

REPORT TO: Executive Board

DATE: 21 September 2017

REPORTING OFFICER: Strategic Director, Enterprise, Community & 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 To inform the Board of a request for bus shelters to be installed at the bus stops shown in appendix 1 of this report.
- 1.2 To inform the Board of the consultation that has taken place and comments received.

2.0 RECOMMENDATION: That Executive Board consider the installation of the bus shelters in Clifton Road.

3.0 SUPPORTING INFORMATION

- 3.1 The Council received a request for the installation of a bus shelter installed at bus stop A identified in appendix 1 of this report in May 2016.
- 3.2 A period of consultation was undertaken with residential properties within the vicinity of the bus stop. At that time four responses were received. Two in support of the installation and two against. One of the resident in support of the installation also asked that a bus stop be installed across the road at Bus Stop B identified in appendix 1.
- 3.3 As a result of receiving the additional request a second round of consultation was undertaken in July 2016 across a wider area within the proximity of the bus stops with 75 properties consulted.
- 3.4 A further six responses were received. Of these responses four responses supported the installation of the stops and two were against the installation. Details of the responses to both consultations are set out in Appendix 2. The four residents supporting the installation in the 2nd consultation were different from the two who supported the installation in the first round

- 3.5 In total over the two consultations six separate letters of support from different individuals have been received. Four objections have been received.
- 3.6 The main concern of the objections is the fear of the shelters attracting anti-social behaviour. It should be noted that bus shelters were in place at this location some years ago and it is understood that the shelters were removed due to anti-social behaviour at that time.
- 3.7 Recent evidence from the Safer Halton Partnership identified over a 5 month period, that there was 1 reported ASB incident in the immediate vicinity or periphery of the bus stop location involving youths pushing bins over. The Partnership are of the view that this would suggest it is not an ASB hotspot area. Although, one of the respondents objecting to the proposal called the Transport Co-ordination Office at the time of the 2nd consultation to report anti-social behaviour in the vicinity of the bus stops. These comments can be found at appendix 2. The objectors indicate that evidence from the Safer Halton Partnership is contradicted by personal experience of anti-social behaviour and several incidents have been reported. See paragraph 3.12 below.
- 3.8 A report was taken to the Environment & Urban Renewal Policy and Performance Board (PPB) on 28th June 2017. The report considered the consultation responses and views in respect of Anti-Social Behaviour. The PPB supported the installation of the bus stops.
- 3.9 Since the report to the PPB the Council has received a complaint from those residents that objected to the installation of the shelters. Two of the complainants are members of the Council and for openness and fairness it is being brought to the Executive Board. The complaint raises a number of issues about the decision making process.
- 3.10 The complainants are concerned that the low level of responses to both consultation exercises makes the results of the consultations inconclusive. They also have asked if some of the residents that supported the installation in the 2nd consultation were included in the initial consultation. The Executive Board are advised that there has been no double counting of those in support of the proposal. In total, six separate residents have supported the installation over the two consultations. The details of individuals responding to the consultation cannot be included in the report as this constitutes personal data. However, to provide assurance that the six responses were from separate individuals the information will be provided to the Executive Board separately as background information.
- 3.11 The complainants consider that the need for shelters has not been established. They raise concerns that the transport usage data for Clifton Road was not made available to the PPB and in their view the

data shows low usage numbers. They are concerned that the data covers the six stops in Clifton Road not just the two where the stops are proposed and they may include both boarding and alighting data. The data is commercially sensitive and cannot be included in the report but has been shared with the Executive Board separately as background information. Whilst this data cannot be considered in a public forum it can be confirmed that the data is collected by operators in a different way with some data covering the six stops in Clifton and other data covering the stops in question. Additionally, it is collected over different time periods, therefore comparing data is difficult. None of the data includes alighting passengers. Whilst the data may show lower than average figures for the area compared to other areas of the Borough, a key consideration for a shelter is not usage figures but rather the improvement of the passenger journey particularly in inclement weather.

3.12 The complainants have also expressed concerns that the fears of anti-social behaviour are unfounded are contradicted by several incidents they have reported. These include damage to the bus stops signs and timetables, graffiti at the shelters at the next stop in Clifton Road, a school sign next to the bus stop in Clifton Road been reversed. In conclusion they consider that the case for bus shelters in this area has not been made.

3.13 The overall response to the two consultations was low but they do demonstrate that there is marginally more support for the stops. The Ward members have previously indicated support for the installation of the stops as they have received request in the past from residents for the installation of bus stops.. A key consideration for a shelter is not usage figures but rather the improvement of the passenger journey particularly in inclement weather.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 FINANCIAL IMPLICATIONS

5.1 The installation of the shelters will attract a cost of £1984 per shelter with ongoing maintenance costs which will be borne from 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 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.

8.3 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

8.4 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.

8.5 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

Consultation Responses May 2016

Date	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 formerly write in.
May 16	Would like shelters at both stops and supports the proposal
April 16	Initially asked for shelter in April 16 via local Councillor

Consultation Response July 2016

Date	Comments
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 residents 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.
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 in support of the shelters being installed. Mum is elderly and uses buses.