The Highland Council
Comhairle na Gàidhealtachd

Roads and Transport Guidelines for New Developments
Stiùiridhean Rathaidean is Còmhdhalach airson Leasachaidhean Ùra

Appendix 7
Eàrr-Ràdh 7
Public Transport Unit bus stop specification
Sònrachadh stad-bhusaichean airson còmhdhail phoblach

Public Transport Unit - Bus stop specification

Introduction

This information sheet sets out the Highland Council's requirements for new developments, where new bus stops are provided or existing ones are upgraded. All new housing or commercial developments will be expected to be fully compliant with these conditions, unless agreed otherwise with the Council's Public Transport Unit.

Bus Stop Specification

Where a new bus stop is provided or an existing one is upgraded, in association with a development, the following measures shall usually be required:

- Kerbs laid at suitable height for level entry (with height to be confirmed by Public Transport Unit in conjunction with bus operators).
- Kassel kerbs to be considered, where appropriate (following discussion between Public Transport Unit and bus operators).
- Suitable hard standing at stops (including removal of cobbles, grass verges etc).
- Dropped kerbs near the stops to allow wheelchair/pram users to cross the road.
- Sufficient room to manoeuvre a wheelchair/pram at each stop (generally a minimum approach length of 2.4 metres).
- Bus shelter to be provided at all stops that have significant numbers of passengers boarding (as deemed necessary by the Council).
- Internal lighting to be provided within any new bus shelter (as deemed necessary by the Public Transport Unit).
- In residential areas, bus stops should generally not be in bus bays. This may, in some circumstances, involve moving existing bus stops and/or infilling existing bus bays (as deemed necessary by the Council).
- Bus bays to be provided on main distributor roads and most rural roads, (as deemed appropriate by the Council)

- Bus boarders/build-outs to be provided where traffic calming is appropriate and/or where parking is likely to block access to the stops.
- Appropriate bus stop markings on carriageway, with related signage.
- Bus stop poles to be provided.
- Bus flags to be fixed to bus stop poles, with route numbers and Traveline details, etc.
- Timetable display cases, fixed to either the bus stop pole or bus shelter, suitably sized to accommodate all bus service details (following discussions with the Council and bus operators).
- Real time information display panels to be provided (type to be agreed with the Council).
- Stops generally not to be exactly opposite each other (so that road is not blocked by two buses stopped). This could be varied if overtaking is a significant hazard.

Exact requirements and details must be agreed with the Council's Public Transport Unit prior to works being implemented.

Costs

All costs associated with the installation of new bus stops or the enhancement of existing ones shall be borne by the developer, unless agreed otherwise by the Council.

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