EXPLORATION OF BUS STOP DESIGN
AND HOW TO MAKE THEM AN
ATTRACTIVE URBAN PLACE

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• There is a major urban design challenge to increase the efficiency and sustainability of urban transport (Crane, 2000; Newman and Kenworthy, 2006)
• There has been a lot of planning emphasis upon Transit-oriented development models of urban development
• However, these pay insufficient attention to the practical challenge of persuading people in established urban settlements to leave their car in the garage and walk to a place where they can access public transport (Quinn, 1978)
• My project is focused upon the point at which people become users of public transport – known pragmatically as the bus stop
TOWARDS MORE SUSTAINABLE LIVEABLE CITIES: TRANSPORT AS THE SOLUTION?

• Looking towards the future and creating more sustainable transport options.

• Making public transport attractive to people who have other modal options (Beiro & Cabral, 2007)

• Reversing a negative sentiment towards public transport, specifically bus travel (Hine, 2000)
THE OBJECTIVES TO SOLVE THIS PROBLEM

• What is it like waiting to catch a public bus?
• How can urban design make catching a bus more appealing?
RESEARCH QUESTIONS

• What design features are essential to construct an attractive bus stop?
• How can an attractive bus stop enhance the desirability of travelling by bus?
• How does good urban design enhance the attractiveness of places of transit?
• What are the influences of Ad Hoc decision making on bus stop design outcomes?
THE CONCEPTS FORMING THE RESEARCH FRAMEWORK

• Compact City
• Travel Experience
• Urban Liveability
RESEARCH DESIGN

• Research Strategy
  • Qualitative Interpretive approach – Why? Interpreting peoples experiences
  • Case Study – The information that is being collected is contextually specific
METHODS

• Observational participation – field interviews
• Key Informant interviews – design professionals and council members from Dunedin and Christchurch
• Focus Group – North East Valley community members
PRELIMINARY FINDINGS

- Regulations and guidelines
- Conservative design outcomes
- Budget, functionality and maintenance
- Councils are reactive to change
EXPECTED OUTCOMES/SUGGESTIONS

- Councils need to be more proactive
- “if it isn’t broke, then don’t fix it”
- Refigure the perception of bus use as being for ‘second class citizens’
- Relationships with adjacent property owners
THANK YOU!