

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Service - Public and Integrated Transport

Part I

Electoral Division affected:
Ribble Valley South West;

Corporate Priorities:
Delivering better services;

Provision of a Bus Shelter at the Petre Arms, Whalley Road, Langho

(Appendices 'A' - 'C' refer)

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Brief Summary

After requests from local bus users and local councillors, the Public Transport team has identified a need for a replacement bus shelter at the bus stop outside the Petre Arms on Whalley Road, Langho, BB6 8AB.

This report summarises the results of the consultation on the proposed bus shelter to which objections have been received.

Recommendation

Cabinet is asked to approve the installation of a replacement bus shelter outside the Petre Arms, Whalley Road, Langho, BB6 8AB.

Detail

After requests from local bus users, the divisional county councillor, borough and parish councillors, the Public Transport team has identified the need for a replacement bus shelter outside the Petre Arms, Whalley Road, Langho, BB6 8AB.

The bus stop is currently identified by a bus stop plate on a lamp column (Appendices 'A' and 'B' refer). Previously, there had been a Ribble Valley Borough Council owned shelter near to the current bus stop. However, it was damaged beyond repair in a road traffic incident in January 2015 and subsequently removed. To date, the shelter has not been replaced due to budgetary constraints, Ribble

Valley Borough Council had insufficient funding available to deliver a suitable replacement shelter for the location.

The county council recognises the importance of bus shelters in encouraging bus use and promoting modal shift and public transport officers advocate the benefit of bus shelters. This is in line with the county council's Bus Service Improvement Plan (BSIP) that has been submitted to the Department for Transport. Installation of a replacement bus shelter here would offer a much-improved waiting environment for bus passengers, also to provide considerable protection from adverse weather conditions.

The divisional county councillor has promoted the replacement of this shelter for many years, with support from both borough and parish councillors as well as many local residents.

As a result, county council officers propose to take forward the provision of a replacement shelter. The county council, with partial funding from the borough council, would contribute to the costs of a suitable shelter and arrange the necessary installation works.

The proposed bus shelter location has been chosen in consultation with the bus operator, key stakeholders and officers of the Highways Service. This considers convenience for potential passengers, suitability of footway, highway safety, current guidance, recommendations and the needs of other road users and residents.

The proposal is for the installation of a county council standard style bus shelter, manufactured by Euroshel, at the current bus stop. This will be a 2-bay shelter with 352mm end panels, 950mm roof width and an overall length of 2790mm. This will comprise of clear glass sides and roof panels and be positioned at the rear of the kerb, open to the road, 600mm in front of the retaining wall, (Appendix 'C' refers), leaving a footway clearance of 1250mm.

Consultations

Formal consultation was undertaken in August 2021, including the affected frontage property.

Responses

The local bus operator has agreed to serve the bus stop and has no objections to the proposal, due to a bus stop already being in situ.

The county council's Highways Traffic Safety Officer for the area has deemed the bus shelter location as the safer option than alternatives.

As part of the consultation, the proposed scheme received responses from an objector.

The points raised by the objector are summarised below with officer responses:

1. It will obscure the openness of the frontage of the Petre Arms

In response, the majority of the bus shelter will be made of clear tempered glass, which would not restrict visibility of patrons exiting the car park or obscure natural light should there be outdoor seating at this venue.

2. It will attract anti-social behaviour and vandalism

In response, similar concerns have been raised in relation to comparable schemes within Lancashire. There is no direct evidence to support the view that these concerns are likely to occur, experience has shown that the perceptions and fears raised elsewhere have rarely materialised.

3. It will cause obstruction issues when pulling out of the car park

In response, the proposal is to install the bus shelter at the existing bus stop, and there have been no recorded incidents at this location since the bus stop plate was installed here. A comprehensive review of location options for the bus shelter has been undertaken. The proposed location has been assessed by a Traffic Safety Officer in the county council's Highways Service who has deemed it as the safest option. It would not interfere with the sightlines at the private access at the Petre Arms and the turning movements. Waiting buses are regarded to be infrequent as demonstrated by successful operation of the site as a bus stop over several years.

Implications:

This item has the following implications, as indicated:

Risk management

No significant risks have been identified with not carrying out the scheme, however passenger experience and comfort would be compromised.

Financial

The total estimated scheme cost is £5,500. It is proposed that this will be part funded to a value of £2,000 from Ribble Valley Borough Council with the remaining £3,500 from the capital budget allocation for bus stops.

Legal

The authority has a power to provide bus shelters. Planning permission is not required as the provision of standard non-advertising bus shelter on or near highway is permissive development.

Equality

The proposals will improve the waiting environment for bus passengers and therefore improve accessibility to passenger transport services and opportunities to the community.

Human Rights

The view has been expressed that the installation of a bus stop could interfere with residents' Article 8 Convention Rights, namely the right to respect for one's private and family life, contrary to the provisions of the Human Rights Act. There could also be a possibility of infringing the rights of quiet enjoyment of property, which could extend to the rights of businesses affected. Whilst these rights under the Act are recognised, they need to be balanced against the general rights and interests of the wider community, including the users of public transport. Taking into account all of the relevant factors, these latter rights are considered to prevail.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A