

Bus Shelters in Exeter

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that the Committee:

- (a) notes progress with pursuing the bus shelter replacement programme;**
- (b) confirms a priority list of new shelters to be installed over and above the replacement programme.**

1. Background/introduction

This report provides an update on Clear Channel's progress with bus shelter replacement installations. It also puts forward a list of additional shelters proposed for installation, these being the annual free shelters included in the contract, plus those paid for from the County Council's share of Clear Channel's digital advertising revenue.

Clear Channel have been invited to send a representative to this meeting.

2. The Shelter Replacement Programme

A meeting was held on 17 December between Clear Channel and the County and City Councils (Councillors Atkinson and Harvey, and officers).

A note of that meeting is attached as Appendix I to this report. Clear Channel representatives are due to be at this meeting to answer any Members' questions as to the up-to-date situation and any other matters relating to bus shelters in the City.

3. Annual Free Shelters plus Additional Shelters from the Digital Advertising Revenue Share

As at May 2019 (the end of Year 8 of the contract) a further two free shelters are due to be supplied by Clear Channel.

Additionally, a further instalment of digital advertising revenue share is due. Hitherto this has been calculated every July (the anniversary of the commencement of digital advertising) but in line with the formal inclusion of this into the agreement, this is anticipated to shift to every December. On this basis, the *estimated* amount due as at December 2019 is £56,730, of which £28,365 (50%) would be available to the County Council for acquiring additional shelters.

Together with the two free shelters, subject to detailed works on the ground, this amounts to five additional shelters.

The Chair of this Committee met with officers on 7 January to draw up, from a list of requests and possibilities, a priority list of eight (allowing for any unforeseen problems on site) for this Committee to consider. Those not installed as part of this batch would then be covered by the next two free shelters provision (May 2020) and digital revenue share. The list is attached as Appendix II to this report.

The criteria for selection were based on 1) whether there had been a Member or public request for a shelter; 2) the likely level of usage of the shelter (stop-by-stop usage data is not available, the assessment is an approximation based on local knowledge and observations); 3) the shelter's contribution to the furtherance of sustainable transport and 4) whether alternative reasonably nearby stops already have shelters.

The eight are:

Chancellors Way

36 Collins Road (near Rolleston Crescent junction)

Mount Pleasant Road opposite Health Centre

Summerway, junction with Bernadette Close

90 Sweetbrier Lane, opposite Whiteway Drive

151 Hamlin Lane, opposite Hannover Road junction

43 Smithfield Road, Alphington

East Wonford Hill (site may be subject to nearby planning development)

4. Options/Alternatives

A competitive tender process was issued in 2011 for a 20 year period from May 2012. Officers engaged with the market at that time.

5. Consultations/Representations/Technical Data

Not applicable.

6. Financial Considerations

There is no financial consideration for DCC or ECC with the existing contract. Digital advertising revenue is over and above the original contract.

7. Environmental Impact Considerations

The Authority has a responsibility to ensure that shelters are disposed of in an environmentally friendly manner when they are dismantled.

All dismantled shelters are transported to Clearchannel's Central Depot. Materials from the dismantled shelters are then inspected and utilised in the following ways:

- The metal infrastructure of the shelter is inspected and assessed. Re-furbished shelters are produced from the salvaged materials. For every four dismantled shelters they are able to produce approximately one re-furbished shelter. Re-furbished shelters are then offered to customers at discounted prices.
- Parts are salvaged and cleaned to provide maintenance stock which is distributed nationally.
- 100% of fluorescent tubes and lamps are recycled.
- Electrical equipment is recycled where fit for purpose.
- Glass is recycled and used as aggregate.
- Metals beyond use are re-cycled.

8. Equality Considerations

Wherever possible the Department for Transport's "Inclusive Mobility" guidelines are adopted. In some locations restricted pavement width may make it impossible to fully comply. Full details of the guidelines are available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

9. Legal Considerations

There are no specific legal considerations, other than those related to Control of Advertisements Regulations described in section 4.

10. Risk Management Considerations

This policy/proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

11. Public Health Impact

None.

12. Summary/Conclusions/Reasons for Recommendations

Progress on the replacement programme is being monitored. Priority is being given to sites where for whatever reason (such as a road traffic collision) there is no shelter.

The use of digital advertising revenue plus annual free shelters adds to the stock of shelters and the proposed priority list is put forward as the most appropriate use of this option.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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None

jrd140120exh
sc/cr/Bus Shelters in Exeter
03 170120

Exeter City Bus Shelters:
Process and Targets for Next Installation Phase
as agreed between Devon County Council, Exeter City Council and Clear Channel,
17th December 2019

- Installations hereafter will give priority to those sites with no shelter - i.e. RTA sites; new developer-funded; advertising revenue share-funded, and free contractual shelters. The replacement programme is to follow.
- Each site requires two surveys:
 - commercial survey to confirm chosen site and type of shelter;
 - traffic management survey to determine detailed works, including traffic management measures.
- There follows an application by Clear Channel to DCC for authorisation of the works (Section 50 notice). Clear Channel must avoid making changes to the traffic management measures agreed on site. The application takes one month to process, so two to three months' notice of the intended works date is desirable.
- Referring to lists of shelters to be replaced or newly installed:
 - Four RTA sites. One is complete. For the other three, notice will be submitted within the next forty-eight hours, aiming at installation by end-January 2020.
 - The next phase of site visits - the advertising revenue-funded and free contractual sites - will start on or after 14th January and site visits will be completed by end-January 2020 with completion of installation by March/April 2020.
 - The developer-funded will be surveyed as soon as possible with installation being complete by February 2020 (Admiral Way - traffic management surveys already completed) and March 2020 (Harrington Lane - site visit required). Newcourt will be commence by April 2020, subject to site design issues being resolved.
 - The "Programmed" (twelve shelters) and "Awaiting Delivery" (two shelters) have had commercial and traffic management surveys and are due for completion during 2020. The "To Survey" (fifteen shelters) need traffic management visits and are due for completion during 2020.
 - Three further shelters are to be confirmed as having been installed.
- Clear Channel will confirm that their list conforms to the DCC list.
- A further phase of advertising revenue share shelters and free contractual shelters is due and will be discussed at the next HATOC meeting on 27th January. Clear Channel are invited to this meeting.
- It is confirmed that the shelters installed in Sidwell Street and Cheeke Street as part of the Bus Station redevelopment are part of the Clear Channel agreement an appropriately amended version of which is almost ready for signing. Those unused temporary shelters are to be removed.
- Clear Channel are working on a possible experimental facility to incorporate a real time bus information sign into a shelter.
- Clear Channel are working on a Living Roofs project.

Y = proposed for installation

Item no.	Bus Route	Site	Link	Electoral Division	Footway Width (m)	Comment	Physical Site Rated 1-10	Y/N
		Chancellors Way	Site Link	Pinhoe & Mincinglake		No Shelter at all in this Road, but need to identify a site as there are a few stops in Chancellors Way with no shelter.		Y
1	K	14 Lakeside Avenue (Approaching Higher Wear Road)	Site Link	Wearside & Topsham	1.81	Additional 1.94m Build out but not far from existing Higher Wear Shelter. Demand wont be high.	7	N
6	Various	Hele Road, Exeter College (Opposite St Davids Church)	Site Link	St Davids & Haven Banks	2.95	Enough space, but what are the demands for a shelter here.	7	N
13	P	92 Stoke Valley Road (After California Close junction)	Site Link	Duryard & Pennsylvania	1.76	Narrow footway, could the grass behind be used?	7	N
14	P	36 Collins Road (Approaching Rollestone Crescent junction)	Site Link	Duryard & Pennsylvania	2.78	Enough room, it's a possible.	7	Y
15	P	74 Rosebarn Lane (after Collins Road junction)	Site Link	Duryard & Pennsylvania	2.25	Enough room, it's a possible.	6.5	N
16	P	10 Rosebarn Lane (Opposite Rosebank Crescent)	Site Link	Duryard & Pennsylvania	1.49	Also a raised section of footway behind, some work would be needed to make this good.	6.5	N
17	P	Stoke Hill (Stoke Arms)	Site Link	Duryard & Pennsylvania	3.68	1.88m Footway behind in addition. Very Close to Shelter in Prince Charles Road	6.5	N
19	P	Mount Pleasant Road (Opposite Mount Pleasant Health Centre)	Site Link	St Sidwells & St James	2.06	2.06m Build out with 1.76 Footway behind. Placement of a shelter should be on the build out to leave footway clear behind. Forward facing. Departure end - HEP, Open at approach end.	7	Y
20	F2	Summerway, Junc Bernadette CI	Site Link	Pinhoe & Mincinglake	2.40	Interesting surface but it would be good to get something in here. Narrow shelter at front of footway.	8	Y
22	Various	Sidmouth Road (Approaching Apple Lane junction)	Site Link	Wonford & St Loyes	1.80	Falcon Stop as well as local buses. Would need to be set back a little behind current footway. Otherwise footway is too narrow. Need a land grab of 0.6m at rear of footway otherwise shelter roof offers little protection to waiting passengers with bags.	7	N
23	Various	Sidmouth Road (Devon And Cornwall Police HQ)	Site Link	Wonford & St Loyes	2.78	Shared Cycle Path, but may be possible if grass section behind is utilised (2 bay shelter would need to be front of footway)	7	N
25	A	90 Sweetbrier Lane (Opposite Whiteway Drive)	Site Link	Heavitree & Whipton Barton	3.08	Decent amount of space. Shelter with half end panels 500mm from rear, front facing.	8	Y
w	A	151 Hamlin Lane (Opposite Hanover Road Junction)	Site Link	Heavitree & Whipton Barton	2.54	Footway has enough space. Inbound towards city centre / 2.82 outbound Toward Bramley Ave	7	Y
27	A	43 Smith Field Road (Approaching Ashleigh)	Site Link	Alphington & Cowick	1.78	Trees and open grass area behind. Could this area be used? Footway is a bit too narrow if not.	6	Y

Item no.	Bus Route	Site	Link	Electoral Division	Footway Width (m)	Comment	Physical Site Rated 1-10	Y/N
31	E	Gloucester Road/Guildford Close	Site Link	Exwick & St Thomas		Open Grass area behind. At walk through to Chelmsford Road - a main collection point for school transport.	8	N
	F1 F2	Exwick Road/Foxhayes Medical Centre	Site Link	Exwick & St Thomas		Near entrance to Foxhayes Road - busy footfall from local medical centre. Limited footway width	3	N
	H	Rydon Lane - Opp Rydon Park	Site Link	Wonford & St Loyes	3.00	Pedestrian/Cycle path but may have room. Not sure of demand.	5	N
21	Various	East Wonford Hill (After Rifford Road junction)	Site Link	Wonford & St Loyes	1.75	From road to grass slope. If the grass section behind can be used this would be good. A narrow narrow shelter as it stands but it would be good to get a 0.7m land grab to provide better coverage if this site is chosen. Private Development - permission denied at the moment	8	Y
24		Sidmouth Road (After Middlemoor Fire Station)	Site Link	Wonford & St Loyes	2.77	Shared footway? There are trees and rough ground behind if available. Not sure how much demand there is for a shelter though. Very little demand.	5.5	N
29	B/E	Prince Charles Road (After Morrisons roundabout) (City Bound)	Site Link	St Sidwells & St James	3.00	Shared footway, need to be careful of this. Narrow roof, glass to kerb and HEP shelter would leave 1.8 for cyclists. Twin post shelter would leave 2.1m for cyclists/pedestrians but offer little side wind protection. This we will turn down because the 1.8 for cyclists does not take into account the roof that is 2.4m high and would need to be 2.5m, rear of shared footway would need adjusting to separate cyclists	3	N
2	J K T	438 Pinhoe Road (Approaching Exhibition Way)	Site Visit	Pinhoe & Mincinglake	3.90	2 property gateways close to site, near 2 supermarkets outbound. Space is too Narrow	7	N
4	5	23 West Garth Road (At the junction of Ridgeway)	Site Link	Duryard & Pennsylvania	3.0 plus	Ample Room, but would need some hard standing on the grass. 2m x 5m Base on Grass. Site is now only outbound on the 5 service.	7	N
5	D	Brookfield House, New North Road (Opposite The Imperial)	Site Link	Duryard & Pennsylvania	2.30	Would be popular (also check opposite on the imperial side if something could be set back. Too much clutter and items on the footway. AFTER SITE VISIT WITH CLEAR CHANNEL - SITE WONT WORK	8	N
7	Various	New North Road (Central Station rear entrance)	Site Link	St Davids & Haven Banks	2.60	2.60cm + Cluttered area with bollards, signage. Check width of footway again next to the railings on the approach to the station. Looks physically impossible as there are so many services under footway. AFTER SITE VISIT WITH CLEAR CHANNEL - SITE WONT WORK	7	N
11	D	73 Woodwater Lane (Opp Heath Road) (Towards City Centre)	Site Link	Wonford & St Loyes	2.73	Not a lot of space between driveways, would need to be checked. Not enough room on footway	6	N