

NORTH LINCOLNSHIRE COUNCIL

**CABINET MEMBER FOR HIGHWAYS
AND NEIGHBOURHOODS**

**PUBLIC TRANSPORT:
BUS STOP IMPROVEMENT PROGRAMME**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To approve a programme of bus stop improvements.
- 1.2 Funding is allocated in the 2011/12 Local Transport Plan capital programme.

2. BACKGROUND INFORMATION

- 2.1 Bus stops are the gateway to the bus network. A good bus stop:
 - Is located in a safe and convenient place for bus users
 - Is clean, tidy and well marked
 - Has a raised kerb, which helps people get on and off buses and
 - Has an up to date display showing times of buses
- 2.2 Good bus stops and shelters encourage people to use buses. The council has a policy of improving stops and much work was done to this end between 2000 and 2008. However, there were few improvements in 2009 and 2010 because of lack of available funding.
- 2.3 For 2011/12, there is £26,400 available for these purposes. It is proposed that this money is spent on a mixture of repairs and improvements.
- 2.4 We also propose a simple scoring system for stops and shelters. This will help to prioritise the improvement programme.

3. OPTIONS FOR CONSIDERATION

- 3.1 **Option 1:** To respond to requests for bus stop and shelter improvements on a “first come first serve” basis.
- 3.2 **Option 2:** To prioritise improvements.

4. ANALYSIS OF OPTIONS

- 4.1 Prioritising improvements will help to target stops with large numbers of users and a high proportion of older passengers. Appendix 1 shows a policy statement that includes a simple scoring system for stops and shelters. This will help to identify where the council can spend its money most effectively.
- 4.2 Appendix 2 shows locations where new or improved stops and shelters have been requested. Table 3 shows a draft programme for new and improved stops in 2011/12. It is possible that we may not proceed with some of these if, for example we cannot find a safe or acceptable site. If this happens, we will substitute items from lower down the programme.
- 4.2 We can make some small improvements at “low priority” sites for relatively little money. We propose to allocate some funding to small-scale works so that they are not held up by more expensive schemes. If we wait until money is available for raised kerbs at all these sites, it may be years before anything is done.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

5.1 Financial

5.1.1 There is a sum of £26,400 available from Local Transport Plan capital funding in 2011/12.

5.1.2 It is proposed to spend this money as follows:

- New and improved stops £20,750
- Minor works and Repairs £5,650

This includes design fees where necessary.

5.2 There are no staffing, property or IT implications associated with this report.

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

6.1 Diversity

6.1.1 Bus stops with raised kerbs can help older people and people with disabilities to get on and off buses. This helps them to get to shops and services, despite mobility problems.

6.2 **Environmental**

6.2.1 Well maintained stops and shelters offer a positive image of public transport and help to increase use.

6.3 There are no other implications associated with this report.

7. **OUTCOMES OF CONSULTATION**

7.1 We haven't consulted on the proposed scoring system.

7.2 Consultation will take place with bus companies, local councillors, parish councils and nearby residents on proposals for new or improved stops or shelters.

8. **RECOMMENDATIONS**

8.1 That the Cabinet Member approves the draft bus stop policy and programme for 2011/12.

DIRECTOR OF INFRASTRUCTURE SERVICES

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Background Papers used in the preparation of this report:

Information held by the Public Transport Team on Files Bus Stops/Infrastructure.

PROPOSED SCORING SYSTEM FOR BUS STOP IMPROVEMENTS AND SHELTERS

This system will be used to prioritise requests and proposals for new or improved bus stops.

Criterion	Points
Frequency of Service	
More than 1 bus an hour, 08:00 – 18:00, Mon – Sat	3
1 bus an hour, 08:00 – 18:00, Mon – Sat	2
Less than 1 bus an hour, 08:00 – 18:00, Mon – Sat	1
Gives access to employment opportunities	1
Gives access to new housing or commercial development*	1
Existing stops are over 400m away	1
Required by new or changed bus route	1
Benefits a high proportion of older people or people with disabilities	1
Stop included in travel plans or school travel plans	1
Helps interchange between buses or with other modes	1
Advocated by council members or MP's	1

* The council will expect developers to pay for new bus stops in most of these locations.

Other Requirements:

1. The location must be judged free of road safety or pedestrian hazards and suitable for stop construction.
2. The location must be acceptable to bus operators.
3. The bus operator or council must consider the route to have a long-term future.
4. The council will consult local councillors, parish councils and nearby residents on proposals to create or improve bus stops or install shelters.

The council will also use a scoring system to prioritise requests and proposals for new and improved shelters.

Criterion	Points
Frequency of Service	
More than 1 bus an hour, 08:00 – 18:00, Mon – Sat	3
1 bus an hour, 08:00 – 18:00, Mon – Sat	2
Less than 1 bus an hour, 08:00 – 18:00, Mon – Sat	1
Stop is of particular benefit to older people or people with disabilities (+50% of service users)	1
Stop is particularly exposed to the weather	1
Stop is an interchange point between bus services or with other modes.	1
Stop where improvement is advocated by council members or MP's.	1

Table 1 Requests for New and Improved Bus Stops

Location	Priority Score	Cost
Timberland/Wisteria Way (2 stops)	7	£5,000
Barrow (4 stops)	4	£6,000
Old Crosby (2 stops)	4	£5,000
Holme Hall Avenue (2 stops)	4	£500
Fleetgate/Holydyke, Barton (Move existing stop)	4	£500
Dewsbury Avenue, Scunthorpe (6 stops)	4	£15,000
		£32,000

Table 2 Requests for New or Revised Shelters

Location	Priority Score	Cost
South Ferriby Turn shelter round	5	£2,750#
Alvingham Road, Scunthorpe	4	£2,750*
Bridges Road, Scunthorpe	4	£2,750
Wootton (Replace existing?)	2	£2,750

Cost uncertain. May require ditch to be filled or piped to maintain width of footpath.

* Might cost less than £2,750 if we can relocate a shelter from elsewhere.

Table 3 Draft Programme, 2011/12

Location	Priority Score	Cost
Timberland/Wisteria Way (2 stops)	7	£5,000
Shelter, South Ferriby Turn shelter round	5	£2,750
Barrow (4 stops) (2 with raised kerbs)	4	£6,500
Holme Hall Avenue (2 stops) (Not raised kerbs)	4	£500
Fleetgate/Holydyke, Barton (Relocate existing stop)	4	£500
		£15,250