

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

**DATE:** 16 February 2022

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

**PORTFOLIO:** Environment and Urban Renewal

**SUBJECT:** Receipt of Petition – to amalgamate bus stops on Hale Rd, Halebank

**WARDS:** Ditton, Hale Village & Halebank

## **1.0 PURPOSE OF THE REPORT**

1.1 To inform the Board of a petition that has been received from the residents of Halebank requesting the amalgamation of bus stops in the Halebank area with a view to removing two bus stops located on Hale Road.

## **2.0 RECOMMENDATION: That**

- 1. the petition be noted;**
- 2. the Board give consideration to the request in the petition to remove two bus stops on Hale Rd;**
- 3. the Board give consideration to the concerns of the bus operator and that the operator is opposed to the removal;**
- 4. it is suggested that the bus stops remain in place and operational; and**
- 5. the local ward members be informed of the outcome of the Board's consideration of the petition.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 Halton Borough Council received a petition on the 30<sup>th</sup> September 2021, signed by 152 residents, requesting the removal of two bus stops located on Hale Rd between Halebank Road and Pickerings Road. Please note the petition has been redacted from the report on data protection grounds.
- 3.2 The two bus stops provide a stopping place in both directions for the service 82a which operates on a 30 minute frequency between Runcorn and Liverpool via Widnes.

- 3.3 The petition suggests that by removing the bus stops on Hale Road and the 82a calling at the alternative bus stop at Pickerings Road terminus will be more beneficial for passengers. Also, improving traffic flow in the area. Appendix 1 shows the bus stop locations.
- 3.4 However, removing the bus stops would increase the walking distance for some passengers and also, increase the number of road crossings for passengers.
- 3.5 The bus operator has also expressed concern in that, by removing the bus stops would increase the turning manoeuvres accessing and egressing the proposed alternative bus stop at Pickerings Rd. There was also concern that journeys may be delayed especially in the peak periods. The operator indicates that they have not experienced any issues whilst observing the two bus stops and would be opposed to the removal. Appendix two shows comments received from the bus operator.
- 3.6 Should the operator choose not to serve the proposed alternative bus stop in the petition then this would result in passengers having to walk a greater distance to the bus stops at Foundry Lane.
- 3.7 The bus stops have been in place in the current location for a significant number of years with no incidents or issues reported. Leaving the bus stops in place will only slightly delay general traffic when the bus is stopped as the frequency of the service is only every 30 minutes. Therefore, only causing traffic to stop on two occasions each hour in both directions.
- 3.8 Should the bus stops be removed, traffic will still have cause to stop on Hale Rd while buses make the turning manoeuvres to access the proposed alternative bus stop on Pickerings Road.
- 3.9 It should be noted that, traffic related incident data between 2016 and 2020 shows that a total of two incidents have taken place and this was in 2017. Both incidents were categorised as vehicle collisions.
- 3.10 In March 2021 the Government announced the Bus Back Better Bus Strategy for England. The document attached to the announcement places emphasis on significantly improving the public transport offer in the Borough resulting in increased patronage across the public transport network. A further aspiration of the Bus Strategy is to push modal shift away from the car with a view to achieving clean air targets. In light of this, it is important that existing levels of public transport infrastructure are maintained.

## **4.0 POLICY IMPLICATIONS**

4.1 No direct implications

## **5.0 OTHER IMPLICATIONS**

### **5.1 Resource Implications**

No direct implications

### **5.2 Social Inclusion Implications**

The potential for passengers having to walk the extra distance and also the potential for passengers to make increased road crossings may deter or prevent those with mobility difficulties from travelling.

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

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

No direct implication

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

No direct implications

### **6.3 A Healthy Halton**

No Direct implications

### **6.4 A Safer Halton**

No direct implications.

### **6.4 Halton's Urban Renewal**

Access to a sustainable, reliable affordable public transport network is key to Halton's urban renewal.

## **7.0 RISK ANALYSIS**

The withdrawal of the bus stops would increase left and right turn manoeuvres for the bus service and also increase carriageway crossings for passengers. Additionally, given that the operator is opposed to the removal of the bus stops, there is a risk that the alternative may not be observed and preference would be to observe the next bus stops on Hale Rd at Foundry Lane thus potentially further increasing the distance to bus stops for passengers. Given the recent Government announcement (see 3.10) reducing the number of bus stops would be seen as a negative move.

## 8.0 EQUALITY AND DIVERSITY ISSUES

Removing the bus stops would increase the access distance and also increase the number of carriageway crossings which may present additional barriers for passengers. Please note that in close proximity to the two bus stops on Hale Rd accessibility measures have been installed to aid access for passengers and pedestrians.

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

#### 9.0

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Copy of Petition (Redacted)	Transport Co-ordination, 4th Floor, Municipal Buildings, Widnes	Ian Boyd, Principal Officer Transport Co-ordination

Bus stop Location                      Appendix 1

Operator comments                    Appendix 2

Appendix 1

