PT1 – Designing for Public Transport

Amendments:

Designing for Public Transport

Public transport is a central priority for the City of Edinburgh Council. It plays an essential role in the lives of the city's residents, workers and visitors.

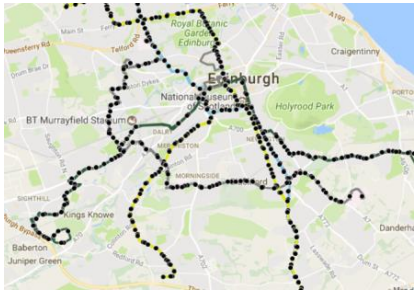
This section sets out the design requirements specific for bus routes, bus stops and bus priority measures.

Improvements to Edinburgh's bus provision will be sought in all new developments, works, and routine maintenance on existing streets.

There will be a presumption in favour of buses and their passengers through:

- providing and enabling bus services and their use by appropriate street pattern, layout and geometry
- improving provision for stops and interchanges
- giving buses priority over other motor vehicles

Bus routes



Lothian Buses online route map

Bus stops

The City of Edinburgh Council

Bus stops are the gateway between bus users and bus services – their quality has a significant impact on bus journey efficiency and the user's journey experience.

Bus priority

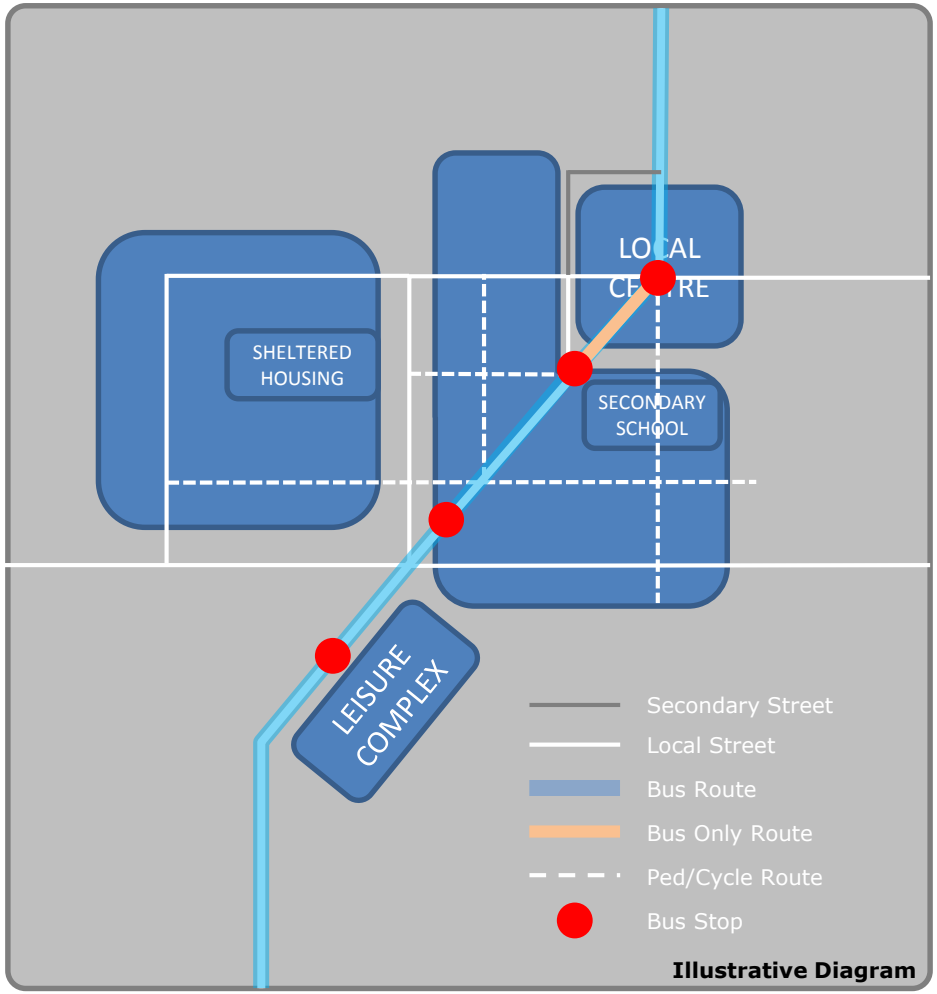
The City of Edinburgh Council

Bus priority measures secure fast, reliable journey times and can facilitate bus access over other vehicles.

Note: Advice relating to trams is not included in this document – Tram schemes will be significant stand-alone projects with specific design requirements and are therefore out-with the scope of this guide.

Relevant Factsheets:
Creating Public Transport Oriented Neighbourhoods (P1) Bus Stops (PT2) Bus Priority (PT3)

Bus Routes



Key principles

- Bus routes through/to a development should be considered at master planning stage. Masterplans should provide for all to have suitable access to bus services from the outset.
- Good pedestrian/cycling routes should be provided to Bus Stops/routes.
- Sheltered/retirement homes, schools, shops and similar services should be closer to bus stops.
- Large developments, such as leisure complexes and superstores, should have bus stops located near the entrance.
- New developments should be designed to avoid bus services having to deviate from the most direct route.
- Bus-only roads/bus gates can help ensure that routes are direct and permeate through a site.
- Cul-de-sacs require provision for adequate access and turning arrangements for Dial-A-Ride/Dial-A-Bus services.

Planning conditions may require developers to subsidise, support or provide bus services – for example, dedicated service alterations or upgrading existing facilities.

Where developments are located adjacent to an existing bus route, possible improvements to Bus Stops should be reviewed, at the developer's cost.

The provision of welfare facilities for bus drivers (e.g. toilets) at key bus stops should be considered in consultation with bus operator(s).

Relevant Factsheets:

Creating Public Transport Oriented Neighbourhoods (P1)
Placement & Location (PT2)
Bus Only Routes (PT3)

Carriageway geometry

- Minimum clear carriageway width for one-way bus operation, is 4.5m.
- Minimum clear carriageway width for two-way bus operation on a 20mph network is 6.50m, increasing to 7.0m minimum in ≥30mph areas.
- Carriageways may need to be widened at sharp bends or where the effective width is constrained by features adjacent to the running lane (e.g. loading bays where large vehicles/ mirrors may overhang).
- Local streets with fewer than 8 buses/hour (two-way) may be narrower; down to 6.0m.
- Alternatively "passing places" with gaps can be considered on lower frequency bus routes.
- Carriageway crossfall should not exceed 1 in 40, or 2.5%

Corner radii

Corner radii should be minimised. Options to accommodate larger vehicles whilst maintaining tight corner radii should be considered, taking account of carriageway width and the ability to 'overrun' the centre line or areas at the apex in exceptional circumstances.

Existing streets

Increases to corner radii to accommodate bus movements are generally unacceptable due to the impact on other sustainable modes of transport and on the general streetscape.

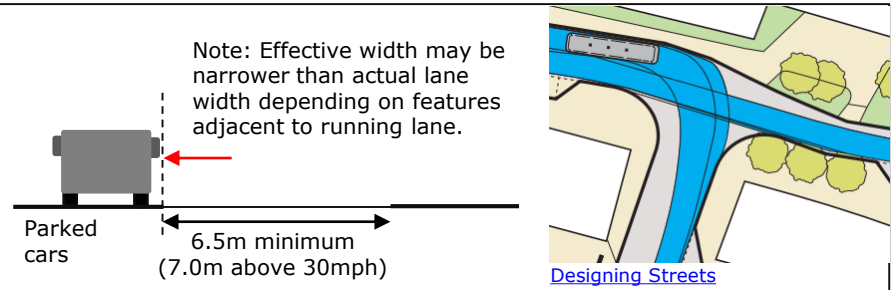
There may be exceptional cases where limited carriageway widening may be acceptable if it allows tight corner radii to be maintained and a significant benefit to bus movements is demonstrated.

Routes to Bus Stops

Pedestrian routes to bus stops should be considered when upgrading existing or installing new ones.

Depending on the size of the scheme, designers should look for "quick wins" that would make the bus stop more user friendly. Examples of this include:

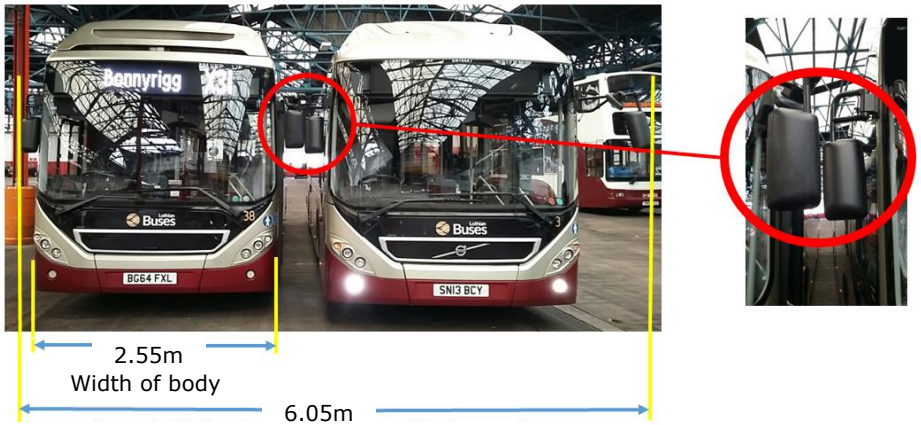
- Providing dropped kerbs on a main access route if not there already
- Removing street clutter
- Better facilities for wheelchair users and visually impaired users



Cross-section diagram

Indicative diagram

See also factsheet C2- Carriageway Widths



Measured width of two buses.

Note that this dimension is for information only, the lane widths should be a minimum of 6.5m as advised above.

Image References

Designing for public transport
Bus Routes: Lothian Buses
Bus Stop: The City of Edinburgh Council
Bus Routes: The City of Edinburgh Council

Bus Routes
Carriageway geometry, bus tracking image: Designing Streets, 2010 [ONLINE]. Available at: http://www.gov.scot/resource/doc/307126/0096540.pdf [Accessed 1 February 2017]
Lothians Buses image: Lothian Buses

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