

**REPORT TO:** Environment & Urban Renewal Policy and Performance Board

**DATE:** 28<sup>th</sup> June 2017

**REPORTING OFFICER:** Strategic Director Enterprise, Community and Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Proposed Installation of Bus Shelters at Bus Stops located On Clifton Rd with the Junction of Malpas Rd

**WARDS:**

## **1.0 PURPOSE OF THE REPORT**

- 1.1 The purpose of the report is to inform the PPB of the recent request from public transport users for bus shelters to be installed at the bus stops shown in appendix 1 of this report.
- 1.2 The report also seeks to inform the board of the consultation and comments received during the process.

## **2.0 RECOMMENDATION: That the Board consider the matter and make appropriate recommendations.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 Initially, a request was received for a bus shelter to be installed at bus stop A, as identified in appendix 1 of this report.
- 3.2 As a result, a period of consultation was undertaken and during this period, a further request was made by a respondent to have a shelter installed at the corresponding bus stop, bus stop B, also identified in appendix 1 of this report.
- 3.3 Due to receiving the additional request, a second round of consultation was undertaken across a wider area within the proximity of the bus stops with 75 properties receiving a letter.
- 3.4 The results from the consultation can be seen at appendix 2 to this report with a total of 10 households responding providing a 13.3% response rate.
- 3.5 The results identified that 4 households objected to the proposal with 6 households in favour of the proposal.

- 3.6 The majority of the objections are due to the fear of the bus shelters attracting anti-social behaviour. It should be noted that bus shelters were in place at the location some years ago and it is understood that the shelters were removed due to anti-social behaviour at that time.
- 3.7 However, recent evidence gained from the Safer Halton Partnership show that no incidents of anti-social behaviour have been recorded in the immediate vicinity or periphery of the bus stop location. Although, one of the respondents objecting to the proposal has recently called the Transport Co-ordination Office to report anti-social behaviour in the vicinity of the bus stops. These comments can be found at appendix 2 to this report.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 None

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The installation of the shelters will attract a cost £1984 per shelter with ongoing maintenance costs which will be borne within the existing bus stop maintenance budget.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### **6.1 Children and Young People in Halton**

None

##### **6.2 Employment, Learning and Skills in Halton**

None

##### **6.3 A Healthy Halton**

None

##### **6.4 A Safer Halton**

None

##### **6.5 Halton's Urban Renewal**

#### **7.0 RISK ANALYSIS**

- 7.1 There are no risks associated with the report.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

- 8.1 Public transport infrastructure plays an important role for passengers with a wide range of disabilities who wish to access local public transport services.
- 8.2 From 1st January 2015, all single decker buses weighing under 7.5 tonnes and carrying 22 or more passengers that are used on local or scheduled bus services have been required to be fully Public Service Vehicle Accessibility Certificate (PSVAR) compliant.
- 8.3 The current Department for Transport (DFT) document “Inclusive Mobility” provides a guide to best practise in relation to making accessibility improvements to public transport infrastructure. The document provides guidance on number of accessibility improvements one of which is the recommendation to provide a bus shelter at bus stops where possible.
- 8.4 The document also identifies recommended walking distances without a rest for people with varying disabilities. The table below shows the distances identified;

Impaired group	Recommended distance limit without a rest
Wheelchair users	150m
Visually impaired	150m
Mobility impaired using stick	50m
Mobility impaired without walking aid	100m

- 8.5 Standing can also be difficult and painful for some people who have disabilities with the document also identifying that people can find it difficult to stand for a period as short as 1 minute. However, some people with disabilities were able to stand for a period up to 10 minutes.
- 8.6 Without these facilities passengers with disabilities may be excluded from using the local public transport network.

## **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

- 9.1 There are no background documents under the meaning of this Act.

## Appendix 1

**Bus Stop A**



**Bus Stop B**



## Appendix 2

Date	Details	Comments
23/5/2016		Against shelter installation due to ASB. Shelter was removed some years ago regarding following complaints from residents in the vicinity of the shelter
23/5/2016		Received call 11/1/17 objecting to the shelters and will formally write in.
17/1/17		Received Email objecting to the Shelters being installed.
11/1/17		Call received stating witnessed ASB at the bus stop on the evening of the 10/1/17. 3 youths shaking information case and pole. Called at resident's house who went out to the youths to remonstrate with regards to ASB. The resident was asked not to go out at the time but just wanted to witness the ASB. Further call received regarding ASB at the bus stop. School pupils kicking the post and entering the driveway to house.
11/1/17		Thinks bus shelters are a good idea and hopes they will be installed soon.
May 16		Would like shelters at both stops and supports the proposal
April 16		Initially asked for shelter in April 16 via local Councillor
11/1/17		No objections to the shelters and supports the proposal
12/1/17		Received email in support of the shelter installation proposal.
14/1/17		Received email from..... in support of the shelters being installed. Mum is elderly and uses buses.