

Title: **LSTF - Bus Stop Provision to serve the Frequent Ferry Service**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards **Tormohun, Berry Head with Furzeham**
Affected:

To: **Transport Working Party** On: **25/04/2013**

Key Decision: **No** How soon does the decision need to be implemented: **Sept 2013**

Change to Budget: **No** Change to Policy Framework: **No**
Contact Officer: **Ian Jones**

☎ Telephone: **01803 207835**

✉ E.mail: ian.jones@torbay.gov.uk

1. **What we are trying to achieve and the impact on our customers**

1.1. The Bid for the Local Sustainable Transport Fund, as agreed by members at the 5th January 2012 meeting of the Transport Working Party has now been agreed by the Department for Transport. The Highways group have been considering options for the provision of appropriate bus stops near to Torquay and Brixham Harbours to enable suitable public transport links to the Ferry Service.

2. **Recommendation(s) for decision**

2.1 That members approve progression of the proposed bus stop arrangement to serve the Brixham Harbour Ferry Service as shown in **Appendix 1**, subject to consultation with affected businesses and stakeholders and that associated amendments to traffic regulation orders are advertised and implemented if no objections are received, and.

2.2 That members approve the progression and implementation of the Proposed bus stop to serve Torquay Harbour Ferry Service as shown in **Appendix 4**.

3. Key points and reasons for recommendations

- 3.1 The implementation of the frequent ferry service as part of the successful Local Sustainable Transport bid (LSTF) requires that the service has direct links to Torbay's public transport network.
- 3.2 The Harbour areas of both Torquay and Brixham have limited space and as such locations for bus stops to serve the proposed services will be required in locations as close as possible to the ferry terminus locations.

For more detailed information on this proposal please refer to the supporting information attached.

**Patrick Carney
Service Manager – Street Scene Services**

Supporting information

A1. Introduction and history

- A1.1 The recent bid for Department for Transport (Dft) Local Sustainable Transport Funding (LSTF) bid has been successful and officers are now progressing the implementation of the frequent ferry service along with the associated sustainable transport links.
- A1.2 As a requirement of the bid application, a public transport link is to be provided to serve the ferry terminus points at Torquay and Brixham to connect the Town Centres, Hospital and other amenities.
- A1.3 Provision of facilities near to the Brixham Harbour Ferry terminus has been investigated by highways and harbours officers. The only available location is to the northern end of 'The Quay'.

An existing bus stop is already in place to the seaward side of The Quay, approximately 210m from the ferry terminus, which could be utilised. A location on the opposite side is also required to provide the required services, however this area is currently used for limited waiting car and coach parking and will require some physical alterations to accommodate a bus stop. Three options for this location are proposed in this report as follows:

- a. An extension to the existing pedestrian build out in The Quay to provide provision for a bus boarding area. The bus would prevent use of the uncontrolled crossing whilst loading, however this should have little impact on pedestrian safety there would however be an obstruction to through traffic whilst the bus is loading. The proposal would also result in the loss of one limited waiting parking space. This proposal is detailed in **Appendix 1**.
- b. An extension of the existing pedestrian build out as in 'a' above but allowing the uncontrolled pedestrian crossing to be used and resulting in the loss of two limited waiting parking spaces. Whilst the availability of the pedestrian crossing point may be deemed preferable, there would be visibility issues when a bus is loading. This proposal is detailed in **Appendix 2**.
- c. The provision of a bus stop clearway within the area of existing coach and vehicle parking on The Quay. This would be the simplest and cheapest option, however this would result in the loss of one of the existing daytime coach waiting bays, which are also evening parking areas. This proposal is detailed in **Appendix 3**.

All the above options will require consultation with affected businesses and stakeholders prior to implementation. If issues are raised as a result of the consultation then these will be presented to a future Working Party for a recommendation prior to implementation.

- A1.3 Whilst it has been accepted that a bus stop on Torquay Harbourside is desirable, tests carried out with an appropriate sized vehicle has shown that space is very limited and is not deemed to be acceptable on logistical or safety grounds. A location on the seaward side of Victoria Parade, within land managed by the Harbour Authority has been identified as suitable by both

highways and harbours officers and is indicated in **Appendix 4**. The bus stop would be approximately 180m from the ferry terminus.

The nearest available existing bus stops are currently located on Torquay's Strand, which is approximately 435m from the ferry terminus.

A1.5 The proposal for Torquay Harbour will require some further discussions with harbour business operators to establish a location for a pedestrian shelter which can accommodate passenger journey time information systems. The construction of the bus bay does not however affect any operators or businesses in the harbour area.

A1.6 It is anticipated that the proposals for Brixham Harbour will also benefit from the addition of a pedestrian shelter with journey time information. The available space is however very limited and the erection of a shelter would require further consultation with affected businesses.

A1.7 Following initial consultation, any affected traffic regulation orders may be advertised, for which any objections received will need to be presented to a future Working Party for a recommendation on implementation.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 If the bus stop facilities are not implemented there may be a detrimental impact to the delivery of the LSTF bid and this may not satisfy the Dft's requirements for the provision of funding.

A2.1.2 If the bus stop facilities are not implemented then this may have a detrimental effect to the promotion of sustainable transport options in Torbay and may deter investment into the ferry and bus services required to facilitate the scheme.

A2.2 Remaining risks

A2.2.1 If the bus facilities are implemented there may be detrimental impacts to other highway users.

A3. Other Options

A3.1 That the proposed bus stop facilities are not implemented.

A3.2 That the proposals for Brixham shown in either Appendix 2 or Appendix 3 are implemented as alternatives.

A3.3 That existing bus stops further from the ferry termini are utilised.

A4. Summary of resource implications

A4.1 Implementation of any of the proposed Cycle routes will be carried out by officers in the Streetscene and Place business unit.

A4.2 Funding for the scheme will be through the Dft's LSTF funding grant with matched funding from the Council's Integrated Transport Capital Allocation and associated Section 106 planning contributions.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 The implementation of improved public transport links in Torbay will promote the use of sustainable transport options and assist in promoting modal shift.

A6. Consultation and Customer Focus

A6.1 The proposals for The Quay in Brixham will require consultation with affected businesses and other stakeholders prior to implementation.

A6.2 The provision of pedestrian shelters will require consultation with affected businesses in both Brixham and Torquay.

A6.3 Proposed changes to Traffic Regulation Orders will be advertised and any objections received will be presented to future Transport Working Party meetings for consideration.

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 Brixham Harbour Bus Stop Proposal 1

Appendix 2 Brixham Harbour Bus Stop Proposal 2

Appendix 3 Brixham Harbour Bus Stop Proposal 3

Appendix 4 Torquay Harbour Bus Stop Proposal

Documents available in members' rooms

None

Background Papers

LSTF Frequent Ferry Bid Application.