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**Report to**  
Cabinet Member (Urban Regeneration and Regional Planning)

8 June 2006

**Report of**  
Director of City Development

**Title**  
Report Back on Petition- Proposed Bus Boarders in Belgrave Road

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### 1 Purpose of the Report

1.1 The purpose of this report is to further consider a petition heard at your meeting on 2<sup>nd</sup> February against the introduction of a bus boarder at a bus stop on Belgrave Road by altering the width of the Highway and to consider the results of a subsequent site visit by the Cabinet Member.

1.2 The bus stop is in Wyken Ward.

### 2 Recommendations

2.1 Cabinet Member is recommended to: -

2.1.1 Agree subject to availability of funding and satisfactory consultation, the introduction of speed reducing measures on Belgrave Road between Westmorland Road and Arch Road.

2.1.2 approve the construction of the bus boarder outside 90-96 Belgrave Road and outside 103-107 Belgrave Road as shown in Figure 1, subject to the provision of the introduction of the speed reducing measures in Para 2.1.1

### 3 Information/Background

3.1 The bus stop is situated on a spur corridor, off Corridor 3 (Walsgrave Road and Ansty Road), and links the City Centre to Walsgrave Hospital. These works also supported the introduction of the Bendibuses on the No. 17/27 route by Travel Coventry in 2003. A recommendation arising from the feasibility work and route walk in 2004 on the bus stops indicated that most of the bus stop locations on Belgrave Road should remain unchanged. This was the case for the existing bus stop (**WA06**) outside 90 Belgrave Road. There are 9 of these bus stops on Belgrave Road, 5 of which are complete or awaiting the provision shelter or pole.

3.2 The original proposal replaced the existing bus stop flag at its present location, with a Timeline style (2 bay) cantilever shelter. The WMPTA have agreed to withdraw the proposed shelter and retain the flag and pole at this bus stop.

- 3.3 This bus stop is also located on a bend in the road, so, in addition to the raising of the kerbs, to enable level boarding at both sets of doors, it is necessary to provide build-outs to enable the Bendibus to 'dock' with the raised kerbs. This inbound bus stop is also opposite an outbound bus stop, which also requires small build-outs to assist with 'docking' at the bus boarder. The bus stop road markings are necessary to ensure that the approach to the bus stop is free of parked vehicles.
- 3.4 The Cabinet Member on the 2<sup>nd</sup> February 2006 considered a petition objecting to the proposed bus boarders and the location of the bus stops as they will *constitute a danger to the public and that increased traffic congestion and reduced visibility will result from the proposed alteration to the pavement*. The petition related to the proposed bus stop, shelter and bus boarder outside 90-98 Belgrave Road.
- 3.5 The Cabinet Member deferred a decision on the bus boarder subject to a site meeting. The site meeting was held on 16 February 2006. It was attended by the Cabinet Member, two residents, a representative of Travel Coventry and officers from the TDU.

**4 Proposal and Other Option(s) to be Considered**

- 4.1 An alternative option was put forward by the petitioner for the location of the bus stop. It was suggested that it could to be sited just east of the Axholme Road junction and opposite Arch Road at the brow of the hill. The existing accident record showed 4 injury accidents over the last three years. This is worse than the existing location. It was felt that this was not a suitable option.
- 4.2 If the bus stop was to remain in its current location there was concern at the speed of the traffic at this location and on Belgrave Road in general. It was suggested that measures could be introduced to control the speed of traffic in the vicinity of the bus stop. Belgrave Road is currently on the Local Safety Scheme list.
- 4.3 It is therefore proposed to implement the bus stop improvements as per Figure 1, and to investigate a traffic calming scheme for this section of Belgrave Road. The traffic calming would of course be introduced subject to satisfactory consultation and with the agreement of the residents.
- 4.4 There was also concern that the information provided through plans was not accurate enough and that the detail design of the stop should ensure a minimum road width of 7.0m between the boarders.
- 4.5 A Safety Audit has been carried out on the site and no Highways issues were raised.
- 4.6 This bus stop forms part of a wider package of measures within the PrimeLines programme to support the growth and sustainability of the City. The bus stop is there for the benefit of the whole community who do not have access to a private motor vehicle and rely on Public transport to access important facilities provided within the City.

**5 Other specific implications**

5.1

	<b>Implications (See below)</b>	<b>No Implications</b>
Best Value	✓	
Children and Young People		✓
Comparable Benchmark Data		✓

	<b>Implications (See below)</b>	<b>No Implications</b>
Corporate Parenting		✓
Coventry Community Plan	✓	
Crime and Disorder		✓
Equal Opportunities		✓
Finance	✓	
Health and Safety	✓	
Human Resources		✓
Human Rights Act		✓
Impact on Partner Organisations	✓	
Information and Communications Technology		✓
Legal Implications	✓	
Neighbourhood Management	✓	
Property Implications		✓
Race Equality Scheme		✓
Risk Management		✓
Sustainable Development	✓	
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

## 5.2 **Best Value**

In preparing the bid to Government a detailed economic, financial and environmental assessment of the scheme had to be undertaken. Government subjected these assessments to detailed audit before the funding was released.

The assessments identified a general improvement in environmental conditions as increased bus usage reduced vehicle emissions. Accident savings amounted to a reduction of 120 accidents over the 30-year period of the assessment.

The assessments predicted:

- Bus usage would increase by 25% on each corridor
- Bus usage across the network would increase by 10% by 2011
- Public transport modal split to the City Centre would increase to 30% across the day
- There would be a significant increase in satisfaction levels of bus passenger users.

## 5.3 **Coventry Community Plan**

The PrimeLines project impacts on: -

<b>Key Theme</b>	<b>Priorities</b>	<b>First Steps</b>
1 Jobs & Our Local Economy		<ul style="list-style-type: none"> <li>• Improve physical access to jobs</li> </ul>

- |             |  |  |
|-------------|--|--|
| 8 Transport | We will work with providers to achieve easier, safer, sustainable and more accessible transport for everyone | <ul style="list-style-type: none"> <li>• Increase the frequency and availability of bus services</li> <li>• Encourage more adults and children to walk cycle or use public transport to get to work and school</li> <li>• Increase opportunities for safer cycling and walking</li> <li>• Begin by making improvements in our priority neighbourhoods</li> </ul> |
|-------------|--|--|

**5.4 Finance**

The Cabinet report of 10<sup>th</sup> May 2005 (PrimeLines Progress Report) identified a number of funding streams for the whole of the PrimeLines Projects. In this case the costs of implementation of this scheme for Belgrave Road will be funded from the £8.5m allocation from the Department for Transport (DfT) for 2006/07.

The provision of the bus boarder has already been included in the cost of the overall scheme and therefore there are no further implications on resources. The cost of the bus boarders will be in the region of £15,000 each. The final cost will not be determined until the work has been completed.

The additional resources for the speed reducing measures will need to be identified from within the programme.

**5.5 Health & Safety**

As part of the normal design process this scheme will be 'Safety Audited' to ensure that any foreseeable hazards are eliminated or adequately mitigated. As a result the designed scheme may differ in some respects from that consulted upon so far.

**5.6 Impact on Partner Organisations**

The project is being delivered through close collaboration with the main bus operators, Centro and Coventry City Council. This has been facilitated by a voluntary partnership, The Coventry Public Transport Concordat. Further work is being undertaken within the partnership to introduce a Statutory Quality Partnership. This would then ensure that all buses operating in the city would adhere to a defined standard and this would be matched with improved infrastructure on all of the bus routes. Hence every bus operating in the city would be to a common standard of low floor access, trained drivers, and Global Positioning System equipment.

**5.7 Legal Implications**

The highway improvements (e.g. raised kerb/widened footway) are the responsibility of the Council as Highway Authority using its powers under Part V of the Highways Act 1980.

**5.8 Neighbourhood Management**

The proposals will provide improved bus services into some of the priority Neighbourhoods in the city. There are no direct implications to the Neighbourhood Management.

**5.9 Sustainability**

The PrimeLines initiative seeks to improve public transport to key destinations in a manner, which reduces congestion and provides better accessibility for all people. It will form part of an overall network of Showcase routes across the City. The proposals will improve the quality and reliability of the existing bus routes, thereby helping to make public transport more attractive.

**6 Monitoring**

6.1 The PrimeLines project includes the monitoring of bus patronage and before surveys have already been undertaken.

**7 Timescale & Expected Outcomes**

7.1 Subject to approval construction work could start towards the end of July.

	<b>Yes</b>	<b>No</b>
<b>Key Decision</b>		✓
<b>Scrutiny Consideration (If yes, which Scrutiny meeting and date)</b>		✓
<b>Council Consideration (If yes, date of Council meeting)</b>		✓

List of background papers

Proper officer: Director of City Development

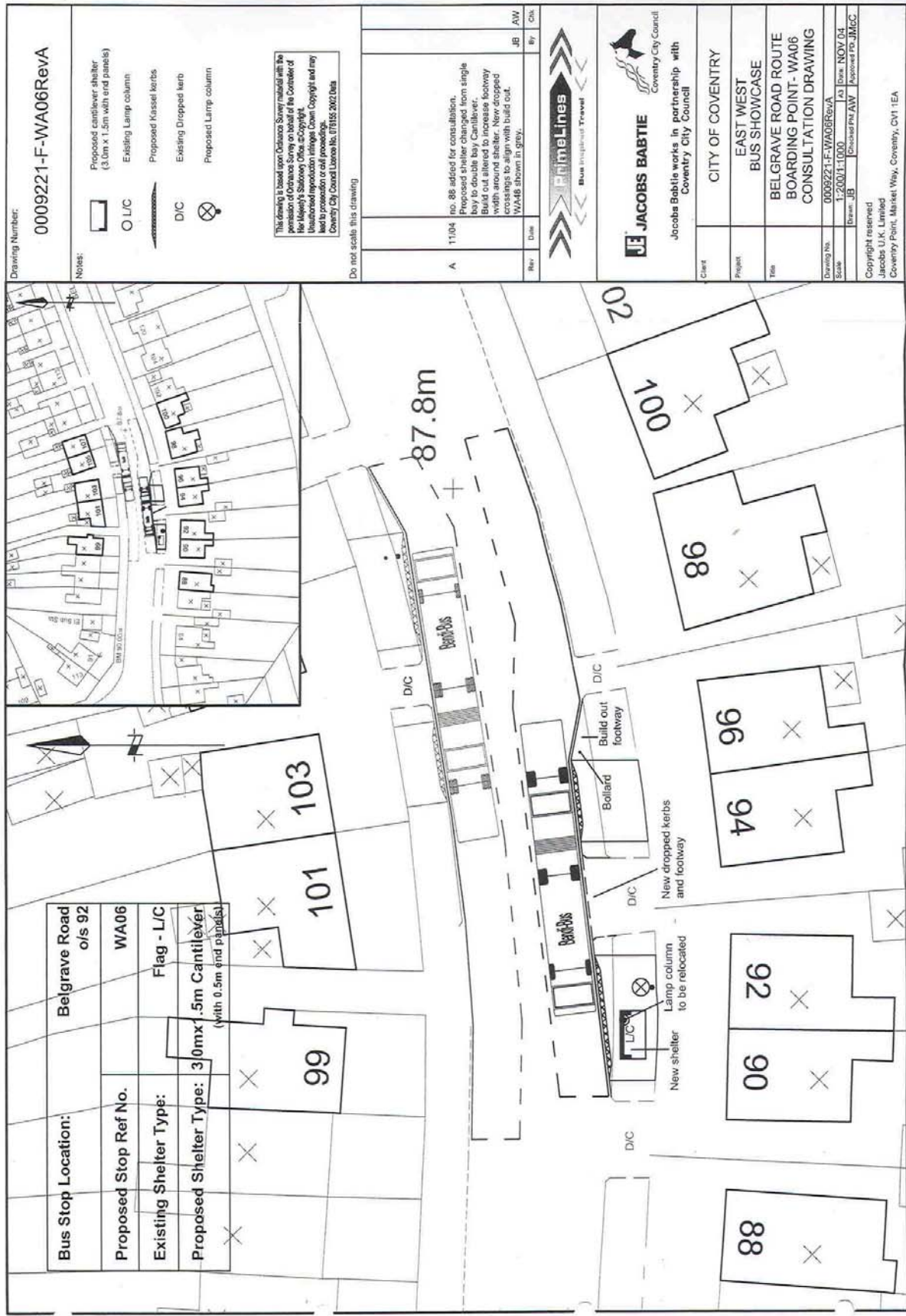
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Papers open to Public Inspection

<b>Description of paper</b>	<b>Location</b>
None	

Figure 1



Cad Ref: Bps\0009221\Drawings\Feasibility\0221-F-WA06-revA.dwg