



## **Transport Strategy for Growth**

### **Public Transport Guidelines for New Developments**

**Draft for Consultation**  
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## **1. Introduction**

- 1.1. This document sets out the standards expected for the provision of public transport services and public transport infrastructure in new developments.
- 1.2. Northamptonshire has been identified by the Government as a 'Growth Area' within the Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy. The provision of high quality public transport services to new developments is one element of the modal shift strategy which will directly influence the sustainability of the urban extensions and encourage modal shift across the existing towns.
- 1.3. The contribution expected from each development depends on three main factors:
  - Size - how big is it in terms of number of dwellings
  - Type - is it residential or non-residential
  - Location - where is it in relation to existing settlements, other developments and existing bus services
- 1.4. This document sets out the standards expected for:
  - bus service frequency
  - on-street bus related infrastructure
  - design that will improve the attractiveness and accessibility of public transport
  - the relationship between the development/developers, NCC and the bus operator
- 1.5. The document concentrates on residential and mixed use developments. It is much more difficult to define standard criteria for purely non-residential development sites and the aim is to define appropriate criteria on a site by site basis through the Local Development Frameworks and/or masterplanning process.

## 2. Definitions

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- 2.1. For ease of reference, the scale of contributions, defined by expected bus service frequency, and the quantity of on-street bus related infrastructure required is set out in the matrix shown at section 4.
- 2.2. In devising this matrix, developments have been considered based on:
- Size - how big the development is in terms of the number of dwellings
  - Type - the matrix only deals with residential or mixed (residential/retail/employment) developments
  - Location of the development within one of five settlement types:
    - Developments within the 5 largest towns in Northamptonshire
    - Developments within the next 5 large towns
    - Developments within the 5 smallest towns/largest villages
    - Developments in villages on those bus services defined as core routes
    - Developments in villages that are not on those bus services defined as core routes
  - Distance from an existing bus service - is the site within 400m of an existing service or not?
- 2.3. The key definitions that are required from this list are:
- 2.3.1. Settlement type A = the 5 largest towns in Northamptonshire - these are:
- Northampton (including the parishes within the existing Northampton Borough Council boundary, also Grange Park and Moulton)
  - Corby
  - Daventry
  - Kettering (including the parishes of Barton Seagrave and Burton Latimer)
  - Wellingborough
- 2.3.2. Settlement type B = next 5 large towns are:
- Brackley
  - Desborough and Rothwell
  - Raunds
  - Rushden and Higham Ferrers
  - Towcester
- 2.3.3. Settlement type C = the 5 smallest towns/largest villages
- Brixworth
  - Earls Barton
  - Irthlingborough
  - Oundle
  - Thrapston

2.3.4. Settlement type D = those villages on the bus services defined as core routes (those which run have a daytime frequency of at least hourly). At the time of writing this includes the following bus services:

1	Geoff Amos	Banbury - Woodford Halse - Daventry - Rugby
1B	MK Metro	Northampton - Hackleton - Olney - Milton Keynes
14, 14A	MK Metro	Wicken/Deanshanger - Milton Keynes
18	Stagecoach	Kettering - Desborough - Market Harborough
19	Stagecoach	Kettering - Desborough
38	Stagecoach	Northampton - Moulton - Sywell - Wellingborough
39	Stagecoach	Northampton - Moulton - Broughton - Kettering
40, 41	Stagecoach	Northampton - Bugbrooke - Daventry - Grange Estate
45	Stagecoach	Northampton - Wellingborough - Irthlingborough
46, X46	Stagecoach	Northampton - Wellingborough - Rushden - Raunds
M50	Stagecoach	Kettering - Rushden - Bedford
88	Stagecoach	Northampton - Towcester - Brackley
89	Stagecoach	Northampton - Towcester - Milton Keynes
500	Stagecoach	Banbury - Farthingoe - Brackley
P1	Stagecoach	Northampton - Olney - Bedford
RF1	Paul James	Corby - Uppingham - Oakham
W8	First	Wellingborough Town Centre - Bozeat
X3	Stagecoach	Corby - Kettering
X4	Stagecoach	Peterborough - Kettering - Northampton - Milton Keynes
X7	Stagecoach	Northampton - Market Harborough - Leicester
X42	Stagecoach	Northampton - Daventry - Lang Farm

2.3.5. Settlement type E = Villages that are not on those bus services defined as core routes - these are the villages that are NOT in the urban areas previously defined or on the routes listed under the previous heading.

2.3.6. In addition to the "Big 5" towns already defined, there are a number of towns outside the county boundary which, as major destinations, it is also appropriate to include in these definitions (these are taken to be type A settlements on the accompanying table).

- Banbury
- Bedford
- Bicester
- Buckingham
- Market Harborough
- Milton Keynes
- Peterborough
- Rugby
- Stamford

### 3. Design Standards

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3.1. In planning services for new developments the overall strategy must ensure that the barriers to usage are minimised and patronage of the bus services is maximised.

The services should therefore be:

- Simple
- Comprehensive
- Frequent
- Reliable
- Integrated
- Attractive to use

3.2. In addition consideration also needs to be given to:

- Road Layouts
- Bus Infrastructure
- Payment and procurement mechanisms

3.3. While much of what follows applies to developments which will have bus services through them, the section on bus infrastructure also applies to upgrades applied to the nearest stops on the existing network in connection with smaller development sites.

3.4. For smaller developments, an important principal is that a core route should not be diverted to serve a development if:

- such a diversion would take the route against the general flow
- such a diversion involves a double-run.

#### 3.5. Simple

3.5.1. Services should be simple in their design making it easy for passengers to understand. This means all journeys running between two terminals at an easy to remember 'Clock face' frequency.

#### 3.6. Comprehensive

3.6.1. With new routes serving specific developments, the aim should be to maximise the number of passengers within a 5-minute walk or 400m of a route (90%+ of all dwellings being suggested). Ensuring comprehensive route coverage, with a high degree of penetration into residential areas to improve the 'door to door' service will help to persuade passengers to switch from car to bus.

3.6.2. It is acknowledged that a 400m radius catchment buffer would result in some potential users having to walk in excess of 400m to a bus stop since footpath networks do not usually follow straight lines between two given points. On this basis, the proposed locations of bus stops should be defined to provide maximum catchment for dwellings within 250m of a stop whilst recognising that a relatively small number of residents *may* have to walk for slightly longer than 5 minutes.

### **3.7. Frequent**

3.7.1. Routes should be specified with the highest frequency possible that can be justified by the demand. Minimising wait time is vitally important if passengers are to be persuaded to use the bus and it is generally accepted that patronage increases as service frequency increases. If the size of the development is large enough, a 10 minute “turn up and go” frequency may be supported, where the user has sufficient confidence in the service to not need a timetable.

### **3.8. Reliable**

3.8.1. A major factor in the successful operation of any bus network is reliability. Any unreliability in the services will lead to degradation of the perceived service quality and consequently reduction in likely patronage.

3.8.2. To minimise reliability problems routes should be relatively short and have robust schedules with allowances for stand time at either end of the route. Adequate infrastructure at route terminals to allow layover-time is an important element of creating a reliable network.

### **3.9. Integrated**

3.9.1. It is essential that services to new developments are integrated, as far as possible, with existing bus, taxi and train operations to maximise effectiveness and patronage. It will be part of NCC’s role as Transport Authority to ensure that this is achieved.

### **3.10. Attractive to use**

3.10.1. It is important to develop high quality services that are attractive for passengers to use. Service to new developments should be operated by low-floor vehicles offering easy access to those with mobility impairments and those with pushchairs. Kerbs should be designed to allow level boarding, the stops designed to maximise accessibility. In addition, inbound bus stops should be equipped with a real time information equipped bus shelter (more detail below).

### **3.11. Road Layouts**

3.11.1. The bus route within the development should be such that:

- the bus stop catchments indicated above are taken into account
- buses are not required to turn round and retrace their steps except at a designated terminus
- it is free from vertical calming measures

3.11.2. The roads must be capable of taking full-sized buses (12m x 2.55m).

3.11.3. The footway network in the development should be designed taking due regard for the location of bus stops to ensure that footpath links to and from bus stops are as direct and legible as possible. These footpaths links should have high quality surfacing, be well lit and located sympathetically to surrounding developments to enhance personal security.

### 3.12. Bus Infrastructure

- 3.12.1. To support the provision of new bus services to, from and within new developments, high quality on-street infrastructure should be provided on the public transport corridors within the site.
- 3.12.2. Indicative bus stop locations must be determined at the master planning stage to (a) indicate the number of stops required and (b) show the proportion of the development within the bus stop catchments as required by paragraphs 3.6.1 and 3.6.2 above.
- 3.12.3. All inbound bus stops, and key outbound locations (eg district centres) should be equipped with:
  - a bus shelter with timetable case, power supply and lighting, equipped to take real time information display
  - a raised kerb to allow level boarding onto low floor vehicles
  - a bin
  - a crossing point
  - a bus stop clearway
  - a bus stop flag attached to the shelter
- 3.12.4. Each bus stop without a bus shelter should be equipped with:
  - a Trueform pole, flag and timetable case
  - a raised kerb to allow level boarding onto low floor vehicles
  - a bin
  - a crossing point
  - a bus stop clearway
- 3.12.5. The developer should ensure that bus infrastructure is in place by the time sales commence. All indicative bus stop locations, or alternative locations agreed at a later stage, must be shown on sales information and other plans. These steps will minimise the possibility of potential house buyers being unaware that they may be buying a property with a bus stop and/or shelter outside.
- 3.12.6. If the size of the development warrants improvements to town centre terminal stops, at a minimum this will include the provision of the facilities at paragraph 3.12.3.
- 3.12.7. Detailed design of the facilities required must be agreed with NCC before work commences.
- 3.12.8. For sites over 51 dwellings, the developer should support the ongoing maintenance of this infrastructure, including that at any town centre terminal stops, at least until such time as the roads on the development are adopted.
- 3.12.9. For sites between 0 and 50 dwellings, the developer should support the ongoing maintenance of any infrastructure provided by means of a commuted sum payment.

### **3.13. Phased service introduction**

- 3.13.1. If a viable, quality bus alternative exists when people start making trips to and from the development area, they are more likely to continue with this mode of travel. It is therefore important to ensure that services and infrastructure are available on day 1. The trigger points set out in the matrix can be used to determine the service level at each stage of the development.

### **3.14. Payment and Procurement Mechanisms - bus services**

- 3.14.1. For developments where additional buses services are required (above 51 dwellings) the developer should be prepared to contribute a sum to support these additional services for a minimum period of five years.
- 3.14.2. For those sites where the build period is in excess of three years, the developer should be prepared to contribute sums to support additional services for a minimum period of the build period **plus two years**.
- 3.14.3. It is expected that on all sites payments would be staged as follows:
- 0-50 dwellings - lump sum payment on commencement
  - 51-1500 dwellings - 10% of the contribution is due on commencement, 40% on first occupation, remaining 50% on the 66% occupation
  - 1501 + dwellings - 10% of the contribution due on commencement, 40% on first occupation with the last payment due on the earlier of the 1500th occupation or a previously agreed "long stop" date
  - Annual payments may be considered for smaller sites.
- 3.14.4. In procuring services, NCC is bound by the 1985 Transport Act which limits contract periods to 5 years and while there are some cases where we can negotiate with an operator without a formal tender, in most cases the sums involved will mean that a tender is necessary.
- 3.14.5. In most cases, NCC would prefer to receive the contributions and procure the service rather than a developer coming to an agreement direct with an operator. This will enable development services to be co-ordinated with existing services and secure better value for money.

### **3.15. Payment and Procurement Mechanisms - bus infrastructure**

- 3.15.1. Where a developer is providing infrastructure off site (ie on a road maintained by NCC as highway authority) this will be covered by a lump sum payment on commencement.
- 3.15.2. On site infrastructure must be provided by the developer as works progress (subject to ensuring that paragraph 3.12.5 is complied with).
- 3.15.3. For sites over 51 dwellings, the developer should support the ongoing maintenance of this infrastructure, including that at any town centre terminal stops, at least until such time as the roads on the development are adopted.
- 3.15.4. For sites between 0 and 50 dwellings, the developer should support the ongoing maintenance of any infrastructure provided by means of a commuted sum payment.

#### 4. Scale of contributions (Residential/Mixed developments)

- Required service frequencies - contributions required to ensure provision of:

Location>>	Settlement Type A		Settlement Type B		Settlement Type C		Settlement Type D	Settlement Type E
Development Size	If Within 400m of an existing hourly service	If NOT Within 400m of existing hourly service	If Within 400m of existing hourly service	If NOT Within 400m of existing hourly service	If Within 400m of existing hourly service	If NOT Within 400m of existing hourly service		
<b>0-50 Dwellings</b>	none	not permitted	none	not permitted	none	not permitted	none	not permitted
<b>51-150 Dwellings</b>	hourly Evening and Sunday bus service to town centre	hourly daytime service to town centre	hourly Evening and Sunday bus service on a core route to nearest type A settlement	hourly daytime service to town centre	hourly Evening and Sunday bus service on a core route to nearest type A settlement	hourly daytime service to nearest type A settlement	hourly Evening and Sunday bus service on a core route to nearest type A settlement	not permitted
<b>151-750 Dwellings</b>	half hourly daytime, and hourly Evening/Sunday bus service to town centre	half hourly daytime, and hourly Evening/Sunday bus service to town centre	half hourly daytime service to type B town centre and hourly Evening and Sunday bus service on a core route to nearest type A settlement	half hourly daytime service to type B town centre and hourly Evening and Sunday bus service on a core route to nearest type A settlement	hourly daytime service to nearest type A settlement and hourly Evening and Sunday bus service on a core route to nearest type A settlement	hourly daytime service to nearest type A settlement and hourly Evening and Sunday bus service on a core route to nearest type A settlement	hourly daytime service to nearest type A settlement and hourly Evening and Sunday bus service on a core route to nearest type A settlement	2-hourly daytime service to nearest type A settlement and Evening and Sunday journeys (2 round trips) to nearest type A settlement
<b>751-1500 Dwellings</b>	20 min day-time service, and hourly Evening and Sunday bus service to town centre	20 min day-time service, and hourly Evening and Sunday bus service to town centre	half hourly daytime service to type B town centre and direct daytime journeys to nearest type A settlement and hourly Evening and Sunday bus service on a core route to nearest type A settlement	half hourly daytime service to type B town centre and direct daytime journeys to nearest type A settlement and hourly Evening and Sunday bus service on a core route to nearest type A settlement	half hourly daytime service to nearest type A town centre and hourly Evening and Sunday bus service on a core route to nearest type A settlement	half hourly daytime service to nearest type A town centre and hourly Evening and Sunday bus service on a core route to nearest type A settlement	half hourly daytime service to nearest type A town centre and hourly Evening and Sunday bus service on a core route to nearest type A settlement	hourly daytime service to nearest type A town centre and hourly Evening and Sunday bus service on a core route to nearest type A settlement
<b>1501-3000 Dwellings</b>	15 min day-time service, and half-hourly Evening and Sunday bus service to town centre	15 min day-time service, and half-hourly Evening and Sunday bus service to town centre	30 min day-time service and hourly Evening and Sunday bus service to town centre, and hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	30 min day-time service and hourly Evening and Sunday bus service to town centre, and hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	30 min day-time service and hourly Evening and Sunday bus service to town centre, and hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	30 min day-time service and hourly Evening and Sunday bus service to town centre, and hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	30 min day-time service and hourly Evening and Sunday bus service to nearest type A settlement	30 min day-time service and hourly Evening and Sunday bus service to nearest type A settlement
<b>3001-4500 Dwellings</b> <b>4501+ dwellings</b>	10 min day-time service, and half-hourly Evening and Sunday bus service to town centre	10 min day-time service, and half-hourly Evening and Sunday bus service to town centre	20 min day-time service and hourly Evening and Sunday bus service to town centre, and half-hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	20 min day-time service and hourly Evening and Sunday bus service to town centre, and half-hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	20 min day-time service and hourly Evening and Sunday bus service to town centre, and half-hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	20 min day-time service and hourly Evening and Sunday bus service to town centre, and half-hourly daytime journeys to nearest type A settlement and hourly Evening and Sunday bus route to nearest type A settlement	20 min day-time service and hourly Evening and Sunday bus service to nearest type A settlement	20 min day-time service and hourly Evening and Sunday bus service to nearest type A settlement

- **Minimum Infrastructure Requirements**

<b>Development Size</b>	<b>Infrastructure Requirement</b>
<b>0-50 Dwellings</b>	<ul style="list-style-type: none"><li>• upgrade nearest two pairs of stops</li></ul>
<b>51-150 Dwellings</b>	<ul style="list-style-type: none"><li>• upgrade nearest two pairs of stops off site</li><li>• provide appropriate on site stops</li></ul>
<b>151-750 Dwellings</b>	<ul style="list-style-type: none"><li>• upgrade nearest two pairs of stops off site</li><li>• provide appropriate on site stops</li></ul>
<b>751 + Dwellings</b>	<ul style="list-style-type: none"><li>• upgrade nearest two pairs of stops off site</li><li>• provide appropriate on site stops</li><li>• upgrade stops at town centre terminal</li></ul>