

**BEESTON PUBLIC TRANSPORT INTERCHANGE & TOWN CENTRE STATUTORY
QUALITY PARTNERSHIP SCHEME**

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BEESTON PUBLIC TRANSPORT INTERCHANGE & TOWN CENTRE STATUTORY QUALITY PARTNERSHIP SCHEME IS MADE IN ACCORDANCE WITH SECTIONS 114 – 123 OF THE TRANSPORT ACT 2000 (the “Scheme”) BY:

Nottinghamshire County Council, of County Hall, Loughborough Road, West Bridgford, Nottingham, NG2 7QP.

1. DEFINITIONS AND INTERPRETATION

| | |
|----------------------|--|
| “BPTI” | means the Beeston Public Transport Interchange at Styring Street, Beeston, Nottinghamshire; |
| “Bus” | means: (a) a motor vehicle constructed or adapted to carry more than eight passengers (exclusive of the driver); and (b) a Local Bus not so constructed or adapted; |
| “Bus Bay” | means a stop within a larger Bus interchange facility allocated for boarding and alighting passengers; |
| “Bus Gate” | means a length of road reserved for Buses, the entry to which is indicated with traffic signs that serve the purpose of reserving the road for Buses as found in Schedules 5 and 6 of the TSRGD; |
| “Bus Lane” | has the same meaning as given in regulation 23 in Part I of the TSRGD 2002; |
| “Bus Operator” | means any operator running passenger services registered as local services with the Traffic Commissioner; |
| “Bus Stand” | means a standing area for a Bus which is identified within a Bus Stand Clearway; |
| “Bus Stand Clearway” | means a Clearway on which the words "BUS STAND" are marked and within which the requirements, prohibitions and exception specified for the term "bus stand clearway" given in Schedule 19 to Part 1 of the TSRGD apply during the period of time specified in columns 3 and 4 of the table in Appendix X1; |
| “Bus Stop” | means a location within the Scheme Area other than within the BPTI which is intended for waiting by local Buses with a sign of a type that indicates a stopping place for Buses as found in Schedule 5 of the TSRGD; |
| “Bus Stop Clearway” | means a Clearway on which the words "BUS STOP" are marked and within which the requirements, prohibitions and exception specified for the term “bus stop clearway” given in Schedule 19 to Part 1 of the TSRGD apply during the period of time specified in columns 3 and 4 of the table in Appendix X1; |

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| "Clearway" | has the meaning given to it in Schedule 19 to Part 1 of the TSRGD; |
| "Commencement Date" | means the date of commencement of the scheme pursuant to clause 2.1, or such later date as the Scheme may commence following any postponement of the Scheme under section 117 of the Transport Act 2000; |
| "CCTV" | means a closed-circuit television system in which signals are not publicly distributed but are monitored, primarily for surveillance and security purposes. |
| "Council" | means Nottinghamshire County Council whose principal office is County Hall, Loughborough Road, West Bridgford, Nottingham NG2 7QP; |
| "DDA" | means the Disability Discrimination Act 1995 (as amended) and "DDA compliant" shall be construed accordingly; |
| "DfT" | means the Department for Transport; |
| "Excluded Services" | shall mean the category of Local Services listed in Schedule 4; |
| "Excursion or Tour" | has the same meaning as given in section 137(1) of the Transport Act 1985; |
| "Facilities" | means those facilities intended for the convenience of passengers of local services which are listed in Schedule 2; |
| "Hackney Carriage" | has the same meaning as given in section 137(1) of Local Government (Miscellaneous Provisions) Act 1976; |
| "Integrated Ticket" | means a ticket enabling travel on more than one route, operator or mode of transport; |
| "Kangaroo" | An Integrated Ticket product governed by Nottingham City Council, the Council and the participating Bus Operators; |
| "Plusbus" | An Integrated Ticket product issued by rail operators; |
| "Local Bus" | means a public service vehicle used for the provision of a Local Service not being an Excursion or Tour; |
| "Local Service" | has the meaning set out in Section 2 of the Transport Act 1985, (but excluding any Excluded Services); |

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|--|---|
| “Greater Nottingham Bus Quality Partnership” (GNBQP) | means the informal partnership consisting of District Councils, the Council, Bus Operators, public transport interest groups and other stakeholders; |
| “GNBQP Meeting” | means the quarterly meetings of the GNBQP which are scheduled to be held on dates to be determined every March, June, September and December unless otherwise stated; |
| “Reserve Service Change Dates” | means a further six dates that will be reserved each calendar year in addition to the agreed Service Change Dates which for each year will be agreed between the Council and Bus Operators at the September GNBQP Meeting in the preceding year, or otherwise determined by the Council, acting reasonably; |
| “Scheme” | means the Beeston Statutory Quality Partnership; the subject of this document; |
| “Scheme Area” | means the area where the Scheme will apply and which is defined in Appendix X2 & X3; |
| “Service Change Dates” | means the closest Sunday to the following:- (a) last Sunday in January; (b) start of British Summer Time; (c) Sunday before May Day Bank Holiday; (d) end of the school summer term; (e) start of the school autumn term; (f) end of British Summer Time, |
| | The members of the GNBQP will be notified of the dates of (d) and (e) by the Council at the September GNBQP Meeting in the preceding year; |
| “Slot Booking System” | means the slot booking system which operators pursuant to the scheme are required to comply with pursuant to Appendix X4 and to the Scheme; |
| “SQPS” | means a Statutory Quality Partnership Scheme made pursuant to section 114(1) of the Transport Act 2000; |
| “Standards of Service” | means the standards of service set out in Schedule 3 (<i>Standards</i>); |
| “Traffic Commissioner” | has the meaning set out in Section 82(1) of the Public Passenger Vehicles Act 1981; |
| “Traffic Restrictions” | means restrictions and control on vehicular traffic introduced through a TRO or other statutory means through powers contained in the Road Traffic Regulation Act 1984; |

- “TRO” means a Traffic Regulation Order or any other order made under provisions contained in the Road Traffic Regulation Act 1984;
- “TSRGD” means the Traffic Signs Regulations and General Directions 2002 (S.I. 2002/3113) as amended, updated or replaced from time to time.

2. DATE AND PERIOD OF OPERATION

2.1

The Scheme was made on 1 April 2015 and will come into effect on 1 July 2015.

The Standards of Services and Facilities at all Bus Stops within the Scheme are to be in place by the Commencement Date or as otherwise advised in this document.

2.2

The Scheme will operate for a period of 10 years from the Commencement Date notwithstanding any postponement of the Scheme under section 117 of the Transport Act 2000 and subject to variation or revocation in accordance with Section 120 of the Transport Act 2000.

3. SCHEME PURPOSE AND OBJECTIVES

3.1

The Scheme aims to bring benefits to persons using Local Services by improving the quality of those Local Services operating in the Scheme Area and restricting the use of the Bus Stops and other Facilities in the Scheme Area to those Local Services that meet the Standards of Service. The Council is satisfied that both the provision of the Facilities and the provision of Local Services to the required standard will achieve this aim.

3.2

The Scheme aims to enable Bus Operators to achieve more reliable and punctual services in accordance with Bus service registrations as part of their commitments to the Traffic Commissioner. The Council considers that this will be achieved through better bus priority facilities, monitoring and enforcement including the provision of the Slot Booking System at the BPTI.

3.3

The Scheme's purpose and objectives are:-

- to facilitate an increase in the modal share of the Bus as part of the Local Transport Plan objectives
- to improve the overall image of Bus services to grow Bus patronage
- to increase mobility and reduce barriers to Bus use to make Bus use easier
- to contribute to economic regeneration and the social inclusion policies of the Council
- to ensure safety and security throughout the whole journey
- to ensure interchange is not a major barrier to travel
- to ensure that additional Beeston Town Centre Bus infrastructure is effectively used in order to accommodate more Bus services/higher frequencies in-line with modal share targets
- to provide information and reassurance to customers already on a journey, or to help customers plan a journey in the future. Key information will be provided at all Bus stops and Bus shelters, from timetable information to mapping and journey planning information

- to achieve better environmental conditions and improve pedestrian and cycling amenities on Bus priority streets
- to reduce pressure on congested Bus priority streets and Bus stops to help improve journey reliability and reduce delays
- to manage Bus stop use so as to maximize capacity within a quality framework whilst maintaining high environmental standards

4. SCHEME AREA

4.1

The Scheme Area covers 29 Bus Stops, 6 Bus Bays and 3 Bus Stands within Beeston Town Centre and the BPTI as listed on Schedule 1 covering the area and streets defined in Appendix X2 and X3.

4.2

The Scheme shall apply to Bus Operators of Local Services operating within the Scheme Area.

4.3

A summary of all Local Services operating in the Scheme Area at the date of making of the Scheme which will use the Facilities is set out in Schedule 6 (Affected Services). The Council will update Schedule 6 when required for every Service Change Date and the Council will make copies available to the Traffic Commissioner and all Bus Operators of affected Local Services. For the avoidance of doubt, such list of Affected Services will be an indicative list only of those Local Services which the Council believes to fall within the terms of the Scheme. An omission from the list of Affected Services in Schedule 6 shall not exempt a Local Service from the Scheme, which would otherwise fall within the terms of the Scheme.

4.4

The Lace Road Bus Stand is located within the Scheme Area, but, for the avoidance of doubt, is not a Facility which is subject to the Scheme requirements.

5. FACILITIES

5.1

Subject to compliance with clause 8 (Conditions of Use), the Council will make the Facilities available to Local Services from the Commencement Date, unless stated otherwise in this Scheme, or if later, such date as is specified elsewhere in this Scheme in respect of such Facility, until the date the Scheme ceases to have effect.

5.2

Clause 5.1 shall not apply in relation to any Local Service using a Facility for any period during which the Council is temporarily unable to fulfill its obligations, in respect of that Facility, due to circumstances beyond its control. In such circumstances the Council shall notify any Bus Operator affected by the non-provision of such Facility, confirming the reason for such non-provision and the anticipated period during which the Facility will not be available.

5.3

The Facilities are to be maintained for the duration of the Scheme in accordance with

Schedule 7 (Maintenance of Facilities).

5.4

Any queries regarding the Traffic Regulation Orders for the Scheme Area should be addressed to the Traffic Manager, TBH – Transport & Travel Services, Nottinghamshire County Council, County Hall, Loughborough Road, West Bridgford, NG2 7QP.

5.5

The Council has included existing Bus Stops and other Facilities within the Scheme which will be less than 5 years old on the date that the Scheme comes into effect, or have been refurbished to a higher standard during the five year period prior to the date on which the Scheme comes into effect. These Facilities have been implemented as part of the Council's ongoing commitment to provide improvements to Bus Stops for Bus passengers and Bus Operators, during which time all of the Facilities have been maintained to an acceptably high standard providing benefits to passengers, and will continue to provide significant benefits to passengers under the Scheme. These Facilities are detailed in Schedule 2 in accordance with the Quality Partnership Schemes (Existing Facilities) Regulations 2001.

6. STANDARDS OF SERVICES TO BE PROVIDED BY BUS OPERATORS

6.1

For the purposes of the Scheme, all Local Services will operate in accordance with the requirements of clause 6.2 of this Scheme in order to use the Facilities.

6.2

A Local Service shall comply with the Standard of Services as specified in Schedule 3 including:

- a) meeting a minimum Euro III emission standards from the Commencement Date and;
- b) having DDA compliant destination displays and full DDA accessibility.

6.3

In the event that the Council is unable to provide any of the Facilities under the Scheme by the date specified in this Scheme in respect of such Facilities, the Council may postpone the requirement under Clauses 6.1 and 6.2 for Local Services to comply with the Standard of Services for such period as the Council may determine acting reasonably, provided that, pursuant to section 117 of the Transport Act 2000, such period shall not exceed 12 months.

6.4

Bus Bay allocations within the BPTI will be determined by the Council in accordance with the process specified in Appendix X4, in order to allocate the use of Bus Bays to promote the most efficient operation of the BPTI and minimise Bus Bay conflict as specified in Appendix X4.

6.5

All operators using the Facilities shall participate in the integrated multi-operator Kangaroo and Plusbus schemes.

7. SCHEME BENEFITS

7.1

The improvements to infrastructure, highways, vehicle quality and staff training by introducing this Scheme, will bring benefits to passengers using Local Services in the Scheme Area by improving the quality of those Local Services.

7.2

Congestion in the Scheme Area is currently one of the causes for unreliability, solved only by the addition of extended journey times, which prevents any significant reductions in scheduled journey times. The introduction of the Scheme will increase Bus priority measures in Beeston and the enforcement of these measures. This should improve reliability and accessibility and help towards increasing Bus usage.

7.3

The future planned growth of the conurbation (Sustainable Urban Extensions) will inevitably put additional strain on Beeston Town Centre to accommodate more Buses in a restricted area, with limited kerb space, which will need to be managed constructively.

7.4

There has already been significant investment in Beeston Town Centre with regards to the BPTI, enforcement mechanisms, waiting infrastructure and electronic information. The Council is keen to protect this level of investment by ensuring that it is utilised by high quality services.

8. CONDITIONS OF USE

8.1

An operator of a Local Service may only use the Facilities in the Scheme Area if:

- a) a written undertaking from the Bus Operator in the template form attached at Schedule 5 is provided to the Traffic Commissioner and a copy delivered to the Council; and
- b) each Local Service is provided by such Bus Operator to the Standards of Service in accordance with that undertaking except for any period during which such Bus Operator is temporarily unable to do so owing to circumstances beyond its control, provided that such Bus Operator shall notify the Council in writing as soon as practicably possible as to the reasons for, and period of such non-compliance.

8.2

Any Bus Operator of a Local Service who fails to comply with paragraph 8.1 above may be subject to action by the Traffic Commissioner in accordance with section 26 (Conditions attached to PSV operator's licence) of the Transport Act 1985 and section 155 of the Transport Act 2000.

9. REVIEW AND MONITORING

9.1

The Council and Bus Operators will review the operation of the Scheme at each GNBQP Meeting, which will include an assessment of the Scheme's benefits in order to determine if any action is required to maintain the Facilities and/or Standards of Service.

9.2

The Council reserves the right to monitor compliance with the Standards of Services in respect of a Local Service which is using any of the Facilities. Bus Operators of such Local Services will allow the Council (including its officers and employees) reasonable access to any such Local Service for this purpose, and provide any reasonable assistance required for this purpose.

9.3

Instances of Bus Operators failing to comply with the Standard of Services may be reported to the Traffic Commissioner and may be subject to action as detailed in Clause 8.2.

SCHEDULE 1 – BUS STOPS & NEW/REFURBISHED FACILITIES WITHIN THE SCHEME AREA

All refurbishments and installations are to be completed by 1 July 2015.

All other Bus Stop facilities were installed or refurbished no later than the date specified against them in the table in this Schedule 1.

Real Time units will be installed on new poles.

Please note: Infrastructure at the BPTI (Bays 1-6) is maintained jointly by the Council and Nottingham City Council.

| Stop reference | Stop Name | Stop Location | Shelter | Real Time | Date of refurbishment or installation | Date of last refurbishment or provision | Notes |
|-------------------------|------------------|------------------------------|---------|-----------|---------------------------------------|--|---|
| BR0613 | Bay 1 | BPTI | Y | Y | N/A New Facility | To be available by 1 September 2015. | Regulated Bus Bay |
| BR0614 | Bay 2 | BPTI | Y | Y | N/A New Facility | | Regulated Bus Bay |
| BR0615 | Bay 3 | BPTI | Y | Y | N/A New Facility | | Regulated Bus Bay |
| BR0616 | Bay 4 | BPTI | Y | Y | N/A New Facility | | Regulated Bus Bay |
| BR0617 | Bay 5 | BPTI | Y | Y | N/A New Facility | | Regulated Bus Bay |
| BR0618 | Bay 6 | BPTI | Y | Y | N/A New Facility | | Regulated Bus Bay |
| BPTI Bus Stand 1 | Bus Stand 1 | Styring Street/Chilwell Road | N | N | N/A New Facility | | Regulated Bus Stand |
| BPTI Bus Stand 2 | Bus Stand 2 | Styring Street/Chilwell Road | N | N | N/A New Facility | | Regulated Bus Stand |
| BR0456 | Linden Grove | Station Road | N | Y | 20 November 2011 | All refurbishments and installations are to be completed by 1 July 2015. All facilities are under 5 years old at 1 July 2015. | |
| BR0457 | Linden Grove | Station Road | N | Y | 29 January 2014 | | |
| BR0278 | Queens Road | Station Road | Y | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0279 | Queens Road | Station Road | Y | Y | 20 November 2011 | | |
| BR0473 | Nether Street | Station Road | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0254 | City Road | Chilwell Road | Y | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0213 | Jessamine Court | Middle Street | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0241 | Resource Centre | Middle Street | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0527 | Marlborough Road | High Road | Y | Y | 29 January 2014 | | |
| BR0523 | Humber Road | Humber Road | Y | Y | 20 November 2011 | | |
| BR0526 | Humber Road | Broadgate | Y | Y | 20 November 2011 | | |
| BR0524 | Salthouse Lane | Broadgate | N | Y | 18 March 2012 | | |
| BR0525 | Salthouse Lane | Broadgate | Y | Y | 29 January 2014 | | |
| BR0363 | Wilkinson Avenue | Wollaton Road | N | N | N/A Refurbishment by 1 July 2015 | | |
| BR0331 | Wilkinson Avenue | Wollaton Road | N | Y | 20 November 2011 | | |
| BR0061 | The Poplars | Wollaton Road | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0521 | Church Street | Middle Street | N | Y | 20 November 2011 | | |
| BR0522 | Church Street | Middle Street | Y | N | N/A Refurbishment by 1 July 2015 | | |
| BR0095 | Collin Street | Chilwell Road | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0096 | Ellis Grove | Chilwell Road | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0097 | Wilmot Lane | Chilwell Road | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0080 | Central College | High Road | N | Y | N/A Refurbishment by 1 July 2015 | | |
| BR0081 | Central College | High Road | Y | Y | N/A Refurbishment by 1 July 2015 | | |
| Regent Street Bus Stand | Regent Street | Regent Street | N | N | N/A New Facility | | Drop Off and Bus Stand Only |
| BR0594 | Lace Road | Lace Road | Y | N | 29 November 2011 | | Bus and Coach Stand within the Scheme Area but is not subject to the SQBP |

SCHEDULE 2 FACILITIES PROVIDED

FACILITIES PROVIDED BY NOTTINGHAMSHIRE COUNTY COUNCIL

| FACILITY | REF | DESCRIPTION OF FACILITY |
|-----------------------------------|-----|---|
| 1. BPTI | | |
| | 1.1 | The new BPTI shall have: (a) CCTV cameras (b) real time electronic displays providing service information; (c) timetables and maps providing passenger information; and (d) ticket machines. |
| | 1.2 | The Slot Booking System. |
| 2. BUS PRIORITY | | |
| Bus Gate | 2.1 | The BPTI will have a Bus Gate to prevent other traffic entering Styring Street. |
| Bus Stands and Bus Stop Clearways | 2.2 | Within the Scheme Area in addition to the 6 Bus Bays and 2 Bus Stands at the BPTI there will be 23 Bus Stops, and 1 Bus Stand which can be used to layover. All Bus Stops within the Scheme Area are designated in Appendix X1 as either a: a) Bus Stop Clearway b) Bus Stand Clearway c) Bus Stop that is not a Bus Stop Clearway or Bus Stand Clearway |
| | 2.3 | Bus Stop Clearways or Bus Stand Clearways will be provided at all stops save where this is not possible due to loading and unloading requirements for local businesses, as identified in Appendix X1 (Infrastructure) to this Schedule 2. |
| | 2.4 | Enforcement of Bus Stop Clearways and Bus Stand Clearways will be through local Civil Parking Enforcement Officers working on behalf of the Council. |
| | 2.5 | Notwithstanding paragraphs 2.3 and 2.4, Home Retail Group have been provided an exemption for a retail delivery lorry to access the Bus Stands while waiting for |

access to their store, between 6:30am and 7:30am daily.

3. INFRASTRUCTURE

Bus Shelters,
Shelter cases and
Seating

- 3.1 The installation or refurbishment of Bus shelters specified in Schedule 1 including seating and lighting where appropriate, within the Scheme Area, will be cleaned and maintained in accordance with the standards specified in Schedule 7.

The Council has a contract for shelter cleaning and maintenance that will ensure it meets the requirements of Schedule 7.

- 3.2 Subject to site limitations, additional Bus shelters will be provided at Bus Stops within the Scheme Area by either party.

Shelter case Inserts

- 3.3 Each Bus shelter within the Scheme Area will be provided with a shelter case. The shelter case inserts will contain details of all Bus routes and destinations in Beeston Town and surrounding areas.

The inserts will be updated for the start of the Scheme and updated on the following service change dates:

- Start of new school year
- Start of British Summer Time

This provision is over and above the minimum requirements agreed under the Council's Bus Infrastructure and Information Strategy, which is a daughter document of the Local Transport Plan, and will provide additional information to assist passengers plan their journeys.

Bus Stop Information Poles,
Bus Stop Plate and Timetable
cases

- 3.4 A Bus Stop information pole, 4 sided timetable display and 700mm Bus Stop flag will be provided at each Bus Stand or Bus Stop except where the location prevents this within the Scheme Area, as specified in Schedule 1.

The "Bus Stop" plate legend will be varied to "Bus Stand", where the stop is designated a Bus Stand in accordance with paragraph 2.2 above.

The Bus Stop plate will be provided by the Council for use by the relevant Local Services. Bus Operator and service vinyls displayed on the plates will need to comply with the Council's 'Strategy for the provision of

Information on Local Bus Services' published in July 2003.

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| Bus Stop Kerbs | 3.5 | The minimum standard kerb height provided at all Bus Stops within the Scheme Area will be 125mm, with an acceptable height of 140mm, and a maximum height of 180mm. |
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4. ELECTRONIC INFORMATION

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|----------------------------------|-----|--|
| Real-Time Electronic Displays | 4.1 | An electronic display (3 line LED) will be provided at each Bus Stop within the Scheme Area specified in Schedule 1 (Bus Stops and Facilities) as having real time displays. |
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The electronic display will show either "real time" or chronological scheduled information for all Local Services using the relevant Bus Stop.

The Council or a Partner Local Authority (being Nottingham City Council) can add messages to the electronic displays within the Scheme Area, which can provide useful travel information relating to various one-off network changes – stops, services, fares, roadworks, delays etc. The facility to add messages is available to Bus Operators, during office hours (Monday to Friday 8.30 am - 5.00 pm).

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| Ticket Machines | 4.2 | An electronic transport ticket dispensing machine to be located at Beeston High Road (Marlborough Road stop) and at the BPTI. To be provided by the Council from 1 st September 2015. |
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5. MONITORING, ENFORCEMENT AND MAINTENANCE

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| Enforcement of Bus Stands and Bus Stop Clearways | 5.1 | The Council is responsible for civil parking enforcement and shall undertake the enforcement of Bus Lane contraventions and Bus Stand and Bus Stop Clearways. Civil enforcement officers who are employed on behalf of the Council will undertake enforcement of parking regulations. |
|---|-----|---|

Civil enforcement officers will be tasked with enforcing the new Bus Stop and Bus Stand Clearways which are being provided as part of the scheme to improve access to Bus Stops and speed up boarding times. The Enforcement Officers will be asked to focus on this from the commencement of the scheme to ensure that motorists are discouraged from current patterns of parking at or close to Bus Stops.

Subject to paragraph 2.4, civil enforcement officers shall issue a penalty charge notice if Bus Stop Clearways or Bus Stand Clearways are used by vehicles other than Local Buses which are providing Local Services. The Council's charge (at the time of publication) for a penalty charge notice is £70, which is reduced to £35 if it is paid within 14 days.

Enforcement of Bus Lanes and Bus Gates 5.2 The Police have powers to enforce the Bus Gate in the Scheme Area and shall enforce the Bus Gate as required to ensure proper use.

Maintenance 5.3 The Maintenance Specification for the Facilities provided within the Scheme Area are detailed in Schedule 7.

6. OTHER FACILITIES

Bus Passenger Surveys 6.1 The Council will undertake surveys each year in Beeston to monitor customer satisfaction with Bus services and information in the town. These will take the form of a questionnaire survey, with customers interviewed and asked to comment on all aspects of their journey on and off Bus.

6.2 The information will also be presented to the operators at the GNBQP Meetings and will be used to monitor the effectiveness of measures implemented in the Scheme. The results will also provide information to the Council and Bus Operators which will enable them to develop and implement any further improvements to services or facilities that are required.

FACILITIES PROVIDED BY BROXTOWE BOROUGH COUNCIL

7. CCTV

7.1 CCTV cameras linked to the Beeston town centre system are sited at the following locations:

- BPTI - Station Road, Styring Street and Foster Avenue
- Humber Road Nottingham inbound
- Humber Road outbound
- Marlborough Road Nottingham inbound

SCHEDULE 3 - STANDARDS OF SERVICES

| STANDARD | REF | STANDARD OF SERVICES REQUIREMENT DETAIL | JUSTIFICATION |
|------------------------------|-----|--|---|
| 1. OPERATOR STANDARDS | | | |
| Slot Booking System | 1.1 | All Local Services using those Facilities within the BPTI will be subject to the Slot Booking System, in accordance with Appendix X4 of the Scheme. | To effectively manage the use of BPTI Bus Bays and Bus Stands. |
| Reliability and Punctuality | 1.2 | To provide reliable and punctual Local Services in accordance with Bus service regulations within the Traffic Commissioner's compliance guidelines of 1 minute early and 5 minutes late at registered timing points, and any subsequent modification of the guidelines. | To improve the reliability of Bus services and to intervene with incidents as they arise. |
| | 1.3 | To participate in Bus punctuality partnerships which are broadly similar to Punctuality Improvement Plans (PIPs) in that they place a commitment on Bus Operators (there can be more than one in the area) and the local authority (local traffic authority and local transport authority) to work together on issues affecting Bus punctuality, and to identify any problems and solutions through the production of a punctuality partnership plan. Bus punctuality partnerships are based on 6 key principles: | |

Principle 1:

- Recognition of the importance of punctuality and reliability in delivering a good service to the passenger.

Principle 2:

- All parties recognise their contribution to the provision of punctual services and jointly identify and agree actions that can be taken.

Principle 3:

- A shared commitment to achieving a high standard of service punctuality to benefit the passenger.

Principle 4:

- A commitment to constructive partnership working between the operator, the local traffic authority and the local transport authority that is clear to all.

Principle 5:

- A working level commitment to regular and timely constructive dialogue on operational issues.

Principle 6:

- Mutual sharing of information on operational issues so that areas for action can be identified, on the understanding that the information will only be shared with a third party in accordance with any data sharing agreement.

1.4 To ensure that passengers on a Bus which has become immobilised are transferred safely on to a replacement vehicle or alternative Local Service within 45 minutes of breakdown occurrence.

1.5 To be in attendance of broken down Buses and use reasonable endeavours to remove any obstacle from the highway within 60 minutes of any breakdown occurrence.

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| Network Stability | 1.6 | To only make changes to routes and timetables on the agreed Service Change Dates or Reserve Service Change Dates in order to maintain network stability, unless there are exceptional circumstances which have been agreed in advance with the Council. | To improve the overall image of Bus services and actively promote confidence in the Bus network |
| Kangaroo | 1.7 | All eligible Bus Operators using the Facilities will participate in the Kangaroo integrated ticketing scheme | |
| Plusbus | 1.8 | All Bus Operators using the Facilities will | |

| | | | |
|-----------------------------------|------|--|--|
| | | participate in the Plusbus ticket scheme. | |
| Integrated Ticket | 1.9 | All Bus Operators using the Facilities will participate in any other Integrated Ticket scheme introduced during the term which is applicable to that Bus Operator's services and no more onerous than participation in Plusbus or Kangaroo. | To improve the overall image of Bus services and actively promote confidence in the Bus network. |
| Customer Care and Driver Training | 1.10 | To ensure that all drivers on Local Services covered by the Scheme have a valid Certificate of Professional Competence (CPC), which has the meaning given to it in regulation 2(1) of the Vehicle Drivers (Certificates of Professional Competence) Regulations 2007. | Improve the image of Bus services with better customer relations and customer focused standards |
| | 1.11 | All Bus Operators using the Facilities to have an established complaints procedure and to respond to customer correspondence within 10 working days of receipt. | |
| | 1.12 | To ensure drivers operating Local Services which use the Facilities are fully briefed on the terms and objectives of the Scheme and they are route trained and are conversant and proficient in the use of ticketing equipment and all fares options when operating Local Services which use the Facilities. | |
| | 1.13 | Drivers are aware of the arrangements for Bus Bay allocations and are | |

| | | | |
|--|------|--|--|
| | | familiar with the guidance for when bays are occupied, or for exceptional events. | |
| Driver uniform identity and appearance | 1.14 | To provide all drivers with an appropriate uniform and use reasonable endeavours to ensure that this is worn on duty and maintained in a clean and tidy condition to promote a professional appearance. | To improve the image of Bus services for passengers. |
| Driver training | 1.15 | To ensure drivers operating Local Services which use the Facilities are fully briefed on the terms and objectives of the Scheme and they are route trained and are conversant and proficient in the use of ticketing equipment and all fares options when operating Local Services which use the Facilities. | Improve the image of Bus services with better customer relations and customer focused standards. |
| Provision of Fleet data | 1.16 | To provide the Council with a quarterly statement listing each Bus by registration plate, fleet number, Euro emission standard, accessibility status (low floor to functional DDA compliance), and real-time enabled. | To monitor improvements in vehicle standards. |
| Provision of trained drivers data | 1.17 | To provide the Council on request with a statement of the number and proportion of drivers qualified or receiving training (as specified in 1.15 above) operating on Local Services covered by the Scheme. | Improve the image of Bus services with better customer relations and customer focused standards. |
| Service Registrations | 1.18 | Before submitting an Application to Register a Bus Service (PSV350) or | To effectively manage departure bay allocations within the |

an Application to Change or Cancel a Local Service Registration (PSV355) with the Traffic Commissioner, the Bus Operator must inform the Council of the proposed service changes a minimum of 10 working days in advance of submitting such an application to the Traffic Commissioner. BPTI.

1.19 All applications to register or change a Local Service Registration which are submitted to the Council must include a full working timetable, showing the times of all departures from each particular Bus Stop for the proposed service, even if the Local Service is operated at frequent intervals of 10 minutes or better.

2. VEHICLE STANDARDS

| | | | |
|--------------------------------|-----|--|---|
| Accessibility | 2.1 | All Local Services shall use fully accessible low floor Buses with wheelchair ramps (fixed or portable), meeting the functional requirements of the Public Service Vehicle Accessibility Regulations 2000. | |
| Emissions Euro III Compliance | 2.2 | All Local Services using any Facility within the Scheme Area must comply with Euro III emission standards at particulate level as a minimum standard. | Linked into LTP emissions standards and Air Quality objectives for the Town Centre. |
| Route and Destination Displays | 2.3 | All Local Services must display an accurate route number and/or route | Improve the overall image of Bus services. |

name and ultimate destination indicators at all times.

2.4 All displays to comply with the legal standards set out in Schedule 2, Section 8 of the Public Service Vehicles Accessibility Regulations 2000.

2.5 All temporary destination and number displays to comply with Sections 8 (3) (a) and (b) of Schedule 2 of the Public Service Vehicles Accessibility Regulations 2000 and only be used as a substitute for normal destination equipment in the event of an emergency.

Presentation

2.6 To provide Buses which are well presented in good order, clean externally and internally without unpleasant odours, in appropriate finished livery, which clearly identifies either the Bus Operator or branded route. Internally, the Bus Operator must also provide their own contact details for Bus users.

Improve the overall image of Bus services.

2.7 No Buses are to be used which remain in a livery belonging to a previous Bus Operator or different part of the same company unless approved in writing by the Council. This ensures there is no ambiguity to the customer regarding the operator of a service.

| | | | |
|----------|-----|---|---|
| Vehicles | 2.8 | To ensure that no Bus is left within the Scheme Area unattended at any time. Unattended vehicles will be deemed to be illegally parked and may be subject to a penalty charge notice. | To effectively manage Bus Stand and parking facilities within the Scheme Area. |
| | 2.9 | Bus engines must be switched off at Bus Stands, where waiting time exceeds 2 minutes, unless there is an operational requirement for the Bus to remain switched on. | To support the Local Transport Plan emissions standards and Air Quality objectives for Beeston. |

3. DRIVER STANDARDS

| | | | |
|----------------------|-----|--|---|
| General | 3.1 | To ensure Bus drivers at all times drive in a safe, courteous and professional manner undertaking a duty of care to all Bus passengers and other road users. | Improve the overall image of Bus services. |
| Passenger Assistance | 3.2 | To ensure drivers provide assistance to elderly or mobility impaired passengers when requested, for boarding or alighting and if so requested for them to remain stationary until such passengers are seated. | To improve the overall image of Bus usage with increased comfort and convenience for passengers with special needs. |
| | 3.3 | Drivers to assist passengers in wheelchairs by lifting ramp and if requested offer assistance in accordance with the PSV (Conduct of Drivers, Inspectors, Conductors and Passengers) (Amendment) Regulations 2002. | |

| | | | |
|-------------------------------|-----|--|--|
| | 3.4 | If requested, drivers should enable sitting passengers who require assistance to remain seated until the Bus has come to a stop before alighting. | |
| Smoking | 3.5 | To ensure drivers do not smoke at any time on board a Bus and to use reasonable endeavors to enforce a smoking prohibition including electronic cigarettes, for all passengers on Local Services | To improve the overall image of Bus usage with increased comfort and convenience |
| Distractions | 3.6 | To ensure drivers do not use mobile phone handsets or consume food or drink whilst driving to ensure safety of passengers | To improve the overall image of Bus usage with increased comfort and convenience |
| Hot food and alcoholic drinks | 3.7 | To use reasonable endeavors to ensure hot food and alcoholic drinks are not consumed on Local Services. | To improve the overall image of Bus usage with increased comfort and convenience |

4. INFORMATION STANDARDS

| | | | |
|-----------------------|-----|---|---|
| Bus Stop Plate | 4.1 | Each Bus Operator, or the Council or its appointed contractor shall display at any Bus Stand or Bus Stop a service name/number for each Local Service that uses such Bus Stand or Bus Stop. See schedule 2 clause 3.4 | Improving the overall image of Bus travel with a consistent image of marketing services for passengers. |
| Timetable Information | 4.2 | Each Bus Operator or the Council shall display their “service information” in the timetable cases, with the services displayed either in the format “times departing from that stop” | Improving the overall image of Bus travel with a consistent image of marketing services for passengers. |

or in a matrix format together with a route summary which details the main areas served by the service. Where there is limited space in timetable cases the Council will allocate the amount of space available to each Bus Operator.

- 4.3 Information displayed by the Bus Operator within the timetable case must include a telephone contact number for that operator's customer enquiries. Advertising material is not to be displayed in any timetable or information case at the Bus Stops. This relates to both the infrastructure owned by the Council and the infrastructure owned by the Council's contractor. Information cases in shelters and any empty space in timetable cases will be used by the Council for general public transport information.
- 4.4 The timetable information must be displayed in font size 12pt or above and each operator must fully encapsulate or otherwise waterproof the information that is to be placed inside the timetable case. All inserts must be printed with UV stable inks.
- 4.5 Any out of date information is to be removed and, if necessary, replaced as soon as is reasonably practical. If the timetable

information is not removed within 48 hours of the Service Change Date or Reserve Service Change Date, then the information will be removed by the Council and any costs incurred will be recovered from the Bus Operator.

- 4.6 No temporary notices of any description are to be fixed to any Bus Stop information pole, timetable case, shelter case or shelter, without the prior approval of the Council. The real-time displays can be used to display service disruption details if required by informing the Council of the message to be displayed and the location.

SCHEDULE 4

SERVICES EXCLUDED FROM THE SCHEME

1. Services which operate for the primary purpose of carrying schoolchildren or students between their home and a school or further education college at the start or finish of the relevant school day.
2. Community bus services (which has the meaning given to that term in Section 22 of the Transport Act 1985) or Dial a Ride services which are restricted to use by pre-registered passengers only.
3. Any Nottingham Express Transit substitute services used as a tram replacement which are not registrable as a Local Service in accordance with Section 6 of the Transport Act 1985.
4. Any rail replacement services which are not registrable as a Local Service in accordance with Section 6 of the Transport Act 1985.
5. Any supermarket services which are not registrable as a Local Service in accordance with Section 6 of the Transport Act 1985.
6. Any Local Services which use Lace Road Bus Stand, but which do not use any other Facilities within the Scheme Area.

SCHEDULE 5

**BEESTON PUBLIC TRANSPORT INTERCHANGE AND TOWN CENTRE STATUTORY
QUALITY PARTNERSHIP SCHEME**

**UNDERTAKING IN ACCORDANCE WITH SECTION 118(4) OF THE TRANSPORT ACT
2000**

TO: Traffic Commissioner for the North Eastern Traffic Area

**Hillcrest House
386 Harehills Lane
Leeds
LS9 6NF**

FROM: [Name and address of Operator]

[Name of Operator] hereby undertakes to provide Local Services to the standards specified in the Scheme when using the Facilities.

All terms used in this undertaking have the same meaning as those set out in the Beeston Public Transport Interchange and Town Centre Statutory Quality Partnership Scheme as made on 1st April 2015.

SIGNED

[insert name of Director of Operator Company]

[Title]

[Operator Company name]

DATE:

Schedule 6 – AFFECTED BEESTON LOCAL SERVICES

| Beeston Local Services | | | | | | | | | | | |
|-------------------------------|--------------------|--|-------|------------------|---------|---------|----------|---------|--------|-------|---------------------------|
| service | operator | Service Description | Dep. | Frequency (mins) | | | | | | Dep. | |
| Interchange Departures | | | | Monday to Friday | | | Saturday | | Sunday | | |
| | | | First | Peak | Daytime | Evening | Daytime | Evening | Last | Notes | |
| 36 | NCT | Nottingham - QMC - Beeston - Chilwell | 0533 | 7-10 | 7-10 | 10-20 | 7-10 | 10-20 | 10-20 | 0024 | |
| 36 | NCT | Chilwell - Beeston - QMC - Nottingham | 0502 | 7-10 | 7-10 | 10-20 | 7-10 | 10-20 | 10-20 | 2331 | |
| L10 | NCT | Nottingham - Bramcote | 0818 | | 60 | | 60 | | | 1723 | |
| L10 | NCT | Bramcote - Nottingham | 0855 | | 60 | | 60 | | | 1735 | |
| L11 | NCT | Beeston - Arnold | 0820 | | 60 | | 60 | | | 1625 | |
| L11 | NCT | Arnold - Beeston | 0953 | | 60 | | 60 | | | 1806 | |
| 17 | Nottingham Coaches | Beeston(Dennis Avenue) - Toton - Stapleford - Long Eaton | 0930 | | 60 | | | | | 1430 | |
| 17 | Nottingham Coaches | Long Eaton - Stapleford - Toton - Beeston (Dennis Avenue) | 1000 | | 60 | | | | | 1400 | |
| 510 | Nottsbus connect | Beeston - Attenborough - Toton - Stapleford - Bramcote Crematorium | 1005 | | 60 | | 60 | | | 1405 | |
| 18 | Trent/Barton | Nottingham - Beeston - Stapleford | 0551 | 20-30 | 25-35 | 50-60 | 25-35 | 30-60 | | 0010 | |
| 18 | Trent/Barton | Stapleford - Beeston - Nottingham | 0617 | 20-30 | 25-35 | 50-60 | 25-35 | 30-60 | | 2313 | |
| 20 | Trent/Barton | Nottingham - Beeston - Heanor | 1024 | | | | | | 60 | 1924 | |
| 20 | Trent/Barton | Heanor - Beeston - Nottingham | 0925 | | | | | | 60 | 1825 | |
| IGO | Trent/Barton | Nottingham - QMC - Beeston - Chilwell - Long Eaton/Derby | 0455 | 5 | 5 | 10-20 | 5-10 | 15 | 10-20 | 2346 | 24/7 |
| IGO | Trent/Barton | Long Eaton/Derby - Chilwell - Beeston - QMC - Nottingham | 0420 | 5 | 5 | 10-20 | 5-10 | 10-15 | 10-20 | 2346 | 24/7 |
| Y36 | Yourbus | Nottingham - Beeston - QMC - Chilwell | 0530 | 10 | 10 | 15-20 | 10 | 15-20 | 10-20 | 0038 | |
| Y36 | Yourbus | Chilwell - Beeston - QMC - Nottingham | 0459 | 10 | 10 | 10-20 | 10-20 | 10-20 | 10-20 | 2343 | |
| Y5 | Yourbus | Nottingham - Beeston - Long Eaton - Derby | 0635 | 20 | 20 | 30 | 20 | 30 | 30 | 2358 | |
| Y5 | Yourbus | Derby - Long Eaton - Beeston - Nottingham | 0627 | 15 | 20 | 30 | 20 | 30 | 30 | 0005 | |
| Night Services | | | | | | | | | | | |
| N34 | NCT | Nottingham - QMC - University - Beeston | 0112 | | | 60 | | 60 | | 0412 | University Term Time Only |
| N34 | NCT | Beeston - University - QMC - Nottingham | 0115 | | | 60 | | 60 | | 0415 | University Term Time Only |
| N36 | NCT | Nottingham - QMC - Beeston - Chilwell | 0142 | | | 60 | | | | 0342 | Friday and Saturday Only |
| IGO | Trent/Barton | Nottingham - QMC - Beeston - Chilwell - Long Eaton/Derby | 0001 | | | 30-60 | | 30 | 60 | 0325 | |
| IGO | Trent/Barton | Long Eaton/Derby - Chilwell - Beeston - QMC - Nottingham | 0016 | | | 30-60 | | 30 | 60 | 0350 | |
| Y36 | Yourbus | Nottingham - QMC - Beeston - Chilwell | 0108 | | | 30 | | 30 | | 0338 | Friday and Saturday Only |
| Y36 | Yourbus | Chilwell - Beeston - QMC - Nottingham | 0003 | | | 20 | | 20 | | 0023 | Friday and Saturday Only |
| Y5 | Yourbus | Derby - Long Eaton - Beeston - Nottingham | 0046 | | | 30 | | 30 | | 0216 | Friday and Saturday Only |
| Y5 | Yourbus | Nottingham - Beeston - Long Eaton - Derby | 0028 | | | 30 | | 30 | | 0258 | Friday and Saturday Only |

SCHEDULE 7 - MAINTENANCE OF FACILITIES

| FACILITY | REF | OPERATIONAL ACTIONS AND SOLUTIONS | RESPONSIBILITY |
|---|-----|---|---|
| Bus Shelters, Council Information Panels, Shelter cases and Seating | 1.1 | Inspections are conducted once a week and all infrastructure is cleaned once a fortnight throughout the year. | Transport and Travel Services, Nottinghamshire County Council |
| | 1.2 | Graffiti and fly posting are removed within 24 hours of notification. Offensive graffiti is removed within 4 hours of notification to the Council's contractor. | |
| | 1.3 | Routine repairs, including the replacement of lamps and fluorescent tubes are conducted within 5 working days following notification to the Council's contractor. Non routine repairs are conducted within 5 working days of notification. | |
| | 1.4 | Where damage has occurred that requires urgent attention due to a danger to traffic, pedestrians or property, the Council's contractor will respond within 5 working hours to make the site safe. Damaged glazing or panels will be replaced within 24 hours of notification. | |
| Bus Shelters provided by the Council | 1.5 | Bus shelters will be inspected once a week and cleaned once a fortnight throughout the year. Graffiti or flyposting will be removed within 24 hours of notification. Offensive graffiti will be removed within 4 working hours of notification. | Transport and Travel Services, Nottinghamshire County Council |

| | | | |
|--|------|--|---|
| Bus Stop Information Poles and Timetable Cases | 1.6 | All Bus Stop information poles within the Scheme Area will be inspected once a year and will be repainted if necessary. | Transport and Travel Services, Nottinghamshire County Council. |
| | 1.7 | Timetable cases will be inspected weekly and cleaned once a fortnight. Graffiti and fly posting will be removed within one working day of notification to the Council. Offensive graffiti will be removed within 4 working hours of notification to the Council. | |
| Bus Stop Plates | 1.8 | Bus stop plates will be cleaned at least 4 times a year and whenever a service needs to be added, removed or amended. | Transport and Travel Services, Nottinghamshire County Council. |
| Real -Time Electronic Displays | 1.9 | On street electronic real-time displays will be visually checked at least once a week and will be cleaned once a fortnight. | Transport and Travel Services, Nottinghamshire County Council. |
| | 1.10 | Routine repairs are conducted within 3 working days following notification to the Council. Non routine repairs are conducted within 5 working days of notification. | |
| | 1.11 | Where the display maintenance contractor cannot identify a fault, the display will be sent back to the manufacturer, and if available, a new display will be installed at the site. | |
| | 1.12 | Where damage has occurred that requires urgent attention due to a danger to traffic, pedestrians or property, the | |
| | | | Environment and Resources Department, Nottinghamshire |

| | | | |
|--|------|---|--------------------------------|
| | | Council will respond within 4 working hours for faults reported to and received between 0730 and 1800 hours on working days and by noon on the next working day for faults reported to and received between 1800 and 0730 hours on non-working days. | County Council |
| Electrical Supplies to Infrastructure. | 1.13 | If for any reason a fault lies with the electricity supply to any of the infrastructure, then the fault will be reported to the nominated electricity supplier. The responsibility in these circumstances is therefore out of the control of the Council however every effort will be made to resolve any issues. | Nominated Electricity Supplier |
| Bus Stand Clearways and Bus Stop Clearways | 1.14 | All Bus Stand Clearways and Bus Stop Clearways, markings and associated signing were renewed in advance of the Commencement Date unless otherwise stated in Schedule 1, and will be maintained for the duration of the Scheme. | Nominated Contractor |

SCHEDULE 8 - TRAFFIC REGULATION ORDERS

Access for Buses Only Restriction (Bus Gate)

Contained in the draft “The Nottinghamshire County Council (Beeston Public Transport Interchange) (Various Moving Traffic Restrictions and Prohibitions and Revocation of Prohibited Manoeuvre) Traffic Regulation Order 2012 (2144)”

| <u>Ref</u> | <u>Location and Description of Restriction</u> | <u>Times of Operation</u> |
|-------------------|---|----------------------------------|
| 1 | <u>Access to Beeston Public Transport Interchange</u> Styring Street | All Hours All Days |

Appendix X1

SCHEDULE OF BUS STAND CLEARWAYS

| Location Reference | Location of Bus Stand Clearway | Times of Operation | Maximum Duration of Parking | No return period |
|-------------------------|---|-----------------------|-----------------------------|------------------|
| Regent Street Bus Stand | Regent Street – Northbound (Current Temporary Stop) | All Hours All Days | 15 minutes | Not applicable |
| BPTI Bus Stand 1 | Junction of Styring Street and Chilwell Road – Northbound on exit of BPTI – Bus Stand 1 | All Hours All Days | 15 minutes | Not applicable |
| BPTI Bus Stand 2 | Junction of Styring Street and Chilwell Road – Northbound on exit of BPTI – Bus Stand 2 | All Hours All Days | 15 minutes | Not applicable |

SCHEDULE OF BUS STOP CLEARWAYS

| Location Reference (Bus Stop No.) | Location of Bus Stop Clearways | Times of Operation | Maximum Duration of Parking |
|-----------------------------------|--|------------------------|-----------------------------|
| BR0613 | BPTI Bay 1 | All days, All hours | 2 minutes |
| BR0614 | BPTI Bay 2 | All days, All hours | 2 minutes |
| BR0615 | BPTI Bay 3 | All days, All hours | 2 minutes |
| BR0616 | BPTI Bay 4 | All days, All hours | 2 minutes |
| BR0617 | BPTI Bay 5 | All days, All hours | 2 minutes |
| BR0618 | BPTI Bay 6 | All days, All hours | 2 minutes |
| BR0456 | Linden Grove/Station Road – Southbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0457 | Linden Grove/Station Road – Northbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0278 | Queens Road/Station Road – Northbound Stop | All days, All hours | 2 minutes |
| BR0279 | Queens Road/Station Road – Southbound Stop | All days, All hours | 2 minutes |
| BR0473 | Nether Street/Station Road – Southbound Stop | All days, All hours | 2 minutes |
| BR0254 | Jessamine Court – Eastbound Stop | All days, All hours | 2 minutes |

| | | | |
|--------|---|------------------------|-----------|
| BR0213 | City Road – Westbound | All days, All hours | 5 minutes |
| BR0241 | Resource Centre/Middle Street – Westbound Stop | All days, All hours | 2 minutes |
| BR0527 | Marlborough Road/High Road – Eastbound Stop | All days, All hours | 2 minutes |
| BR0523 | Humber Road – Southbound Stop | All days, All hours | 2 minutes |
| BR0526 | Humber Road/Broadgate – Eastbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0525 | Salthouse Lane/Broadgate – Eastbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0363 | Wilkinson Avenue/Wollaton Road – Southbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0331 | Wilkinson Avenue/Wollaton Road – Northbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0061 | The Poplars/Wollaton Road – Northbound Stop To be implemented by 30 th June 2015 | All days, All hours | 2 minutes |
| BR0521 | Church Street/Middle Street – Eastbound Stop | All days, All hours | 2 minutes |
| BR0522 | Church Street/Middle Street – Westbound Stop | All days, All hours | 2 minutes |
| BR0095 | Collin Street/Chilwell Road – Westbound Stop | All days, All hours | 2 minutes |
| BR0096 | Ellis Grove/Chilwell Road – Eastbound Stop | All days, All hours | 2 minutes |
| BR0097 | Wilmot Lane/Chilwell Road – Westbound Stop | All days, All hours | 2 minutes |
| BR0080 | Central College/High Road – Westbound Stop | All days, All hours | 2 minutes |
| BR0081 | Central College/ High Road – Eastbound Stop | All days, All hours | 2 minutes |

SCHEDULE OF BUS STOPS WHICH ARE NOT BUS STOP CLEARWAYS OR BUS STAND CLEARWAYS

| Location Reference | Location of Bus Stop | Comments |
|--------------------|---|--|
| BR0524 | Salthouse Lane/Broadgate – Westbound Stop | No requirement for clearway as there are crossing hatchings and double yellow lines at the stop. |

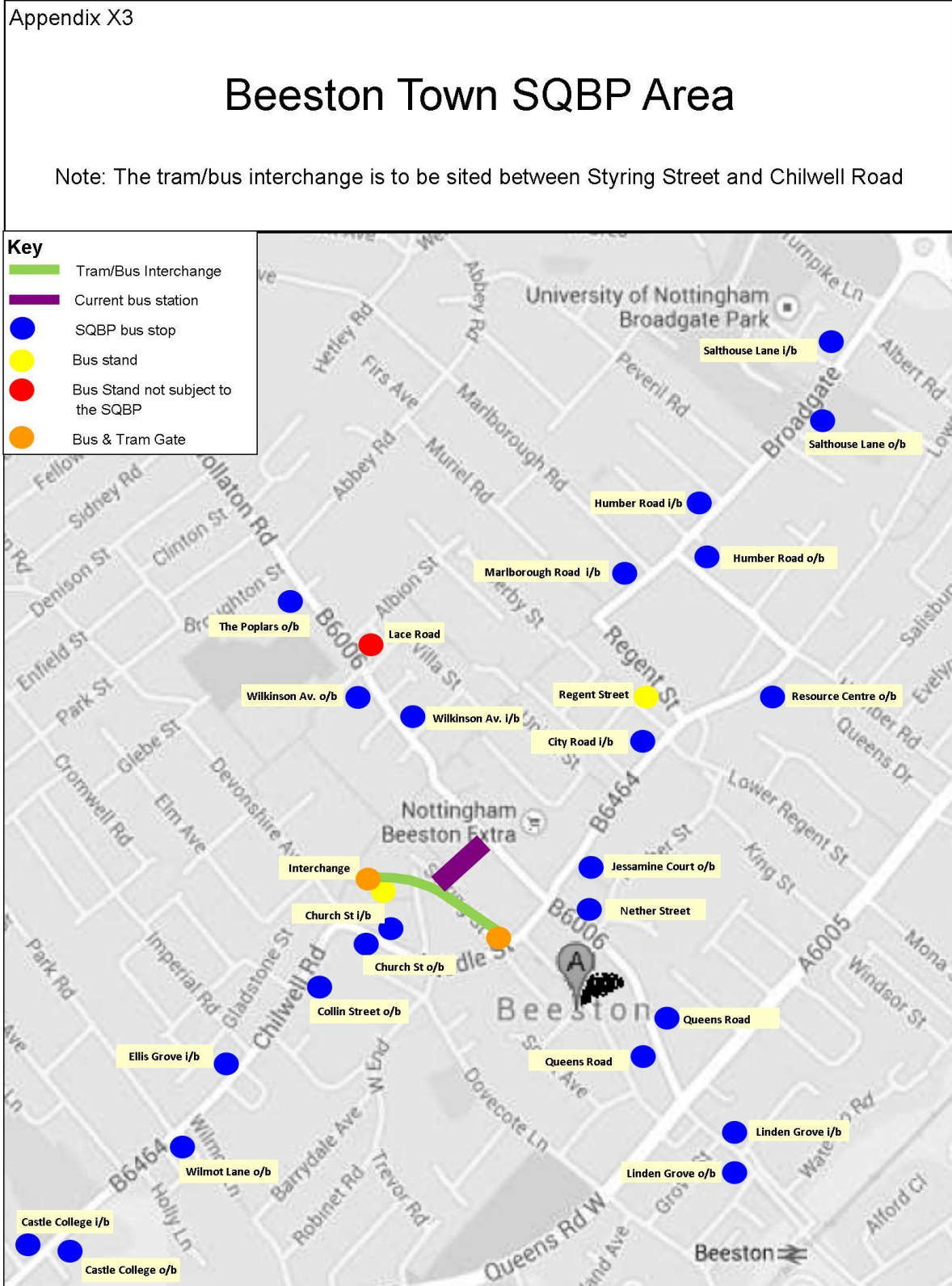
Appendix X2

DESCRIPTION OF SCHEME AREA

1. The area at Beeston in the Borough of Broxtowe bounded by and including the following lengths of road:-
 - a: Broadgate
Between its junctions with Albert Road and High Road/Humber Road
 - b: Humber Road
Between its junctions with Broadgate/High Road and Middle Street
 - c: High Road
Between its junctions with Regent Street and Broadgate
 - d: Wollaton Road
Between its junctions with The Poplars and Station Road
 - e: Station Road
Between its junctions with Wollaton Road and Meadow Road
 - f: Middle Street
Between its junctions with Chilwell Road and Station Street and Humber Road
 - g: Chilwell Road
Between its junctions with Foster Avenue and Ellis Grove/High Road
 - h: High Road
Between its junctions with Ellis Grove/Chilwell Road and Bridge Avenue

2. The following lengths of road at Beeston in the Borough of Broxtowe:
 - a: Regent Street
Between its junctions with Middle Street and High Road
 - b: Styring Street
Between its junctions with Middle Street and Chilwell Road

Appendix X3 BEESTON TOWN CENTRE PROPOSED STATUTORY QUALITY PARTNERSHIP SCHEME AREA



Appendix X4 SLOT BOOKING SYSTEM FOR BEESTON PUBLIC TRANSPORT INTERCHANGE

DEFINITION OF THE SLOT BOOKING SYSTEM FOR BUS BAYS IN BEESTON PUBLIC TRANSPORT INTERCHANGE

1. DEFINITIONS & INTERPRETATION

These provisions relate to Regulated Bus Bays and Regulated Bus Stands within the BPTI area, as covered by the Scheme. For the purposes of this note the following words shall have the following meanings:-

- a) "Council" means Nottinghamshire County Council;
- b) "Regulated Bus Bay" means any Bus Bay within the BPTI specified as a Regulated Bus Stop in Schedule 1 at which the number of Departures in each 30-minute operating period is limited, that is marked by a Bus Stop flag sign and listed in Schedule 1;
- c) "Bus Stop Clearway" (Regulated or Non-Regulated) means a Bus Stop intended for use by services operating through the Bus Stop rather than terminating at it;
- d) "Regulated Bus Stand" means any Bus Stand within the BPTI area specified as a Bus Stand in Schedule 1 at which the number of Departures in each 30-minute period is limited and is marked by a Bus Stand flag sign;
- e) "Service" means a service provided along a single route by one Bus Operator and denoted by a single service number or service name. This will include any minor variations of the same service as denoted by a prefix or suffix attached to the basic service number or service name;
- f) "Departure" means a scheduled in-service departure from a Regulated Bus Bay;
- g) "Departure Slot" means an allotted period of time in which a Bus Operator can occupy a Regulated Bus Bay in order to take up a scheduled departure, as more specifically set out in paragraphs 3 and 4;
- h) "Operating Pattern" means the pattern of Departure Slots available from a Regulated Bus Bay;
- i) "Operating period" means a 30-minute operating period into which the operating day is divided;
- j) "Stop Group" means a group of Regulated Bus Bays along the same side of the BPTI;
- k) "Stop Code" means the code applied to each Regulated Bus Bay in the BPTI;

- l) “Duplicate Service” means a Service operated by a Bus Operator that runs an identical route to another Service of the same Operator concurrently to help reduce delays on that route.

2. GENERAL PRINCIPLES

- 2.1 There will be 2 basic types of stop within the BPTI area:
 - a) Regulated Bus Bays for through services, where Bus Operators must not layover for longer than 2 minutes; and
 - b) Regulated Bus Stands for layover of terminated services which have to wait for their allotted time on a Regulated Bus Bay within the BPTI.

2.2 All departures on the same Service, provided by the same Bus Operator, must use the Regulated Bus Bay allocated by the Council for all departures. Where possible the Council will allocate a single Regulated Bus Bay for each Bus Operator for all of their services, and where this is not possible, the Council will seek alternative options as stated in section 5 of this Appendix.

- 2.3 Bus Operators will not use the BPTI for crew and/or equipment changeover.

3. DEFINITION OF A DEPARTURE SLOT AT A REGULATED BUS BAY

3.1 At Regulated Bus Bays there will be no specifically defined start and end time for a Departure Slot but the number of Departures in any 30-minute operating period shall be kept at or below a maximum of 10 Departures.

3.2 Bus Operators should recognise it as in their operational interest to distribute Departures evenly with Buses leaving the Regulated Bus Bay at no less than a 3-minute scheduled interval.

3.3 Bus Operators will be responsible for managing clashes on the Regulated Bus Bay where a Duplicate Service is being run. The use of adjacent Regulated Bus Bays will not be available for Duplicate Services which must run from the same Regulated Bus Bay as the Service they are duplicating.

4. DEFINITION OF A DEPARTURE SLOT AT A REGULATED BUS STAND

4.1 Each Regulated Bus Stand has a maximum of 6 Departure Slots available in any 30-minute operating period.

4.2 Departure Slots will only be allocated in accordance with paragraph 6 for any Service where that Service has one Departure or more in any 60-minute double operating period.

4.3 Buses may leave the Regulated Bus Stand at any time within its booked Departure Slot, provided that the waiting time at the Regulated Bus Stand prior to that Departure does not overlap into a preceding booked Departure Slot (where it is booked by another service)

4.4 Table 1 specifies the Departure Slots available for booking this operating pattern, being 6 5 minute Departure Slots in each 30-minute operating period.

4.5 If the preceding Departure Slot is booked then a Bus may only wait on the Regulated Bus Stand for the 5 minute period within its Departure Slot.

4.6 If the preceding Departure Slots are not booked then subject to paragraph 4.7 a Bus may be scheduled to wait on the Regulated Bus Stand for up to 15 minutes prior to its departure time.

4.7 If further Departures are booked onto the Regulated Bus Stand then any Departure that is scheduled to wait on the Regulated Bus Stand for 10 or 15 minutes in accordance with paragraph 4.6 will be required to reduce its waiting time so that it does not overlap with the preceding Departure Slot which has been booked.

4.8 Engines should be switched off (within reason) where waiting time exceeds 2 minutes.

4.9 Vehicles should not be left unattended without a driver at any time.

5. ALTERNATIVES

5.1 It may not always be possible to accommodate a new service at the Bus Operator's preferred Regulated Bus Bay and other stopping points may need to be considered in such a situation.

5.2 Regulated Bus Bays may be available for new services to use (within the stated departure criteria that apply there).

6. REGISTRATION WITH TRAFFIC COMMISSIONER AND MAKING A SLOT BOOKING WITH NOTTINGHAMSHIRE COUNTY COUNCIL

6.1 Bus Operators are required to register changes to Bus services with the Traffic Commissioner with 56 days' notice. The Bus Operator shall inform the Council of the proposed service changes a minimum of 10 working days in advance of submitting such application to the Traffic Commissioner. All notifications should be sent to the Council and addressed to TBH - Transport & Travel Services, Nottinghamshire County Council, County Hall, Loughborough Road, West Bridgford, Nottingham NG2 7QP.

6.2 Where a Bus Operator provides a service under the frequent service provisions (where registration of changes is not required by the Traffic Commissioner) then the Bus Operator shall inform the Council of the proposed changes within the same timescales as those set out in paragraph 6.1.

6.3 For any service that will use Regulated Bus Bays and/or Regulated Bus Stands within the BPTI area, Bus Operators shall state which Regulated Bus Bays and/or Regulated Bus Stands they wish to use by quoting the relevant Stop Code.

6.4 In order to arrange a Departure Slot the Bus Operator shall provide the Council with details of the proposed service number, proposed route and provisional Stop Codes prior to registration with the Traffic Commissioner. This approach to the Council shall be at least 10 working days in advance of registration with the Traffic Commissioner.

6.5 The Council will consider each proposal and allocate services to specific Departure Slots at Regulated Bus Bays and/or Regulated Bus Stands either at the Bus Operator's preferred Regulated Bus Bay and/or Regulated Bus Stand or at an alternative Regulated Bus Bay or Regulated Bus Stand in the vicinity if the preferred Regulated Bus Bay or Regulated Bus Stand is not available.

6.6 For Regulated Bus Bays and Regulated Bus Stands, the Council will ensure that each new Service will not exceed the departure limit of that Regulated Bus Bay or Regulated Bus Stand.

6.7 Where an incumbent Service is present at a Regulated Bus Bay it will take precedence over a new Service that is seeking to take up a slot at that Regulated Bus Bay.

6.8 To determine, for the purposes of paragraph 6.7, incumbency at a Regulated Bus Bay, Services will be ranked in terms of the first date of registration for that service with the Traffic Commissioner at its current headway (with earlier registrations taking priority over more recent registrations).

6.9 If a Service is to introduce more Departures from a Regulated Bus Bay then it can do this until all available slots on that Regulated Bus Bay are taken. Once no vacant slots remain, it is up to the Bus Operator of the Service that is being increased to either: - (a) request that they be relocated to an alternative Regulated Bus Bay where the required slots are available for use; or (b) with the agreement of another Bus Operator using the Regulated Bus Bay, relocate that Service to an alternative Regulated Bus Bay.

6.10 Where prior to the commencement of the Scheme two or more services have registered the same scheduled Departure Slot from a Regulated Bus Bay within the BPTI, all Bus Operators other than the first Bus Operator to have registered their service at such Regulated Bus Bay with such departure time shall, as soon as reasonably practicable, re-register their service either with an alternative Departure time or at an alternative Regulated Bus Bay in accordance with paragraph 6.5.

6.11 Regulated Bus Bay and Regulated Bus Stand allocations will be determined by the Council, with the priority being to allocate Regulated Bus Bays and Regulated Bus Stands to promote the most efficient operation of the BPTI and minimize Regulated Bus Bay and Regulated Bus Stand conflict. The Council's decision regarding Regulated Bus Bay and Regulated Bus Stand allocations will be final and there will be no opportunity for redress.

TABLE 1 DEPARTURE SLOTS AVAILABLE FROM A REGULATED BUS STAND FOR EACH OPERATING PATTERN (minutes past each hour)

| 5-minute Departure Slots | |
|---------------------------------|--------------|
| 01-05 | 31-35 |
| 06-10 | 36-40 |
| 11-15 | 41-45 |
| 16-20 | 46-50 |
| 21-25 | 51-55 |
| 26-30 | 56-00 |