Creating accessible and quality bus stops in Auckland

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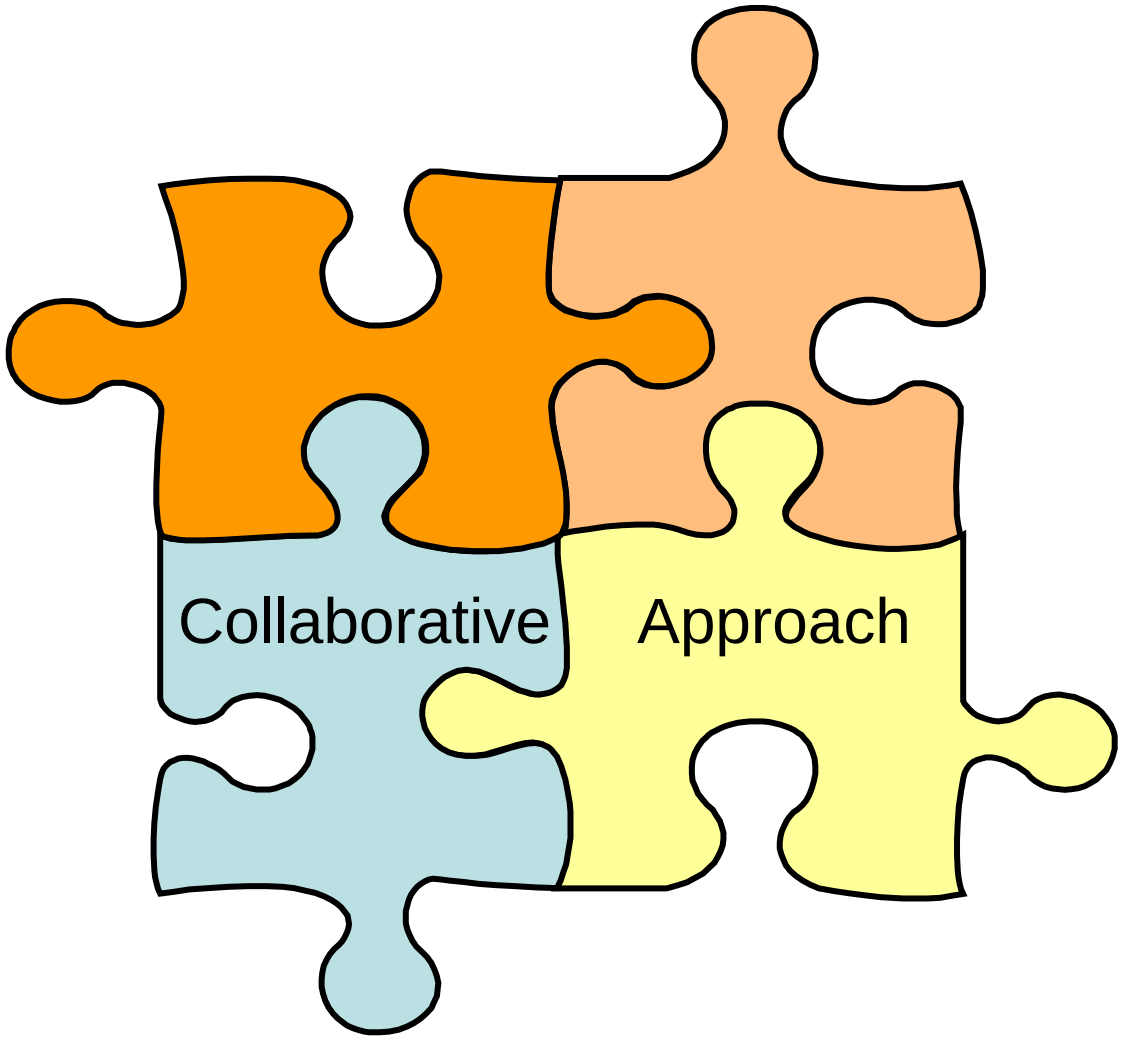
Auckland Regional Transport Authority

Why a regional guideline?

- Aim to increase passenger transport use
- Buses are Auckland's main passenger transport providers
- Bus stops are an important part of the bus system & need to be well thought out
- Inconsistent approach in the past

- 1 guideline (consistent design + raised standards) = better bus system

Methodology



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Methodology

Stage 1

- Policy review
- Site visits
- Stakeholder consultation
- Best practice review

Issues & Needs Report

Stakeholder Workshop 1

Outcome:
- Yes – Auckland need's a regional guideline
- Other cities already have one

Stage 2

Draft Guidelines

Stakeholder Workshop 2

Draft Final Guidelines

Final round of stakeholder review

Outcome:
- Bus Stop Infrastructure Guidelines - May 2009
- Available on-line

Key aspects of guideline

- Explains the functions required of bus stops – foster better understanding of different users needs
- Cherry picks best practice from around the world (customised to NZ environment)
- Offers various types of solutions
- But apply ideal scenarios as much as possible
- Not prescriptive – it's a guideline!

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Minimum standard for bus stops

Component		Standard Stop	Regular Stop	Signature Stop
Information				
1	Bus stop sign	M	M	M
2	Bus box area (road marking)	M	M	M
3	Stop number	R	R	R
4	Stop-specific timetable (departure times)	R	R	R
5	Stop-specific route diagram	R	R	R
6	Information telephone number	R	R	R
Accessibility				
7	Bus stop-specific hardstand area (1.m wide x 8m-9.2m long)	R	R	R
8	Tactile ground surface indicators	R	R	R
9	- Minimum kerb height of 120mm at front door area - Ideal kerb height is 150 mm for standard kerbs OR 160mm if Kassel Kerbs (or other similar 'special type' of kerbing is used)[19]	R	R	R
10	Connecting footpath to/from bus stop (with associated dropped kerbs where required)	R	R	R
11	Pedestrian crossing facility in close proximity to bus stop (either formal, e.g. signalised; or informal, e.g. pedestrian refuge islands)	R	R	R
Safety & Security				
12	Lighting	R	R	R

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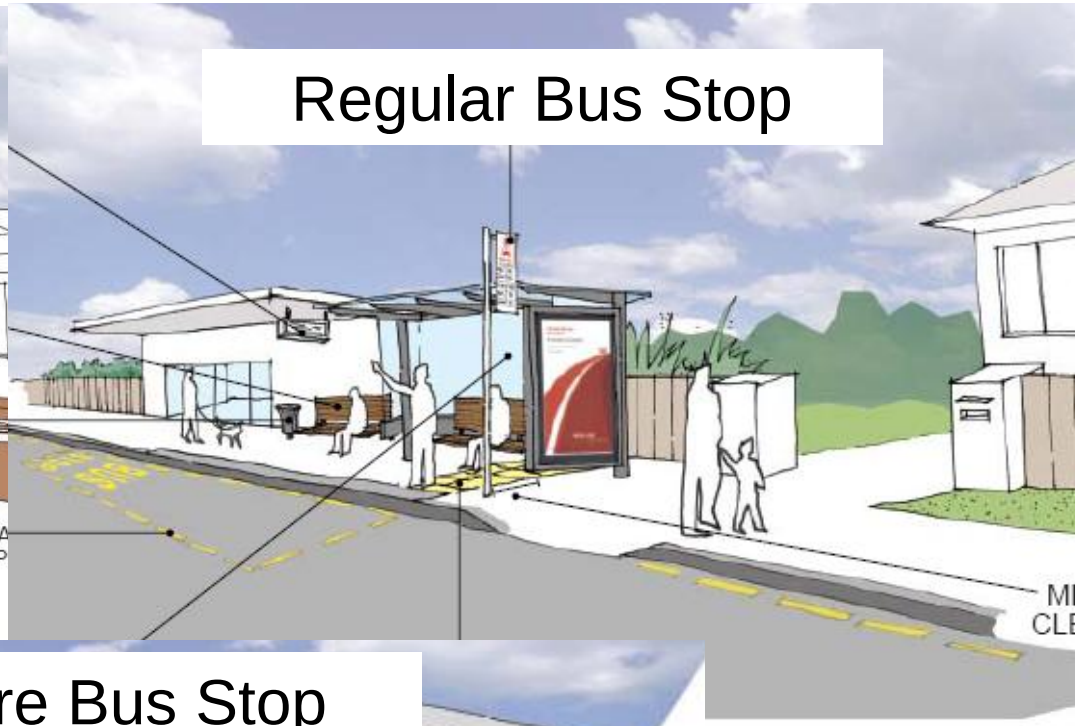
Suggests three types of bus stops:



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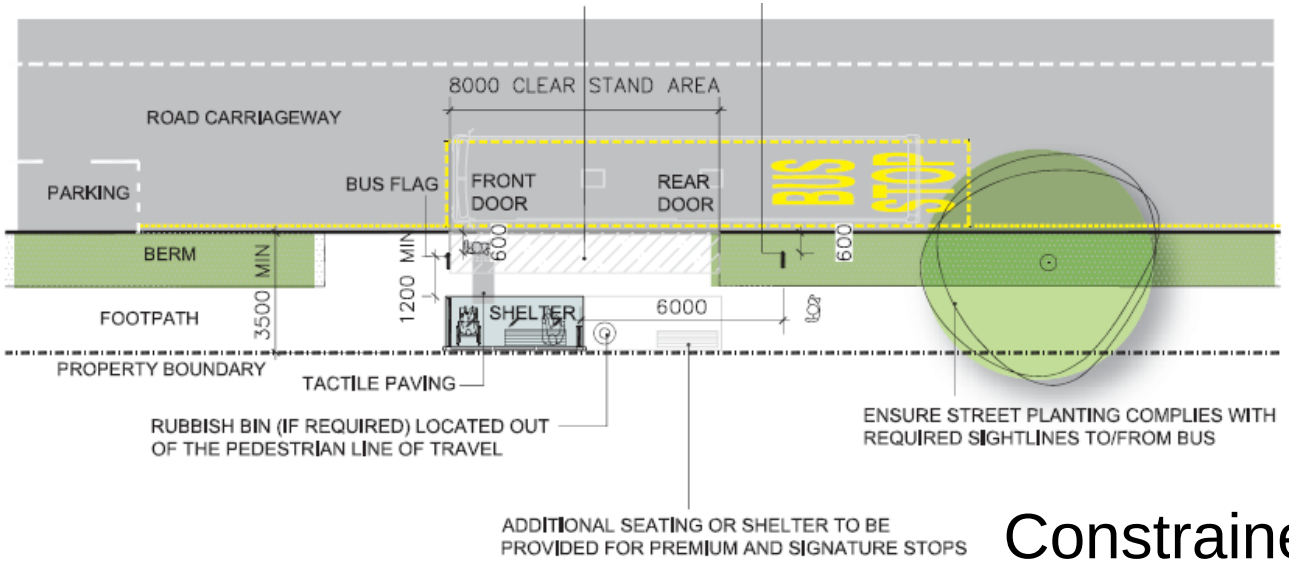
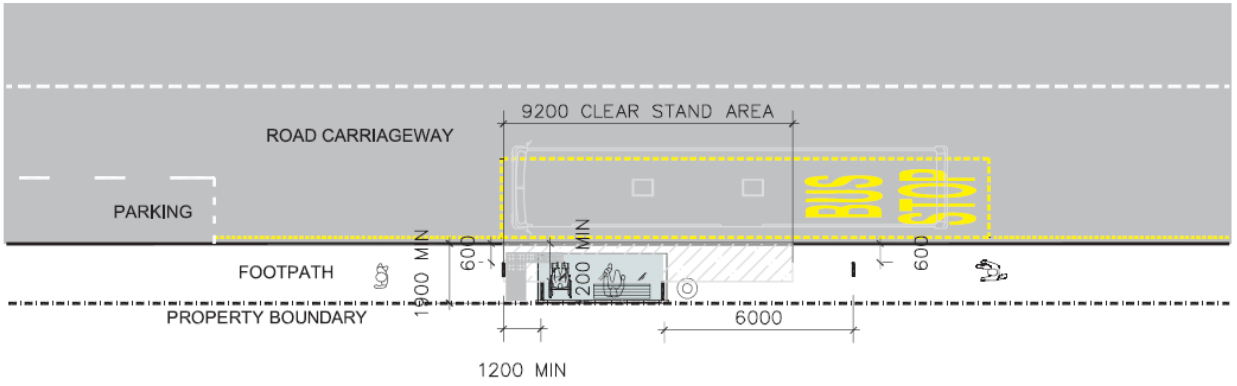
Examples of bus stop layouts

Kerbside bus stop – Ideal layout >3.5m



Constrained layout >1.9m



Avoid / Infill full indented bus bays

Bus Borders (or Bus Build Outs) as an option

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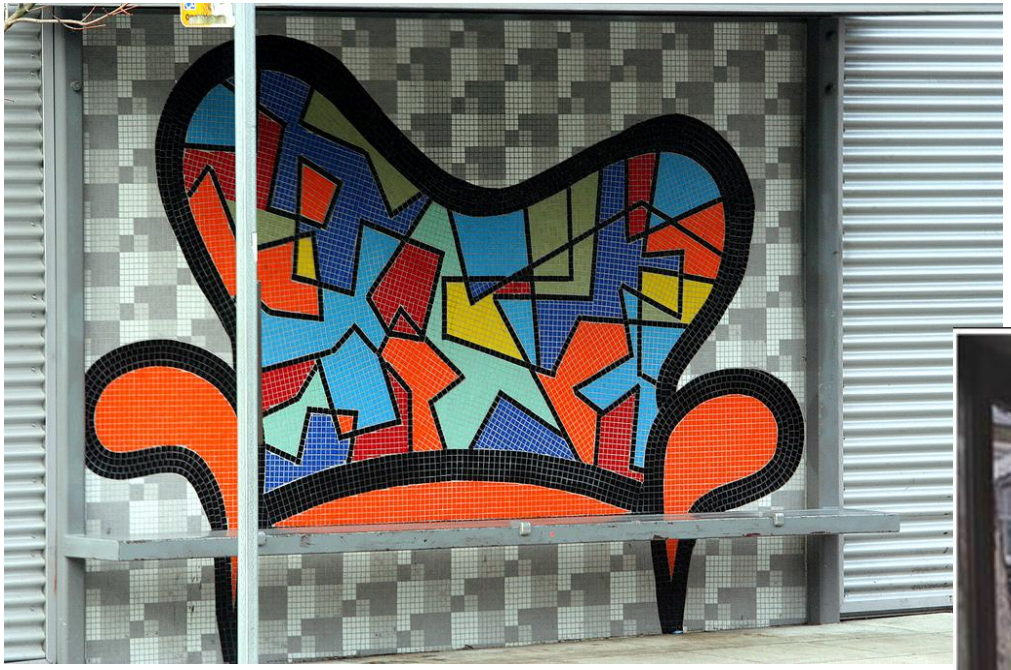
Bus stops can be fun!



Application – putting theory into practice

- Has it been successful - Yes
- Influenced future design of bus stops and bus stop layouts across region, and also outside the region too.
- Positive feedback from Stakeholders
- Guideline has raised the profile of bus stops

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Application – putting theory into practice

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Challenges and Opportunities

Challenges

- Education – Council Officers, Consultants, Councillors, Business community, Public
- Funding – key constraint

Opportunities

- Take a more focussed corridor approach – get “more bang for your buck”
- But if we can get it right – more attractive, efficient and effective passenger transport networks.

Next steps

- Guidelines - evolving – revise and update - 2011/2012
- Develop regional standards and guidelines for bus priority / super-stops / interchanges
- Demonstration corridor pilot schemes (showcase / LBI)

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Summary

- Well designed and well located bus stops are essential for an effective passenger transport network