

**ST IVES TOWN BUSWAY STOP**

*To:* **Cabinet**

*Date:* **17<sup>th</sup> January 2012**

*From:* **Executive Director: Environment Services**

*Electoral divisions:* **St Ives**

*Forward Plan ref:* **N/a**

*Key decision:* **No**

*Purpose:* **To consider putting a Busway stop on Station Road, St Ives to pick up and drop off Cambridge bound users of the Busway.**

*Recommendation:* **Cabinet is asked to approve the provision of a new high quality bus stop on Station Road, St Ives for the Busway services and report the proposals for information to the Huntingdonshire Area Joint Committee.**

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## **1. BACKGROUND**

- 1.1 As part of the Busway scheme, buses which leave the guided section at its northern end proceed into St Ives and stop in St Ives bus station. However, as the bus station has limited capacity, this means that half of the Busway services have to terminate in the Park and Ride site. If capacity were to be increased, Stagecoach have committed to extend these services to run into and around St Ives town. The bus station has no room for an extra stop.
- 1.2 In addition, Cambridge bound buses are required to make unnecessary movements due to the one way system within the bus station. This looping movement adds to the current overall journey time by around 2 minutes and makes the service less convenient for passengers.
- 1.3 As not all Busway services proceed from the Busway to the town centre, some pedestrians cross the A1096 from the town to the Park and Ride site to join the service they require. Also, within the town centre it is not obvious where Busway services stop, so this causes unnecessary pedestrian movements across the A1096 to where users can be certain to join the service they want. These pedestrian movements needlessly delay the traffic on the A1096.

## **2. DETAIL**

- 2.1 When a stop was previously considered, a number of locations along Station Road were examined before being narrowed down to two options: a proposed stop created by closing the exit to the Huntingdonshire District Council (HDC) car park adjacent to the bus station; and a stop near the junction with Market Road outside the bookmakers. The latter location is best because it does not require changes to current parking restrictions, does not require the car park exit to be closed and is closer to the town centre and its amenities.
- 2.2 To build a new Busway branded on-street stop, similar to those in Cambridge, requires a new raised platform area, a high quality shelter and power and communication connections for a Ticket Vending Machine (TVM), shelter lighting and a Real Time Passenger Information (RTPI) display board (see Appendix A).
- 2.3 This stop in St Ives town centre will be a highly visible focal point for those who want to join Busway services. This will include a high quality lit shelter and step free boarding for the comfort and convenience of users. In addition, a RTPI display board will give users reassurance of the departure time of services, something which is not currently available in St Ives bus station. The estimated cost of this scheme is £40,000 and is to be funded from the Integrated Transport budget of the Local Transport Plan. Provision of a TVM is not included at this time as the County Council is currently reviewing the procurement of future TVMs.

- 2.4 To implement this high quality stop, discussion with Huntingdonshire District Council and local stakeholders will be required. A report for information is to be taken to Huntingdonshire Area Joint Committee on 23<sup>rd</sup> January 2012. Further design works are still required, but construction of the works should be complete within one month of commencing.

### **3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

#### **3.1 Supporting and protecting vulnerable people when they need it most**

Creating a well lit stop with a shelter will provide a safe place for people to interchange with Busway services without crossing the A1096.

The increased frequency of Busway services into and around St Ives town gives more opportunities for people to access the amenities they need.

#### **3.2 Helping people live healthy and independent lives in their communities**

Creating a highly visible stop will allow people to link more easily to the Busway for commuting and recreation.

Extending Busway services into and around St Ives town will improve opportunities for the mobility of people.

#### **3.3 Developing the local economy for the benefit of all**

This should enhance the attractiveness of the Busway for people accessing jobs and training opportunities.

#### **3.4 Ways of working**

There are no significant implications for this priority.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource and performance implications**

The scheme is to be funded from the Integrated Transport budget of the LTP.

#### **4.2 Statutory, risk and legal implications**

There are no significant implications for any of the prompt questions within this category.

#### 4.3 **Equality and diversity implications**

There are no significant implications for any of the prompt questions within this category.

#### 4.4 **Engagement and consultation**

The agreement of Huntingdonshire District Council and frontagers are required for full buy-in to the scheme.

### 5. **RECOMMENDATION**

- 5.1 Cabinet is asked to approve the provision of a new high quality bus stop on Station Road, St Ives for the Busway services.

<b>Source Documents</b>	<b>Location</b>
Cambridgeshire Guided Busway Order	CGB Team Office, Old Police House, Shire Hall, Cambridge