

DEPARTMENT OF INFRASTRUCTURE

Bus Vannin Accessibility Steering Group Meeting Monday 19th December 2022 at 2pm The Boardroom, Sea Terminal Building

Present:

Mr S Peters, MHK (SP)

██████████ (DC)

██████████ (SU)

In attendance:

██████████ Head of Operations, Bus Vannin

██████████ Project Officer (SC) (Notetaker)

Apologies:

██████████ (KW)

██████████ Deputy CEO, Department of Infrastructure (EC)

██████████ Design Engineer, Highways Division

1.	Introductions Attendees of the meeting introduced themselves.	
2.	Apologies Apologies were noted from EC and BA.	
3.	Minister's Update The Minister updated the meeting following receipt of the Steering Group report regarding the acceptance of mobility scooters on Bus Vannin. He reported that his decision not to accept the recommendation that the Report be submitted to Tynwald, was because he wanted further explorations as follows: <ul style="list-style-type: none">• that the Department pursue membership of the Confederation of Passenger Transport (CPT);• that the Department progress CPC training for Bus Drivers and• that further consideration be given to extending the trial routes to include an inter-urban route. The Minister explained the rationale behind his decisions. SU reported that buses in Northern Ireland accept mobility scooters, and suggested that wheelchair users and mobility scooters should have equal priority. Discussion took place regarding a fee to register for travel with a mobility scooter, and whether this would be in contravention of the Equality Act.	SC/IB

	It was noted that membership of the CPT would not provide any insurance benefits.	
4.	Actions from the Last Meeting	
(i)	<u>Lithium-ion batteries in mobility scooters</u> IB reported that the carriage of lithium-ion batteries would be a part of the mobility scooter assessment process.	
(ii)	<u>Disability Awareness Training</u> IB reported that this issue was still to be progressed.	
(iii)	<u>Update on Report & Recommendations to the Minister</u> SC advised that the Report & Recommendations to the Minister had been published on the Bus Vannin website. (https://www.iombusandrail.im/media/2632/bus-vannin-accessibility-steering-group-report-september-2022.pdf)	
(iv)	<u>Town Centre First</u> SC advised that the DfE officers working on the Town Centre First Project had been advised of the existence of the Steering Group.	
(v)	<u>Due process: Cronk y Berry</u> The report received from BA regarding the above was noted: <i>"Generally the requirements of the contractor are included within the scope. Each scope has similarities but some will be more specific based on the project"</i> An example provided scope regarding Traffic and Pedestrian Management Measures provided by BA is attached at Appendix 1.	
(vi)	<u>Victoria Street, Lloyds Bank</u> The following response from BA was noted: <i>"Victoria Street works to improve the current situation, the kerbs in question traversing fort Street are not included with this scheme as it is encompassed with another scheme".</i> SU reported that the unsafe kerbs in question are in the side-lanes next to Connister Bank and Freshly Squeezed. SC agreed to raise this with BA accordingly.	SC

<p>(vii)</p> <p>(viii)</p> <p>(ix)</p>	<p><u>17 Bus Stops to be made accessible</u></p> <p>SC apologised for failing to forward the list of the 17 stops to be made accessible, and advised that she would do so following the meeting.</p> <p><u>Policy Issues</u></p> <p>SC reported that discussion had taken place and advised that it was appropriate for the Group to make policy recommendations to the Minister.</p> <p><u>Free School Buses Appeals Process</u></p> <p>IB reported that an appeals process for free school buses had been agreed, and agreed to circulate a copy to members of the Steering Group.</p>	<p>SC</p> <p>IB</p>
<p>3.</p>	<p>Revised Terms of Reference</p> <p>SC reported that the Terms of Reference for the Group had been revised to reflect the wider remit, but that they had not been formally approved. She agreed to circulate a copy of the Terms of Reference once formal approval had been obtained.</p>	<p>SC</p>
<p>4.</p>	<p>Mobility Scooter Trial Implementation</p> <p>It was noted that the trial implementation had been largely covered during the discussion with the Minister. However, IB reported his intention to undertake and circulate a risk assessment.</p> <p>Discussion took place regarding evacuation in the event of a bus emergency or break-down. SU reported that the ambulance service has evacuation facilities.</p> <p>It was noted that bus drivers have very little training beyond driving the bus, and knowledge of the bus routes.</p>	<p>IB</p>
<p>5.</p>	<p>Transport Strategy</p> <p>SC reported that development of the Transport Strategy is currently in the early stages, and that it was not due for completion until 2024.</p> <p>The first stage in its development, was to commission transport decarbonisation scenarios (similar to those that had been produced for development of the energy strategy). She further advised that the procurement process for the transport decarbonisation scenarios was in progress, and was due to close mid-January. The scenarios would be used to model policy options to deliver the Island’s targets for reductions in transport emissions.</p> <p>SC suggested that each transport mode would require consideration in relation to accessibility.</p>	

	<p>SC also circulated an early draft of the Transport Strategy "Guiding Principles", which included a principle regarding Access. SC requested that members advise her of any comments regarding this principle, which she would then feed back into the Transport Strategy Officer Working Group.</p>	ALL
6.	Highways Issues	
(i)	<p><u>Role of Senior Highway Engineer Safer Road and Mobility: "Safe System approach" and "Vision Zero" and link with the work of the Steering Group.</u></p> <p>SC reported BA's notes as follows:</p> <p><i>"Both roles would require the successful candidates to include the same principles and promote works that meet current MfMR standards. Current employees and projects/schemes currently abide by this. Refer to the individual sections for more specific information". <u>Microsoft Word - Manual for Manx Roads.docx (gov.im)</u></i></p>	
(ii)	<p><u>Bus stop upgrade update</u></p> <p><i>"Bus Stop works are generally on track. They are perhaps 1 week behind the initial programme due to subterranean features encountered and material issues. The contractor has been given 2 more bus stops to construct and a few dropped kerbs in the vicinity of the stops. Rediweld platforms to Lord Street to be discussed with in the near future".</i></p>	
(iii)	<p><u>Update on road and pavement works at Cronk y Berry</u></p> <p><i>"IDG did strike a cable 2 weeks ago that was not on the plans, however this was dealt with as an emergency and the resulting excavation filled and covered the same day. The ironworks within the footpaths have sat proud 20mm while waiting for the final wearing course. These small water valve covers have had temporary asphalt haunching around the edges. Raised ironworks signage has been placed around the site and letters have been sent to effected residents.</i></p> <p><i>The contractor believes that the asphalt works will be complete by Christmas, however the new speed ramp and snagging will be completed in the new year. The works have been going on for circa 6 months but the contractor has endeavoured to maintain walking and wheeling access throughout and have operatives available to assist with any access issues that may have arose."</i></p> <p>DC advised that the update was a "very rosy" report.</p>	
(iv)	<p><u>Bus stop layout</u></p> <p><i>"Happy to call and discuss on individual stops. Generally speaking the 180mm upstand Kassel kerbs should allow users to walk and wheel on/off busses without ramps. The Kassel kerbs are positioned,</i></p>	

	<p><i>where practical, in line with the bus stop and its entrance to allow this extra space to be utilised”.</i></p> <p>SU advised that his concerns were in relation to 3 stops, in Ballasalla, Mount Murray, and Peel.</p> <p>IB reported his belief that the Ballasalla stop is being addressed, and that he would review the Peel stop. He advised that the issue regarding the Mount Murray stop was unfortunate.</p>	
7.	<p>Airport Accessibility</p> <p>SC reported on a very positive discussion with [REDACTED] (GC), the airport director, regarding the adoption of EU Regulations regarding the rights of people with a disability and people with reduced mobility when travelling by air. GC is going to give consideration as to whether a request to adopt the Regulations in the IOM should be progressed.</p> <p>She further reported that GC had expressed a keen interest in involving the Group in accessibility issues at the airport, although this was early days, and required further consideration as to the most appropriate mechanism and issues for involvement. SC agreed to report further on this at the next meeting.</p> <p>SU reported that his wheelchair was unsuitable for flying, but that he had heard of passengers whose wheelchairs had been damaged when flying.</p>	SC
8.	<p>Pavement Gritting</p> <p>DC raised the issue that pavements are not gritted during icy periods. It was noted that this was likely due to limited resource. SU reported his thanks to DOI staff, who had gritted his area during the recent icy conditions.</p>	
9.	<p>Date of Next Meeting</p> <p>It was noted that the date of the next meeting would be at the end of February/early March 2023.</p>	
10.	<p>Close</p> <p>The meeting closed at 3.20.</p>	

APPENDIX 1

S 240 Traffic and Pedestrian Management

The *Contractor* shall submit a traffic and pedestrian management plan to the *Project Manager* for approval prior to works commencing.



The Contractor shall be responsible for the provision and maintenance of Temporary Traffic Management measures in accordance with Chapter 8 of the Traffic Signs Manual, the 'Safety at Street Works and Road Works' code of practice and the Specification for Highway Works.

Where Traffic Orders are not required the proposed scheme of Temporary Traffic Management shall be submitted to the Project Manager for approval not less than 7 working days before it is implemented.

If a traffic order is required the Contractor will liaise directly with the Highways Section of the Client to arrange a Temporary Traffic Order not less than 28 days before it is due to be implemented.

The Contractor shall supply, erect, maintain and remove Advance Road Closure Roadside Notices. The signs shall have a yellow background and black writing and incorporate an appropriately agreed logo and wording.

The Contractor shall arrange his work in such a manner that there is minimum restriction to the traffic flows.

All road signs placed on the highway must be weighted to prevent blow over and shall be accompanied by a 750mm road cone and lamp on the traffic side.

Where temporary traffic signals are to be used they should be manually operated during peak hour travel periods (08.00 – 09.30 & 16.30 – 18.00 Monday to Friday).

The Contractor shall adequately maintain all roads and footpaths within and adjacent to the site likely to be affected by the works.

The advance warning or diversions signs used as part of the traffic management shall be new or in good second hand condition. Signs faces shall be to BS EN 12899-1: 2007 Class RA2.

Exact positions of the advance warning and diversion signs shall be agreed with the Project Manager.

All traffic management must be inspected and maintained daily and inspections should be recorded showing the details of the inspector, timing of the inspection and details of any actions taken.

All pedestrian routes should be suitable for disabled and impaired users. Routes should be sufficiently wide to allow for wheelchair users with a minimum width of 1500mm. Changes in level should be ramped at an appropriate gradient not exceeding 8% to ensure safe passage of wheelchairs or pedestrians with reduced mobility. If the extent of the works means that pedestrians will have to use the carriage way, kerb ramps or raised footways should be provided to help wheelchair users. The length of pedestrian diversion routes should be kept to a minimum and should not exceed 100m without providing suitable rest areas.

S 250 Construction of Footways

APPENDIX 1**BUS VANNIN ACCESSIBILITY STEERING GROUP RECOMMENDATIONS & MINISTER'S COMMENTS**

No	RECOMMENDATION	MINISTER'S DECISION
1	The attached report be approved and adapted for submission to Council of Ministers and Tynwald;	Not approved, but publish Accessibility Steering Group Report online
2	Bus Vannin begin a 12 month trial carrying mobility scooters on its services;	Approved
3	an operational working group is established to identify the actions required to begin the trial;	Approved
4	the trial be monitored regularly, in order to address any issues identified;	Approved
5	the trial begin initially on the No 21 route, and extended to the Numbers 22 and 25 routes after 6 months should no significant issues be identified on the No 21 route;	clarification from the Minister required.
6	a full review of the trial to be undertaken after 12 months, with full consideration given to how the carriage of mobility scooters could be extended Island-wide;	Approved
7	a report to Tynwald, based on the contents of this Report, be prepared and submitted to Cabinet Office for consideration by Council of Ministers prior to onward submission to the Clerk of Tynwald's Office;	
8	the remit of the Steering Group be extended to other areas of the Department, and;	Approved
9	Accessibility form one of the themes of the forthcoming Transport Strategy.	Approved