

WP2.5 BUS STOP STANDARDS

This is the standard that the Partnership aims to achieve by March 2022, subject to Partnership priorities and funding availability.

Theme	Issue	Standard
Passenger infrastructure	Shelter and Stop	<ul style="list-style-type: none"> • It is desirable to have a bus stop pole with information carousel at every bus stop. Where space is at a premium, bus stop flags may continue to be located on lighting columns with no carousel; • Existing shelters will be maintained and upgraded to current standards. • The overall size and location of new shelter installations will be determined by the <i>Shelter Evaluation</i>. The location will be determined by footway width as well as the direction of the prevailing (winter) wind and highway/police guidance on health and safety. See Note 4 on attached drawing HD/1100/22/2C for advice on footway width and shelter type; • Subject to site limitation, these shelters will include seating (3 x Pad Seats); • Shelters will be installed in standard Transport Executive colours; • Shelters will be illuminated. (Solar powered illuminations will be considered when and where practical); • New shelters will be installed with standard glazed panels or resilient mesh. The location, orientation and size of end panels will be determined by the <i>Condition Survey</i>, which will also identify any requirement for solid blocks/privacy screens/poly carbonate panels; • The Transport Executive's current approved Shelter maintenance contractor will install all Shelters; • Exceptions to this shelter standard will be approved by the SYPTE Contracts and Assets Facilities Manager in association with any project client. • New shelter provision will be considered by the Partnership, and where the criteria is met, will be provided by the Transport Executive.

Theme	Issue	Standard
Highway layout	Footway	<ul style="list-style-type: none"> • There will be a section of raised kerb (minimum of 3 raised kerbs at 155mm) at all stops to allow better access to buses. (These will not be proprietary kerb systems); • Where needed at busy stops, there will be a second section of raised kerb to allow for access/egress to/from a second bus; • Tactile paving will be provided immediately behind the main section of raised kerb to provide better access; • A 2m x 2m boarding/alighting zone will be kept clear of street furniture and other obstructions to enable access; • There should be a minimum area of hard standing for 5 passengers at every stop; • The recommended ramp gradient on footways on Quality Corridors is 1:20. (The maximum acceptable gradient is 1:12 provided this is over a short distance); • Attached drawing HD/1100/22/2C is the standard design; • It is desirable to have a pedestrian crossing point, with tactile paving, within a reasonable distance of each bus stop, with a good quality footway between stop and crossing points.
	Carriageway	<ul style="list-style-type: none"> • A 24 hr bus stop clearway should be provided at all stops of 27m minimum where reasonably practicable. The attached drawing TD/1200/1025.1/C is the standard design. In addition, a bus stop clearway sign will be provided; • SYPTE will identify locations where this is difficult to achieve. Exceptions to the standard will be approved by the appropriate SYPTE/RMBC project client/budget-holder; • As bus drivers can experience difficulties and delay when pulling out of a bus lay by to rejoin the traffic flow, lay bys will not be provided at bus stops unless there are specific operational or safety reasons. Half width lay-bys will be considered as an alternative provision.
Passenger information	Service Information	<ul style="list-style-type: none"> • Static bus service information (timetables) will be provided at all bus stops with carousels. This will be updated to reflect service changes at service change dates; • All stops will be visited every 3 months for general cleaning, maintenance and to ensure the information is provided and visible.
	Local Info	<ul style="list-style-type: none"> • It is desirable to display local area maps and information at bus stops.
	Interchange Points	<ul style="list-style-type: none"> • Appropriate information and signage will be provided in the immediate area if the stop is an interchange point.
Maintenance	All	See Highway Management Maintenance Standards: WP2.4