

STIRLING BUS STATION Interchange Audit

Susan Warren
Jolin Warren
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Linking cycling with
public transport



Introduction

Purpose of the Interchange Audit

Transform Scotland has carried out a series of 'Interchange Audits' to assess how easy it is to combine cycling with other forms of sustainable transport. Railway stations, bus stations, and ferry terminals have been audited and consideration given both to cyclists who might want to park their bike and to those who plan to take their bike with them (for instance on the train or ferry). Each audit has involved an on-the-ground survey using the [Interchange Toolkit](#) which was developed for this project. The survey considers aspects that could make a cyclist's journey easier or more difficult, starting from the station or terminal approach, through entering, to locating parking or the appropriate boarding point. Features such as signage, suitable routes, and access to facilities have been included. However, the project did not assess cycle carriage (for example, the number of cycle spaces on a train or ferry).



overview of stirling bus station

Stirling Bus Station is located on the edge of the city centre next to the railway station. Bicycles are only allowed on buses if they are packed or if it is a folding bike.

Number of passengers Passenger numbers not monitored	Number of stances 14 (11 inside, 3 street-side)	Local authority area Stirling Council
Station manager Stirling Council	Services Intercity (mainly Scotland with one service to/from London), regional, local; there are 3,800 bus departures weekly	Location On the eastern edge of the city centre; the city has a population of 47,000
Number of entrances/exits 1		

References: Mid-2010 Populations Estimates for Settlements and Localities in Scotland (General Records Office Scotland); Stirling Council

Audit Summary

The Stirling Bus Station manager is a keen cyclist and seemed very aware of cycling issues. Given the tight space allocated to the station, and complications around modifications due to the station being leased from a private owner, as much as possible was being done to facilitate cycling. The main gaps are in signage on certain station approaches, and a lack of space for easy and convenient dismounting.

detailed issues

Signage

- ▶ There were no signs pointing cyclists in the direction of the cycle parking.
- ▶ Getting to the bus station is signposted on the approach from Craigs Roundabout.
- ▶ The bus station is also signposted on pedestrian signs from the city centre.
- ▶ There was a lack of clear signage from the northern approach.

Cycle Parking

- ▶ There were five well-spaced Sheffield stands with 2 bicycles locked to them; these were not covered.
- ▶ There were four cycle lockers, three were in use. There were no contact details on the lockers.

- ▶ All parking was well maintained with CCTV and good natural surveillance.

Suitable Routes

- ▶ There is not enough space to allow for a clear and convenient area for cyclists to dismount. The bus station is crowded, so it is important to allow cyclists to dismount and lock their bicycle up whilst minimising conflict between cyclists and pedestrians.

Facilities

- ▶ The ticket office and café are both located inside the bus station. Given that this is a 'to' destination (rather than 'through' destination), there is little need for a cyclist to bring in their bicycle, but there is plenty of space to allow for this, should it prove necessary.



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scotland

transformscotland.org.uk/interchange

Tel: +44 (0)131 243 2690

info@transformscotland.org.uk