

**SHREWSBURY TOWN COUNCIL
FINANCE COMMITTEE
6 JUNE 2022**

Officer: Stuart Farmer – Projects Manager

Bus Shelter replacement

Purpose of Report

To receive an update following a recent review of the current bus shelters.

1. Background

Shrewsbury Town Council recently went out to tender for the refurbishment of the current bus shelter stock, following this it has become apparent that several of the shelters have come to the end of their serviceable lives and require replacing. The original tender was also to add a sedum roof to the shelters, but the submissions also revealed that the current shelter rooves were not strong enough to support these in their current guise.

There are currently 6 bus service operators that run services into and out of Shrewsbury, Arriva operate most of the town services, but others will also use the shelters for the out-of-town services. As an example, the Abbey Foregate shelters have 10/11 services calling at them where as Harlescott and Monkmoor stops only have the 1 service stopping.

2. Findings From Tender Process.

Following the tender process site surveys were completed by tenderers of the 17 shelters highlighted in this first phase the main findings are as follows.

Refurbish able Shelters – 6

The shelters that have been listed a possible refurbishment will not be able to accommodate a sedum roof and the refurb will also come at considerable costs average costs for the refurbishments are approx. £4,200 per shelter.

Replacement Shelters – 11

These shelters have been identified due to issues from the shelter rocking in the ground to them receiving serious structural damage. The majority of the structural damage have resulted from vehicle strikes, however there is no way of telling if this is bus strike lorry strike or private car damage. There has also been a rotten roof identified on one shelter.

3. Estimated Costings for replacement shelters

Initial costing indications have been sourced from two of the submissions for the refurbishment varying from £5,595.00 for a 3-meter 2 bay shelter through to £8,262.00 for a 3.5-meter shelter with a sedum roof. one has provided more detailed information so far, these costs are purely indicative and will alter discounts will be available with bulk purchasing, all costings include supply, installation and removal of the old shelter including the rerouting of current electrics in situ. Temporary bus stands would be used as close as possible to the shelter for duration of the removal and replacement where possible.

Currently the shelters in use are predominately 3-meter 2/3 bay shelters with seating.

4. Design options

There are several design options for these shelters including powder coating or stainless steel which both have pluses and minuses

- Powder coating of shelters would allow for the current colours of the shelters to be maintained but could potentially hide and future defects in the future and will require repainting over time.
- Stainless Steel Will remove the possibility of defects being hidden and would not require painting but will require regular cleaning to prevent stains appearing over time. Lighting columns have recently stopped being painted for the same reasons.

The majority of shelters are sectional build meaning if it deemed a larger shelter is required for a specific site another bay could be added to it with little fuss.

5. Warranty information

Following discussions with a shelter supplier regarding warranties the difference between powder coating and stainless steel becomes more apparent.

- Stainless steel – 15 Years
- Powder coated – 5 Years

This is due to a few issues including the fading of the colours and the possible hidden corrosion beneath the powder coating.

This is based on the main stanchion poles and structure being stainless steel there are further options to powder coat mid rails and poster cases that will not affect the warranty to allow some identification of ownership of the shelters.

6. Other Projects that may alter requirements

The Big Town Plan, The Movement Strategy, Mini Holland, and Active Travel Plans will have an effect on the future locations of bus stop and shelters. Owing to these projects some of the current shelter locations may become redundant or be relocated, However we do have several busy through routes such as Abbey Foregate that not only operate the town services but also rural bus routes along its length with 2 of these shelters being identified as requiring replacement thoughts should be looking towards replacing all 7 between the Abbey and the Column Island to maintain the street scene, the same could be said about the length of Whitchurch Road as this also carries rural bus services. The Radbrook service currently provided by Arriva is now being subsidised by Shropshire Council temporarily and should this funding be removed; this will leave two shelters redundant in the Radbrook area as no other services run in the area. Further cost reductions could be available for bulk ordering and single street replacements should this option be available.

7. Course of Action

A plan for a course of action is now required due to the complexities of this project with regards to the areas of most need. Which shelters are deemed as the priority, is this due to the number of services that run to and from them or is the amount of time that users will spend at them? This will also require some input from the passenger transport survey results.

Possible concentration on the main links into the Town Centre along Abbey Foregate, Whitchurch Road and Copthorne Road to begin with as these will not be affected by the town centre plans.

RECOMMENDATIONS:

- (i) Budget be increased to allow for the replacement of shelters.
- (ii) Officers to continue exploring other shelter providers
- (iii) Officers continue with tender process