

Draft Specification for replacement Town Centre Bus Interchange Facility.

The bus station design will need to be planned in accordance with best practice including the “Bus and Coach Station Design & Operation, Guidance for the safe design and operation of Bus Stations and Interchanges, June 2011, Pteg / CPT / ATCO Transport Professionals” including associated Best Practice Guidance for Bus Station design and Equality Act 2010.

In addition, the design, planning and construction of the bus station should take on board the following specific elements;

Essential Elements;

- Ensure design proposals allow for the existing bus station to remain fully functional throughout the construction works including driver welfare facilities and passenger weather protection.
- Capacity – Minimum 12 stands plus layover for 2 buses.
- At least one stand to be useable by coaches (accessible to whole side of vehicle for loading / unloading).
- Enable north – south bus access between Victoria Street Delamere Street for both terminating and through services. Through the bus station both northbound and southbound if the site is located between Victoria St and Delamere St .
- Enable buses to terminate and return both northbound and southbound (ie: turning within the bus station).
- Passenger waiting facilities with seating and good weather protection.
- DIRO stands must have protection between the front of the bus stand and passenger waiting area.
- Provide at stand seating of 8 to 12 seats per stand plus standing room for 20 passengers and dedicated space for wheelchair user.
- Bus ‘docking’ for near-level boarding and provision for wheelchair access to vehicle doors at all stands.
- Passenger welfare facilities (primarily toilets).
- Bus station operations office (2 person office plus store),
- Driver welfare facilities (rest room / kitchenette with seating for 10 people and single unisex WC).
- Attractive bus passenger access in all directions and at least north and south to Victoria St and Delamere Street during construction.
- Bus station designed to remain open to passengers 24 hours, 7 days a week.
- Layout to minimise distance between stands for the benefit of interchanging passengers.
- Demonstration of the practical and efficient operation of the bus station using AutoTrack with 12m long buses (to be verified by practical trials in addition to CAD modelling)
- Allowance for full range of bus types in operation (including long single deck and double deck vehicles).

- Naturally safe and secure layout design avoiding inbuilt visibility / security constraints.
- Provide suitable sight lines at junctions.
- 1 no. service vehicle bay for a transit van sized maintenance vehicle.
- Design must demonstrate that the needs of mobility impaired passengers including standard reference wheelchairs users have been taken into account. Particularly, no steps and ramp gradients not to exceed 1:21.
- Optimise pedestrian permeability on routes to / through the town centre
- Provide simple and safe pedestrian crossings (if required) on pedestrian desire lines.
- Use of deterrent paving to discourage pedestrians from entering the bus operational areas and bus entry / exit points.
- Optimise illumination by natural light during daylight hours
- Facility for installation of a minimum of 4 real-time passenger information displays
- Non-slip floor coverings in wet conditions and easy to clean / maintain.
- Provide for CCTV coverage with visibility of all public areas (linked to CEC control system).

Desirable Elements / Criteria:

- Provide straight line reversing for buses at DIRO stands.
- 5m width running lane through site clear of reversing lengths (DIRO layout).
- Reduce congestion at vehicle entry and exit points.
- Safe and secure covered cycle parking provision.
- Preferred minimum circulation width of 4m (absolute minimum 3m).
- Access to all bus stands from the primary concourse.

Other Possible Detailed Criteria

- Boarding length for passengers – minimum 3.2m.
- Boarding kerb height 160mm.
- Minimum stand width 3.5m.
- Passenger concourse of minimum 108sq.m.
- Provide for retail facilities / café.
- Plant and meter room as required.
- Integration with taxis (without interfering with bus operations).
- Provide visually 'open' concourse and waiting areas and high levels of natural surveillance.
- Minimise possible hiding places created by solid corners and heavy low level planting.
- Avoid dead end areas within the concourse and ensure alternative escape routes are possible should a passenger be threatened.
- Provide high levels of illumination, both natural and artificial.
- Vandal resistant male and female toilets and facilities for people with impaired mobility and baby changing.
- Provide a distinctive image commensurate with a modern transport facility and appropriate for a City Centre location and gateway to Crewe.