



To: West/Central Area Committee

Date: Thursday 10th January 2013

Report by: Simon Payne
Director for Environment

Wards affected: Newnham, Castle, Market

NEW AND REPLACEMENT BUS SHELTER PROGRAMME

1.0 Executive summary

- The City Council has approved expenditure of £267,000 on the provision of 12 new shelters and the replacement of approximately 60% of the 62 existing City Council owned shelters across the city. This report requests that West/Central Area Committee approve the proposed allocation of 3 new shelters at existing bus stops in the west and central areas of the city.

2.0 Recommendations

2.1 The East Area Committee is recommended:

2.1.1 To approve the proposed allocation of 3 new shelters, at locations detailed in table 1.0 of this report.

3.0 Background

3.1 There are currently 176 bus shelters across Cambridge, 25 owned by the County Council, 89 by Clearchannel (formally Adshel) and the remaining 62 owned by the City Council.

3.2 The City Council are only responsible for the provision of shelter facilities at bus stops in the city. The bus stop itself, flag and timetable are all the responsibility of the County Council as the Transport Authority.

3.3 It is proposed to provide 12 new City Council owned shelters at existing bus stops throughout the city.

- 3.4 A revenue bid to provide additional annual maintenance funding for these shelters was approved at Council in February 2012.
- 3.5 The new shelters will be similar in appearance to the cantilevered Clearchannel shelters, but will not have advertising panels.
- 3.6 Consideration of the potential for vandalism will be assessed on a site by site basis and the specification of each shelter amended accordingly. Changes could include the provision of perspex panels rather than glass or the addition of mesh reinforcement to glass panels.
- 3.7 Bus routes with higher passenger volumes take priority, along with areas of the city where bus use is predominantly by vulnerable groups such as the elderly and infirm.
- 3.8 Consultation has taken place with key stakeholders such as the County Council, bus operators and Councillors. Suggestions have also been received directly from residents over the past few years, and appendix A of this report lists all suggested new shelter sites across the city.
- 3.9 The deliverability of each site has been assessed and in many cases there is not enough space to provide a shelter within the public highway and these sites are therefore not feasible.
- 3.10 Appendix B provides images of each new suggested shelter location.
- 3.11 Any shelters that are sited on at risk bus routes have also not been prioritised, both for new shelters and the replacement of existing shelters.
- 3.12 Table 1.0 overleaf lists the three new shelter sites proposed within West/Central Area.

Suggested Location	Ward	Further Details	Suggested by
Madingley Road	Castle (adj. Newnham)	Opp. Bulstrode Gardens (elderly residents). Plenty of space.	Cllr Lucy Nethsingha County Council - Paul Nelson
Madingley Road	Castle (adj. Newnham)	Between Storey's Way and Grange Road (well used). Major cycleway. Minimise obstruction. High user volume	Cllr Colin Rosenstiel & Cllr Lucy Nethsingha
Castle Street	Castle (adj. Arbury)	St Peter's Church. Narrow footway (approx 1.8m, may be possible using a shelter with no side panels, right at the back of footway)	Resident & Cllr Simon Kightly

Table 1.0 Suggested new shelter sites in the West/Central area.

4.0 Implications

4.1 Climate Change impact

+ Medium: The project will promote use of sustainable transport by making bus travel more attractive, thereby reducing the level of motor vehicle traffic in Cambridge.

4.2 Equal Opportunities Implications

Improvements to shelters will reduce the fear of crime. This would be particularly beneficial in areas of the City where bus use is predominantly by vulnerable groups such as the elderly and infirm.

4.3 Environmental Implications

Improvements to waiting facilities for passengers will help to make bus travel more attractive. The local street scene will be improved. Bus shelters across the City will have a smarter, better-integrated appearance, presenting a better image of public transport than at present.

4.4 Community Safety Implications

Improving shelters will help to make them safer and more attractive for vulnerable bus users. This will help to boost use of public transport. The use of alternative materials will reduce crime and vandalism.

5.0 Background papers

These background papers were used in the preparation of this report:

Project Appraisal - New and Replacement Bus Shelter Project
Environment Scrutiny Committee - October 2011.

6.0 Appendices

APPENDIX A

Suggested bus shelter locations.

APPENDIX B

Images of suggested new bus shelter locations.

7.0 Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

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