

Committee(s):	Date(s):	Item no.
Planning and Transportation	26 March 2010	
Subject: City Bus Shelters	Public	
Report of: City Planning Officer	For Decision	

Summary

In 1996 the City Corporation entered into a legal agreement with London Regional Transport (LRT) which specifies that bus shelters in the City shall be of the 'City Heritage' design and that no commercial advertising shall be displayed on them. However, the City Heritage design of shelter is no longer produced, and these shelters are now approaching the end of their life span. This means that it is now becoming increasingly difficult to provide additional shelters or to replace existing shelters that become damaged.

TfL have produced a new shelter design, the 'Landmark London' shelter, which is fully compatible with new technology such as the latest version of real-time countdown information and CCTV coverage, and is more energy-efficient. It is also possible to customise these shelters to suit the requirements of their settings, in terms of dimensions, colour scheme, type of seating etc.

The 'Landmark London' is considered to be an improvement over the 'City Heritage' shelter in terms of design, flexibility and technology, and it is recommended that this type of shelter be adopted for all future replacement and additional shelters in the City.

Recommendations

It is recommended that Members:

- Note the contents of this report; and
- Authorise the City Planning Officer to agree with TfL that all replacement and additional shelters provided during the remaining period covered by the 11th September 1996 Agreement be of the design known as 'Landmark London', in a black colour finish, subject to the conditions detailed in paragraph 13 of the main report.

Main Report

Background

1. In 1996, the City of London and London Regional Transport (now TfL) entered into a legal agreement relating to the provision of bus shelters in the City. The purpose of the agreement was to ensure the provision of good quality shelter facilities for bus passengers in the Square Mile. The key aspects of the agreement are as follows:-
 - All existing and additional shelters are to be the “City Heritage” design;
 - TfL are not permitted to display commercial advertising on any shelters in the City;
 - Responsibility for maintenance of existing shelters rests with TfL, as does the erection and maintenance of additional shelters (with written agreement from the City of London);
 - TfL retain ownership of the shelters, except for those provided for services not operated by TfL (for example, coach services);
 - The current agreement expires on 11th September 2016. An option to extend the agreement for a further ten years is included.
2. Under the terms of the agreement, the City of London paid TfL £100,000 towards the cost of installing ‘City Heritage’ shelters at 43 locations and to compensate for loss of advertising revenue.

Current Position

3. There are currently around 147 bus stops in the City, 62 of which have shelters, or 42%. This compares unfavourably with other central London boroughs, that all have significantly higher percentages of bus stops fitted with shelters (Camden – 60%; Hackney – 87%; Islington – 86%; Lambeth – 66%; Southwark – 63%; Tower Hamlets – 81%; Westminster – 64%). Whilst it is not possible to provide shelters at certain stops due to site constraints (narrow pavements, underground utilities etc) it would be of benefit to passengers to increase provision wherever possible.
4. However, the “City Heritage” shelter is no longer in production, and this has implications for the provision of additional shelters and the replacement of existing shelters which become damaged or life expired, with spare parts and replacements increasingly difficult and expensive to obtain. The City Heritage shelters are now somewhat dated in design terms and are also incompatible with the new technologies that TfL are proposing for the next generation of shelters, such as the latest version of real-time countdown

information, induction loops and CCTV coverage, and are coming to the end of their intended life-span.

“Landmark London”

5. TfL have recently introduced a new model of bus shelter for use across London, the ‘Landmark London’ model. This has been designed to incorporate the latest technology, including real-time countdown display screens and associated ‘wireless’ communication equipment, improved lighting including illuminated name panels, and energy-efficient power generation such as solar panels. The roof structure has been designed in such a way that these features can be easily retrofitted at a later date. The new shelters have also been designed in such a way as to reduce the time and disruption caused during installation, by means of individual footings which make it easier to avoid subsurface obstacles such as utilities.
6. The key features of the Landmark London are:
 - Modular interchangeable components using one, two and three-bay roofs in new ‘standard’ 1.5m or ‘narrow’ 1m width options (see Appendix 2);
 - The ability to retrofit accessories;
 - Improved structural stability and quality;
 - Illuminated bus stop name panel;
 - Improved energy efficiency and power management;
 - Structural ‘information’ panel for future electrical and information features;
 - Enhanced seating products (bench, perch and rest seating);
 - Radio Frequency-transparent roof for accommodating wireless and GPRS communication technologies;
 - Recyclable materials throughout the design, including innovative recycling of existing GRP (glass-reinforced plastic) parts to contribute to new components;
 - The option for using solar photovoltaic panels.
7. There is some degree of flexibility regarding the design of the Landmark shelter. The standard colour finish for the Landmark shelters is ‘silver grey’; however, TfL have informed the City of London that shelters finished in black could be installed within the Square Mile (see Appendix 1). Shelter roofs can be shortened or widened depending on the available space, bench-style seating can be provided with or without armrests, and

the amount and type of information that is displayed on the panels can be varied.

8. TfL currently has a budget that allows for approximately 300 new non-advertising shelters per year to be installed across London. If the City of London were to agree to the installation of Landmark London shelters, then the City would be included under this programme.

Proposals

9. Bus shelters are a valuable addition to the City's public transport facilities. It is in the interests of the City of London to ensure that existing shelters are in good condition and that additional shelters are provided at key locations around the City. Well designed shelters can also enhance the visual environment and streetscape of particular areas, and play an important role in improving the passenger experience.
10. The 'Landmark London' is a simple, uncluttered, slim-line style of shelter which would fit relatively unobtrusively into both modern and traditional streetscapes. Adoption of the black colour finish would accord with the City's street scene guidance, which specifies black for street furniture in order to achieve consistency of colour which helps enhance the appearance of the public realm.
11. Adoption of the 'Landmark London' shelter would not change any other aspect of the 1996 legal agreement and, in particular, the ban on the display of commercial advertisements would remain in place. The City of London has always sought to restrict on-street advertising to that necessary to advertise retail and business premises and has not allowed general advertising in the City streets. This is seen as adding to the urban quality of the City, making its appearance much less cluttered than many other urban areas.
12. Other advantages of the 'Landmark London' shelter include:
 - Two-part installation, whereby the base of the frame can be installed and allowed to set, before the main shelter frame is erected, thereby allowing replacements to be implemented without the need for major excavation;
 - Less chance of conflict with utilities resulting from less intrusive installation methods;
 - Associated benefits of adopting a standard TfL design, which include economies of scale, providing clear and consistent facilities for passengers across London (albeit with a different, distinctive

colour scheme for the City), and the easier sourcing of replacement shelters.

13. It is therefore proposed that the City of London agree to the installation of Landmark London shelters in the Square Mile, subject to the following conditions:

- All aspects of the existing legal agreement, with the exception of the specific style of shelter, remain in place;
- All shelters are finished in satin black, thus retaining a distinctive design for the Square Mile;
- The City of London continues give authorisation for any new shelters where they are being installed at a location where there previously was no shelter, as is stipulated in the current legal agreement.

Legal Implications

14. Under the terms of the 11th September 1996 Agreement there is provision for the City and LRT (including their successors) to agree in writing any alternative design for replacement or additional shelters (Clause 5). Therefore, the proposal to substitute the 'Landmark London' design for the 'City Heritage' design can be agreed in writing within the terms of the 1996 Agreement, without any breach of that Agreement being involved, and without any new Agreement being required.

Strategic Implications

15. The installation of new shelters that are compatible with the latest technology would meet the Community Strategy goals of enhancing the built environment of the City and its public realm, ensuring high standards of energy and resource efficiency, and encouraging the use of sustainable forms of transport.

16. The adoption of a new, modern style of bus shelter accords with the following key objective in the Planning & Transportation Departmental Business Plan: "To seek, promote and advocate improvements to the transport infrastructure serving the City and London to ensure it remains a competitive international financial, maritime and business centre".

Consultees

17. The Town Clerk, the Director of Environmental Services and the Comptroller & City Solicitor have been consulted during the preparation of this report.

Conclusion

18. Bus shelters in the City of London are currently of the 'City Heritage' design as stipulated in the terms of a legal agreement between the City and TfL. However, these 'City Heritage' shelters are no longer in production, and are therefore costly to maintain and replace, and are not compatible with emerging technologies such as the latest version of real-time countdown and CCTV. TfL are now commencing the roll-out of their new style of shelter, the 'Landmark London', which is a modern design and is fully compatible with the latest technologies, thereby enhancing the passenger experience for bus users.

19. It is therefore recommended that Members authorise the City Planning Officer to agree an amendment to the current legal agreement to allow the use of Landmark London shelters in the City of London.

Contact:

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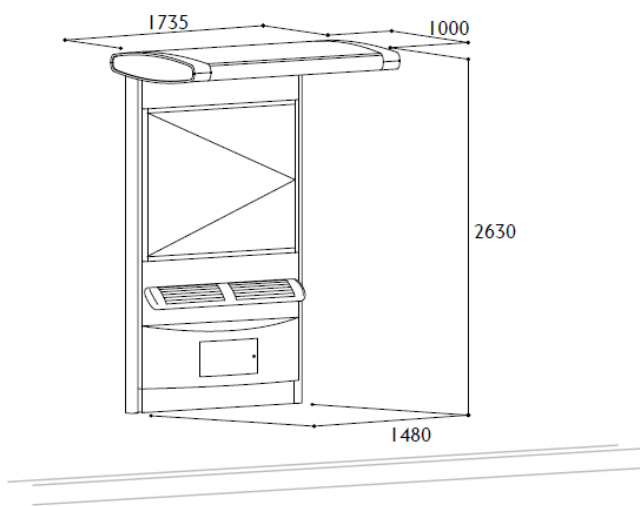
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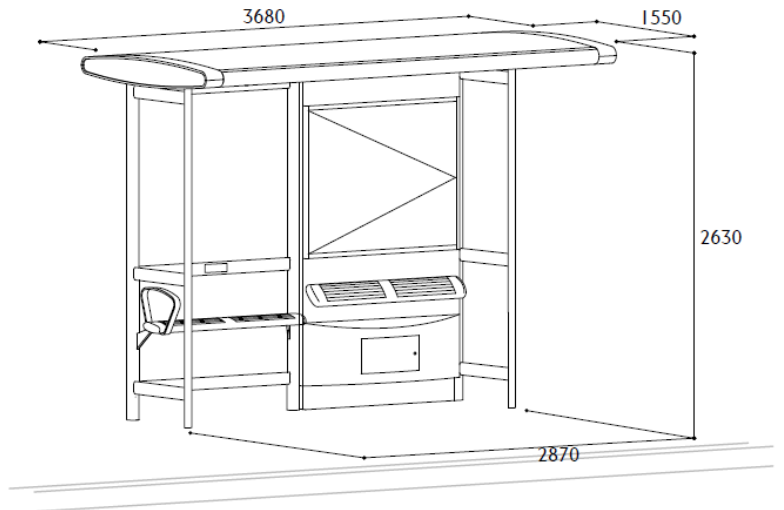
Appendix 1 – Mock-up of ‘Landmark London’ shelter in black



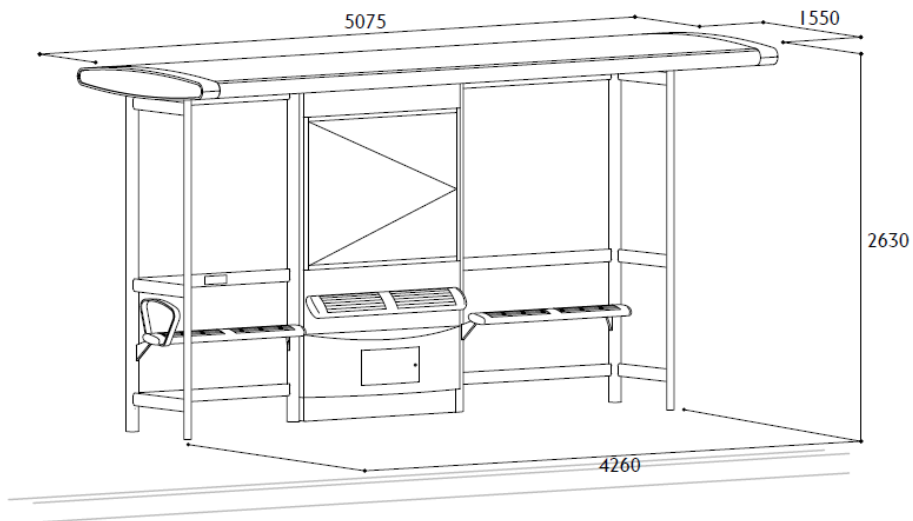
Appendix 2 – Illustrative dimensions of 1, 2 and 3 bay shelters



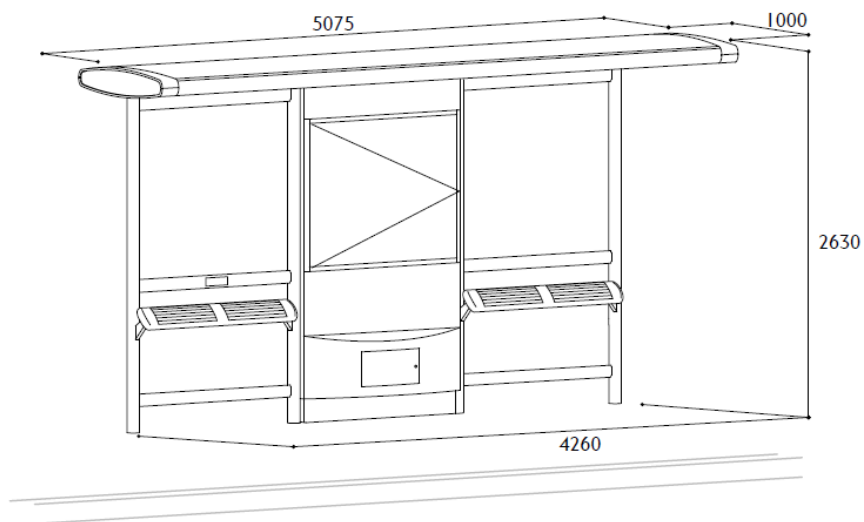
1-bay



2-bay



3-bay 'normal'



3-bay 'narrow'