

AGENDA MANAGEMENT SHEET

Name of Committee Nuneaton and Bedworth Area Committee

Date of Committee 15th June 2005

Report Title Bedworth to Keresley Quality Bus Corridor

Summary This report seeks detailed approval for the proposed Quality Bus Corridor in the Bedworth and Keresley area. The original report was deferred at the January 2005 meeting pending a Member site visit which has now been carried out.

For further information please contact Gil Vucetic
Project Engineer
Tel. 01926 412250
gilvucetic@warwickshire.gov.uk,

Would the recommended decision be contrary to the Budget and Policy Framework? ~~Yes~~/No

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees Nuneaton and Bedworth Area Committee
26th January 2005.

Local Member(s)
(With brief comments, if appropriate) Councillor B Longden
Councillor R Chattaway
Councillor F McCarney
Councillor J Haynes

Other Elected Members

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member) Councillor M Heatley – for information

Chief Executive

Legal J Norris – agreed

Finance

- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES/NO** (*If 'No' complete Suggested Next Steps*)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

**Nuneaton and Bedworth Area Committee
15th June 2005**

Bedworth to Keresley Quality Bus Corridor

**Report of the Director of Planning, Transport and
Economic Strategy**

Recommendation

That the detailed scheme proposals for the Bedworth to Keresley Quality Bus Corridor scheme be approved.

1. Introduction

- 1.1 A report was presented to the 26th January 2005 meeting seeking approval for upgrading the bus stops on the Bedworth to Keresley Quality Bus Corridor. However, a number of adverse comments were received during the scheme consultations concerning some of the bus stops. The Chair also reported that an objection had been received concerning the bus stop in front of 176 Newtown Road. At the meeting it was resolved that approval be deferred pending a site visit by Members.
- 1.2 The site visit took place on the 14th March 2005 and Members comments have been incorporated in this report.

2. Background

- 2.1 A Quality Bus Corridor (QBC) is a systematic upgrading of the bus stops, vehicles and passenger information along a bus route. A standard QBC Bus Stop comprises raised 'Kassel' kerbs which allow level entry access onto 'Kneeling' buses, distinctive block paving and tactile paving to alert visually impaired people of the increased kerb height. Some of the stops have a high quality Bus Shelter including nameplate, bus information point and in the future Real Time Information where possible. The Bus Route is shown on plan No. H/9-7-3-8/ Bus Route Plan attached as **Appendix B**.
- 2.2 A part of Bus Route 50/51 from Bedworth to Keresley is to be upgraded as a Quality Bus Corridor from Bedworth town centre to the bus interchange point in Prologis Park. Warwickshire County Council has, in partnership with Stagecoach, developed proposals for improvements to the bus stops and shelters. It will enhance all aspects of bus travel for people without cars and

provide a real alternative for people with cars, reducing congestion and improving the quality of life for everyone.

- 2.3 Detailed scheme plans showing individual bus stops will be available for inspection at the Area Committee Meeting. Scheme plans are numbered H/9-7-3-8/014 to 050 and H/9-7-3-8/064 to 075. All plans are revision C except plans 18 and 19 which are revision D. However, a number of these plans, where there have been adverse comments, have been included in **Appendix C**.

3. Scheme Options

- 3.1 During the route development, consultations have taken place with the bus operators, the bus users and the residents living by the bus stop locations. The final proposals for the route are a direct result of these consultations.

4. Public Consultation

- 4.1 The Bedworth to Keresley QBC comprises fifty-five bus stops. Forty-one stops are on Route 51 and fourteen stops are on Route 57. There are seven existing J C Decaux shelters, which will stay, and three proposed shelters. Due to physical factors and local resistance, there are no proposals to install shelters at the remaining 45 bus stops. Public consultations have been carried out on the proposed improvements. There have been 58 responses relating to 28 stops. Full details of the comments received can be found in **Appendix A**.
- 4.2 Following the site visit by Members in March, it was agreed to retain the existing flags on street lighting columns on the majority of stops. A new flag pole is to be erected only in locations where the bus stops have been moved some distance and there is not a suitably located lamp column.
- 4.3 Prior to construction, consultations will take place with the Bedworth Disability Group, which will discuss the layout of individual bus stops.

5. Environmental Implications

- 5.1 A more efficient bus system, which helps reduce private car use, will have positive benefits for air pollution and the environment.

6. Funding

- 6.1 Bedworth to Keresley QBC is partly funded from developer contributions and partly from the Local Transport Plan. The current estimate for the Bedworth to Keresley QBC stands at £320,000.

7. Summary and Conclusions

- 7.1 Following comments received as part of the Public Consultation exercise, a number of bus stops have been revised taking into consideration comments received, see **Appendix A**.

- 7.2 It is recommended that the Area Committee approves the detailed proposals for the Bedworth to Keresley Quality Bus Corridor. Cabinet has already approved the scheme in principle and approved the necessary funding for implementation of the scheme.

JOHN DEEGAN
Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

26th May 2005

**Nuneaton and Bedworth Area Committee
15th June 2005**

Bedworth to Keresley Quality Bus Corridor

PUBLIC CONSULTATIONS SUMMARY

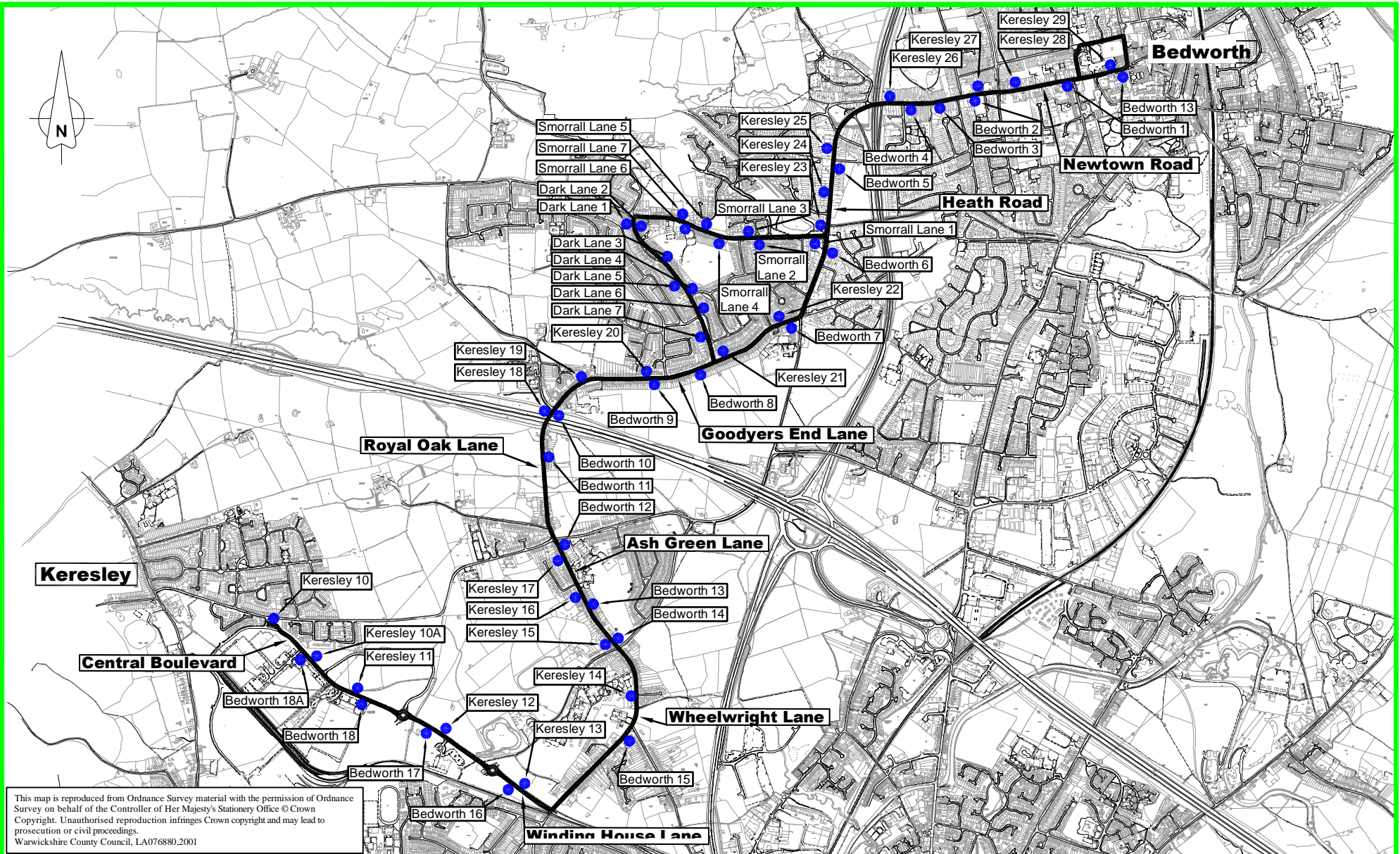
Bus Stop Location	No. of responses		Comments	Responses
	against	for		
Bedworth (Bed)13				
Keresley (Ker) 29				
Bed 1				
Ker 28	1		"request to move the proposed stop pole obstructing parking at the back of footway."	Proposed stop pole moved.
Ker 27	3		Car access essential. Loss of parking spaces. "Already crowded parking area". Objections to Bus shelter.	Bus stop adjusted to improve access to parking spaces. No bus shelter at this stop.
Bed 2				
Bed 3 (Plan 1 Appendix c)	3		"drawing does not show the proposed height of the kerbs across my drive and parking space," new bus stop. Severely affects our ability to park on our driveway and on the off the road parking area outside our home; bollards in front of our driveway will severely impede our ability to park our car; as our children get older, or we need a second car, we would have no opportunity to park a further car outside likewise if we have visitors; Will we also be compensated for the devaluation of the property?"	Boarding platform width reduced and bollards omitted to improve access to parking outside the properties.
Bed 4	3		"I wish to advise you cannot have bollards in front of our drive would obstruct access to our property." "Will not be putting Bus shelter outside our property", "would cause a 'knock on' effect with regard to parking." Objections to Bus shelter and bollards.	Boarding platform width reduced and bollards omitted to improve access to parking outside the properties. No bus shelter at this stop.
Ker 26				

Ker 25	1		"support improvements if the location of the bus stop remains the same as at present and past 23 years."	Bus stop moved back to the existing location.
Bed 5				
Ker 24 (Plan 2 Appendix c)	7		"extremely busy road brow of a hill potential accident hotspot. access to and from properties existing bus stops nearby, tactile paving surface dressing environmental eyesore." (28 signatures Petition). Objections to bus shelter.	Stagecoach consulted regarding received request to remove the bus stop. Stagecoach could not agree to its removal. No bus shelter at this stop.
Ker 23				
Bed 6	4		"problems gaining access to and from drives." "bus stop sited on the Bedworth side of Sorrel Lane would serve both services outside anyone's property." "move outside proposed cemetery". Objections to bus shelter.	Bus stop adjusted to improve access to parking spaces. No bus shelter at this stop.
Bed 7				
Ker 22	1		"bus drivers park in bus stop stopping us getting on/off our drive, please explain in layman's terms what you are going to do."	Bus stop adjusted to avoid obstructing adjacent driveways.
Ker 21 (Plan 3 Appendix c)	2		"move bus stop get in/out of driveway more safely." "will inhibit entrance to both properties."	Bus stop moved to avoid obstructing adjacent driveway.
Bed 8 (Plan 4 Appendix c)	1		"post (stop pole) the planned new position is directly in front of our window not desirable. Moving the post further towards the road, the bus stop and the people waiting at it will be an increased hazard. When pulling out of our drive onto the busy road difficult to see traffic to the right."	Final adjustment to optimum stop pole position carried out on site.
Bed 9 (Plan 5 Appendix c)	2		"yet again the surface dressing limiting access and restricting parking to occupants and guests, bought our house to make sure we could park outside our house, saleable value aesthetic appearance seeking advice, why move the bus stop, surface dressing to stop no further than the yellow fire hydrant," "family and friends unable to park outside. Invasion of privacy and devaluation of my property putting in claims for compensation and withholding my council tax payments."	Bus stop adjusted as much as physical constraints allow.
Ker 20	1	1	"inevitable increase in parking problems." consider plans to be of benefit to the area."	Boarding platform width reduced.

Ker 19	1	"existing dropped kerb access to driveway, distance between dropped in front of 282 to dropped in front of 284 just over 5m. Request to amend paved area to 4m. New stop pole would obstruct wheelchairs double pushchairs."	Boarding platform reduced to 4m. Stop pole moved to the back of pavement.
Bed 10			
Ker 18			
Bed 11			
Bed 12 (Plan 6 Appendix c)	2	"people park on the bus stop to shop difficult to access buses suggest moving the stop away from the junction," bus stop outside my property."	Bus stop position confirmed as the best option.
Ker 17			
Ker 16			
Bed 13	3	"Footpath far too narrow." Stop "very little used". Bus shelter would obstruct disabled driver's view when reversing out of driveway. Shelter "would attract the job element "(32 signatures Petition)	Footpath width confirmed as suitable. No bus shelter at this stop.
Ker 15	2	"Far too near the corner." Ash Green Lane residents forced to park cars in Blackberry Lane causing problems for Blackberry Lane residents.	Proposed bus stop in the same location as the existing.
Bed 14	1	Double yellow lines in Ash Green Lane/Blackberry Lane would be welcome to the residents of Blackberry Lane to avoid obstruction and congestion at this crossroads.	Residents referred to the Traffic Group.
Ker 14			
Bed 15	2	"Traffic congestion, school runs. Bus stop will restrict access." Difficult to enter/exit gates at "Chana Car Centre." Move the stop to No 254 to enable customers to park outside garage.	Bus stop location confirmed as the best option for residents.
Ker 13			
Bed 16			
Bed 12			
Bed 17			
Bed 18			
Ker 11			
Ker 10a			
Bed 18a			
Ker 10			
Smorrall Lane (Smo) 1	1	"Why improvements at this location, what percentage of private to public funding, narrow pavement a queue waiting obstruction to wheelchair users prams other footpath users bus shelter absurd."	Footpath width confirmed as suitable. No bus shelter at this stop.
Smo 2			
Smo 3			


Smo 4	2	"bus stop will leave access to my property very awkward prevent family or visitors from parking near my home reduce the value of my property Council prepared to compensate? Bus stop on a bend already proven to be a danger to road users who attempt to overtake the bus when it does stop. Residents of the new housing estate have requested the bus stop Council should look to locate it on their estate. Vandals will congregate causing me much stress you constructing bus stop outside my home I strongly oppose it." "1. sighted on a bend 2. six bus stops in 348 m 3. Have more litter than most (see chip shop position) 4. Width of road and congestion (increased with the new estate). 5. exit from new estate less than 50m from this stop.	Proposed bus stop in the same location as the existing.
Smo 5			
Smo 6			
Smo 7	1	".no driveway or garage with property bus stop would be severely restrictive no alternative secure parking close to property."	Bus stop moved to avoid obstructing access to secure parking.
Dark Lane (Dar) 1	2	Former resident of Dark Lane concern about "a bus shelter here." attracting" gangs of youths." "Does not agree with stop location, very narrow road."	Bus stop moved to avoid obstructing access to frontages. No bus shelter at this stop.
Dar 2	2	"shelter, bus stop in front of door blocking off access to property and garage and front door." The noise and disruptive behaviour even closer to property. Loss of parking outside property. Inconveniencing many to benefit a few.	Bus stop moved to avoid obstructing access to property and garage. No bus shelter at this stop.
Dar 3 (Plan 7 Appendix c)	4	"parking restrictions for people who will have to park on grass verge in front of my house. Something should be done to stop vehicles using the path and parking on the grass." "I object to proposals to revise the bus stop in front of my property. I have looked into having a driveway on the front of my property (maisonettes), only parking place I have is outside my property", "major concern I have no stopping sign and alterations to bus stop layout prevent 3 residents parking outside lots of maisonettes along Dark Lane struggle to park 4 bus stops along Dark Lane more than enough." "parking outside our residencies is at a premium after 5pm and a 15m no parking zone will cause further problems the simple answer also cost effective is to remove the said bus stop altogether."	Proposed bus stop in the same location as the existing.

Dar 4	1	"We are a 2 car family new bus location and road markings will restrict our parking facility move the stop into the lay-by outside the shops where it would not affect any residents.	Proposed bus stop in the same location as the existing.
Dar 5 (Plan 8 Appendix c)	2	"I am registered disabled, I need access on and off my drive and on street parking for my visitors. My doctor is a frequent visitor as is my family difficult to fetch shopping and washing. If they have to park up the road" strongest objection. Bus sited 5m in front of my home constant vandalism and damage to my wood fence probably by school pupils. Numerous letters to various councils calling for its removal to no avail busy T junction opposite public house should be moving it further along the lane for safety reasons and more damage to my fencing. My wife and I are recovering from illness unable to unload shopping outside, face doing so some 20m from our main entrance. We have endured enough."	Proposed bus stop in the same location as the existing.
Dar 6	1	"1. Already two bus services no further need for a bus route let alone a bus stop in the road; 2. Road junction a staggered cross road immediately where the proposed stop is placed matter for some considerable concern to the south of this proposal far better suited; 3. All residents of Dark Lane have cars further service would not serve the residents. 4. Traffic using this road is of volume that would be the cause of further congestion and annoyance to residents.	No new bus service proposed. Proposed bus stop moved onto the green away from congested on road parking outside properties.
Dar 7	1	"no stopping outside bungalow and dropped kerb. Disabled husband has Ambulance Service twice a week, support from Social Services care park outside most days of the week."	Proposed bus stop in the same location as the existing. Boarding platform adjusted to avoid obstructing access to properties.



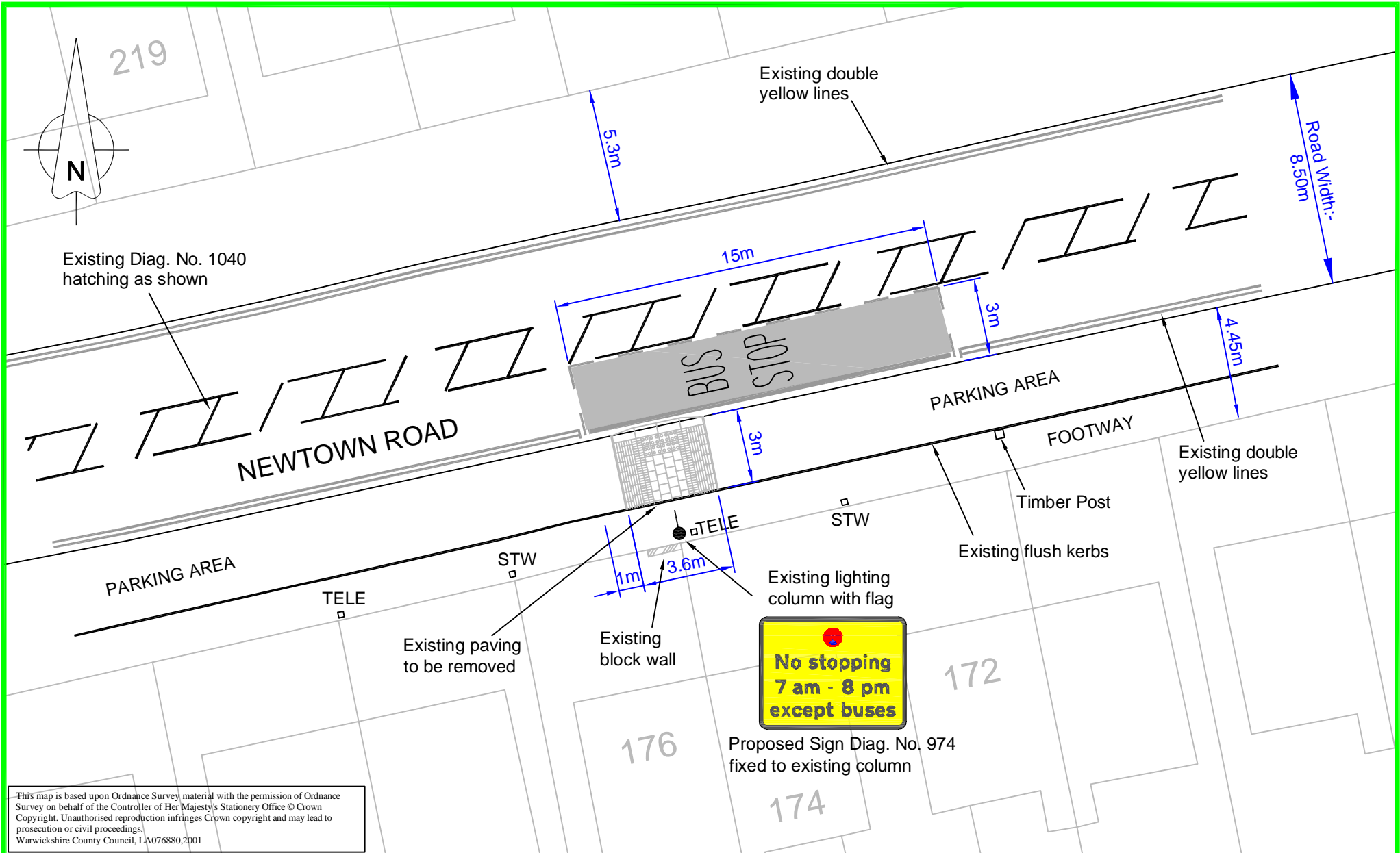
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Nuneaton & Bedworth Area Committee: 15 June 2005		Plan No.: Bus Route		
Subject: Bedworth to Keresley Quality Bus Corridor Appendix B		 John Deegan B.A., M.Sc., Dip.T.P. M.C.I.T., M.R.T.P.I. Director of Planning, Transport and Economic Strategy Shire Hall, Warwick, CV34 4SX		



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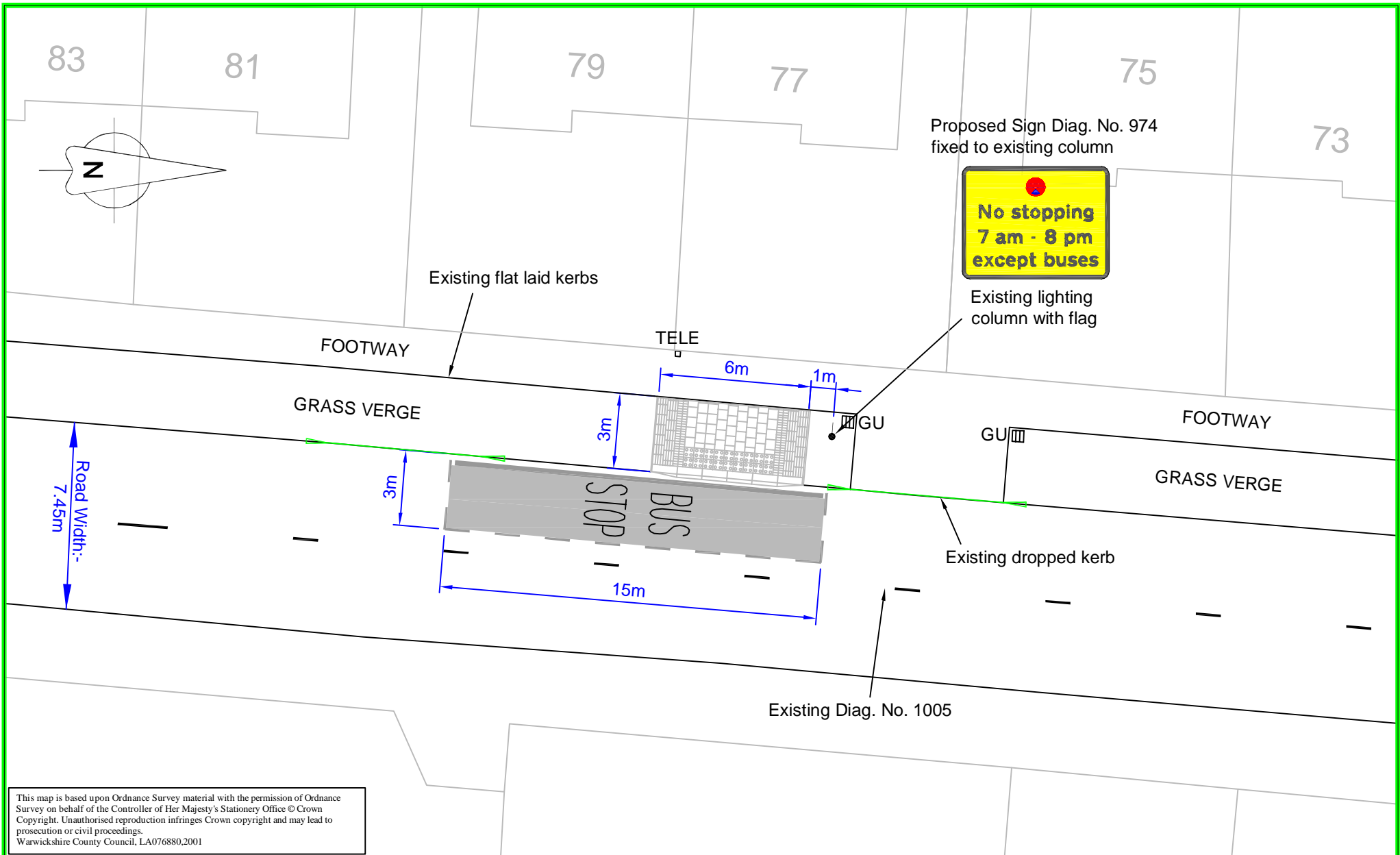
Nuneaton & Bedworth Area Committee: 15 June 2005 Plan No.: 1 (Bedworth 3)

Subject: Bedworth to Keresley Quality Bus Corridor Appendix C

John Deegan B.A., M.Sc., Dip.T.P. M.C.I.T., M.R.T.P.I.
Director of Planning, Transport and Economic Strategy
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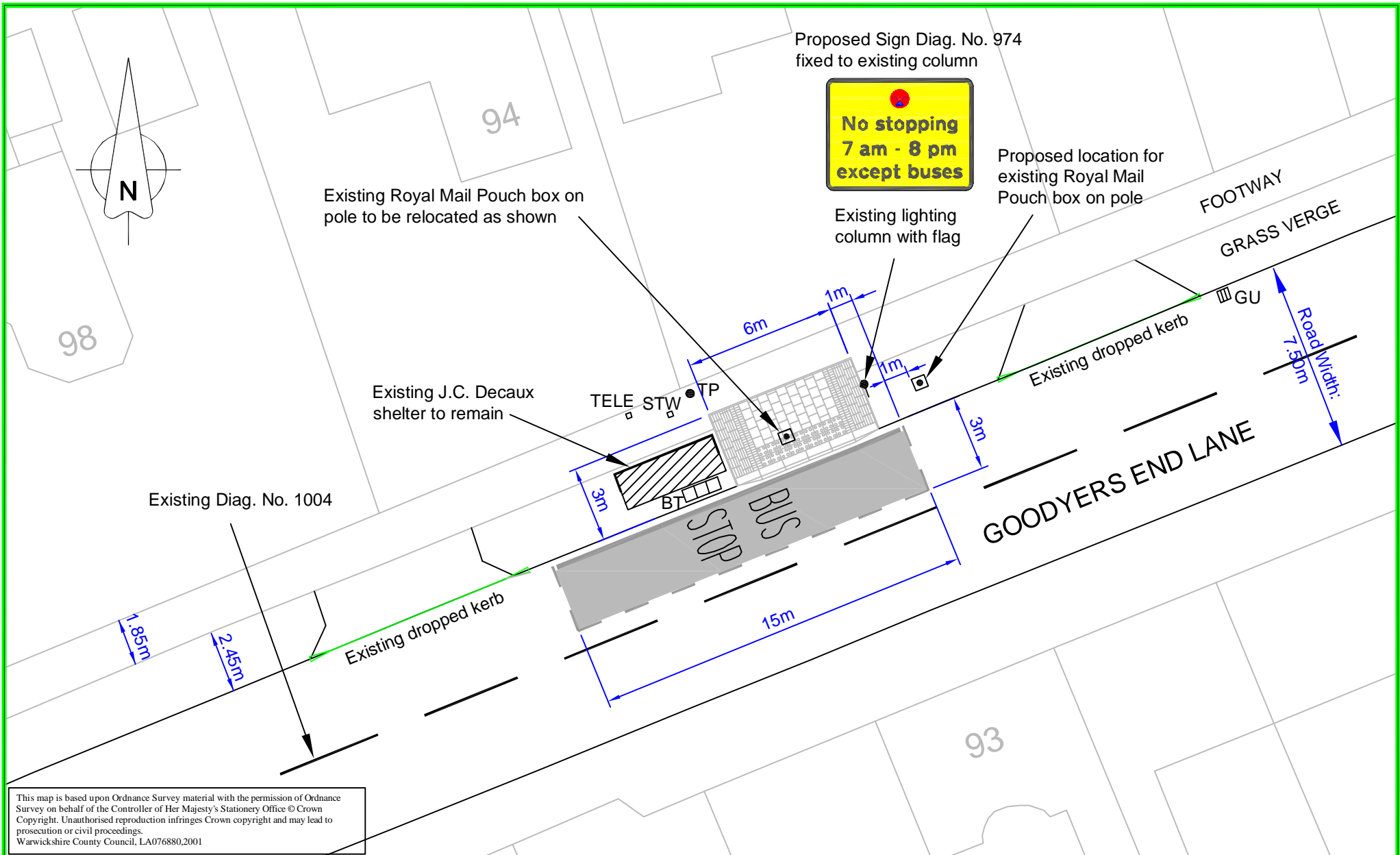
Nuneaton & Bedworth Area Committee: 15 June 2005	Plan No.: 2 (Keresley 24)	 John Deegan B.A., M.Sc., Dip.T.P. M.C.I.T., M.R.T.P.I. Director of Planning, Transport and Economic Strategy Shire Hall, Warwick, CV34 4SX
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Subject: Bedworth to Keresley Quality Bus Corridor Appendix C

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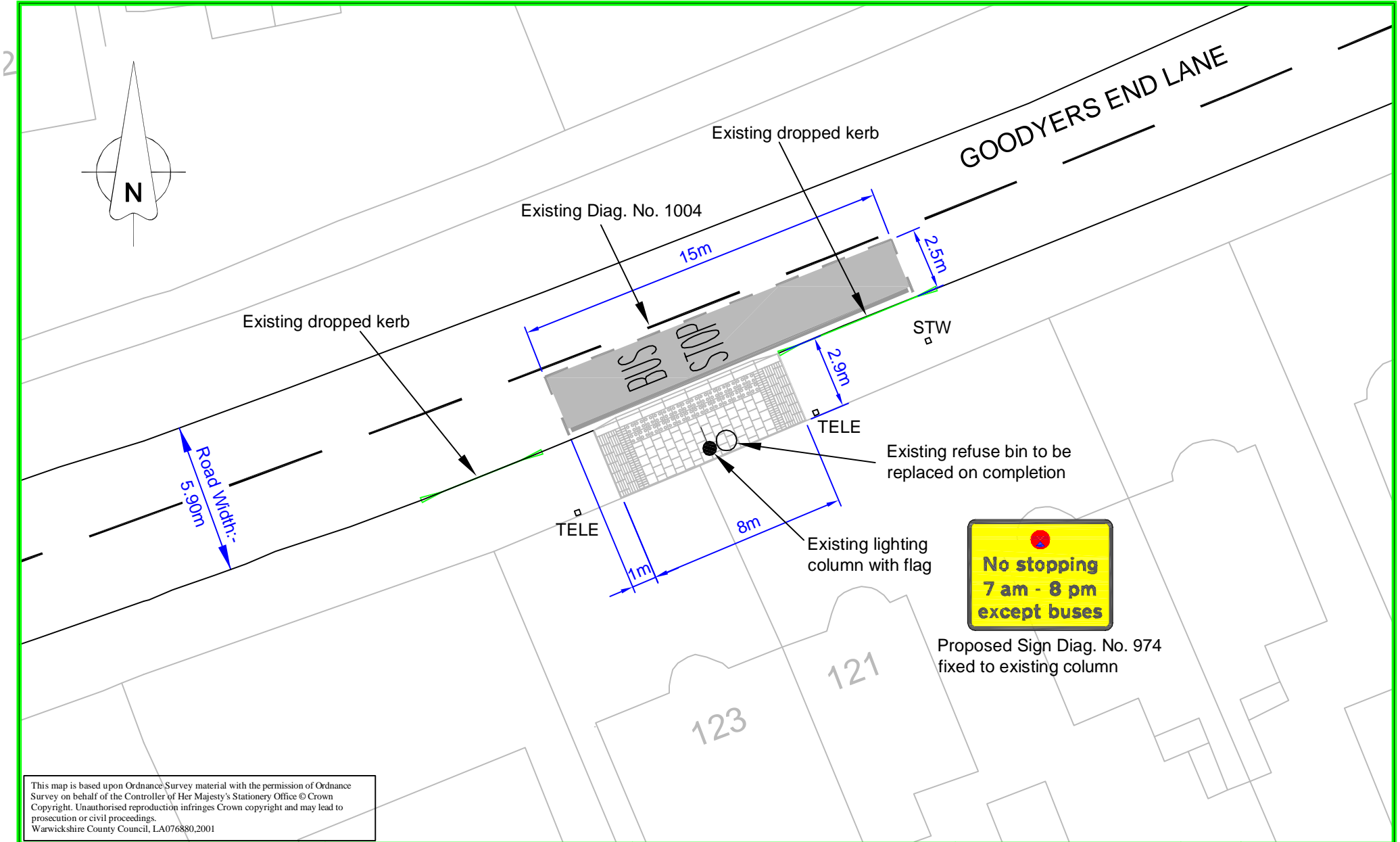
Nuneaton & Bedworth Area Committee: 15 June 2005 Plan No.: 3 (Keresley 21)

Subject: **Bedworth to Keresley Quality Bus Corridor Appendix C** John Deegan B.A., M.Sc., Dip.T.P. M.C.I.T., M.R.T.P.I. Director of Planning, Transport and Economic Strategy Shire Hall, Warwick, CV34 4SX



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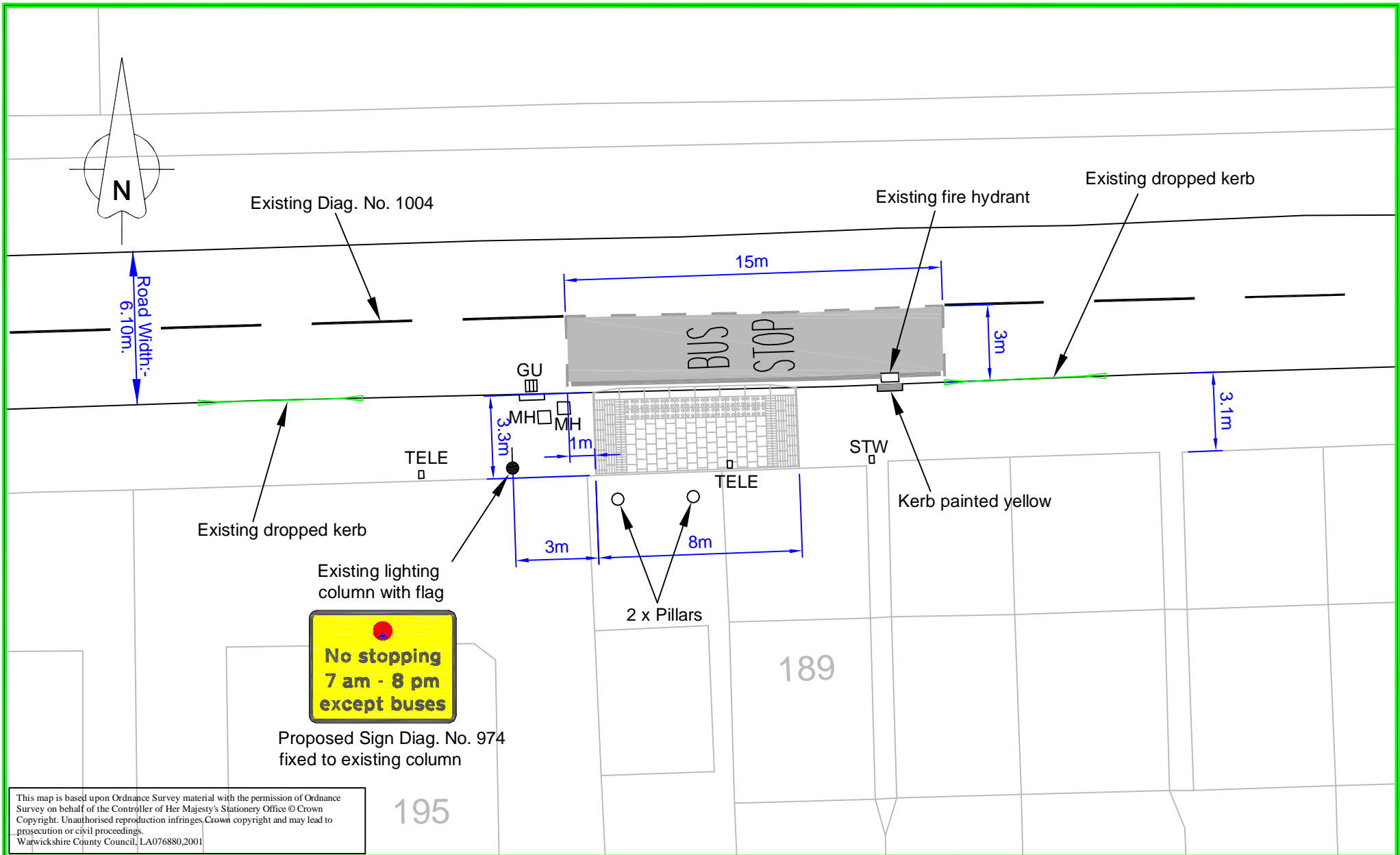
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Nuneaton & Bedworth Area Committee: 15 June 2005	Plan No.: 4 (Bedworth 8)	Warwickshire County Council John Deegan B.A., M.Sc., Dip.T.P. M.C.I.T., M.R.T.P.I. Director of Planning, Transport and Economic Strategy Shire Hall, Warwick, CV34 4SX
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Subject: Bedworth to Keresley Quality Bus Corridor Appendix C

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Nuneaton & Bedworth Area Committee: 15 June 2005

Subject: Bedworth to Keresley Quality Bus Corridor Appendix C

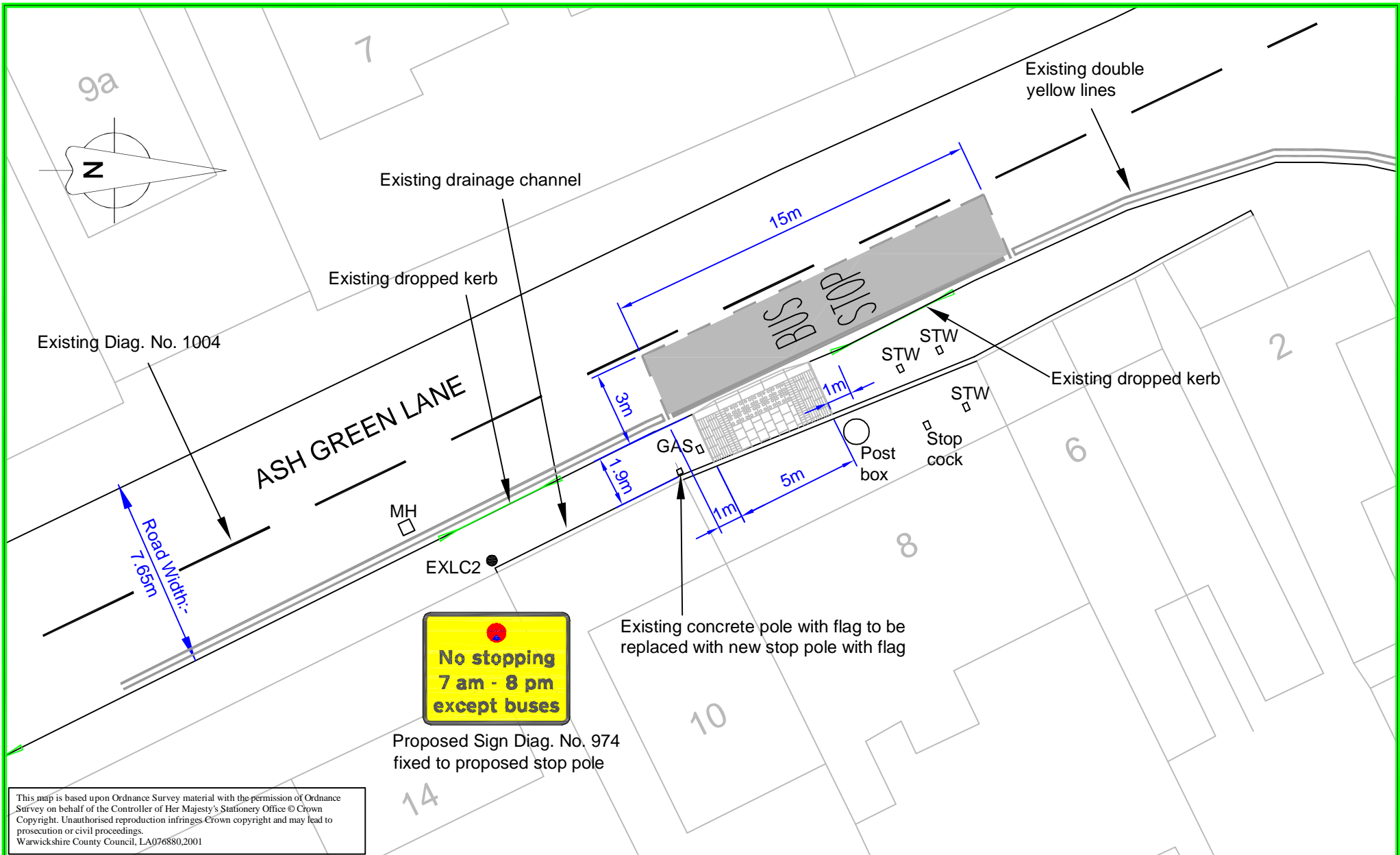
Plan No.: 5 (Bedworth 9)

John Deegan B.A., M.Sc., Dip.T.P., M.C.I.T., M.R.T.P.I.
Director of Planning, Transport and Economic Strategy
Shire Hall, Warwick, CV34 4SX

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Nuneaton & Bedworth Area Committee: 15 June 2005

Subject: Bedworth to Keresley Quality Bus Corridor Appendix C

Plan No.: 6 (Bedworth 12)

Warwickshire County Council
John Deegan B.A., M.Sc., Dip.T.P.
M.C.I.T., M.R.T.P.I.
Director of Planning, Transport and Economic Strategy
Shire Hall, Warwick, CV34 4SX

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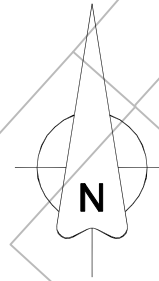
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Proposed Sign Diag. No. 974
fixed to existing column



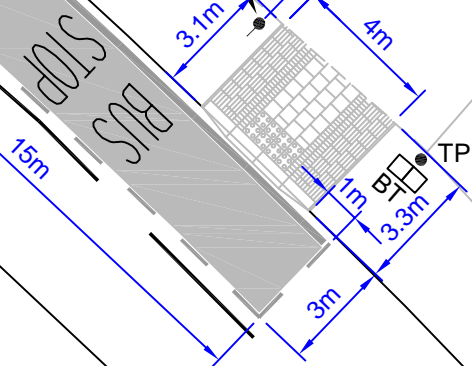
Existing lighting
column with flag



Road Width:-
6.80m

DARK LANE

GU



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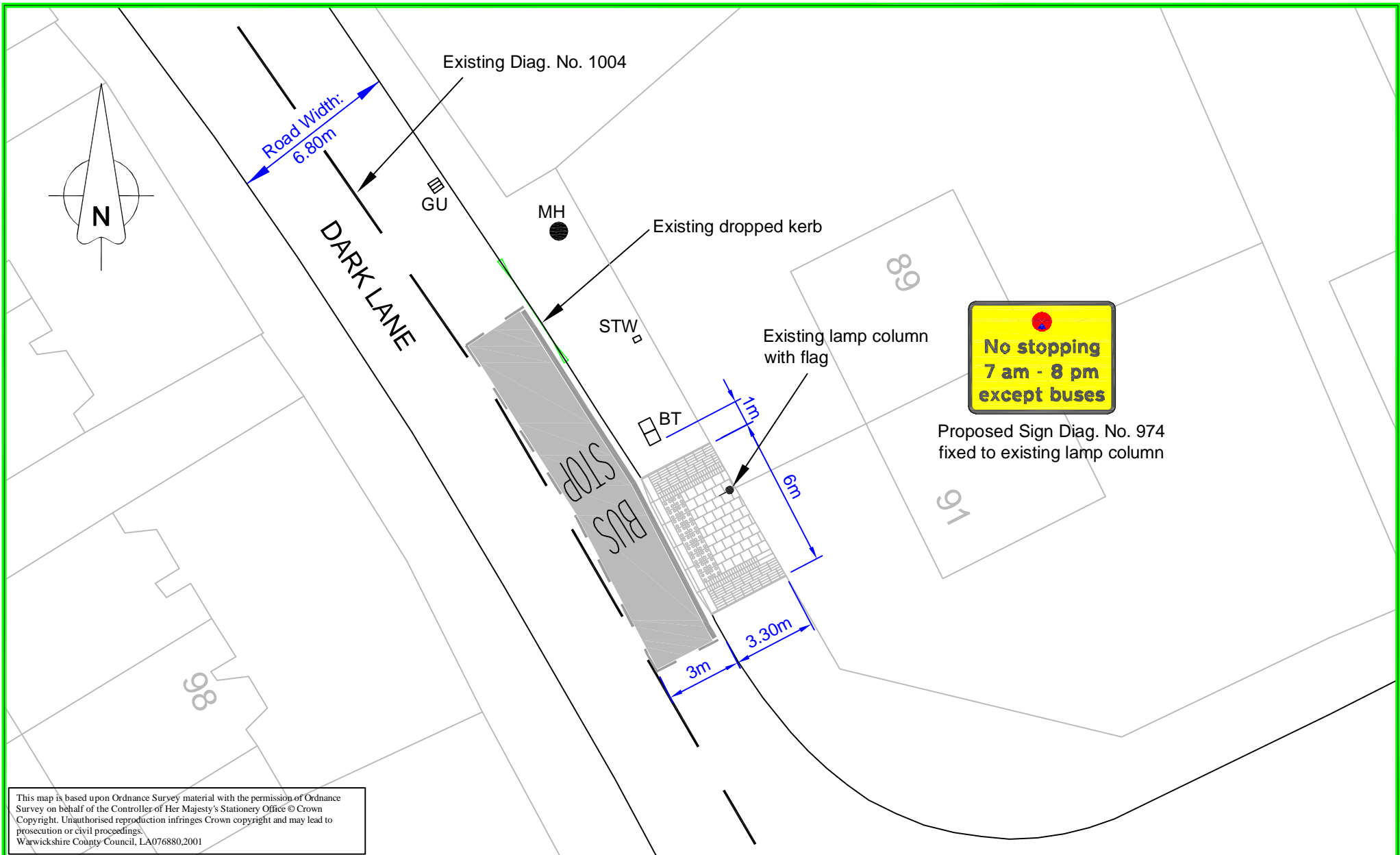
Nuneaton & Bedworth Area Committee: 15 June 2005

Plan No.: 7 (Dark Lane 3)

Subject:
Bedworth to Keresley Quality Bus Corridor Appendix C




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Nuneaton & Bedworth Area Committee: 15 June 2005	Plan No.: 8 (Dark Lane 5)	 John Deegan B.A., M.Sc., Dip.T.P. M.C.I.T., M.R.T.P.I. Director of Planning, Transport and Economic Strategy Shire Hall, Warwick, CV34 4SX
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