

## Bus Stop Specifications and Infrastructure Advice for Development Control and Planning Officers.



### Introduction

The purpose of this Advice Sheet is to provide information on the need for bus stop provision, where to find detailed design specifications and when contributions should be sought from developers to pay for provision. Detailed design guidance can be found in Gloucestershire County Council's Bus Stop Specifications (February 2006) and should always be referred to when locating and/or specifying bus stop provision. Advice should also be obtained from Gloucestershire County Council Integrated Transport Unit on 01452 426343.

### Which developments should contribute towards bus stop provision?

Regional Planning Guidance for the South West (RPG10) (now the interim Regional Spatial Strategy) identifies that major developments<sup>1</sup> should not be more than 400m from a bus stop. Therefore, if there is not a bus stop or stops (to serve existing or planned routes) within 400m of any part of the development, contributions should be sought to provide the funding for these. If bus stops exist within 400m, but are not in accordance with GCCs specifications, contributions should be sought to cover the cost of upgrading.

### Bus Stop Standards

Bus stops should consist of:-

<ul style="list-style-type: none"> <li>• road markings</li> <li>• raised bus stop platform or access kerb</li> <li>• bus stop flag (either mounted on pole or shelter (if of appropriate design))</li> </ul>	<ul style="list-style-type: none"> <li>• RTPI where appropriate.</li> <li>• information board</li> <li>• shelter (if more than 10 people per day use or are likely to use the stop<sup>2</sup>.)</li> </ul>
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The actual design may be varied to be in sympathy with the surroundings, however the standard of provision should be maintained.

### Real Time Passenger Information (RTPI) provision

The design of all bus stops should be such that they are able to incorporate RTPI. Where a development is close to a bus route where RTPI is operating, or is likely to be installed within five years, contributions should be sought to cover this. Planning Officers should always check this with GCC's Integrated Transport Unit.

### Condition or Section 106?

The provision for bus stop infrastructure should be included in a S106 agreement unless the stop will be sited on the private property of the developer or future occupier (e.g. within the grounds of a large employment site). In these cases, provision of a bus stop to a certain standard could be a condition of planning approval.

<sup>1</sup> As defined in PPG13 and residential developments of over 100 dwellings

<sup>2</sup> Gloucestershire County Council Bus Stop Specifications (Halcrow, 2006)

**Typical costs related to bus stop provision**

Item (per stop location)	Supply and installation cost	Maintenance Costs <sup>3</sup> to cover 3 years
Ground Preparation	£1,500	N/A
Road marking/parking restriction	£750 (includes Traffic Regulation Order costs)	N/A
Kerbing	£400	N/A
Bus Stop	£150 pole plus £30 flag bracket	£2,500 <sup>4</sup>
Shelter	Minimum £2,500 / Maximum £5,700 <sup>5</sup>	
Information Board (applies to bus stops and shelters)	£170	
RTPI	£7,000	£9,000

**Planning Obligations: The Principles**

Are requests for contributions sound in terms of the five principles?

Principle	Relevance of Bus Stop provision
Necessary to make the proposed development acceptable in planning terms	Not providing bus stop infrastructure will encourage use of the private car as users of the development will be unaware that bus travel is possible, adding to traffic generation.
Relevant to planning	Provision of bus stop infrastructure is part of and integrated planning/transport strategy
Directly related to the proposed development	The bus stops will be available to be used to access the development.
Fairly and reasonably related in scale and kind to the proposed development	Contributions requested are generally small in comparison with the value of the development.
Reasonable in all other respects	It is reasonable to expect the developer to provide facilities related to the developments that mitigate the effect of the development on the highway network. Provision of bus stop infrastructure will potentially help reduce car trips and result in greater use of public transport.

Contributions sought for bus stop provision should not detract from contributions sought for improvements to walking, cycling and public transport services.

**Policy background to support the decision.**

- Gloucestershire County Council Local Transport Plan (LTP2)
- PPG3 (Housing) & PPG13 (Transport)
- Smarter Choices – Changing the way we travel. (Department for Transport, 2004)
- Guidance on Planning Obligations (ODPM Circular 5/05)
- Gloucestershire County Council's Bus Strategy (Appendix B of LTP2)
- Gloucestershire County Council's Bus Information Strategy (Appendix C of LTP2)
- Accessibility Strategy (Appendix D of LTP2)
- Regional Planning Guidance for the South West (RPG10). GOSW September 2001.

**More Information?**

- Gloucestershire County Council Integrated Transport Unit. Tel 01452 426343
- Gloucestershire County Council Bus Stop Specifications (Halcrow, 2006)
- Department for Transport. [www.manualforstreets.org.uk](http://www.manualforstreets.org.uk)
- "Get on Board: an agenda for improving personal security in bus travel" (DTLR, 2002).

<sup>3</sup> e.g. lighting, cleaning, information renewal, running costs, glazing if necessary, flag replacement etc.

<sup>4</sup> Includes administration costs

<sup>5</sup> To determine the type of shelter required at a particular location, please contact GCC, ITU Dept for advice.