

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

**DATE:** 16 September 2009

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Receipt of Petition - Relocation of Bus Stop at Derby Road, Widnes

**WARDS:** Farnworth

## **1.0 PURPOSE OF THE REPORT**

1.1 To inform the Board of a petition that has been received from the residents of Claremont Ave, Claremont Drive, Derby Rd, Marsh Hall Road, Windermere Ave and Windermere Street, following the relocation of a bus stop by approximately 100 metres from its original location on Derby Road, at the junction with Claremont Drive, Widnes.

## **2.0 RECOMMENDATION: That**

- (1) the petition be noted; and**
- (2) the proposed course of action to relocate the bus stop on Derby Road on a temporary basis to enable an assessment to be made of the relative benefits, be supported**

3.1 Halton Borough Council received a petition on the 10<sup>th</sup> August 2009, signed by 49 residents, concerning the relocation of a bus stop on Derby Rd (See Appendix A). The basis of the petition being that: the majority of the people who use the bus stop are between 60 and 80 years of age, have health and mobility problems and are at a greater risk of falling, (particularly so in the winter with icy pavements and the downhill location of the new bus stop); and that the current siting of the stop provides little protection from inclement weather. It is alleged that the original location of the stop has never caused a problem. Finally, the petition seeks a 'Request Stop' to be placed in the vicinity of the old bus stop.

3.2 The bus stop is served by the Halton Transport Ltd service 17a, which operates on an hourly frequency Monday to Saturday between Widnes, Vicarage Rd and St Helens Town Centre.

3.3 The bus stop was originally relocated as part of a Borough wide scheme to improve access to stops and to bring the bus stop up to Disability Discrimination Act 1995 (DDA) compliance. Part 3 of the DDA gives people with disabilities the right to access goods, facilities,

services and premises. Unfortunately, the bus stop, in its initial location could not accommodate the necessary improvements to make the stop DDA compliant (bus shelter, raised kerbing and bus box markings) and as such an alternative location was sought.

- 3.4 Due to the concerns raised in the petition, a site visit has been carried out by the Executive Board Member for Planning, Transportation, Regeneration and Renewal and relevant Council Officers, to assess the situation and if appropriate, identify an alternative location. It was subsequently agreed that for a trial period of six months, an alternative bus stop should be sited on Derby Rd, closer to its junction with Claremont Drive to enable an assessment to be made of the relative benefits of each bus stop location. However, the temporary bus stop will not comply with DDA standards, during the trial and the current bus stop will be taken out of use due to the close proximity of the temporary stop. The attached plan shows the positions of the old stop, the new DDA compliant stop and the proposed location of the temporary (trial) stop.
- 3.5 It should be noted that further consultation with the residents occupying frontage properties on Derby Rd, affected by the alternative bus stop location, will be undertaken.

#### **4 POLICY IMPLICATIONS**

- 4.1 There are no specific policy implications resulting from this report.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 **Resource Implications:** The cost of providing the temporary bus stop will be provided from within existing revenue resources. Should a decision be taken to relocate the stop on a permanent basis to the site of the temporary stop, capital costs will be incurred in upgrading the new stop to DDA standards and removing the existing bus stop. These have been estimated to be in the sum of £6,500
- 5.2 **Social Inclusion Implications:** The proposals contained within the report will help to address concerns raised by people using the bus stop in question and as such will aid social inclusion.

#### **6.0 Implications for Council's Priorities**

- 6.1 **Children and Young People in Halton** – There are no direct implications resulting from this report.
- 6.2 **Employment, Learning and Skills** - There are no direct implications resulting from this report.

6.3 **A Healthy Halton:-** There are no direct implications resulting from this report.

6.4 **A Safer Halton:-** There are no direct implications resulting from this report.

6.5 **Halton's Urban Renewal;-** There are no direct implications resulting from this report.

## **7.0 RISK ANALYSIS**

7.1 A risk and feasibility assessment of the proposed temporary bus stop will be carried out, prior to it being implemented.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Passengers with mobility problems could be affected, as the location of the temporary stop will not be DDA compliant. However, should it be decided to permanently relocate the bus stop to the site of the temporary bus stop, then improvements will be undertaken to ensure that the new stop meets DDA requirements.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
<b>Petition from residents of Derby Rd.</b>	<b>Transport ordination, House, Halton Runcorn</b>	<b>Co-Rutland Lea David Hall</b>