

HIGHWAYS ADVISORY COMMITTEE

4 October 2016

Subject Heading:	EXPERIMENTAL WIDTH RESTRICTION Faircross Avenue Outcome of public consultation
CMT Lead:	Steve Moore
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Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £7,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements.

The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for the provision of a 2 metre width restriction in Faircross Avenue which was implemented on an experimental basis and seeks a recommendation on whether or not the restriction should be made permanent.

The scheme is within **Mawneys** and **Haverling Park** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the 2 metre width restriction in Faircross Avenue shown on Drawing QL040/58/01 be either;
 - (a) Removed along with all associated traffic signage; or
 - (b) Made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.
2. That it be noted that the estimated cost of £7,000 for will be met by the Council's capital allocation for Minor Highway Improvements

REPORT DETAIL

1.0 Background

- 1.1 Faircross Avenue is part of a wider area subject to a 7.5 tonne environmental weight limit for vehicular traffic (with an exemption for those making deliveries and bus traffic which uses Gobions Avenue).
- 1.2 To the east and west, there are a number of parallel streets, including Lawns Way, Gobions Avenue and the wider residential area (not all covered by the weight limit) which is bounded by the B174 Collier Row Lane, B1459 Chase Cross Road and B175 Haverling Road which form part of a secondary street network conveying traffic between adjacent residential areas and beyond.
- 1.3 Residents of Faircross Avenue have reported regular instances of the weight limit being breached by drivers who choose to ignore the restriction and use the road as a shortcut rather than the secondary street network.

- 1.4 At its meeting of 11th August 2015, the Highways Advisory Committee considered a request for implementation of a width restriction in Faircross Avenue. The request was made by Councillor Best following the submission of a 62 signature petition from local residents.
- 1.5 The request was made under Item 13, Highway Scheme Requests (reference H2) and was contained within Section B of the schedule headed - "highway scheme proposals without funding available". The standard officer recommendation at the time for requests made under Section B was that the Head of Streetcare (as was) should not take the request forward due to lack of available funding.
- 1.6 HAC had sympathy with the request but could not recommend implementation due to the lack of funding. HAC resolved to move the Item to Section C of the schedule headed - "highway scheme proposals on hold for future discussion" for possible future implementation should funding be made available.
- 1.7 Following a review by senior management, funding was made available for the implementation of the scheme on an experimental basis. This would enable the proposal to be tested and for residents and highway users to provide comments on a 'live' scheme. The experimental process is a matter delegated to the relevant Cabinet Member (Environment as was) and the outcome of the experiment would be reported to HAC in the usual way with the decision being made by the Cabinet Member.
- 1.8 Staff recommended that a 2 metre (6 feet, 6 inches) width restriction would physically prevent passage of all HGV traffic along Faircross Avenue. The Regulations surrounding width restrictions require the actual space available to be 150 millimetres (6 inches) wider than the posted restriction.
- 1.9 Staff recommended that the restriction should be installed immediately north of the junction of Faircross Avenue with The Drive thus preventing HGV through traffic, but allowing entry for legitimate users into the area such as delivery vehicles. As well as allowing HGV access, the arrangement would generally allow legitimate HGV traffic to move in "loops" rather than having to turn around. The funding for the experiment was sufficient for a single restriction.
- 1.10 The Council has powers to implement Experimental Traffic Orders so that layouts may be "tested" in a live highway situation before considering whether to make the order permanent. The procedure governing the Experimental process provides for any written objections to the scheme being raised within 6-months of an Order coming into force (or any modifications thereof) and for the Council to make a decision as to whether to make an experimental Order permanent within 18-months of it coming into force.
- 1.11 Before making a permanent Order the matter is referred back to HAC (after the 6-month objection period has lapsed, but within 18 months of the Order

coming into force) for consideration. HAC then makes a recommendation in the usual way to be followed by a further Executive Decision.

- 1.12 Because there are streets running parallel to Faircross Avenue (but within the 7.5 tonne environmental weight limit), there was the potential for traffic reassignment. It was recognised that a 2 metre restriction may also affect access for some residents or others who operate large cars and vans which have a width in excess of the restriction, but are under the existing 7.5 tonne weight restriction. There are alternative routes for access to Faircross Avenue that avoid the restriction.
- 1.13 Drawing QL040/58/01 sets out the physical measures which used temporary materials as far as possible. Should the Council ultimately decide to make the arrangement permanent through the process set out above, then more robust materials will be needed and would generally consist of kerbed islands and bollards.
- 1.14 The Cabinet Member authorised Staff to proceed with the experiment through Executive Decision 16/6, which was lodged with Committee Administration on 13th January 2016.
- 1.15 The Experimental Traffic Order was published and notices placed on site on 19th February 2016 and it came into force on 26th February 2016. The physical works took place on 29th February 2016. The closing date for objections to the scheme was 26th August 2016.
- 1.16 In terms of public consultation, some 800 letters were sent on 18th February 2016 to residents in the local area who could potentially be affected by the experiment. This information was also sent to the Council's list of standard consultees (emergency services, London Buses, special interest groups etc.), ward councillors and HAC members. The experimental Order was also published and site notices placed. A second letter was sent to residents on 26th July 2016 reminding them that their opportunity to comment was ending and to advise of the date the matter would be referred to HAC.
- 1.17 Traffic counts were undertaken on Faircross Avenue, Lawns Way and Gobions Avenue at the beginning of February 2016 before the experiment came into force and late May 2016 when the experiment was in force, so that any issues of traffic reassignment to parallel roads could be ascertained. A summary of the data is provided in the Appendix to this report.
- 1.18 During the experiment, feedback was received on the traffic signs advising of the restriction and the temporary concrete blocks being moved by some drivers hitting them. Additional signage was provided and temporary bollards provided to mitigate complaints about the blocks being moved.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 60 responses were received as summarised in the Appendix to this report. Cllr Best, Havering Cyclists and the Metropolitan Police provided comments. In terms of the public response, 9 respondents indicated support for the restriction to be made permanent and 48 respondents objected.
- 2.2 A petition with the introduction "*we, the undersigned residents call upon Havering Council to take whatever action is necessary to reduce the size and volume of vehicles using Lawns Way which has significantly increased since the installation of the width restriction in Faircross Avenue in February 2016, thus causing increased noise and pollution in our road*" signed by 95 people was also received.
- 2.3 Cllr Best made comments in relation to the temporary road layout and suggested that a more extensive scheme was needed with a restriction at each end of Faircross Avenue. Havering Cyclists indicated support for the restriction. The Metropolitan Police had no comments to make, but indicated that other emergency services may have issues.
- 2.4 Those in favour mainly commented that the restriction had dealt with the lorry issue in Faircross Avenue. Other comments stated that the restriction should be at each end of the street, there should be more signs and that houses no longer shook. Other issues are summarised in the Appendix to this report.
- 2.5 Those objecting to the scheme raised a wide variety of issues. The significant concern was that traffic had reassigned to other streets in the area, especially HGVs and vans. There was concern about speeding; an increase in noise, pollution and vibration in those streets where traffic had been reassigned; the safety of children and other people accessing Lawns Park, the width restriction being too narrow/ difficult to use and other roads being unsuitable for heavy traffic. Other issues are summarised in the Appendix to this report.

3.0 Traffic Survey Data

- 3.1 Three traffic survey points were established in order to monitor the impacts of the scheme. One was on Faircross Avenue north of The Drive, one was on Lawns Way south of The Drive and one was on Gobions Avenue south of Chelmsford Avenue. A more comprehensive spread of survey points would have provided more extensive data, but funding was not available for the collection and analysis of such.
- 3.2 The surveys were undertaken by automatic traffic counters which measured speed, traffic volume and vehicle class. The data collected before the restriction was installed was collected between 8th and 12th February 2016. A subsequent survey was undertaken between 20th and 26th May 2016 to measure conditions after the restriction had been installed with some time allowed for traffic patterns to adapt. The Committee should note that although

seasonal variations in traffic flow can take place, this is less likely in urban areas and so Staff are confident that the data provides a reasonable background.

3.3 The headline summary is shown in the table below;

Street	Flow (vpd) Before	Flow (vpd) After	% Change	OGV1/PSV (vpd) Before	OGV1/PSV (vpd) After	% Change
Faircross Avenue	2646	1980	-25.2	279	166	-40.5
Lawns Way	4277	4540	6.1	309	368	12.5
Gobions Avenue	2648	2982	12.6	359	416	15.9
Totals	9571	9502	N/A	947	950	N/A

3.4 Traffic using Faircross Avenue fell by 25.2% (vehicles per day) following the installation of the restriction, but increased in both Lawns Way and Gobions Avenue 6.1% and 12.6% respectively. The data would indicate that the traffic no longer using Faircross Avenue has reassigned to the other two streets as total flow in the three streets as a total is very similar in both counts.

3.5 In terms of larger vehicles, it is the OGV1/PSV class which is of note, which covers vans over 3.5 tonnes and rigid lorries of configuration up to and including 3 axles. In this class, there was a 40.5 % reduction in Faircross Avenue and an increase of 12.5% and 15.9% in Lawns Way and Gobions Avenue respectively. It is not possible to split the OGV1/PSV class into vehicles above and below 7.5 tonnes.

3.6 A detailed summary is included in the Appendix to this report, but in general, there is generally a similar change to traffic flows at peak times.

4.0 Staff Comments

4.1 The experimental restriction has proved unpopular with a significant majority of people responding to the consultation, including some people within Faircross Avenue itself. Concern about traffic reassignment is a major complaint, especially that of van and lorry traffic. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.

4.2 Those indicating support were content that the amount of traffic had reduced in Faircross Avenue and that the noise and vibration associated with heavy vehicles had also reduced.

- 4.3 The traffic data would indicate that traffic reassignment has taken place and in broad terms, the reduction in traffic from Faircross Avenue is similar to the sum of the increase measured in Lawns Way and Gobions Avenue. The traffic data indicates that traffic speeds at all three count points were generally the same for average and 85th percentile speeds.
- 4.4 Many of those responding against the scheme and some responding in support were of the opinion that the area should be treated as a whole with different/ additional restrictions or traffic calming.
- 4.5 The Committee should note that the funding made available was only sufficient to cover the cost of the experimental scheme and the costs cited in the Recommendations would only cover making the current scheme permanent and the only options available are to recommend the scheme is either made permanent or removed as reflected in the Recommendations.
- 4.6 Any other work would need a separate budget to be identified. Although Staff are able to suggest other possibilities, they are not costed or considered from a detailed feasibility point of view which the Committee should note.
- 4.7 From the responses, there appears to be a wider dissatisfaction about traffic movement in the area as a whole. Although Lawns Way, Faircross Avenue and Gobions Avenue (and the roads within the immediate area) are subject to a 7.5 tonne weight limit, this is resource-intensive for the Council to enforce.
- 4.8 As is the norm, the weight restriction has an exemption which permits drivers of vehicles in excess of 7.5 tonnes to enter the area where they have genuine business (such as a delivery). In order to enforce the restriction, Staff would essentially need to follow potentially overweight vehicles through the area to gather data or deploy a camera system to “track” potential contraventions. Both methods of enforcement are resource intensive in terms of gathering and processing data.
- 4.9 The wider area is bounded by classified roads (secondary streets) which are in general, constructed to a higher standard structurally, are inspected to a higher frequency than more local streets and generally benefit from more investment in surface maintenance than local streets because of their more strategic nature. The Council is able to make decisions on which classes of traffic should be permitted to use streets, subject to the provision of appropriate traffic management orders.
- 4.10 In the event that the Committee (or indeed members more generally) wished to deal with the issues from an area-wide point of view, then Staff would suggest that through traffic is compelled to use the secondary road network in preference to local streets. The distances for people using the secondary network may be greater than using local streets (depending on the origin and destination) and so the decision on what each street should be used for (and by which class of vehicle) is ultimately a matter for members.

4.11 An area-wide scheme could consider a number of engineering measures (which could be mixed to suit the needs of the area);

- Preventing through traffic between secondary streets using point road closures to create traffic cells (areas within which residents, visitors and those delivering could access and circulate within, but not drive between),
- The use of additional width restrictions to create traffic cells for vehicles above a certain width, but which would allow unfettered access for vehicles under such a width. The next width restriction option up from the current 2 metres restriction would be 2.13 metres (7 feet) which would allow most vans and van-based lorries. As a physical restriction has to be 150mm wider than the posted limit, this could allow vehicles through which some residents may still consider undesirable. A physical restriction would be self-enforcing.
- The use of short “point” 7.5 tonne weight limits which would create a series of traffic cells for vehicles in excess of 7.5 tonnes, but allow unfettered access for all vehicles under that weight. This type of restriction would require enforcement, probably using fixed cameras. In addition to the capital installation costs, this approach would entail Staff resources for processing contraventions and a revenue stream for ongoing maintenance of a camera system.

4.12 In all cases, a scheme would need formal advertisement/ consultation and it is likely to generate a multitude of competing views. In the case of Gobions Avenue, provision would be required to maintain the bus service. In all cases, consideration of emergency access would need to be considered. With full closures or area-wide width restrictions, bypasses, removable bollards or gates would be required, especially for fire fighting purposes. For point weight limits, emergency and bus traffic wouldn't be affected.

4.13 As set out above, the Committee is being asked to make a recommendation to the Cabinet Member on the experimental process alone. Any thoughts on alternatives or other schemes can be noted, but senior management and relevant cabinet members would have to make decisions on resources going forward.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme or its removal.

The estimated cost of £7,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements. In the event the restriction is removed, the costs would be considerably less.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment Capital budget.

Legal implications and risks:

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 to impose an Experimental Traffic Order to restrict the width of vehicles passing a particular point in a street.

The Council must follow the provisions set out under Section 22 of the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Section 23 of the same.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project file: QL040/58

Faircross Avenue Experimental Width Restriction

**APPENDIX
CONSULTATION RESPONSE SUMMARY
TRAFFIC DATA SUMMARY
SCHEME DRAWINGS**

Responses from standard consultees

Cllr Ray Best

It seems that these blocks are being hit on an almost daily basis, and you like wise are being called out to reposition them.

After numerous callers from the residents, the consensus of opinion is that while these width restrictions are definitely doing the job, they are in the wrong place, and should be at both ends of the road, thus stopping the larger vehicles entering the road in the first place.

This would eliminate the current problem of large and long vehicles trying to undertake a three point turn in a local road with parked cars on each side.

If this variation can be investigated, with a proposal to implement this instead of the single width restriction adjacent to the junction of The Drive, at present
Once the six month consultation has expired

Havering Cyclists (London Cycling Campaign)

You have our support.

PC Gibb Metropolitan Police – Roads & Transport Policing Command

The Police have no comment at this time; however other emergency service vehicles may have problems.

Summary of responses from public in support of the scheme

Faircross Avenue 6
Berkeley Avenue 1
No address given 2
Total 9

Comment	No. respondents making similar comments
Restriction has dealt with/ reduced lorry problem	4
Width restriction should be at each end of the street	2
Cars and vans still treat street as rat-run	1
Should be more signs	3
House no longer shakes	2
Drivers no longer speeding/ speeding less	1
Concern about impact on emergency services	1
Difficulty getting off drive	1
More traffic signs needed	1
Drivers overtaking slower drivers on wrong side of restriction	1
Should go further and close the road	1

Summary of responses from public objecting to the scheme

Bartlow Gardens	2
Berkeley Avenue	3
Faircross Avenue	4
Galleywood Cres.	1
Gobions Avenue	3
Lawns Way	16
The Drive	6
Robin Close	1
Swansea Close	1
Wilton Drive	6
No address given	5
Total	48

Comment	No. respondents making similar comments
Traffic has reassigned to other streets in the area	19
Reassigned traffic has high number of vans and HGVs	21
Reassigned traffic is speeding	10
All roads in area should be considered for treatment/ calming	10
Harder to get off drive	3
Restriction should be at both ends of Faircross Avenue	2
Restriction leading to driver conflict	1
Drivers hitting restriction blocks	1
Traffic noise has increased in other streets	9
Concern about safety of children playing in other streets	3
Vibration from traffic has increased in other streets	5
Drivers of large vehicles having to turn around	4
Restriction should be elsewhere	4
Existing weight restriction should be enforced	2
Pollution has increase in other streets	4
Impact on safety of children & others accessing Lawns Park	8
Roads not structurally designed for heavy traffic	1
Adverse impact on streets not traffic calmed	1
Other roads not wide enough for large vehicles	5
Harder to cross the road in other streets	3
Other roads are more congested	1
Residents of Faircross Avenue knew of issue when moving in	1
Concern about impact on emergency services	2
Width restriction is too narrow/ difficult to use	6
There was no issue in Faircross Avenue	4
Restriction is unsightly	4
Driver behaviour in area generally poor	1
Through traffic should use/ be forced to use main roads	2

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Max Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
	AM		PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM		
Faircross Avenue	AM	Northbound	95	26	21	Southbound	122	27	22	217	2646	15.9	279	10.5	1	0
	PM		109				95			204						

Traffic Data, 20th to 26th May (average weekday) AFTER

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Max Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
	AM		PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM		
Faircross Avenue	AM	Northbound	67	26	21	Southbound	94	26	21	161	1980	15.4	166	8.4	2	0.1
	PM		71				73			144						

Percentage Change Before to After

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Max Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
	AM		PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM		
Faircross Avenue	AM	Northbound	-29.5	0	0	Southbound	-23.0	-3.7	-4.5	-25.8	-25.2	-3.1	-40.5	-20.0	100.0	0.0
	PM		-34.9				-23.2			-29.4						

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE
















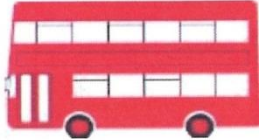

Street	Peak	Direction	Peak Flow (vph)		85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)		85% Speed	Average Speed mph	Peak 2-Way Flow		Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM				AM	PM			AM	PM						
Lawns Way	Peak	Northbound	142	190	28	23	Southbound	192	157	28	24	334	347	4277	15.9	309	7.2	2	0
			AM	PM				AM	PM										

Traffic Data, 20th to 26th May (average weekday) AFTER

Street	Peak	Direction	Peak Flow (vph)		85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)		85% Speed	Average Speed mph	Peak 2-Way Flow		Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM				AM	PM			AM	PM						
Lawns Way	Peak	Northbound	145	181	28	23	Southbound	206	165	28	24	351	346	4540	15.4	368	8.1	6	0.1
			AM	PM				AM	PM										

Percentage Change Before to After

Street	Peak	Direction	Peak Flow (vph)		85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)		85% Speed	Average Speed mph	Peak 2-Way Flow		Flow (vpd) %	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM				AM	PM			AM	PM						
Lawns Way	Peak	Northbound	2.1	-4.7	0	0	Southbound	7.3	5.1	0.0	0.0	5.1	-0.3	6.1	-3.1	19.1	12.5	200.0	0.00
			AM	PM				AM	PM										

<p>CAR</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  SALOON </div> <div style="text-align: center;">  ESTATE </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  PEOPLE CARRIER </div> <div style="text-align: center;">  CAR TOWING CARAVAN / TRAILER </div> </div>
<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>