

PUBLIC TRANSPORT PLANNING OBLIGATIONS FUNDING GUIDANCE FOR PROSPECTIVE DEVELOPERS

OUR AMBITION

Nottinghamshire County Council's ambition is to provide a quality public transport network that is environmentally friendly, accessible, reliable, safe and affordable to use as outlined in the Council Plan and Place Departmental Strategy

DEVELOPER CONTRIBUTIONS STRATEGY

This document is designed by Transport and Travel Services (TTS) to complement the Nottinghamshire County Council 'Developer Contributions Strategy' which sets out a fair, consistent and transparent basis for assessing the impact of developments which could affect services provided by the County Council:

<https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/developer-contributions-strategy>

PUBLIC TRANSPORT – GENERAL PRINCIPLES FOR FUNDING

Local transport operators provide bus services that they consider as commercial without financial support. The Transport Act 1985, Section 63(1)(a), explains that local transport authorities must:

“... secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.”

The Council provide revenue subsidies to provide additional services to ensure communities have access to essential services including for work, education, health, shopping and leisure purposes. This revenue subsidy, together with other funding sources enables the council to maintain a socially necessary and sustainable network, subject to the level of funding available.

Developer contributions are summarised as follows:

Town & Country Planning Act 1990: -

Section 106 of the Town & Country Planning Act 1990 is a mechanism to make a development proposal acceptable in planning terms, that would not otherwise be acceptable. S106 agreements are often referred to as 'developer contributions' along with the Community Infrastructure Levy (CIL).

Highways Act 1980

Section 38 of the Highways Act 1980 allows a highway authority to enter into a legal agreement with a developer to provide new transport infrastructure (such as new roads, drainage, traffic control measures) to a standard acceptable to the authority. Section 278 allows a highway authority to enter into a legal agreement with a developer to make modifications to the existing highway network to facilitate a new development and mitigate its impact. Section 38 and Section 278 agreements may be complemented by the use of Planning Conditions as part of Planning approvals.

Planning Act 2008

Community Infrastructure Levy is a planning charge, introduced by the government as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.

Developer public transport contributions are an important source of funding to mitigate the impact of new housing developments on the transport network as follows:

1. **Local Bus service contributions** to provide socially necessary services, including revenue support for services that are forecast to break-even and become commercial in the future. This will include contributions for school bus services where appropriate.
2. **Bus infrastructure contributions** to provide bus stop facilities, information (including real time information) and bus priority measures, including bus stop clearways and camera enforcement where appropriate.

Further information about funding for improvements is shown at the separate section: '[Developer Contributions - Guidance Notes](#)'.

The level of funding contribution requested is subject to the characteristics of the development site. It is in the interests of the developer, in terms of saleability of dwellings, and for potential residents to ensure that the local bus service offers access to key services and has the capacity to accommodate the additional demand generated by their development.

MEETING EXPECTED PUBLIC TRANSPORT DEMAND RESULTING FROM PROPOSED DEVELOPMENTS

The Council places a high priority on planning effectively for the impact from new developments on the local environment, including the local public transport network. In Nottinghamshire the numbers of people travelling by bus and rail has increased as access to services has been maintained at high levels. Partnership working with operators has delivered quality services and passenger transport infrastructure and information has been improved.

Continued investment is required to help ensure that public transport use is maintained and increased, including the following for new developments:

- route improvements
- upgrading of bus stops
- interchange improvements
- provision of timetable information including Real Time Passenger Information (RTPI)
- ticketing initiatives including integrated ticketing. This currently includes Robin Hood and PlusBus products. NCC are currently in discussions with operators to roll out more integrated ticketing products across the County.

DEVELOPER CONTRIBUTIONS

Total Public Transport Funding Contribution - The level of contribution is assessed by considering each of the factors described in this document and will vary according to the specific characteristics of each development. It is the Council's preference that funds are paid to the Council, who will manage and co-ordinate provision of the agreed services and facilities enhancements (see separate notes below in line with their role as the Transport Concessionary Authority, the statutory authority for provision of public transport services including school services and provision of ticketing and information.

LOCAL BUS SERVICES ([Further Information is set out at Appendix 2](#))

What triggers the need for a contribution?

- Size of development – for developments in excess of 100 dwellings and medium/large Industrial/Employment sites the Council will consider whether a bus service contribution should be requested in the light of the prevailing local bus network and any service reviews.
- The bus service specification is produced with reference to the expected additional population arising from the new development and where local quality standards are in place, then the service specification will reflect these standards or any emerging standards that may change during the course of the Planning application or service implementation.

LOCAL BUS INFRASTRUCTURE ([Further Information is set out at Appendix 1](#))

The developer should ensure that the highway design considers the needs of any prospective bus service/s and NCC recommends developers follow the design principles outlined in the best practice guide produced by Stagecoach: 'Bus Services & New Residential Developments – General Highways and Urban Design advice to applicants and Highways Authorities'.

What triggers a need for a contribution?

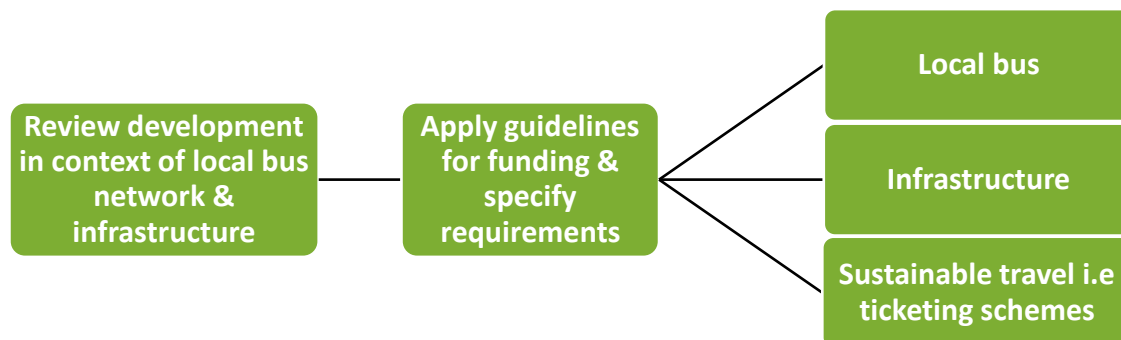
- Any new development of any size that requires new bus stops, which in the case of residential is for 10 dwellings or greater.
- Public Transport Usage – The Council will look at the number of likely trips that would be generated and the likely modal split in terms of transport usage, taking the developer's Transport Assessment and Travel Plans for the site into consideration.
- Public Transport Infrastructure Availability – The Council will look at the proposed development and its nearest current bus stop infrastructure. The [Nottinghamshire Highway Design Guidelines](#) defines that "80% of dwellings to be within 250m to 400m maximum walking distance of a bus stop location where there is an existing or to be secured route" and "in rural areas the walking distance should not be more than 800m". Furthermore, "all employment units are within a 400m maximum walking distance of a bus stop."

- Should the nearest bus stop infrastructure be further away than the distances in the guidelines, then TTS will request that new bus stops are installed within the relevant distances via developer contributions.
- Quality of Existing Bus Stop Infrastructure – TTS will consider the quality of the nearest bus stops to the proposed developments and whether the infrastructure could be improved to promote the use of sustainable transport. Any suggested improvements will be relative to the size of the development proposed and its potential impact on the usage of the infrastructure.
- Some developments require the installation of new bus stops and/or the relocation of existing bus stops. When considering the position of bus stop infrastructure a developer must take several key issues into account as set out in the [Nottinghamshire Highway Design Guidelines](#)

The following infrastructure is currently considered when bus stops are moved or for new stops installed within Nottinghamshire:

- Real Time Bus Stop Pole & Displays including Associated Electrical Connections
- Bus Shelter (Polycarbonate or Wooden dependant on location)
- Solar/Electrical Lighting in Bus Shelter
- Raised Boarding Kerb
- Lowered Accessibility Kerb
- Enforceable Bus Stop Clearway
- Other infrastructure related to public transport i.e., bus lanes, bus gates, camera enforcement is included in the Highways Section.

SUMMARY OF THE PROCESS



Nottinghamshire County Council work with local planning authorities in Nottinghamshire to provide advice and help to secure developer funding for public transport in respect of several strategic developments, including the following:

- Ashfield: Rolls Royce (Hucknall)
- Bassetlaw: Gateford Park, Worksop; Harworth; Peaks Hill, Worksop
- Broxtowe: Boots Enterprise Zone, Chetwynd Barracks/Toton
- Gedling: Chase Farm, Top Wighay Farm
- Mansfield: Lindhurst; Penniment Farm; Pleasley Hill
- Newark & Sherwood: Fernwood; Land South of Newark (Middlebeck)
- Rushcliffe: Chapel Lane, Bingham; Clifton South (Fairham); Cotgrave Colliery; Gamston East, Radcliffe on Trent (Shelford Road); RAF Newton; Sharphil

PAYMENT OF CONTRIBUTION

As the Local Transport Authority (LTA) responsible for the co-ordination of public transport, to maximise the funding available, it is the general preference of the County Council that the Public Transport contributions are paid to the County Council for the procurement of services. In some cases, the developer will procure the service or Planning Conditions for a Public Transport Strategy and bus service delivery plan will be added where this provides a more effective approach than S106 Planning Contributions. The council will prioritise the most cost-effective approach for the service to be designed and delivered as part of an integrated network rather than discrete provision with associated higher costs.

DEVELOPER CONTRIBUTIONS - GUIDANCE NOTES

The following factors have a bearing on the level of local bus and infrastructure contributions requested from the developer:

- [Nottinghamshire Highway Design Guidelines](#) - The Guidelines deal with highways and transportation infrastructure for new developments in local authority areas across the east midlands.
- Bus Service Funding Model - Nottinghamshire County Council have developed a bus service funding model that uses several variables to simulate a range of service solutions, with supporting costs to determine the level of financial support required to enable any new service to become sustainable.

Variables include the following:

- Demographic factors and property occupancy levels - The Council monitors population trends and uses Office for National Statistics (ONS) data to determine the likely demographic profile and occupancy levels for a particular development, as the basis for determining the likely level of public transport usage. This is considered together with the build-out profile for the development.
- Operational factors - capital cost of vehicle, number of vehicles, service frequency to achieve an even headway where possible, level of take-up of the service, fares yield and any contingency including indexation.
- Capital Funding - Core Local Transport Plan (LTP) funding is made available by the Department for Transport (DfT) from the LTP block grant allocations for integrated transport and highways maintenance. The distribution of funding for integrated transport and capital maintenance is calculated using a formulaic approach. Nottinghamshire County Council receive Capital funding via the Local Transport Plan process for a range of projects.
- Other Funding Sources - Local transport authorities seek other funding to deliver local transport improvements. These include the following: Bus Service Improvement Plan and other government funding initiatives; Local Enterprise Partnership (LEP) to be replaced by East Midlands Combined Authority in 2024, Road User Charging and Workplace Parking Levy; Private Finance Initiative. Some of these funding sources are not available to support local bus service provision but are explored wherever possible.

- Strategic Passenger Transport Framework - The Council's Transport and Highways Committee have approved a Strategic Passenger Transport Framework (SPTF) for assessing the need for the future provision of supported local bus services in Nottinghamshire. The SPTF scoring criteria includes up to eight factors covering the following: Subsidy per passenger; Passengers per journey; Availability of alternative public transport services in settlements served; Index of Multiple Deprivation (IMD); Primary Journey purpose i.e., employment, shopping, education, car ownership levels in the settlements served, percentage of external funding, implications of not supporting the service. The SPTF enables the Council to provide better value for money funding support based on empirical evidence of the performance of the current network using service data. This will help to better inform decision making and help improve on-going performance management of existing services. It also enables the Council to better reflect national and local priorities, ensuring prioritisation for the most vulnerable and disadvantaged people in Nottinghamshire and those without access to alternative means of travel.

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Appendix 1 - Bus Stop infrastructure – How Are Requested Installs/Improvements Calculated

For all new developments, of any size (10 dwellings or more if residential), which require the installation of new bus stops to provide access to sustainable forms of transport the highest quality bus stop standard will be funded by a developer. An example of the expected infrastructure is set out below:

- Real Time Pole & Displays including Associated Electrical Connections
- Bus Shelter (Polycarbonate or Wooden dependant on location)
- Solar/Electrical Lighting in Bus Shelter
- Raised Boarding Kerbs
- Lowered accessibility kerbs
- Enforceable Bus Stop Clearway

For Developments where existing bus stop infrastructure is within a reasonable walking distance of the site, the existing standard of the closest stops will be assessed alongside the proposed development to evaluate its impact on infrastructure usage. Below is an illustration of a pair of standard bus stops with examples of how improvements would be requested via planning obligations or developer contributions:



Bus Stop 1 (Eastbound towards major town) – Bus Stop Pole Only



Bus Stop 2 (Westbound away from major town) – Bus Stop Pole Only

| Development Size | Bus Stop 1 | Bus Stop 2 |
|--|--|--|
| <p>Small (10-49 Dwellings for Residential) These improvements will allow the public and bus operators to safely access public transport infrastructure.</p> | <p>Real Time Bus Stop Pole & Displays including Associated Electrical Connections Raised Boarding Kerbs Enforceable Bus Stop Clearway</p> | <p>Raised Boarding Kerbs Enforceable Bus Stop Clearway</p> |
| <p>Medium* (50-99 Dwellings for Residential) These improvements will allow the public and bus operators to safely access public transport infrastructure. Bus passengers will be provided with a high quality information provision. *there may be more than a single pair of bus stops which require improvements for developments of this size.</p> | <p>Real Time Bus Stop Pole & Displays including Associated Electrical Connections Bus Shelter (Polycarbonate or Wooden) Solar Lighting Raised Boarding Kerbs Enforceable Bus Stop Clearway</p> | <p>Real Time Bus Stop Pole & Displays including Associated Electrical Connections Raised Boarding Kerbs Enforceable Bus Stop Clearway</p> |
| <p>Large* (100+ Dwellings for Residential) The improvements will allow the public and bus operators to safely access public transport infrastructure. Bus passengers will be provided with a high quality waiting environment and information provision. *there may be more than a single pair of bus stops which require improvements for developments of this size</p> | <p>Real Time Bus Stop Pole & Displays including Associated Electrical Connections Bus Shelter (Polycarbonate or Wooden) Solar Lighting Raised Boarding Kerbs Enforceable Bus Stop Clearway</p> | <p>Real Time Bus Stop Pole & Displays including Associated Electrical Connections Bus Shelter (Polycarbonate or Wooden) Solar Lighting Raised Boarding Kerbs Enforceable Bus Stop Clearway</p> |

All of the above improvements would be subject to a site survey, highways safety approval and available footway widths. In the case of narrow or missing footways additional hardstanding/footways may also be requested to allow for improvements to be completed.

Bus Stop infrastructure – How Are Requested Installs/Improvement Costs Calculated

All costs for improvements/installs are calculated based on Transport & Travel Services' latest contract prices in addition to quotations from our contractors to carry out the works. Each site will be priced individually through developer contact with Transport & Travel Services. Below is a table with example costings, **the prices quoted are for illustration purposes only and should not be used to calculate costs as they are subject to change:**

| Development Size | Bus Stop |
|--|--|
| Small (10-49 Dwellings for Residential) | Real Time Bus Stop Pole & Displays including Associated Electrical Connections: £10,000 - (Standard stop- LED display unit/ Key stop- TFT units. Include 5 years licence & communication costs). Raised Boarding Kerbs - £3,000 * Enforceable Bus Stop Clearway - priced on request (through Via) |
| | Indicative Bus Stop Total - £13,000 * |
| Medium* (50-99 Dwellings for Residential) *there may be more than a single pair of bus stops which require improvements for developments of this size | Real Time Bus Stop Pole & Displays including Associated Electrical Connections: £10,000 - (Standard stop- LED display unit/ Key stop- TFT units. Include 5 years licence & communication costs). Bus Shelter (Polycarbonate) - £5,000 OR Bus Shelter (Wooden) - £4,800 Solar Lighting - £2,400 Raised Boarding Kerbs - £3,000 * Enforceable Bus Stop Clearway - priced on request (through Via) |
| | Indicative Bus Stop Total £20,400 * |
| Large* (100+ Dwellings for Residential) *there may be more than a single pair of bus stops which require improvements for developments of this size | Real Time Bus Stop Pole & Displays including Associated Electrical Connections: £10,000 (Standard stop- LED display unit/ Key stop- TFT units. Include 5 years licence & communication costs). Bus Shelter (Polycarbonate) - £5,000 OR Bus Shelter (Wooden) - £4,800 Solar Lighting - £2,400 Raised Boarding Kerbs - £3,000 * Enforceable Bus Stop Clearway - priced on request (through Via) |
| | Indicative Bus Stop Total - dependent on scale of development |

Bus Stop Pole - £500; Hardstand Costs - Price on Request (through Via); Retrofitting equipment i.e. Solar Lighting - Price on Request.

Some of the above example costs can be reduced by developers carrying out some works via Section 278/38 works themselves.

Appendix 2 - Bus Service Routes and Support –Bus Service Support

This document should be read in conjunction with the Council's Developer Contributions Strategy (POS) <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/developer-contributions-strategy> and sets out the Council's approach to the planning and provision of public transport services to meet the expected public transport demand resulting from housing and other developments. The POS places a high priority on planning effectively for the impact from new developments on the local environment, including the local public transport network. Bus route improvements arising from new developments are planned with reference to the following factors:

- For developments in excess of 100 dwellings for residential and medium/large Industrial/Employment sites
- The bus service specification is produced with reference to the expected additional population arising from the new development and any new bus service provided by the developer will be expected to meet any Statutory or Voluntary Quality Bus Partnership standards applicable in the local area including new partnership arrangements set out in the Bus Services Act 2017. The operator will also be expected to participate in any Integrated ticketing schemes/ initiatives in the local area.
- The existing public transport network serving the area with stops within an acceptable walking distance from the new development.
- The availability of alternative public transport services in each settlement for three main time periods: Monday to Saturday daytime (0600-1800hrs); Monday to Saturday evenings (1800- 24:00hrs); Sunday all day (0600-2400hrs).
- Presence of geographic or other features affecting the route i.e., rivers, low bridges.
- Locations of key services including employment, shopping, education and leisure facilities. Employment services are required to be registered with the Traffic Commissioner and integrated into the wider local transport network to help support the viability of the service.

The following cost overheads are taken into account when assessing the cost of the new or extended service: Capital costs including vehicles, premises and facilities; Drivers wages and on-costs; other labour and staff costs; Insurance and claims; Fuel; Maintenance materials; Vehicle depreciation; Other operating costs. Source: Confederation of Passenger Transport. The above costs are offset by revenue from fares and passes. Bus Infrastructure costs are covered in Appendix 1. It must be noted that the requirement of the bus to penetrate a new development cannot always be accommodated within the timetable to maintain even headways and the shortest journey time. Therefore, each vehicle resource may be required to provide access to key destinations to be discussed with the developer.

The typical costs used by Nottinghamshire County Council to calculate bus service contributions is £150K per annum gross for a full day, Monday - Saturday operation for a double decker/ single deck. This is based on current contract prices.

New routes are planned to primarily serve the new development and provide access to key services including employment, shopping, education and leisure facilities. The introduction of the service will normally be phased with the vehicle size and service frequency reflecting the build out of the development.

Extension of existing routes – Where a bus network already exists in the local area, the Council work in partnership with local bus operators to determine the most appropriate revised service route, capacity and frequency to ensure that both existing and future bus users can be accommodated without affecting the quality of service provided. This could be achieved by diverting some journeys into the development, but also retaining a direct

service. A typical example is illustrated below together with a typical funding profile during the build-out phase:

Example of Bus Route Diversion



Source: Chartered Institution of Highways and Transportation

Example of Financial Support Profile

