



**20<sup>th</sup> March 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **NEW WORKSOP BUS STATION – UPDATE**

#### **Purpose of the Report**

1. To provide an update on the proposal to construct a new bus station for Worksop, seek approval to construct and note ongoing revenue costs from the date it becomes operational.

#### **Background**

2. Members may recall that in October 2013 a report was presented to Transport and Highways Committee seeking approval to construct the scheme subject to funding being made available in the County Council budget. This report provides an update on the progress of the scheme; sets out the proposed construction phases and seeks approval to proceed with all construction phases of the project.

#### **Proposed Scheme**

3. Approval was given at Planning and Licensing Committee on 25<sup>th</sup> February 2014 for the proposed Worksop Bus Station scheme. The scheme consists of an 8 bay bus station, focussed on the prominent corner plot of Watson Road / Newcastle Street close to the town centre. It offers good access for buses and pedestrians alike located just 280m from the current stops on Hardy Street, 160m from Bridge Street (the main shopping street), and 150m from the Library. The building design includes a staffed information office, seating, digital information screens, toilets, CCTV and a café / retail unit.
4. The scheme is led by Nottinghamshire County Council (NCC) working in partnership with Bassetlaw District Council (BDC). Stagecoach East Midlands (SEM) is the main bus operator in the town and has been involved in the development of the scheme. SEM are fully supportive of the new bus station.
5. All land required to deliver the scheme is within Local Authority ownership and has been acquired over recent years.
6. Part of the land for the new bus station site is owned by BDC and forms a section of the Queen Street pay and display car park operated by the district council. The car park has 105 spaces of which approximately 30 will be lost to make way for the bus station development. BDC have agreed that the land will be contributed

towards the scheme on the basis of a 99 year lease and the agreement is with both authorities' legal departments to conclude. The current car park access will remain on Queen Street, with the car park separated from the bus station by railings. In order to maximise spaces within the Queen Street car park a revised parking layout has been agreed which is due to be completed before works on the bus station commence.

## Construction Phases

7. Advanced works have already been undertaken to clear vegetation from the former florist's site (on the corner of Watson Road/ Newcastle Street) and to remove trees around the site in readiness for the main scheme works.
8. Moving forward, the project will be split into four distinct phases
9. Phase 1 will commence in March 2014 and will see the Queen Street car park closed for a month whilst work is undertaken to install new drainage, lighting and surfacing. Car parking spaces will be reconfigured in order to maximise space on the smaller plot that will remain. The works will be undertaken by NCC Highway Operations.
10. Phase 2 is due to follow on from the completion of the first phase. Works will be undertaken by NCC Highway Operations and will see a new left turn created for vehicles from Watson Road (northbound) into Newcastle Street on the existing signalised traffic junction. This will cater for all traffic and is required when traffic flow (one-way system) is reversed on Queen Street to enable access to the new bus station. In addition to the creation of the new left turn, the signal controlled junction will be refurbished with new controllers, signal poles and nearside pedestrian crossing facilities installed. The works will take approximately 8 weeks, as this will require the diversion of Statutory Undertakers apparatus. In order to minimise delays to the travelling public during scheme works, it is proposed to divert northbound traffic from Watson Road along Queen Street.
11. A letter drop informing residents and business of the forthcoming works will take place in early March.
12. Phase 3 will commence in the summer with the erection of hoardings around the main site, the demolition of number 30 Watson Road (required for the bus station exit) and the clearance of remaining buildings / sheds in the former florist's site. This will be followed by the main site works to erect the building and construct the bus turning area and the landscaped areas. All phase 3 works will be undertaken by Wates Construction Ltd who have been allocated the work via the East Midlands Property Alliance (EMPA) Framework.
13. Phase 4 will take place towards the end of phase 3 and will see the traffic flow reversed on Queen Street and new parking controls implemented. This is subject to the creation of new Traffic Regulation Orders which will be consulted on during Spring 2014. Phase 4 works will be undertaken by NCC Highways Operations
14. The bus station is programmed to open in Spring 2015.

## **Funding Profile, Budgets and Programme**

15. From 2013/14 the total capital funding available for the bus station is £3.608m, of which £448,000 is forecast to be spent on land purchase and advanced works during the current financial year. The remaining budget of £3.16m has been profiled over the next two years (2014/15 and 2015/16) with £2.46m available for the main building works as approved in the Integrated Transport and Highways Maintenance Capital Programme 2014/15 at Transport and Highways Committee on 13<sup>th</sup> February 2014. The remaining £700,000 will be used during 2015/16 to finalise any outstanding contract payments. No capital contributions have been provided by Bassetlaw District Council; however it is leasing the car park land required at a peppercorn rent. No capital contributions have been received from bus operators.
16. Once operational, the bus station is estimated to have annual operating costs of £196,321 which will be partially offset by an income of £74,000 from departure charges and other advertising and rental incomes. This leaves an operating deficit of £121,561 per annum which will in principle be shared by NCC and BDC on a 71% / 29% split, based on a capped contribution of £35,000. The revenue share required by NCC will be met and managed by NCC Travel and Transport Service; this cost is new spend and has been included as a budget pressure in the 2014/15 budget. The estimates are based on evidence from operating NCC's existing stock of bus stations; however actual variances are inevitable, especially in the first full year of operation. It is proposed that the bus station building will be open from 7am to 10pm, Monday to Saturday; however this will be subject to review. Bus services will be using the station outside of these hours.
17. A legal agreement covering the management arrangement between NCC and BDC is currently being finalised. It should be noted that BDC's revenue contribution only covers the first five years of operation, which it intends to review at that point. There is therefore a risk that the bus station will require an operational review at year six.

## **Comments from Local Members**

18. County Councillor Kevin Greaves fully supports the proposals.

## **Other Options Considered**

19. The proposed construction of a bus station in Worksop is part of the County Council's programme to renew the stock of bus stations. Worksop, the largest town in Bassetlaw with a population of 40,000, does not presently have a formal bus station, with bus stops concentrated on Hardy Street adjacent to the Stagecoach bus depot close to the town centre. Several options involving alternative sites have been considered over a number of years. With each there have been land ownership or site design issues that have prevented opportunity to develop the project. The current proposals have been reviewed and appraised through the planning application process and the permission granted enables the

most viable bus station option to be constructed and deliver the much needed improvement in Worksop.

## **Reasons for Recommendations**

20. It is considered that the proposals as contained in this report represent the best available option to deliver a new bus station for Worksop in a suitable town centre location and to meet the Council's commitment to improving bus travel in the town.

## **Statutory and Policy Implications**

21. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.
22. The provision of a new bus station with all services focussed on a central modern facility will offer greater choice for people when making journeys into Worksop and it is hoped that transference of trips from private vehicles to public transport will occur. Additionally a comfortable modern facility may serve to generate a number of trips which are currently not taking place, as evidenced at Retford bus station. The building will contain solar panels and rainwater harvesting in addition to low energy consumption lighting and display screens.
23. The scheme as proposed will offer an improvement to public transport operations within Worksop. The bus station is designed using inclusive Mobility principles and will offer improved access for all passengers and improved facilities including travel information, seating and toilets. An Equality Impact Assessment has been undertaken for the scheme.
24. All measures have been taken to ensure the building operates as efficiently as is possible. For example this includes the new bus station roof that will support a large arrange of PV (solar) cells to help reduce running costs and to provide sustainable energy. The PV cells will be funded via NCC's SunVolt programme.

## **Financial Implications**

25. A budget of £3.16m has been allocated from County Capital funding to cover the remaining construction costs over financial years 2014/15 and 2015/16 including the final closure of accounts for the land purchase.

## **Crime and Disorder Implications**

26. Nottinghamshire Police raised no objections to the proposals.

## **RECOMMENDATION/S**

It is **RECOMMENDED** that Committee:

- a) Approve all phases of construction to deliver the Worksop Bus Station scheme.
- b) Note ongoing revenue requirements to operate the bus station for the first five years of the joint agreement with Bassetlaw District Council and the need for an operational review in year six.

**Andrew Warrington**  
**Service Director (Highways)**

### **Name of Report Author**

Mike Barnett

### **Title of Report Author**

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### **For any enquiries about this report please contact:**

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## **Constitutional Comments (SHB 24/02/2014)**

27. Committee have the power to decide the Recommendation.

## **Financial Comments (TMR 25/02/2014)**

28. The financial implications are set out in paragraph 25 of the report.

## **Background Papers**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Planning Application:

<http://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3122/Committee/497/Default.aspx>

## **Electoral Division(s) and Member(s) Affected**

Worksop North  
Worksop East  
Worksop West  
Worksop South

Councillor Sybil Fielding  
Councillor Glynn Gilfoyle  
Councillor Kevin Greaves  
Councillor Alan Rhodes