

Dear Councillor Reid,

I refer to your letter to Angus Gilmour dated 16th March 2018 in connection with the above.

Currently there is no specific policy for the provision of new bus stop infrastructure associated with new housing development. The provision of additional infrastructure associated with new development would normally be considered to be 'developer contributions', this applies particularly to the provision of affordable housing as a specified component of housing development above a certain scale. The provision of other new or improved infrastructure is not specified rather we operate on a case by case basis as not all new development requires to provide additional infrastructure. Matters are further complicated by the rather fragile nature of the private housing sector within parts of Argyll and Bute, with many housing allocations remaining undeveloped over periods of years. The imposition of additional direct costs associated with new housing development will further discourage the needed investment in new private sector housing.

The Local Development Plan seeks to allocate land for development based on the principle of large and medium scale developments being directed to our larger main towns and settlements where there is existing infrastructure. We also try to ensure that development allocations identified in the LDP are located either on or close to existing bus routes. The provision of a new bus stop(s) associated with new development would necessarily have to take into account the scale of the new development and its' proximity to existing bus stops. The provision of additional bus stops associated with a new development would be based on an assessment of the factors outlined in consultation with the Council's Roads Department and the Public Transport Officer.

For information, a small development of a few houses may just require hard standings on either side of the road if there isn't already a footway. Cost around £2k max both sides (£1k per side). A bus shelter is not always required but they can cost around £3,500 plus an additional £1,500-£2,000 if a separate base has to be constructed.

A medium size development might require pull ins, again depending on what already exists by way of footpaths and also sightlines and traffic flows. This could be as much as £200,000 if one has to be provided each side of the road, maybe less if being done while a new road is being constructed.

We would be interested to know whether the Cowal Transport Forum could identify specific examples of new development where there is lack of access to bus stops and where this might have been remedied through the development planning process.

Kind regards.

Paul Convery

Planning Policy Officer

Argyll and Bute Council

Planning, Housing and Regulatory Services

Lochgilphead

Argyll

PA31 8RD

Tel: 01546 604278

e-mail: paul.convery@argyll-bute.gov.uk