



Penrith Town Council

Unit 1, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR

Tel: 01768 899 773 Email: office@penrithtowncouncil.co.uk

DATE: 10 May 2018

To the Chairperson and members of Penrith Town Council

You are hereby summoned to attend a:

Special Meeting of the Town Council

To be held on: Monday 21 May 2018 at 6.00pm, Room 2, Parish Centre,
St Andrews Place.

A handwritten signature in black ink that reads "V. Tunnadine". The signature is fluid and cursive.

Mrs V. Tunnadine

TOWN CLERK

(Please Note: Under the Openness of Local Government Bodies Regulations 2014 this meeting has been advertised as a public meeting and as such could be filmed or recorded by broadcasters, the media or members of the public)

When it is proposed to consider the following business:

AGENDA

- 1.** To receive apologies for absence.
- 2.** To disclose member's interests in matters to be discussed and to decide requests for dispensations. Members are reminded to review their Register of Interests to ensure their register is up to date.
- 3.** To consider the Tara Hill Bus Shelter Report, consultation results and the recommendations contained within the report.

4. Public Participation

In accordance with Standing Orders section 3 e - k members of the public, having made prior arrangements with the Town Clerk, are invited to speak to the meeting of the Town Council on the matter of replacing the Tara Hill Bus shelter.

Although prior notice is appreciated, the Chairman may invite the public to address the meeting.

The public are advised that as recorded in the Council's standing orders, each person may speak up to three minutes and questions from the public shall not require a response nor start a debate. The chairman may direct that a written or oral response be given.

A person who speaks at the meeting shall direct his/her comments to the chairman.

The chairman will direct the order of speaking and only one person may speak at a time.

- 5.** Members are asked to decide.

- 6.** Close of meeting.

PLEASE NOTE:

The next scheduled meeting of the Town Council, which is the Annual Meeting of the Town Council, will take place at 7.15pm on 21 May 2018, after the special meeting. There will be a break between the meetings.

Penrith Town Council

SPECIAL MEETING OF THE FULL COUNCIL 21 MAY 2018

TARA HILL BUS SHELTER

AUTHORS:

**SERVICES AND
CONTRACTS MANAGER –**

I. PARKER

**COMMUNITY ENGAGEMENT
OFFICER –**

DR. A. MALINA

LEAD MEMBER:

CLLR. DAVID WHIPP

ITEM NUMBER: 3

To consider the reinstatement of the bus shelter at Tara Hill, Scotland Road, Penrith.

RECOMMENDATIONS

- I. The Town Council resolves to reinstate the Tara Hill Bus Shelter.
- II. The Town Council confirms its preferred design option as set out in Section 5, Option A or Option B.
- III. The Town Council resolves to meet 50% the costs of the purchase and installation of the bus shelter as set out in Section 7.

1. LAW LINK TO COUNCIL FUNCTIONS

SUBJECT	POWER	LEGISLATION
Bus Shelters	To provide and maintain bus shelters	Bus Shelters Local Government Act 1953, Section 4

2. LINKS TO COUNCIL PRIORITIES

Strategic Priority 1

Health & Wellbeing:

- To assume responsibility for devolved assets and services that contribute to the quality of life for residents and the visitor experience of Penrith.
- To preserve and enhance the nature of the town.
- To support and contribute to the social fabric of the Town, enhancing community facilities.

3. BACKGROUND

- 3.1 At its meeting on 27 November 2017 the Council agreed its updated Devolution Plan for 2017-22.
- 3.2 The Council Plan sets out under its priorities to encourage community engagement ensuring those members of the community with the smallest voice are heard, and to value the communities' contributions and give them due consideration.
- 3.3 At its meeting on 20 March 2017 the Town Council agreed that a range of services and assets should be devolved from Eden District Council to the Town Council. One service was bus shelters.
- 3.4 Members resolved that the Council takes over full operational and financial responsibility for seven bus shelters in Penrith from the date when ownership is transferred; and once Eden District Council has agreed to fund any repairs identified by a joint inspection to put the shelters in a reasonable condition.
- 3.5 One of the established principles of transfer agreed by the Council was that assets should be in a 'fit for purpose' condition. To determine whether an asset was considered to meet these criteria an inspection of the asset was undertaken by officers of the Town Council and the District Council. Eden District Council up to the point of asset transfer are the owner and responsible body for managing and maintaining the bus shelters.
- 3.6 The bus shelter at Tara Hill was inspected in April 2017. The inspection found that all the 'glazed' panels within the frames needed replacing. In addition, the overall structure was in poor condition. As a result, it was agreed with Eden District Council whether it was to be more cost effective to replace the shelter as opposed to undertake the repairs.
- 3.7 At the time of the inspection a resident raised a concern about the location of the shelter and associated anti-social behaviour. It was agreed that enquiries would be made as to whether the Shelter could be relocated.

- 3.8 The Town Council liaised with Cumbria County Council in July 2017 about the options for relocating the Tara Hill Shelter. The only possible solution as to not affect nearby junctions, signs and on street parking provision was to move the shelter 50m northward.
- 3.9 Any proposal to relocate the Tara Hill Bus Shelter would incur costs, not only to replace the shelter but also to relocate the 'bus stop', road markings and the Traffic Order. Further to continued liaison between organisations it was concluded in October 2017 that the two viable options were either to replace the existing shelter or to remove it, leaving just the bus stop.
- 3.10 Taking account of all the available evidence, it was decided to ask Eden District Council to remove the shelter and not replace it. This was primarily because it was felt that, if replaced, the shelter would continue to attract anti-social behaviour. This would create an on-going nuisance for nearby residents and increase on-going maintenance costs.

Anti-Social Behaviour

- 3.11 Members are advised that the bus shelter had reportedly been subject to elements of anti-social behaviour which was negatively affecting nearby residents. The joint inspection undertaken by the Town and District Council officers in April 2017 reported evidence of vandalism. The Town Council has since liaised with Cumbria Police who have outlined that incidents of anti-social behaviour within this area are very low. Cumbria Police have confirmed that the local PCSO does cover the Scotland Road area and will respond to incidents of anti-social behaviour should they be reported through the 101-telephone number.

Public Consultation

- 3.12 The decision to not replace the Tara Hill Bus Shelter has invited a public response which has resulted in the Town Council agreeing to conduct a public consultation exercise to ascertain the local communities' views on the potential for reinstatement of the bus shelter.
- 3.13 The public consultation was conducted between 14 March and 14 April 2018. The main findings of the public consultation are outlined below. A more detailed analysis is contained within Appendix A of this report

The survey opened on 14th March and closed on 14th April. In total 166 surveys were received after the closing date, 148 in hard copy, and 18 in electronic format.

A total of 166 residents completed the survey. Results from responses indicate that households with 2 people are the highest users of the bus-stop. Over 87% of respondents indicated they use the bus stop at Tara Hill. Over 70% of those who said they use the bus stop were over 41 years old. The rest were under 40. The foremost preference, if the decision is taken to re-instate, is for a bus shelter with sides similar to the previous design. Another strong preference is for a vandal proof design (if affordable).

The survey indicates that 94.1% of respondents who completed the survey recorded a bus shelter is the preferred option at the Tara Hill bus-stop.

- 3.14 The findings of the public consultation conclude that from the questionnaires which were submitted the public wish to see the Tara Hill Bus Shelter reinstated.


4. PROPOSAL

- 4.1 In response to the public consultation findings it is recommended that the Tara Hill Bus Shelter is reinstated in the same location as it was previously.
- 4.2 Members are asked to give consideration of the design of the bus shelter in an attempt to address some of the perceived anti-social behaviour concerns, whilst still facilitating for the public using the buses.
- 4.3 The bus shelter which was removed is shown below. The design consisted of an elliptical roof, with twin half end panels to protect against weather and incorporating four bench type seats.



5. DESIGN PROPOSALS

Members are presented with the following design proposals which are intended to assist them with their decision making:

DESIGN A	
 <p>A 3D rendering of a green metal shelter with a dark grey base. The shelter has a twin-bay structure with an elliptical roof and two side panels. It does not have any seating.</p>	<p>Design:</p> <ul style="list-style-type: none"> • Twin Bay • Elliptical roof • Twin side panels for weather protection • No seats • High Grade Aluminum
<p>Pros</p> <ul style="list-style-type: none"> • Shelter provided for customers • Side panels providing weather protection • Similar design to previous shelter • Absence of seats may deter people from 'hanging around' 	<p>Cons</p> <p>No seating provision</p>

Option B	
 <p>A photograph of a green metal shelter with a dark grey base, similar to Design A but with a full-length perch seat. It is located outdoors next to a brick building.</p>	<p>Design:</p> <ul style="list-style-type: none"> • Twin Bay • Elliptical roof • Twin side panels for weather protection • Perch Seat • High Grade Aluminum
<p>Pros</p> <ul style="list-style-type: none"> • Shelter provided for customers. • Side panels providing weather protection • Same design to previous shelter. • Full length perch seat 	<p>Cons</p> <p>Seating which may encourage loitering</p>

6. ONGOING MAINTENANCE

- 6.1 The Bus Shelters within Penrith are due to be transferred to Penrith Town Council from Eden District Council in the near future.
- 6.2 The Town Council will be responsible for the ongoing inspection and maintenance which in the case of Tara Hill would include site inspections, window cleaning and checks for damage to the structure.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs to reinstate the Tara Hill Bus Shelter are:

Option	Cost
Option A	£2650
Option B	£2685

- 7.2 A further provision of £300 would be allowed for to reinstate the asphalt surface.
- 7.3 The cost of the purchase of the bus shelter would be met equally by the Town Council and Eden District Council.
- 7.4 The Town Council would pay the full cost with Eden District Council paying a grant for half of the cost ex VAT.
- 7.5 The net cost to the Town Council would be half of the purchase cost i.e. up to £1342.50.
- 7.6 The Town Council would meet the full cost of the reinstatement of the asphalt surface, therefore the net cost to the Council for the project would be up to £1642.50.
- 7.7 The cost would be funded from the Town Council's devolution reserve.

8. RISK ASSESSMENT

Risk	Consequence	Controls Required
Reputation	Negative effect on the Council should the findings of the Community Consultation not be duly considered	Recommendation in line with the findings of the public consultation, unless business reasons to oppose these.
Loss of Amenity	Bus users disenfranchised and open to the elements	Decision to reinstate the Tara Hill Bus Shelter
Anti-Social Behaviour	Vandalism to structure and negative effect on residents	Liaison with Cumbria Police, which to date considers the incidents of anti-social behaviour in this area as low. Consideration of Design Option A or B.

OFFICER CONTACT DETAILS

Contract and Services Manager – Ian Parker
Tel – 01768 899773
Email – scmanager@penrithtowncouncil.co.uk

Appendix A – Tara Hill Consultation

Tara Hill Bus Shelter Survey Summary of Results

1. Following the removal of the Tara Hill bus shelter in December 2017, several users asked that it be re-instated.
2. The Town Council listened and decided to consult with the users of the shelter and the nearby community to evaluate views.
3. An electronic survey was made available for completion on the Town Council website (<http://www.penrithtowncouncil.co.uk/public-participation/have-your-say/>) and its Facebook page (@PenrithTownCouncil).
4. In addition, printed questionnaires were made available for completion from the Town Council Office, the Library and the Tourism Office.
5. Several Penrith Town Councilor's together with ward Eden District Councillors, hand delivered Questionnaires to residents in the Tara Hill Bus Stop area.
6. Information about the various ways residents could participate was posted online, in social media and in articles printed in local media.
7. The survey opened on 14th March 2018 and closed on 14th April. In total 166 surveys were received after the closing date, 148 in hard copy, and 18 in electronic format.
8. A total of 166 residents completed the survey. Results indicate that households with 2 people are the highest users of the bus-stop.
9. Over 87% of respondents indicated they use the bus stop at Tara Hill.
10. Over 70% of those who said they use the bus stop were over 41 years old. The rest were under 40.
11. The survey indicated that the foremost respondent preferences are:
 - A. a bus shelter at the Tara Hill bus-stop
 - B. a bus shelter with sides similar to the previous design
 - C. for a vandal proof design

Survey Results

Q.1 How many people live in your household?

156 people answered Q1, while 10 skipped the question.

From those who answered, 1 person lives in 38 households, 2 people live in 73 households, 3 people live in 23 households, 5 people live in 16 households, and 6 people live in 6 households.

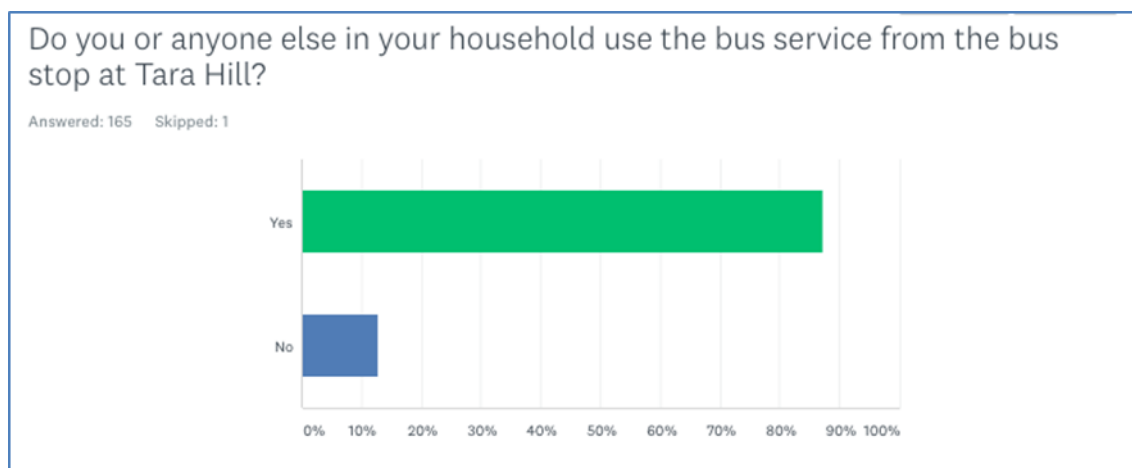
Table 1

No of People	Households in the Area
1	38
2	73
3	23
5	16
6	6
Skipped	10

Q. 2 Do you or anyone else in your household use the bus service from the bus stop at Tara Hill.

165 people answered the question, while 1 skipped. As Bar Chart 1 below indicates, 87.27% of people who responded to question 2 answered yes, they or others in their household used the bus service from the bus stop at Tara Hill, while 12.3% of people answered no they did not use it.

Bar Chart 1

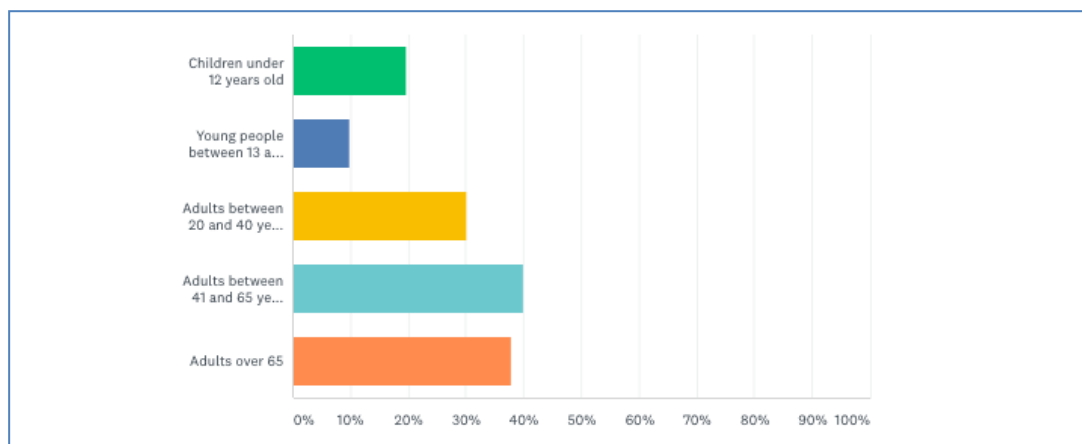


Q3. If you answered yes to Q.2, please indicate the age ranges of the people in your household who use the Tara Hill bus-stop?

153 respondents answered while 13 skipped the question.

As Bar Chart 2 indicates, of those who answered, most people who used the bus stop, 39.87%, were aged between 41-65 years old, 37.91% were over 65, 30.07% were between 20-40 years old, 9.8% were between 13-19 years old, while 19.61% were under 12 years old.

Bar Chart 2

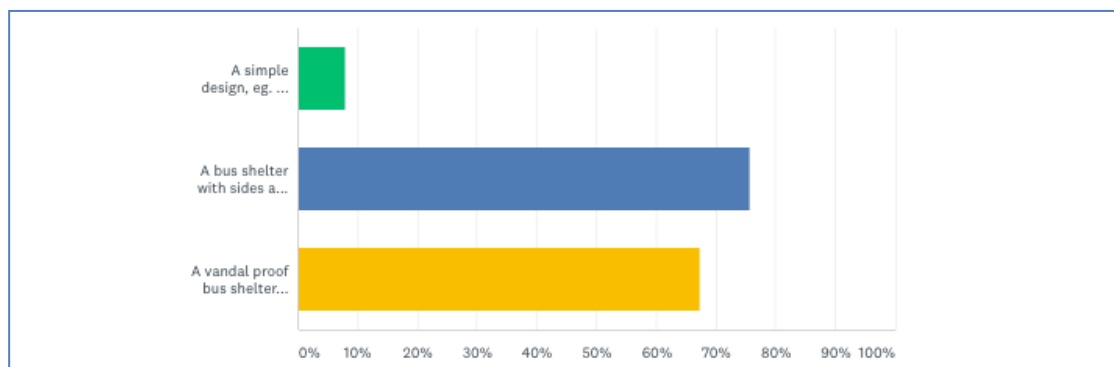


Q4. If it is decided to re-instate a bus shelter at the bus stop, which of the following would you most support? (Please tick only one).

165 people answered and only 1 skipped the question.

Bar Chart 3 below indicates that of those who answered, 75.76% chose a bus shelter with sides and seat similar to the previous design. 67.7% chose a vandal proof bus shelter with sides and seat (if affordable), while 7.88% chose a simple design, e.g. no sides or seat to minimize anti-social behaviour.

Bar Chart 3

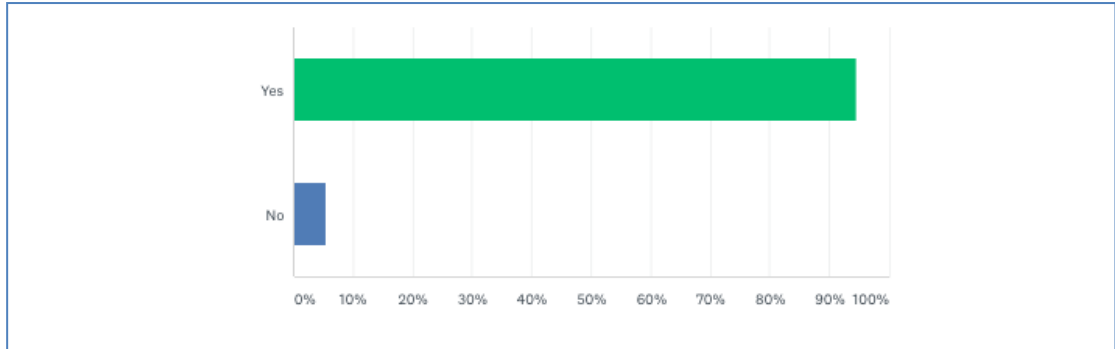


Q5. Do you think a Bus Shelter is needed at the Tara Hill Bus Stop?

164 people answered Q5, while 2 skipped the question.

Bar Chart 4 indicates that of those who answered Q5, 94.1% (155 respondents) said yes, while 5.49% (9 respondents) said no.

Bar Chart 4



Q6.

The word cloud below draws a picture of responses given for Q 6, illustrating the postcodes in which people who completed the survey live. The larger the word size, the more people live in that post-code.

Indications are that most residents who responded live in Raiselands Croft (CA119JJ; CA119JN; CA119JH), followed by Poplar Place (CA119HN) and Tara Hill (CA119JE). Less respondents indicated (in descending order), that they live in White Ox Way (CA11 8QP), Plimsoll Close (CA119EY), Monnington Way (CA118QJ), Raiselands Close (CA119JL), Scotland Road (CA119HL) and Raiselands Croft (CA119JQ).

