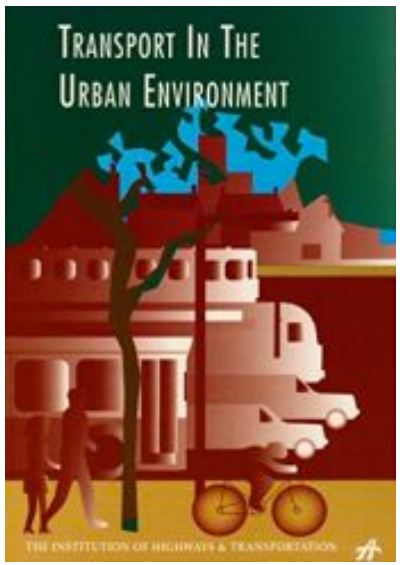
Buses in Urban Developments: an overview

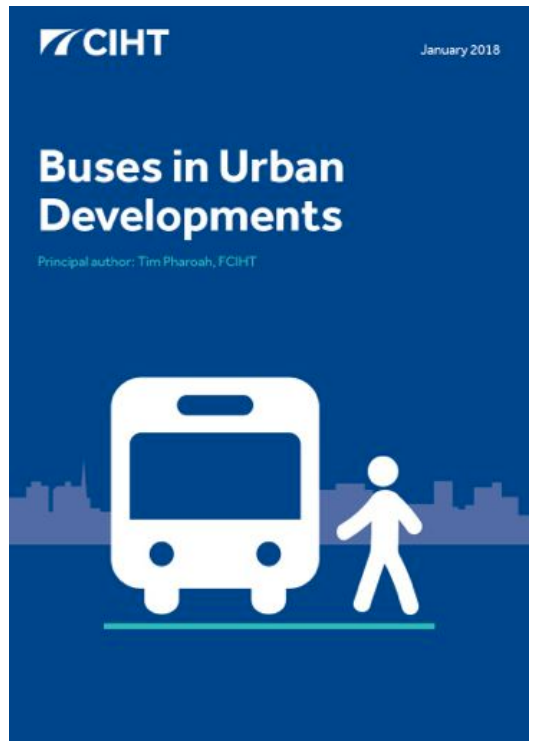
Tim Pharoah
FCIHT
Transport & Planning Consultant

TUE to STUE



1997

"BUD"



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Why B.U.D?

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

Audience

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

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Context

- Growing population means more housing and new developments
- Environment, climate and health issues increase the push for sustainable modes
- Competition from car: bus has to up its game
  - Not just bus priority, zingy looking vehicles
  - Street and bus stop designs need to promote bus use
  - Service levels must cater for all needs

- Buses marginalised in new developments

Spot the bus stop

Ingress Park + Fastrack BRT (Greenhithe, Kent)

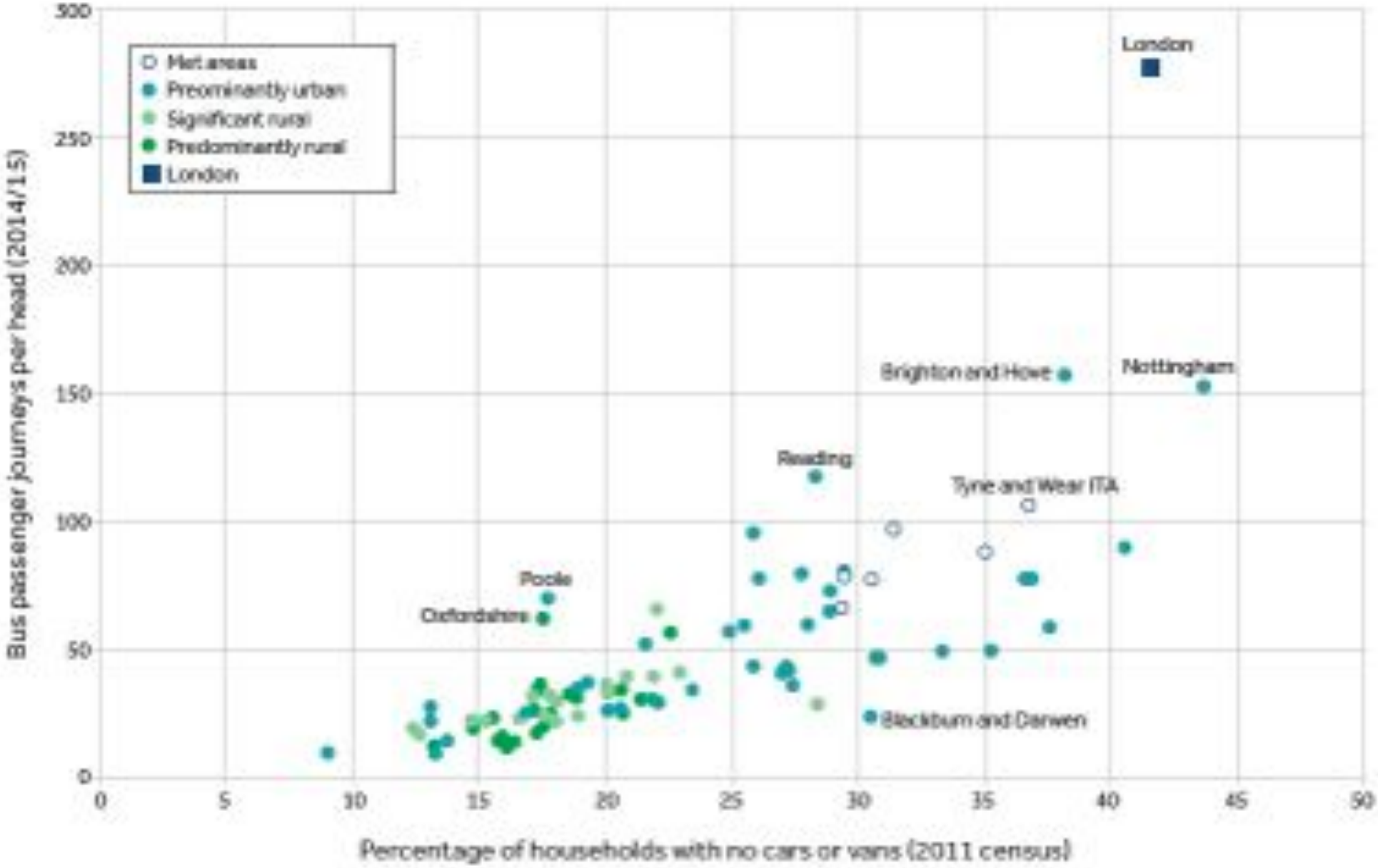
Aims of B.U.D.

1. Outline benefits of buses in shifting balance towards 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

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

Bus use and car ownership



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Improving the image of the bus

- Buses undervalued?
- A UK problem?
- Developers actively discourage bus provision?


7 REASONS I HATE BUSES


I HATE BUSES


BUS


i hate buses


I
HATE
BUSES!


#12-2
I Hate Buses


WHY I HATE BUSES


PROBLEMS WITH
PUBLIC
BUSES


I


I
LOVE
BUSES
VERY
MUCH

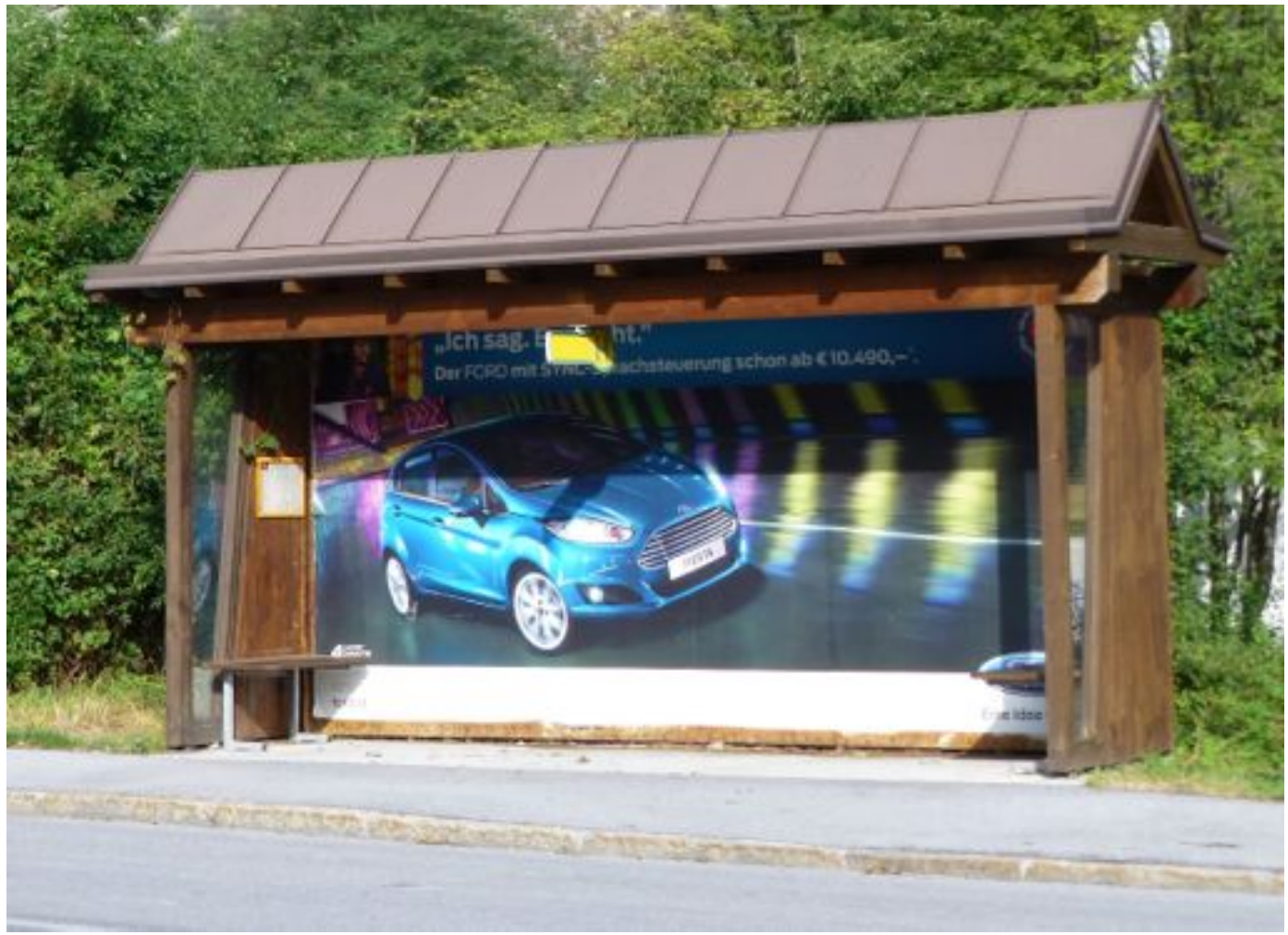

I
BUSES


I
BUSES


I
BUSES


I
BUSES

The right message?



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Promoting a quality image

Luton busway

"Concept" bus shelter (Photo courtesy Greater Manchester)

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Section A

Planning the physical environment

Bus oriented development: Milton Keynes Western Expansion Area

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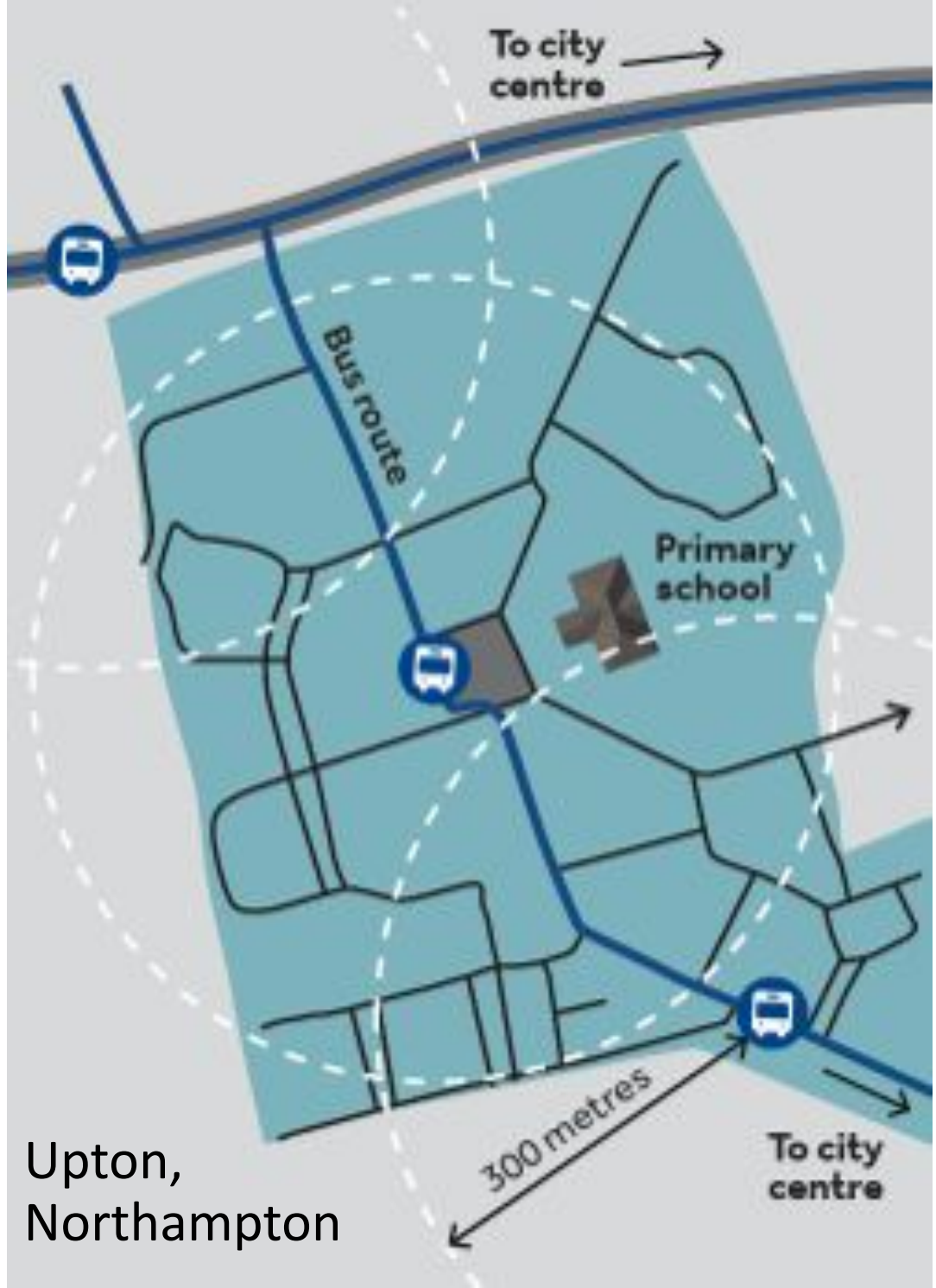
Walking catchment of bus stops



Upton, Northampton

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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

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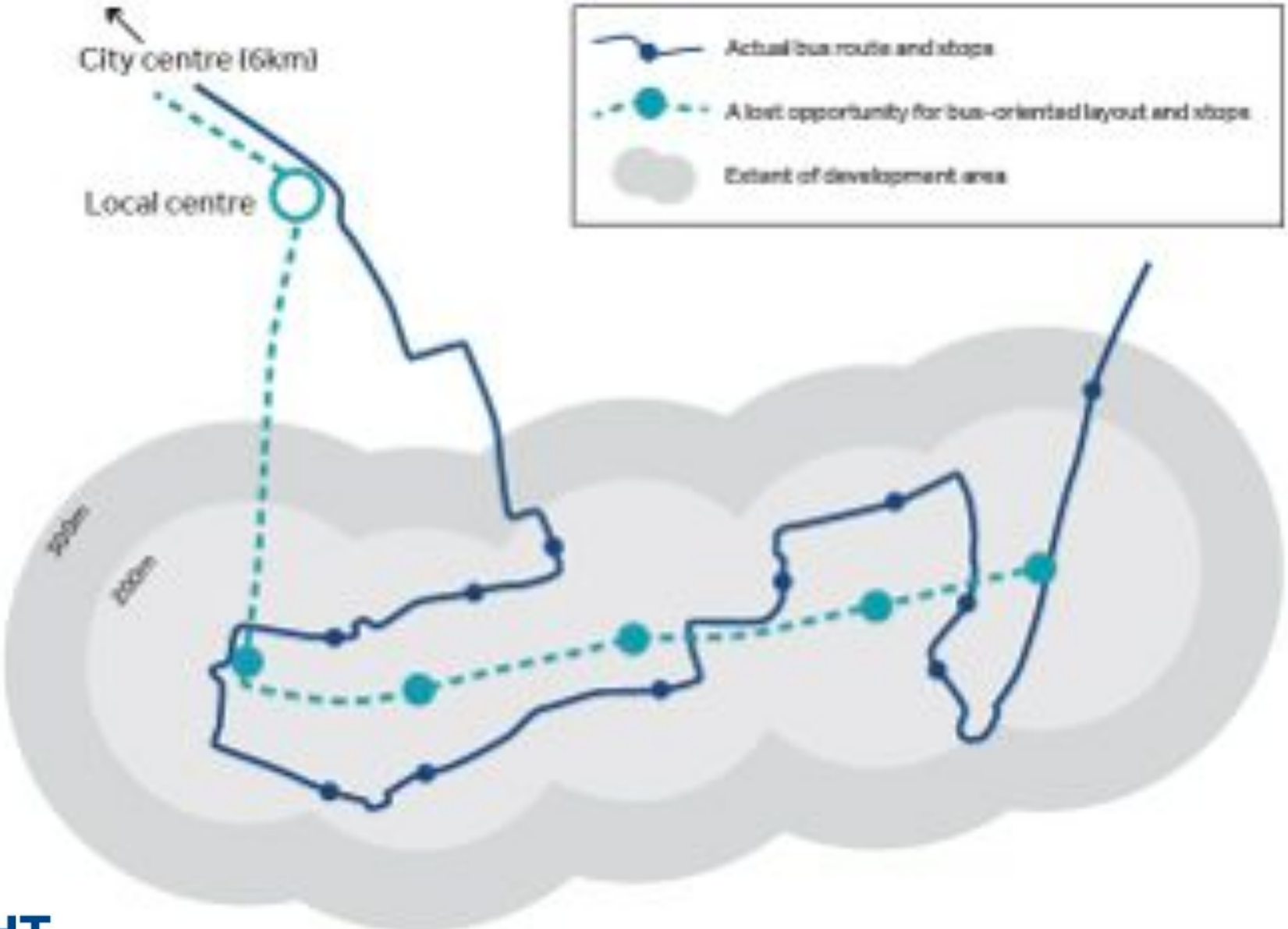
Preferential routing for buses

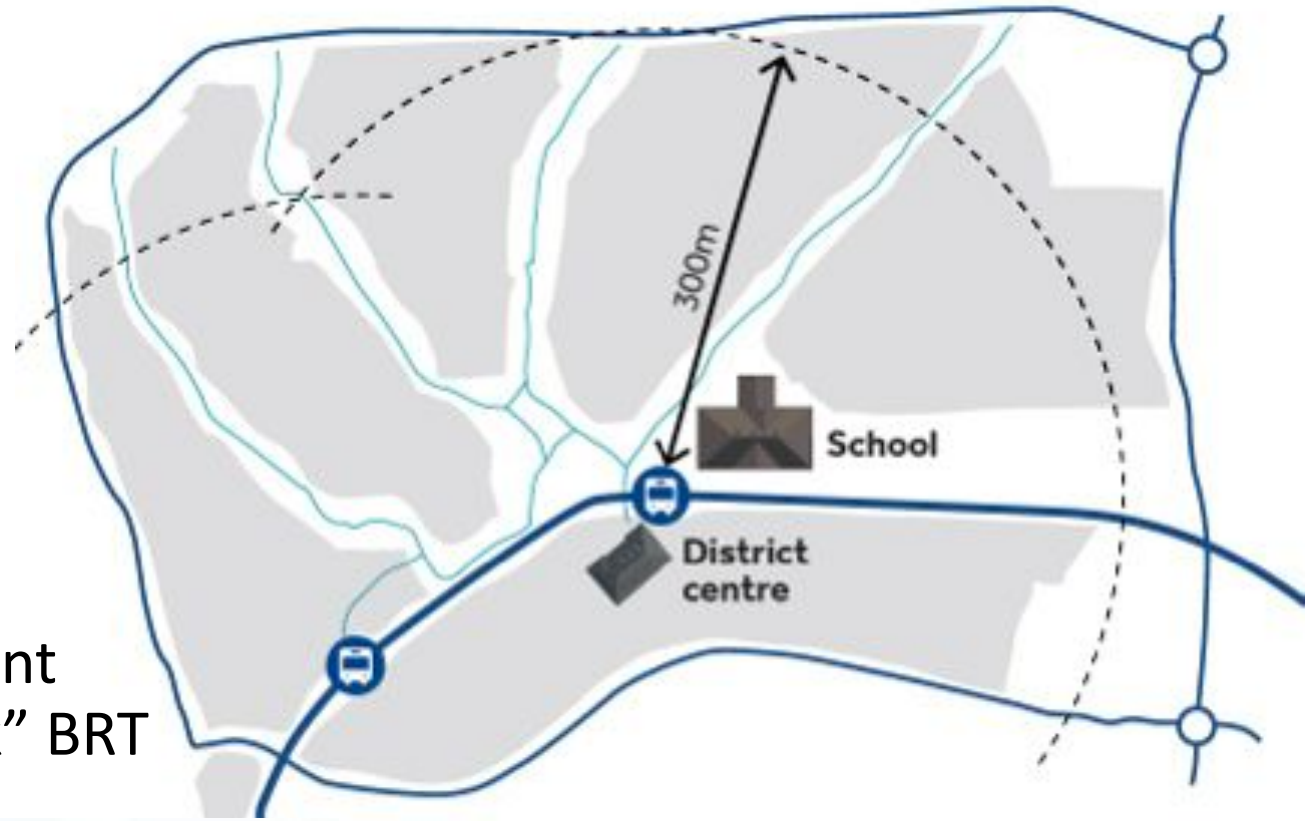
Fastway, Crawley

Reading

A lost opportunity



Bus-oriented development



"The Bridge" development (Dartford) with "Fastrack" BRT

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Section B - The infrastructure for buses

Bus streets, bus stops and walking routes

Gratuitous bends, for people and buses

Coherent street

MK

Interesting walking environment

Poundbury

Walking routes to bus stops

how not to do it


Tilbury


Birmingham

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Bus stops integral to the communities they serve

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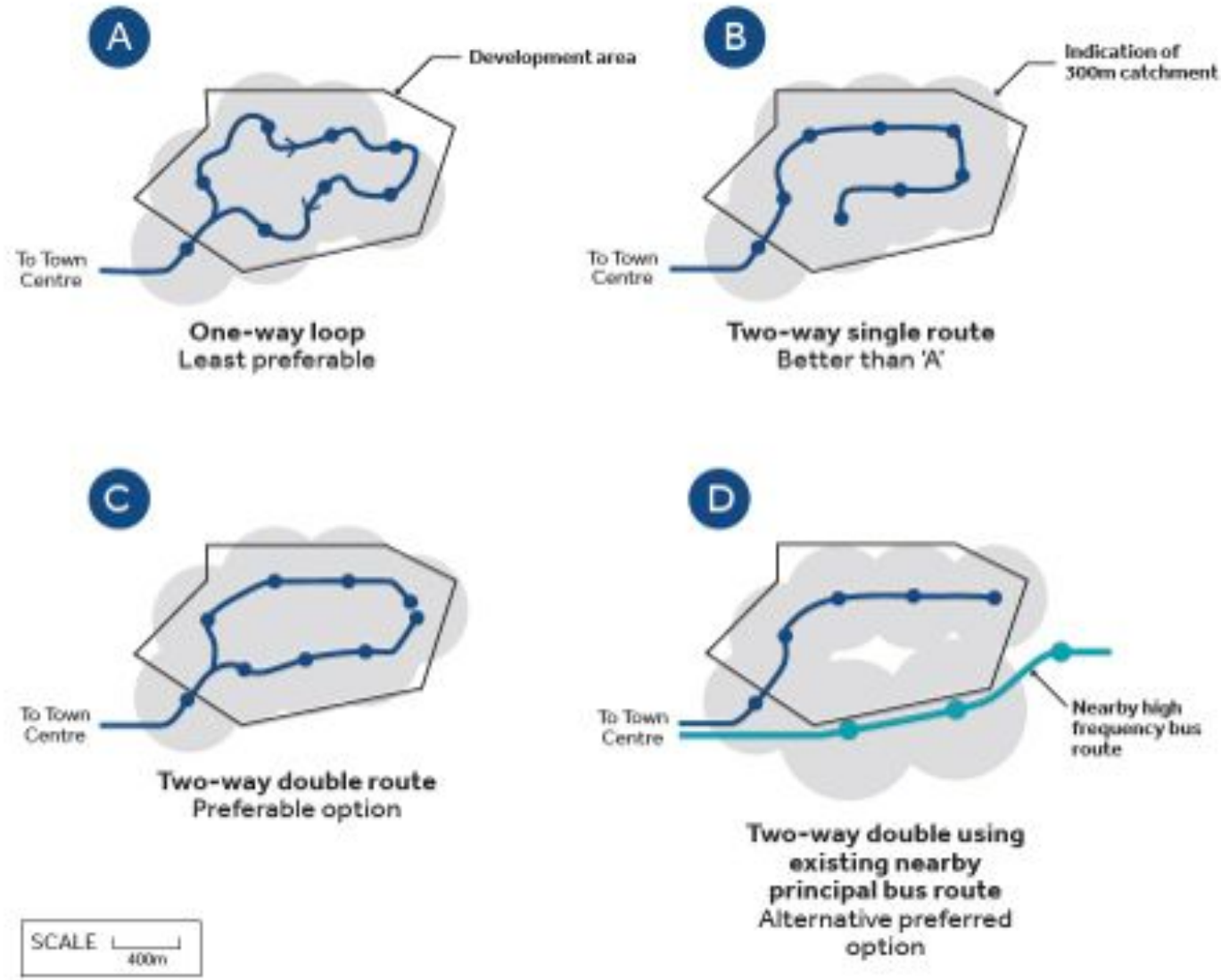
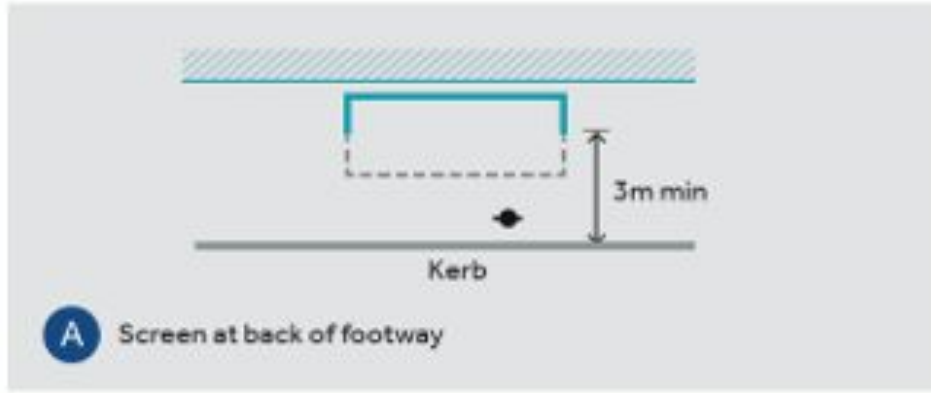
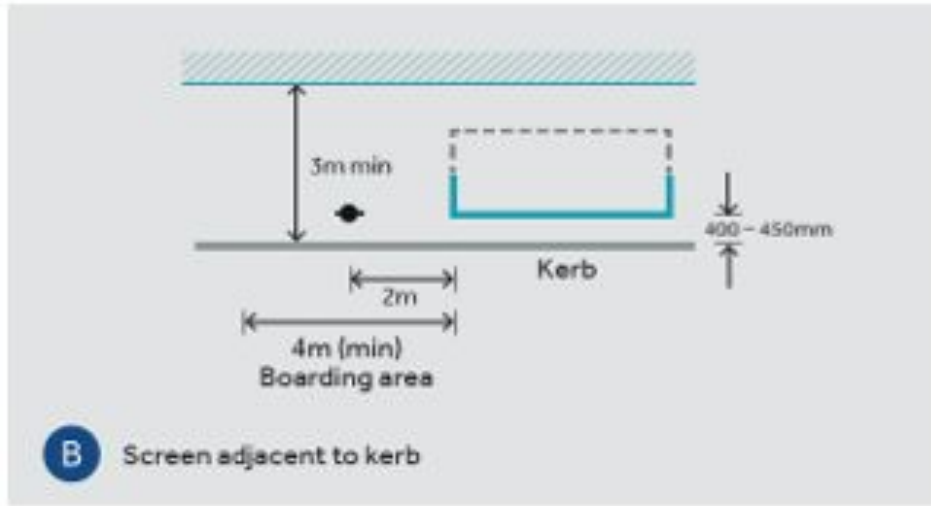
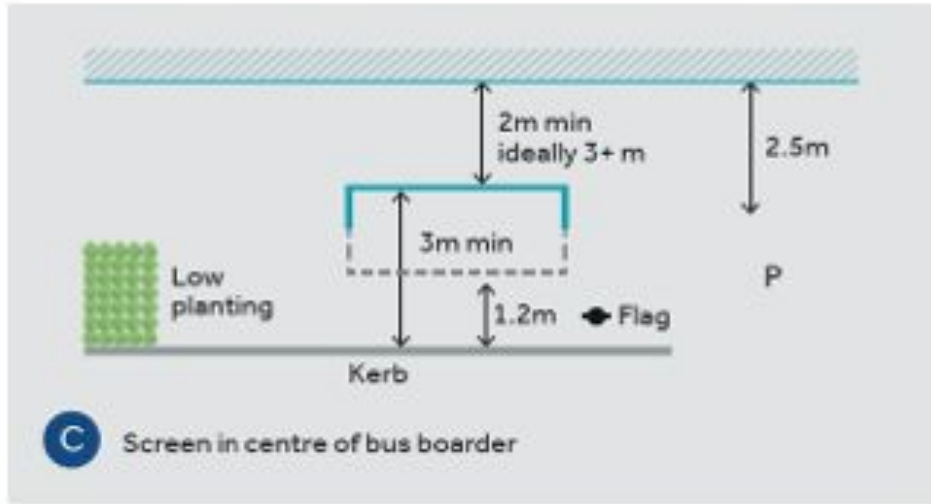
Bus route options



Bus shelter options







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