



Report of the Director of Place

Economy, Environment and Infrastructure Policy Development Committee

15 July 2021

Bus Stops and Shelters

Purpose:	The report describes how bus shelters across the Swansea area are provided and maintained.
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For Information	

1. Background

- 1.1 The majority of bus services in the Swansea area are provided by private bus companies who operate over 80% of the services without funding from the Council. The bus companies determine which services they wish to operate, where, when and the fares they charge. The Council subsidises some services to supplement these and fill gaps in the bus network where a social need for a bus service has been identified.
- 1.2 Bus stops are provided by the Council which provide an identifiable point where passengers can wait for bus services along bus routes. The Council is responsible for maintaining bus stops and shelters which are used by operators of commercial and subsidised services.

2. Details of bus stops and shelters

- 2.1 There are currently 1627 bus stops across the Swansea area. Of these 685 are bus stop poles with flags, 360 stops are unmarked and operate on a 'hail and ride' basis, and there are 582 stops with bus shelters.

- 2.2 There are 414 sites where raised kerbing has been installed to facilitate easier access to buses for passengers with mobility problems or those with pushchairs/ buggies.
- 2.3 Of the 582 shelters, 470 are owned by the Council and 112 are owned by Clearchannel . There are electronic passenger information screens in 23 bus shelters.
- 2.4 The shelters owned by Clearchannel have been in situ since 1994 and were provided as part of an Agreement with the former Swansea City Council. Clearchannel provided the shelters at no cost to the Council in exchange for exclusive advertising rights at these locations. The Agreement was for an initial period of 20 years and included the cleaning and maintenance of the shelters.
- 2.5 The contract was retendered in 2013 and at that time no compliant tenders were received. The contract with Clearchannel has therefore been extended to allow procurement options to be reviewed. A tendering exercise for a new provider for advertising bus shelters has now been completed and it is anticipated that the installation of the new shelters will start later this year.
- 2.6 The bus shelters owned by the Council vary in design and construction. Some are made of steel and glass or Perspex and others are block or brick. The condition of the shelters also varies significantly. Some shelters are over 40 years old and in poor condition whilst others have been installed within the past few years using Welsh Government Transport Grant funding, are of modern design and in excellent condition.
- 2.7 The Council is responsible for the cleaning and maintenance of the shelters that it owns. The budget for this is £15,000 per year and therefore cleaning is done infrequently and maintenance is carried out on an ad hoc, reactive basis. As a result, the condition of the bus shelter stock is gradually deteriorating. Where bus shelters become structurally unsound then they are removed.

3. Bus stop locations

- 3.1 The majority of bus stops have been in position for many decades. They are mainly located on current bus routes, but there are a few in areas where bus services no longer operate.
- 3.2 Where requests are received for new stops, consultation takes place with the Ward Councillor, bus companies and residents in the vicinity of the proposed location. The site is assessed to ensure that there is sufficient footway width to accommodate a bus stop pole or a shelter whilst allowing the statutory width for wheelchair passage. A road

safety audit is carried out to ensure that appropriate visibility for driveways and junctions in the vicinity and for pedestrians and passing traffic is maintained.

- 3.3 The relocation or removal of existing bus stops, for example where there are issues of persistent antisocial behaviour, is also undertaken in conjunction with bus companies and local Councillors.
- 3.4 There is no allocated budget for the provision of bus shelters at additional sites. New shelters provided in recent years have been funded as part of Local Transport Network or Active Travel schemes using Welsh Government Transport Grant funds. Other shelters have been funded from S106 allocations linked to housing developments and some by Councillors using their ward community budgets. Where Councillors choose to purchase shelters for new sites then this also includes the cost of on-going maintenance.

4. Integrated Assessment Implications

- 4.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socio-economic disadvantage
 - Consider opportunities for people to use the Welsh language
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 4.1.1 The Well-being of Future Generations (Wales) Act 2005 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 4.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community

cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

4.3 As this is a report for information, an IIA Screening Form has not been completed.

5. Legal Implications

5.1 There are no legal implications from this report.

6. Financial Implications

6.1 There are no financial implications from this report.

Background papers: None