

Subject:	New bus shelter requests – priority list for approval		
Date of Meeting:	26 June 2018		
Report of:	Executive Director Economy Environment & Culture		
Contact Officer:	Name:	Owen McElroy	Tel: 01273 293693
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Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Requests for new bus shelters are received regularly from members of the public and from local ward members for various sites across the city.
- 1.2 Members requested that officers devise a robust methodology to assess these bus shelter requests taking into account a wide range of factors. A methodology was approved at ETS committee on 23 January 2018 and is repeated in this report as Appendix A, as amended under Appendix C.
- 1.3 The methodology was applied to a list of over a 100 potential sites which gave a clear result of five priority sites for approval, which are listed in Appendix B.

2. RECOMMENDATIONS:

- 2.1 That the Committee approve the five bus shelter locations listed in Appendix B be implemented as soon as possible.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The public transport team receive a large number of requests from the public and local ward members for new bus shelters at bus stops where no shelter currently exists.
- 3.2 The council has limited financial resources to install new bus shelters and officers were asked by members to devise a scored, priority system to demonstrate where shelters are most needed and where site conditions make it practical to do so.
- 3.3 The assessment was in two stages, initial criteria and feasibility. Initial criteria are based on; relative exposure, distance from nearest sheltered bus stop, and most popular in terms of number of requests received. Up to five points for each criterion were allowed. All sites had to be capable of implementation in terms of site conditions.
- 3.4 One site, Stanmer Village church, southbound scored 13 points in the initial assessment as can be seen in the full table (Appendix E) However this was ruled

out in terms of feasibility due to location sensitivities and siting difficulties (e.g. inadequate space and adjacent listed farm building).

- 3.5 The result of the assessment was one site with 14 points, and four sites with 13 points each. Because the next sites had 12 points each there was no need to proceed to the second stage of selection, an assessment on the basis of the observed number of bus boarders and other location characteristics. Plans and photographs of the sites are contained in Appendix D.
- 3.6 The number one site with 14 points was Warren Road, westbound, junction with Bear Road. Then came four sites with an equal score of 13 points each: Warren Road, westbound at the top of Wilson Avenue, Wilson Avenue for Stanley Deason Leisure, northbound, Grand Avenue, northbound opposite Kings House and New England Rise, Mile Oak, junction with Thornhill Rise. Additional information on bus routes served and frequency is given as part of the table in Appendix B.
- 3.7 One of the sites, New England Rise, Mile Oak is located on a slope and a grass verge and requires ground works estimated to cost £15,000 in order to achieve accessibility. Also, it is possible, but not guaranteed that the Grand Avenue, site may receive a financial contribution from the Kings House development towards the proposed bus shelter. It is proposed that any future benefit from this or any of the other sites is used to offset the cost of the New England Rise site.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 There are many ways in which the council could prioritise requests for new bus shelters. However following a review of the various options available, the method and scoring used in this report is considered the most fit for purpose.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The assessment methodology was circulated to addresses on the public transport consultation mailing list for bus service changes; this includes local bus operators, Brighton Buswatch and all council members. Comments received were considered in the preparation of the methodology

6. CONCLUSION

- 6.1 The five selected new shelter sites represent locations which are highly or relatively exposed to adverse weather conditions, and/or a considerable distance from the nearest sheltered location and are relatively popular in terms of the number of requests. In at least one case, accessibility of the stop for all users will also be improved.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The estimated installation cost of the 5 new bus shelters is £0.055m. This includes additional grounds works costs for the bus shelter in New England Rise estimated to be £0.015m. The ongoing costs for cleaning, repairs and

maintenance of the new shelters will be met by the bus and taxi shelter concession provider.

- 7.2 The budget will need to be added to the capital programme subject to Policy, Resources and Growth committee approval as part of the Targeted Budget Monitoring (TBM) process. The capital budget will be funded from either government grant or income from the bus shelter concession contract. There is also potential funding of the Grand Avenue bus shelter from developer contributions.

Finance Officer Consulted: Gemma Jackson

Date: 24/05/18

Legal Implications:

- 7.3 The application of the Council's Policy in relation to identifying sites for bus shelters, as set out in the report, does not give rise to any legal implications.

Lawyer Consulted: Elizabeth Culbert

Date: 28.5.18

Equalities Implications:

- 7.4 The provision of bus shelters in accordance with identified need will be beneficial to vulnerable bus users such as the elderly and those with disabilities

Sustainability Implications:

- 7.5 None identified directly in relation to this report

Any Other Significant Implications:

- 7.6 None identified directly in relation to this report

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A. Methodology
2. Appendix B. List of new bus shelter sites for Priority Approval
3. Appendix C. Amendment to methodology as approved at 23 January ETS committee
4. Appendix D. photographs & D1 plans of new shelter locations
5. Appendix E. Full scoring table

Documents in Members' Rooms

None

Background Documents

None