

Planning for Buses in Urban Developments

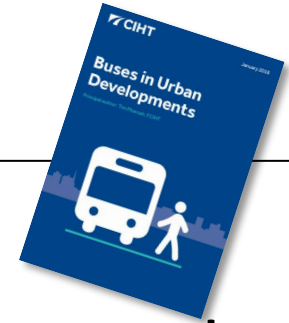
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CIHT ROI Annual Conference - Wednesday 11th April 2018
Radisson Blu Hotel, Dublin

Why BUD?



NPPF Core Planning Principle

- “actively **manage patterns of growth** to make the **fullest possible** use of public transport, walking and cycling...”

BUT

- Lack of guidance on how to do it
- Reduced planning and transport budgets - loss of sustainable transport planning skills

Relevant also in Ireland?

National Development Plan (Ireland)

2018-2027

National Strategic Outcome 1

Compact Growth

... **critical mass and scale** in urban areas... increased investment in **public and sustainable transport** ...

National Strategic Outcome 4

Sustainable Mobility

- BusConnects (Cork, Dublin, Galway, Limerick, Waterford)
- Bus corridors, additional capacity, new bus stops, shelters

But...

NDP also promotes:

“Increased Investment in Roads Programmes”

- “Investment in national, regional and local road infrastructure will be delivered”
- “Roads will be improved to reduce journey times, remove bottlenecks...”
- “New roads will be built to connect communities and encourage economic activity.”

Context for BUD



- Growing population means more housing and new developments (25-35k homes pa in NDP)
- Environment, climate and health issues increase the push for sustainable modes
- Competition from car: bus has to up its game
 - Not just bus priority, or zingy looking vehicles
 - Street and bus stop designs need to promote bus use
 - Services must cater for all needs

People travel on Sundays as well – except in Waterford?

- Buses marginalised



< Spot the bus stop!
Street not suited to buses

Bus stop >
poorly located

(Limerick, hourly service)



A better integrated example



Ingress Park + Fastrack BRT (Greenhithe, Kent)

Aims of BUD



1. Outline benefits of buses in shifting travel to sustainable modes;
2. Explain how development should be shaped to increase the quality and viability of buses;
3. Show how streets and places can be designed for effective bus operation;
4. Give bus operators an overview of what they should expect from local authorities.

Contents



Section A: Context and policy framework

Section B: The infrastructure for buses

Section C: Bus services and information

Section D: Participation and collaboration

Focuses on physical setting and infrastructure required for effective bus services, rather than who owns or regulates the services.



Promoting a
quality image

Luton
busway



“Concept” bus shelter
(Photo courtesy Greater
Manchester)

Section A

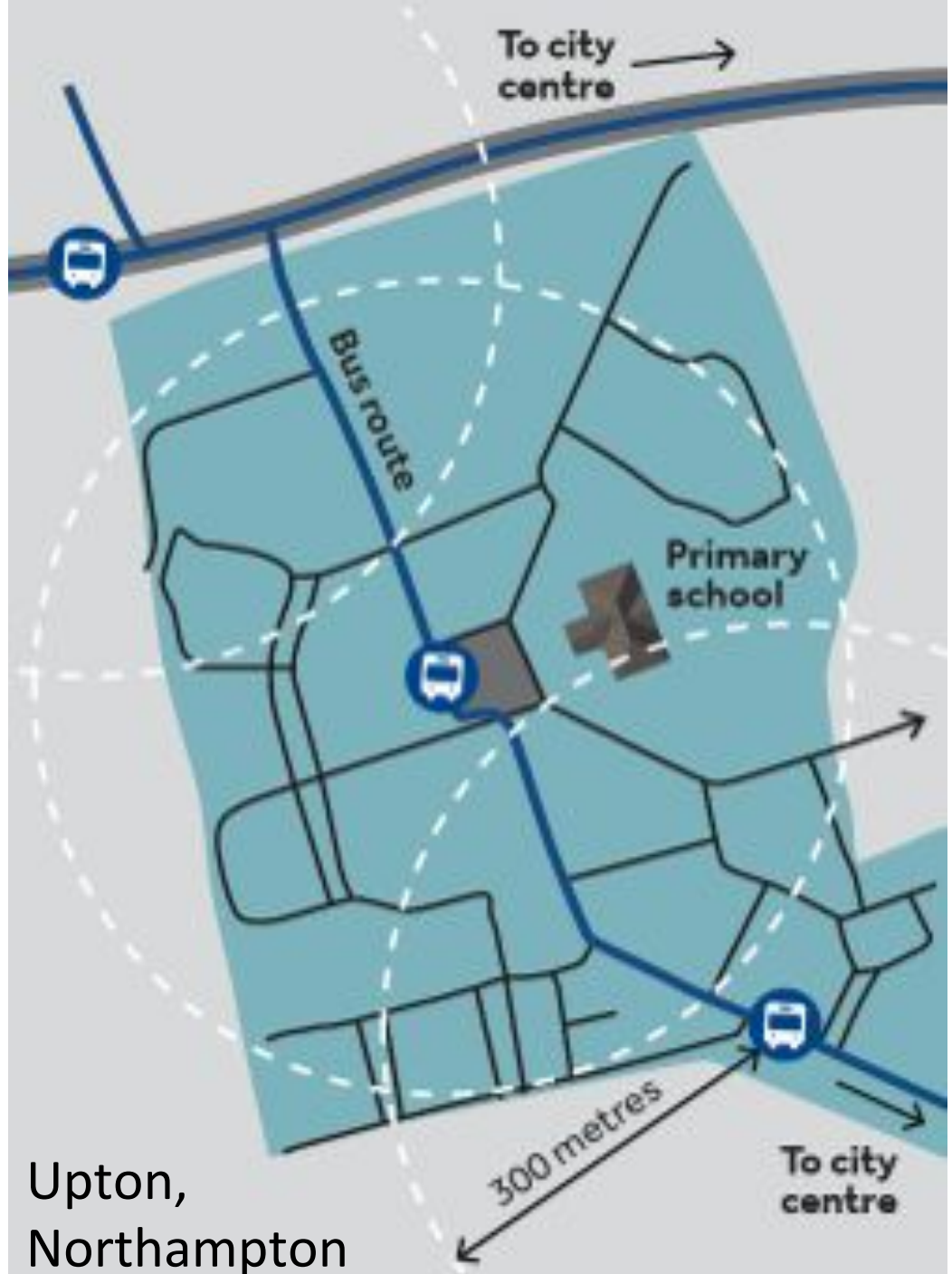
Planning the physical environment

Bus oriented development:
Milton Keynes Western
Expansion Area





Walking catchment of bus stops



Upton,
Northampton

Recommended maximum walking distances

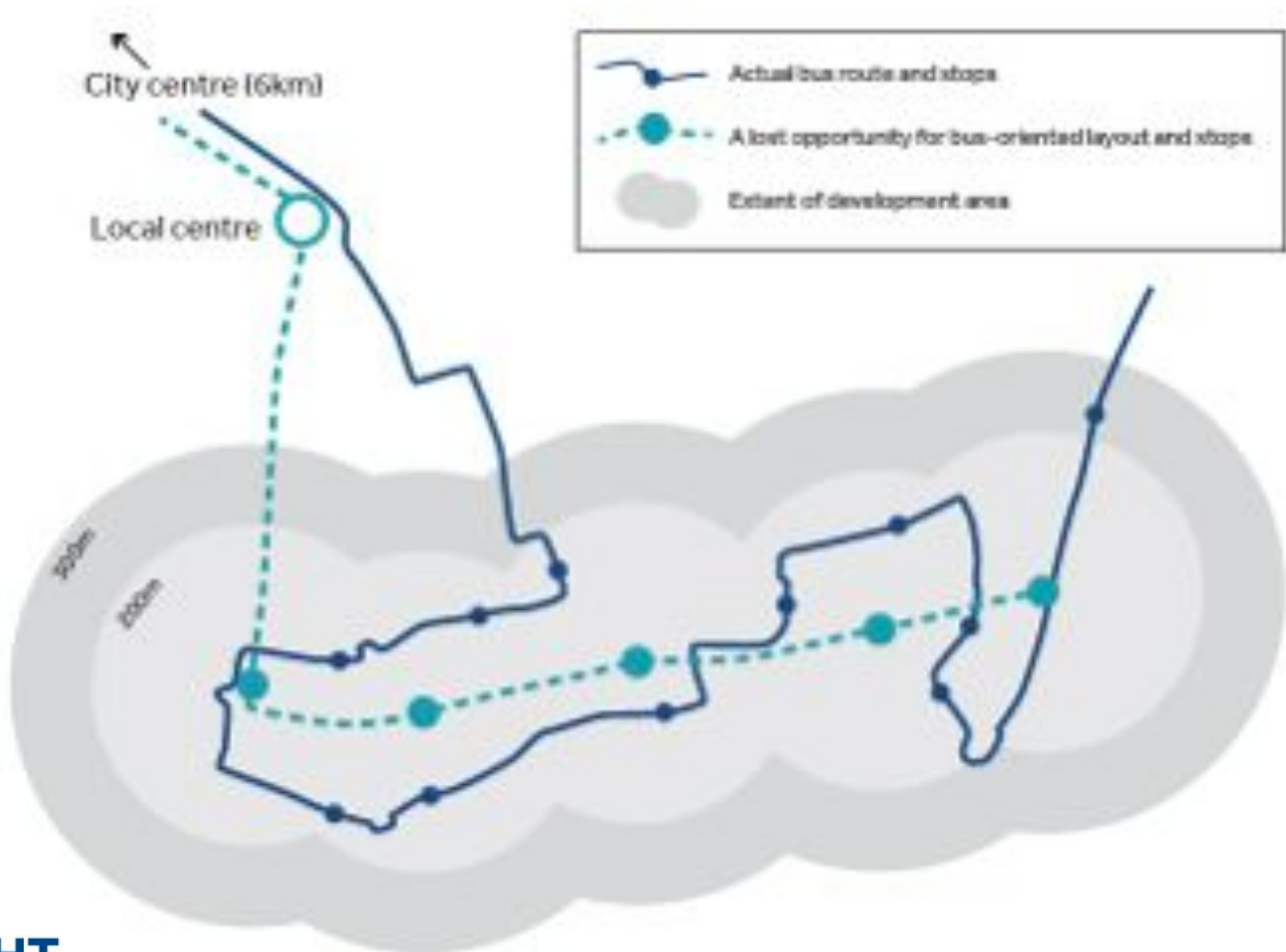
| Situation | Maximum walking distance |
|---|--------------------------|
| Core bus corridors with two or more high-frequency services | 500 metres |
| Single high-frequency routes (every 12 minutes or better) | 400 metres |
| Less frequent routes | 300 metres |
| Town/city centres | 250 metres |

Preferential routing for buses

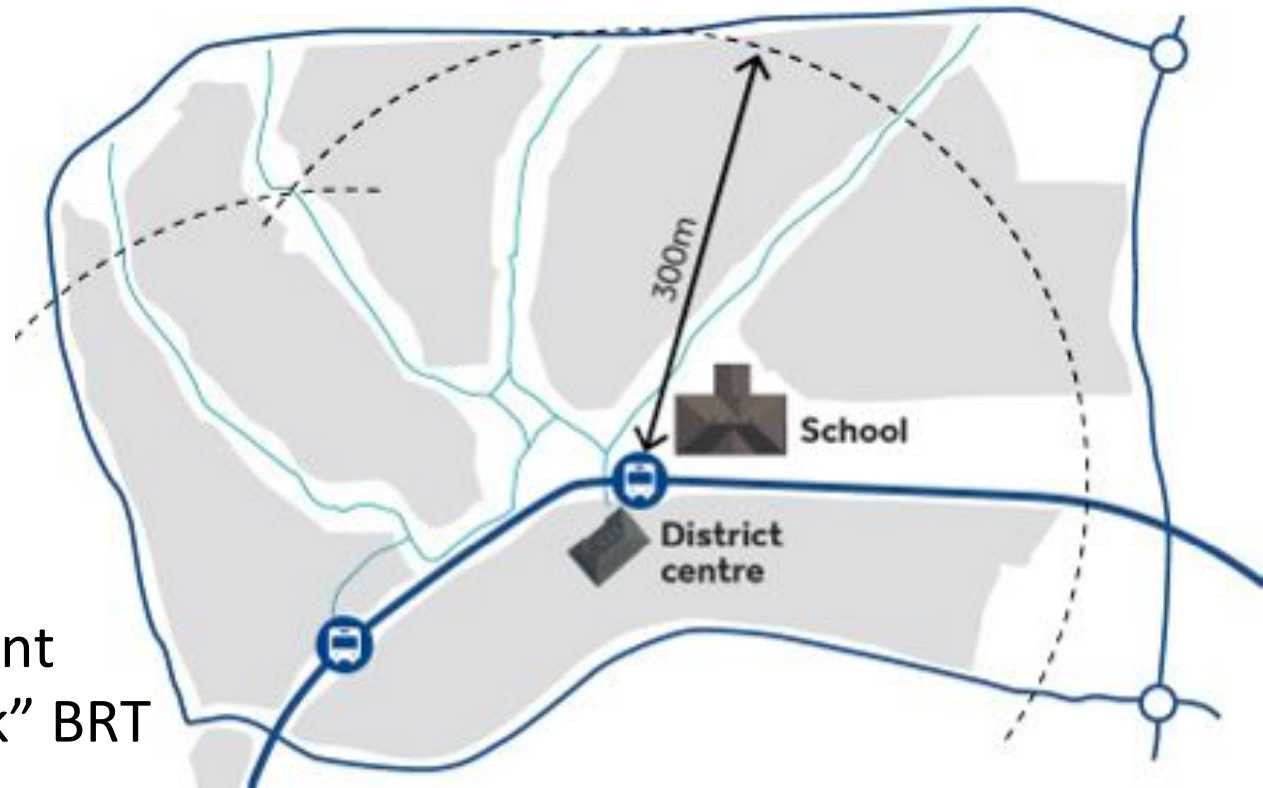


Reading

A lost opportunity



Bus-oriented development



“The Bridge” development (Dartford) with “Fastrack” BRT



Section B - The infrastructure for buses

Bus streets, bus stops and walking routes

Gratuitous
bends, for
people
and buses



Coherent street



Milton Keynes

Interesting walking environment



Poundbury, Dorset



Tilbury

Walking routes to bus stops

how not to do it

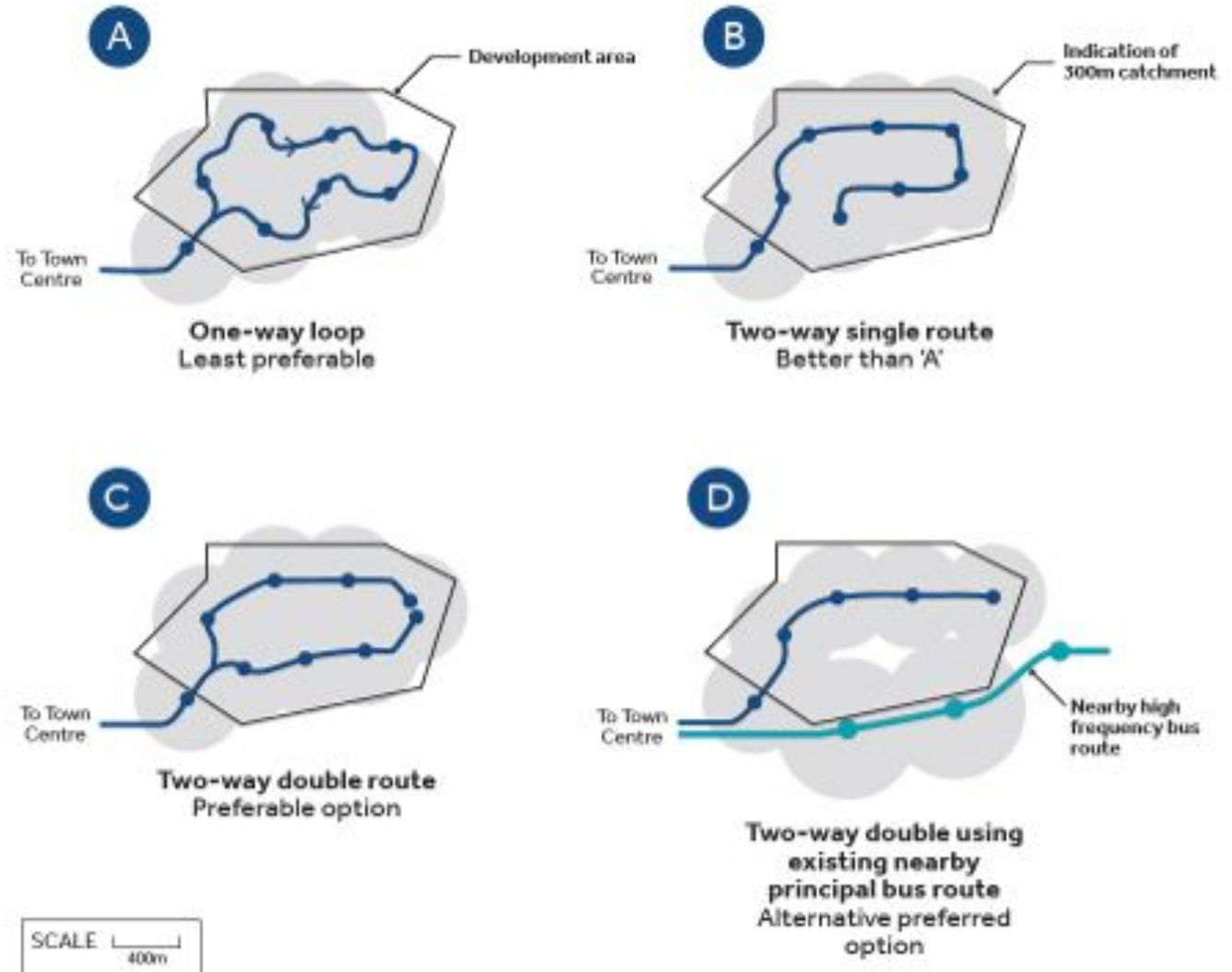


Birmingham

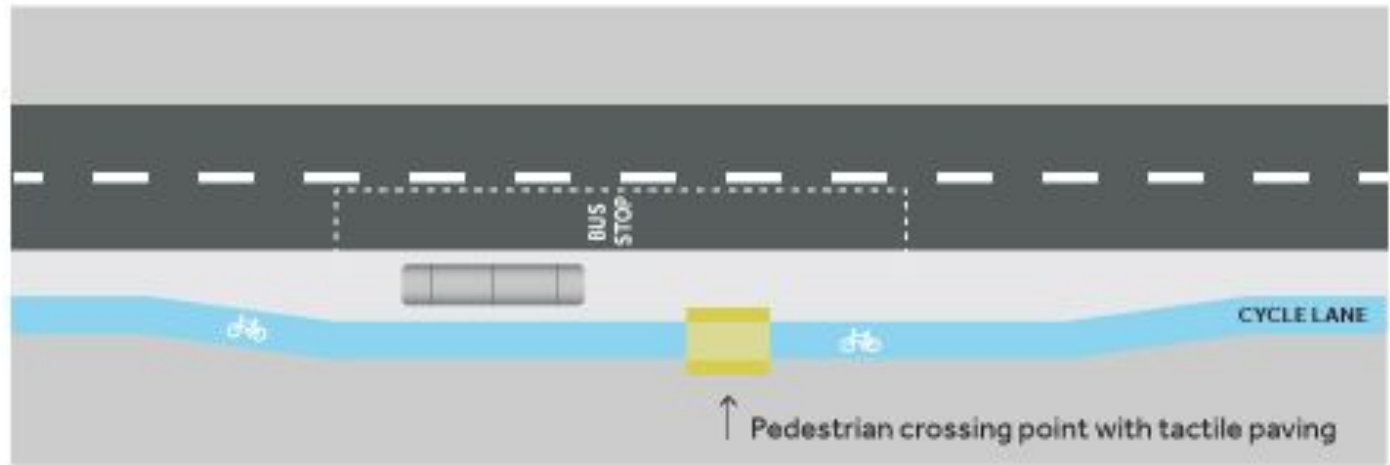
Bus stops integral to the communities they serve



Bus route options



Cycle lane options



Realtime and fixed information



Fastway,
Crawley

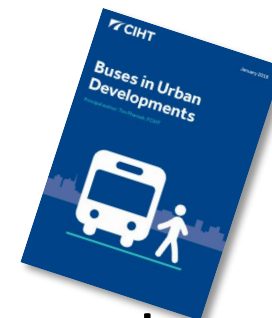


Traffic calming

Access for all



Key messages



- New developments compact or dense enough to support high frequency and viable bus services;
- Buses integral to the community, aided by
 - Spatial planning
 - Development management (e.g. parking regime)
 - Local transport policies (e.g. bus priority)
 - Service levels that cater for all needs;
- The layout of streets and paths should allow efficient bus operation, and provide attractive walking routes to bus stops.

Thank you

Audience for BUD

- Spatial and land use planners
- Transport planners
- Highway and traffic engineers
- Urban designers
- Developers
- Public transport operators





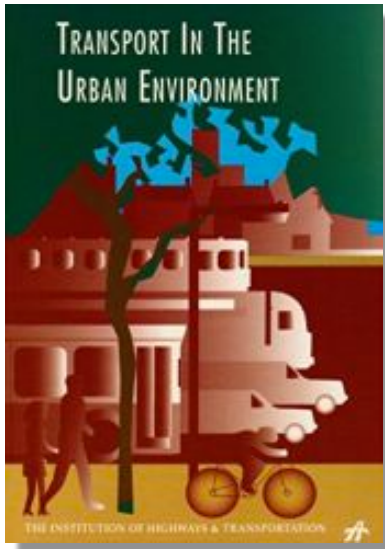
Milton Keynes

Bus stops integral to the communities they serve

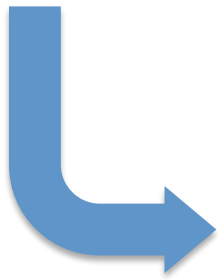


London

TUE to STUE

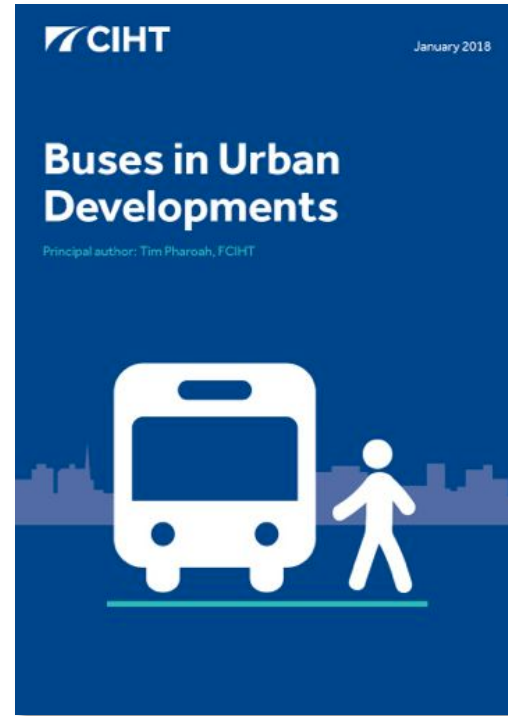


1997

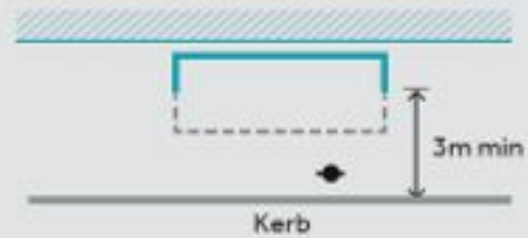


From 2014

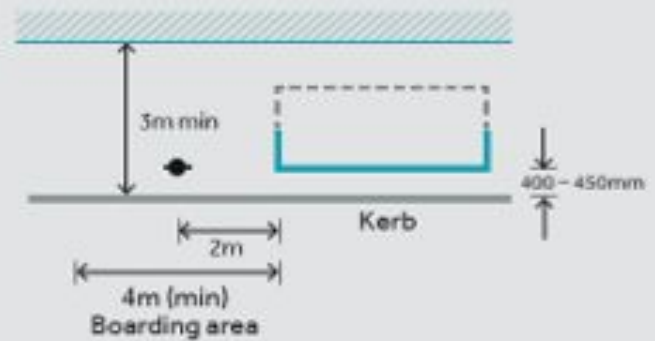
“BUD”
2018



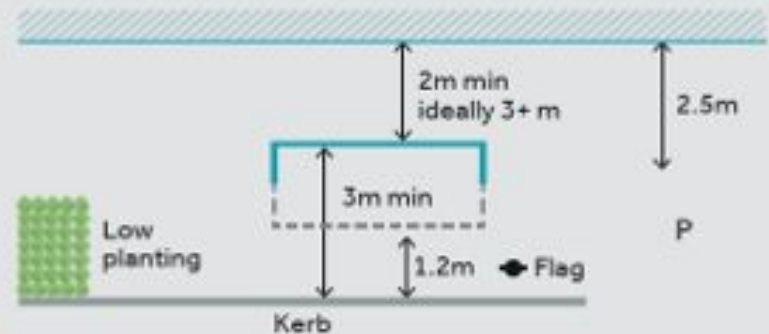
Bus shelter options



A Screen at back of footway



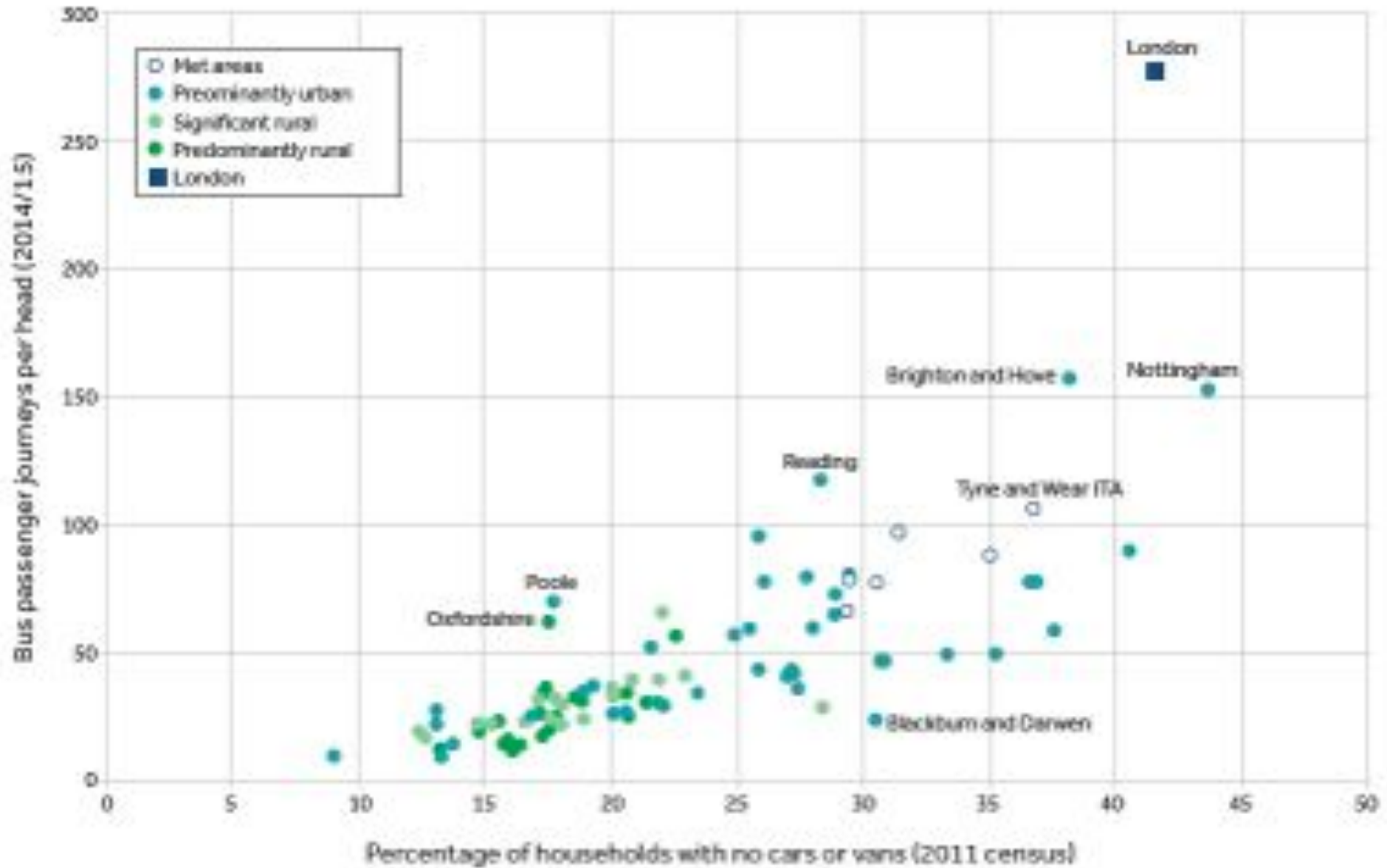
B Screen adjacent to kerb



C Screen in centre of bus boarder



Bus use and car ownership

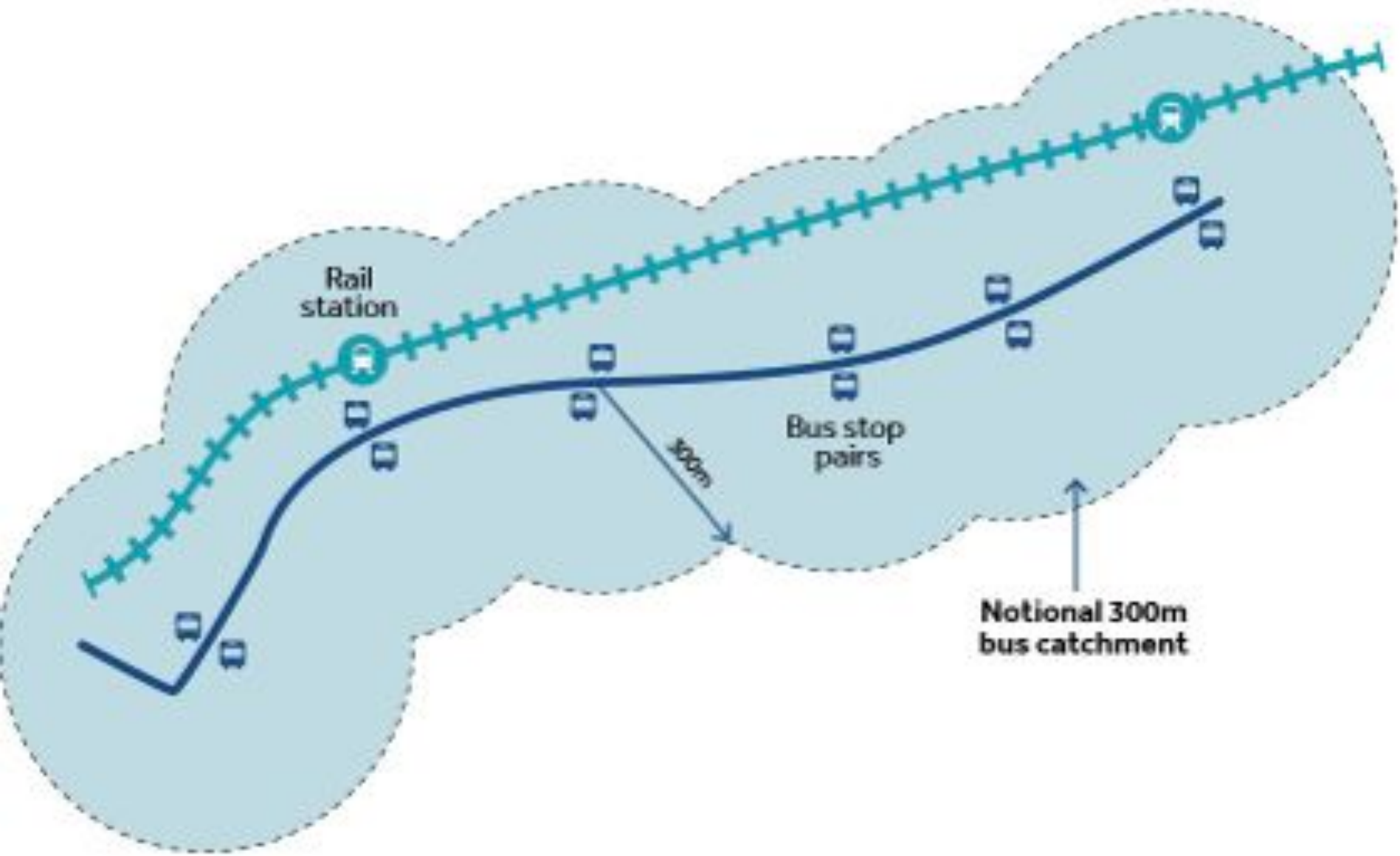






Institute of Directors report 2017
Future Proofing Infrastructure

- **“Bring in (journey) speed targets for buses and repurpose roads to better suit space-friendly buses”**





The right message?

