

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 notes:

- (a) progress with the bus shelter replacement programme;**
- (b) the proposed process to identify priority sites for new shelters; and**
- (c) the discussions regarding the potential for digital advertising on shelters in the High Street.**

1. Background/introduction

Further to the report to this Committee on 14 November 2016, this report provides further information on the provision of bus shelters in Exeter, which are provided by Clear Channel under a joint agreement with Devon County Council and Exeter City Council. This is at no cost to either authority. The ongoing costs of provision and maintenance are covered by the sale of advertising.

2. Current Agreement

The April 2012 agreement with Clear Channel stipulates a target of all existing shelters being replaced within the first five years of the contract. To date (December 2016), 100 of the 188 (53%) have been replaced. Clear Channel aim to replace a further 57 by end-June 2017, bringing the total replaced to 157 (84%).

The replacement programme has been delayed by site-specific issues, in particular locations where the footway is not of sufficient width to accommodate optimum space for a shelter, a cycle path and a footway of sufficient width for disabled persons' accessibility. Up to a quarter of sites have raised this kind of issue. There have also been delays in gaining access to sites in the context of a busy schedule of roadworks in the City.

3. Additional Shelters

The contract provides for two additional shelters per year from 2017 onwards at no cost to the Councils. The list of possible sites for new shelters is attached at Appendix I. As reported to the previous meeting of this Committee, this list includes suggestions made by the public, but it supplemented by officer proposals designed to fill current gaps in provision appropriately. The intention is to prioritize locations based on levels of passenger usage and frequency of bus service.

4. Exeter City Centre

To date the City and County Councils have agreed to prohibit advertising in the central area (High Street and Queen Street). At the time of the refurbishment of the High Street this was felt to be in keeping with the environmental design of the area. Today, however, with the advent of digital advertisements, a different approach could be considered, especially if this offers a source of revenue for the Councils. In this regard, Clear Channel have expressed a strong

interest in installing digital advertising sites within this area on the basis of sharing the revenue with both Councils. The company are preparing a detailed proposal for the Councils to consider. Illuminated advertising in any new location would require consent from Exeter City Council under the Control of Advertisements Regulations.

5. 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.

6. Consultations/Representations/Technical Data

Not applicable.

7. Financial Considerations

There is no financial consideration for DCC or ECC with the existing contract. Discussions regarding digital advertising in the High Street may result in additional income for both the County and City Councils.

8. 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.

9. 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

10. Legal Considerations

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

11. 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.

12. Public Health Impact

None.

13. Summary/Conclusions/Reasons for Recommendations

It is recommended that this report be noted, the process to identify priority sites for new shelters is agreed, and discussions continue regarding the potential for digital advertising on shelters in the High Street

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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

dj211216exh
sc/cr/bus shelters in exeter
03 060117

Exeter Bus Shelter Request List

Route	Address	St Vw Link or Post Code	Footway Width (M)	Comment
Main route stops without shelters (some may not be feasible)				
Service K - stops not on main roads				
Pinhoe - Countess Wear				
K				
K	Parkers Cross Lane/Main Road		2.77	
K	Parkers Cross Lane/Orchard Close		1.91	Narrow
Countess Wear - Pinhoe				
K/J	Lakeside Avenue/Glasshouse Lane, Topsham direction		1.96	Grass Behind. Close to Countess Wear Primary School Shelter. Demand may be low.
K/J	Lakeside Avenue/Higher Wear Rd		1.81	
	None			
Pinhoe - City Centre				
J K T	Pinhoe Road/Jubilee Rd		1.68	Too Narrow
J K T	Blackboy Road/Exeter Trust House		2.35	
City Centre - Pinhoe				
J K T	Blackboy Road/Alexandra Terrace		2.10	
J K T	Pinhoe Road/Opp Jubilee Rd		1.95	Too Narrow
J K T	Pinhoe Road/St Marks Church		3.20	
J K T	Pinhoe Road/Tarbet Avenue		3.00	
J K T	Pinhoe Road/Thackeray Road		4.45	
J K T	Pinhoe Road/Whipton Village Road		3.00	
J K T	Pinhoe Road/Fairfield Avenue		4.65	
J K T	Pinhoe Road/Exhibition Way		3.90	2 property gateways close to site
J K T	Pinhoe Road/Bakers Way		1.80	Too Narrow
J K T	Pinhoe Road/Pinbridge Mews		2.30	Large grass area behind
J K T	Main Road/Oak Close		4.40	Large area but underground services are prominent
Topsham to City Centre				
T	Bridge Hill/Elm Grove Road (Too narrow?)		1.40	Too Narrow
T	Station Road (Too narrow?)		0.94	Too Narrow
T	Exeter Road/Hamilton Road		1.45	Too Narrow
T	Exeter Road/The Retreat Drive		2.40	
City Centre to Topsham				
J K T	Topsham Road/Rivermead Road (Opp Rivermead?)		1.89	Too Narrow
J K T	Topsham Road/Burnthouse Lane		2.53	
J K T	Topsham Road/Countess Wear Roundabout		1.60	Too Narrow
J K T	Countess Wear roundabout/Topsham side		2.20	
Cowley Bridge - City Centre				
H	West Garth Road outside no. 23 (DCC? Triangular Grass Section)	EX4 5AJ	3.0 plus	
D	New North Road/Kilcarran Rise		1.95	Pavement is 1.95m / At an angle on corner up to 2.9m
D	New North Road/Opposite Impenal (Too narrow?)		2.30	
Various	Hele Road, Exeter College - towards City Centre		2.95	
City Centre - Cowley Bridge				
D/H	Queen St outbound outside Guildhall		2.20	Turning lorries may be an issue (2 poles knocked down) but a very busy stop
Various	New North Road/Central Station rear entrance		2.60	2.60cm+ (Lots of signage there though)
D	New North Road/Impenal (Too narrow?)		2.15	
H	Cowley Bridge Road/ Opp Lower Argyll Road		3.00	
H	Cowley Bridge Road/Apparelmaster		2.65	
H	Cowley Bridge Road/Opp West Garth Road		2.40	
H	Cowley Bridge Road/Cowley Bridge (Too narrow?)			
Service D				
D	Russell Way		1.96	Grass Area behind shared footway. Also near Tesco Shelter
D	Pynes Hill Oracle		1.81	Too Narrow
D	Pynes Hill / Hawkins House		1.73	Too Narrow
D	Pynes Hill / Rosemoor Ct		1.77	Too Narrow
D	Pynes Hill / Aspen House (Towards Tesco)		1.74	Too Narrow
D	Pynes Hill/Parkland Drive		1.79	Too Narrow
D	Parkland Drive / Burnet Cl		1.80	Too Narrow
D	Parkland Drive / Opp Burnet Cl		1.95	Too Narrow
D	Parkland Drive/Campion Gardens		1.80	Too Narrow
D	Grecian Way/Glave Saunders Avenue		1.84	Too Narrow
D	Grecian Way/ Opp Glave Saunders Avenue		1.84	Too Narrow
D	Quarry Lane/St Peters School		2.80	
D	Quarry Lane/St Peters Opp School		2.75	
D	Quarry Lane/Quarry Park Road (Too close to junction - possible visibility issue)		2.80	
D	Quarry Park Road/Farm Close		2.70	
D	Quarry Park Road/Opp Farm Close		2.75	
D	Quarry Park Road/Opp Spinney Close		2.75	
D	Quarry Park Road/Gilbert Ave		2.70	
D	Woodwater Lane/Heath Road (No space between drives)		1.49	Too Narrow
D	Woodwater Lane/ Opp Heath Road		2.73	

D	Chantry Meadow 0229 – replacement to have seat.			All new replacement shelters have seats as far as I know
D	Barrack Road RDE outbound – shelter too small			4 Bay 5.5M width currently. Are we talking P+R size?
	Service P			
P	Stoke Valley Road/California Cl/Opp Florida Drive		1.78	Too Narrow
P	Stoke Valley Road/Next Stop on from California		1.78	Too Narrow
P	Rosebank Crescent/Aldrin Drive		2.46	Entrance to property conflicts with potential shelter. (opp Aldrin 2.46m footay)
P	Queensland Shelter		1.87	Too Narrow
P	Collins Road/ Rolleston		2.78	
P	Rosebarn Lane/Collins Rd		2.25	
P	Rosebarn Lane/Opp Newfoundland		1.78	Too Narrow
P	Rosebarn Lane/Opp Rosebank		1.49	Too Narrow
P	Stoke Arms		3.88	1.88m Footway behind in addition. Very Close to Shelter in Prince Charles Road
P	Mount Pleasant Health Centre		2.36	
P	Mount Pleasant Health Centre (Opposite)		2.06	2.06m Build out with 1.76 Footway behind
	Honiton Road/Heavitree Road to City			
4	Honiton Road Vospers Garage		5.00	5-6m Recess
4	Honiton Road/Wilton Way		2.70	
4	Honiton Road/Sidmouth Road		2.48	
Various	East Wonford Hill/Riford Road		1.75	From road to grass slope
Various	East Wonford Hill/St Loyes Road		n/a	Not possible - would obstruct access to number 32
Various	Heavitree Road/Grendon Road		2.35	
Various	St Lukes - Heavitree Road/College Road		2.05	
	Heavitree Road/Honiton Road outbound			
Various	East Wonford Hill/Victor Lane		2.45	
Various	Honiton Road/The Bartons		2.90	390cm - 290cm Tapered footway width
Various	Honiton Road/Lower Hill Barton Road		1.90	Too Narrow
4	Honiton Road/Wilton Way		1.65	Too Narrow
4	Honiton Road/Vospers (Too narrow)		1.45	Up to grass bank
	Sidmouth Road to City			
Various	Sidmouth Road/Apple Lane		1.80	Too Narrow
	Sidmouth Road outbound			
Various	Sidmouth Road/Broadfields Road		3.10	
Various	Sidmouth Road/Badger Close		1.76	Too Narrow
Various	Middlemoor 1st Entrance		2.90	
Various	Middlemoor 2nd Entrance		2.77	Shared Cycle Path
Various	Sowton Park & Ride (top entrance)		2.05	
	Service A - stops not on main roads			
A	Bramley Avenue		1.84	Too Narrow
A	Thompark Rise / Thornberry Ave Junc		1.50	Grass behind, although there is a slope. There is also a shelter near Blacktorn Crescent
A	Sweetbrier Lane / Whipton Lane		3.08	
A	Sweetbrier Lane / Opp Carlyon Gardens		3.20	
A	Hamlin Lane / Opp Hanover Road		2.54	
A	Chantry Meadows/Deacon Close		1.77	Large open area directly behind
A	Smithfield Road (Too narrow) Entrance		1.75	
A	Smithfield Road/Lackaborough Court		1.68	Grass Slope Behind
A	Smithfield Road/Ashleigh		1.78	Too Narrow
A	Fathings, Shillingford Road Opp Fairfield Road		1.97	Too Narrow
A	Ide Lane Hall (Too narrow)		1.87	Too Narrow
A	Church Road (Too narrow)			Too Narrow
A	Cowick Lane/Franklyn Drive	Inbound	2.37	Plus Small Border
A	Cowick Lane/Franklyn Drive	Outbound	2.27	
A	Cowick Lane/Coleridge Road	Inbound	2.25	Plus depth of bus boarder (buildout) which is quite narrow
6/366	Sainsbury's Alphonington Road, outbound (removed and not replaced?)			Low Demand - only 8 journeys per day pass the stop
Green	Haven Road/Shooting Marsh Stile (Malt House bus stop) - Green Route			Check once new route is confirmed
Green	Exton Road inbound opposite recycling centre/ ECC's Oakwood House			Check once new route is confirmed