

17 July 2014

Agenda Item:

**REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY &
ENVIRONMENT**

BEESTON BUS STATION AND NEW INTERCHANGE

Purpose of the Report

1. To provide an update on the closure of Beeston Bus Station.
2. To consider the options for buses not using the tram interchange to turn in Beeston town centre.
3. To approve the allocation of the Local Transport Plan – Integrated Transport Measures (Bus Improvements) funding for Beeston Bus Station to implement improvements on Humber Road, Regent Street and High Road.

Information and Advice

4. Broxtowe Borough Council, the current owners of Beeston Bus Station have advised the County Council that it will close when the new Beeston Interchange is opened. To facilitate the re-development of the Bus Station site Broxtowe Borough Council offered to keep the bus station open for a further three months to allow for a smooth transition to the Interchange. However, this would require significant modifications to the current site and for the County Council to fund the remedial work.
5. The new tram Interchange will have six bus bays accommodating through bus services which is more than adequate. However, the Interchange cannot accommodate Nottingham buses terminating at Beeston because there is no turning facility within the Interchange area. This would affect 10 bus services per hour.
6. Discussions have been held with the bus operators and Borough Council to consider the implications of the closure for terminating services, to identify all possible options and formulate a satisfactory solution.
7. During the discussions it was agreed with the bus operators that a permanent solution was required and in place for the opening of the tram, thus minimising disruption to customers and to ensure effective use of County Council funding.

Buses will, therefore, cease to use the existing Bus Station as soon as the new interchange is in use.

8. The closure of the Bus Station therefore, removes the facility and would prevent the Nottingham to Beeston terminating services from turning around and therefore a different solution is required.
9. The discussions considered a number of options to allow Nottingham to Beeston terminating buses to turn (See Appendix A – Bus Turnaround Options).

Options Considered

1. Commercial Avenue, Foster Avenue – Option A
This was deemed to have many problems including proposed restricted access to all vehicles apart from taxis and disabled badge holders; tight turns; limited visibility; pedestrian conflict and dense parking.
2. Station Road, Queens Road, Meadow Lane, Chilwell Road – Option B
This would involve a significant increase in operating costs through higher mileage and running time and compromised reliability.
3. Broughton Street, Bramcote Road, Devonshire Avenue – Option C
It was acknowledged that mini buses do currently operate along this route but serious capacity concerns were raised with using larger buses and increasing the volume of buses.
4. Newcastle Avenue, Vicarage Street, Devonshire Avenue – Option D
It was agreed that this was physically possible but serious concerns were raised about low hanging trees, existing parking arrangements; tight turns and possible resident concerns.
5. Church Street – Option E
To make this viable significant highway modification would need to be made and it was agreed that this was not a quick solution and would be very expensive to deliver.
6. Humber Road Loop (Humber Road, Regent St and High Road) – Option F
No significant challenges were identified but the meeting noted that using the Humber Road Loop would prevent the Nottingham to Beeston terminating buses from using the new interchange and so reduce the frequency of Nottingham bound services. All through buses to destinations beyond Beeston will use the new interchange.
7. Lace Road – Option G
Concerns were raised about additional mileage; running time and reliability.
8. Right turn from Middle Street onto Chilwell Road – Option H
This would require significant highways works which would be very costly, difficult to deliver and impact on tram journey times.

9. It was therefore, agreed that Option F was the most practicable, permanent solution which could be delivered in time for the opening of the new Interchange and further feasibility work on this option would be undertaken.

Proposals for Humber Road Loop – Option F

10. A Nottingham to Beeston terminating bus will turn left into Humber Road and right into Middle Street to Regent Street. The bus will stop at a new bus stand on Regent Street, allow passengers to alight the service and wait time according to the timetable. The bus will then proceed to Marlborough Road bus stop on High Road to pick up passengers bound for Nottingham.
11. Further feasibility work, including an onsite meeting with the bus operators identified the following improvements to take forward this option as shown in Appendix B. A copy of the proposals has been shared with the Borough Council.
12. The proposals will also require a number of permanent amendments to existing parking places restrictions on High Road and Regent Street. Whilst there are some uncertainties about the possible future changes to bus services in the area as a result of the integration with the tram, changes are needed for the continued safe operation of bus services in the area. An Experimental Traffic Regulation Order (ETRO) is not suitable in this case under the Road Traffic Regulations Act 1984.
13. Two possible options for Regent Street have been identified and initial consultation will be undertaken to determine the preferred layout:
 - a. Plan one (Appendix B) to install a bus stand at the bottom of Regent Street and a second half way up. This would result in the loss of up to 18m of 2 hour limited waiting bay (approximately 3 car parking spaces).
 - b. Plan two (Appendix B) to install an extended bus stand at the bottom of Regent Street. This would result in the loss of approximately 11m of 2 hour limited waiting bay (approximately 2 car parking spaces)Options a and b are shown on the enclosed drawings.
14. Proposed permanent amendments to the current Traffic Regulation Order will be subject to statutory consultation / public advert and consideration of any objections received as part of this process. A brief summary of changes include:
 - a. Regent Street – either option one or two will result in the loss of 2 hour limited waiting bay to facilitate traffic movements around stationary buses using the new bus stand.
 - b. Regent Street – introduction of a bus stand for up to two bus services
 - c. High Road - To improve traffic flow, which has been highlighted as an issue previously, the proposals is to extend the current bus stop clearway by relocating the existing loading bay, the exact length of the loading bay will be assessed following detailed analysis of traffic movements.

- d. High Road – Proposal is for existing designated disabled parking bay to be utilised as a loading bay as extending the clearway will result in the loss of loading facilities further along High Road. Alternative disabled parking is available in a local Borough Council car park on Regent Street.
15. As part of the proposed works the opportunity will be taken to replace the existing shelter and turn it 180 degrees to improve passenger access onto the bus services. The existing shelter will be relocated elsewhere on the bus network.
16. The bus operators also requested that the County Council relocate the pedestrian crossing, to the west of the bus shelter, but this was not deemed to be a proportionate response to the challenge and would have exceeded the budget available.

Financial Implications

17. The cost for Option F is £27,000 for the highway works, this includes a provision for night working required to minimise impact on network and enable works to be completed in conjunction with the Tram works. The costs for alteration to bus shelters and real time equipment is £12,000, so the total estimate is £39,000.
18. Transport and Highways Committee on 13 February 2014 approved the use of funding to carry out remedial works to the old Beeston Bus Station as part of the Bus Improvements Sub-Block and it is recommended this money is now utilised to meet the costs of the Humber Road Loop option.

Other Options Considered

Do nothing – Leave operators to determine a solution to turning Nottingham to Beeston terminating buses

19. Bus operators would use the existing road network in an attempt to turn Nottingham to Beeston terminating buses. This could increase the risk of road traffic collisions; damage to the Highway; disruption to residents; congestion and bus passenger inconvenience.
20. The bus operators could decide not to use the new interchange for any through buses as well as buses terminating in Beeston- this would not benefit passengers wishing to interchange between bus services and the tram.

Do minimum- Install a bus stand in Regent Street but no extension of the bus bay in High Road

21. Missed opportunity to improve traffic flow along High Road; bus operations and the waiting environment for passengers.

Statutory and Policy Implications

22. 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. .

Implications for Sustainability and the Environment

23. The interventions will help to promote alternative ways of travel, resulting in an overall reduction in mileage and travel and reduced CO² emissions.

Implications for service users

24. The Scheme will allow current bus services to be maintained and enhance waiting facilities for bus passengers. Passengers using services from Beeston to Nottingham will have the option to board buses/trams at the Interchange or High Road.
25. The proposed changes to parking provisions will as discussed be subject to detailed consultation and consideration of any comments / objection received. However, at this stage is considered that:
26. The relocation of the loading bay will have minimal impact on deliveries to local businesses. The loss of the two disabled bays on High Road will be accommodated by the existing disabled parking capacity in Beeston Town Centre or by utilising nearby limited waiting bays on Regent Street. This will be considered as part of the consultation and subject to an Equality Impact Assessment.
27. The loss of two limited parking bays on Regent Street will be mitigated by existing parking capacity in Beeston Town Centre.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the closure of Beeston Bus Station when the new Interchange opens and the discussions held with the bus operators and the Borough Council.
- 2) Approve the Humber Road Loop proposal (Option F) including Options one or two in Regent Street and the utilisation of the budget previously approved for old Beeston Bus Station improvements in the Transport and Highways Committee Report on 17 February 2014.

**Mark Hudson,
Group Manager, Transport and Travel Services**

**For any enquiries about this report please contact:
Mark Hudson, Group Manager, Transport and Travel Services or
Pete Mathieson, Team Manager, Passenger Transport and Development**

Constitutional Comments [CEH 08.07.14]

36) Recommendation 1 is for noting only. Recommendation 2 falls within the remit of the Transport and Highways Committee by virtue of its terms of reference.

Financial Comments (TMR 08.07.14)

37) The financial implications are set out in paragraph 17 and 18 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.

Transport and Highways Committee Report on 17 February 2014.

Proposed Integrated Transport and Highways Capital Programmes – Capital Programmes Appendices 1 & 2, Transport and Highways Committee Report 17 February 2014

Broxtowe Borough Council Cabinet Minutes 13 May 2014

Appendices

Appendix A - Bus Turnaround Options Considered

Appendix B - Plans of Humber Road Loop including:

Plan 1 - Layover Option 1a Regent Street

Plan 2 - Layover Option 1b Regent Street

Plan 3 - High Road Bus Stop Improvements

Electoral Members and Affected

All Beeston/Chilwell Members