

AGENDA MANAGEMENT SHEET

Name of Committee Nuneaton and Bedworth Area Committee

Date of Committee 29th March 2006

Report Title Request for Provision of Bus Stop and Bus Lane Adjacent to Nuneaton Railway Station

Summary A request has been made for the provision of an additional bus stop and bus lane on Bond Street/ Regent Street, Nuneaton together with the associated bus services to serve passengers using both bus and railway stations.

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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
15th June 2006.
- Local Member(s) Councillor R Hicks – agrees with the
(With brief comments, if appropriate) recommendation
- Other Elected Members Councillor K Browne } for information
Councillor Mrs E Goode }
Councillor Mrs J Lea }
- Cabinet Member Councillor M Heatley – for information
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott –agreed

- Finance C Holden – agreed
- 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 - 29th March 2006

**Request for Provision of Bus Stop and Bus Lane Adjacent to
Nuneaton Railway Station**

**Report of the Strategic Director of
Environment and Economy**

Recommendation

That the proposed bus stop, bus lane and the associated additional bus services, not be progressed owing to the cost and potential limited use.

1. Introduction

- 1.1 At the 15th June 2005 Area Committee meeting the request by Mr Breed to install a bus lane from Newtown Road to Leicester Road and a bus stop on Bond Street/Regent Street by the railway station was discussed.
- 1.2 The discussion was in response to the letter from the then Director of Planning, Transport and Economic Strategy (PTES) addressed to the Chair, following a written request from Mr Breed.
- 1.3 During the discussion Members suggested that an investigation should be made into whether a shuttle bus service could be introduced running between the railway station and the bus station or re-routing some existing bus services.
- 1.4 This report outlines the conclusions from the investigation.

2. Bus Stop on Bond Street/Regent Street

- 2.1 It would be possible to construct some form of bus lane and provide a bus lay-by for a bus stop on the flowerbeds next to Dunelm, opposite the railway station entrance, although Nuneaton and Bedworth Borough Council would have to be consulted about the loss of the flowerbed.
- 2.2 However, there is a safety issue with the emergence of buses onto the Bond Street/Regent Street junction, as they would have to use the full width of the road (both lanes) in order to pull out from the lay-by. To do this safely, buses would need some form of traffic signal control to stop traffic on Regent Street to allow the buses to exit.

- 2.3 The cost of implementing these proposals would be in the order of £40,000 and may even be higher if service diversions are required.
- 2.4 The provision of a bus stop on the station side of Bond Street/Regent Street has been considered but it has not been possible to find a suitable and safe location for the bus stop. There is also insufficient space on this side of the road to build a bus lay-by.
- 2.5 Stagecoach have been consulted about Mr Breed's suggestion of a possible layout of the bus lay-by. Although Stagecoach consider it would be 'nice to have' they do not want to create a situation where capacity on the gyratory system is reduced for all buses because of this proposal. Stagecoach have 9 buses an hour passing along Regent Street, Monday to Saturday daytime, and estimate the number of potential passengers who would use the bus stop to be about 10 a day.

3. Bus Lane from Newtown Road to Leicester Road

- 3.1 The current road system relies on 2 lanes of traffic moving along Bond Street/Regent Street and turning left onto Leicester Road through the signal controlled junction. Reducing this to one lane, to accommodate a bus lane, would cause traffic to queue back to the Newtown Road/Bond Street junction and lock up the gyratory system. Should traffic 'lock-up' occur, then buses would not be able to access the bus lane to take advantage of it.

4. Consultation with Stagecoach

- 4.1 Following the Committee meeting in June 2005 further discussions were undertaken with Stagecoach and they have responded as follows:-
- (i) Although there are bus stops near the railway station there is not one directly outside. They consider it would not be a safe location for a stop and buses would have great difficulty emerging from a lay-by on such a busy stretch of road. Crossing two lanes of traffic in a short distance to turn right onto Leicester Road would be almost impossible.
 - (ii) Diverting services to pass the railway station on the gyratory system would add an average of 10 minutes to each journey and they would not wish to reduce the frequency of its services, therefore additional buses would be needed. The cost of running a bus for a year is £100,000.
 - (iii) Mr Breed mentions 14 different services that could be re-routed, giving a cost of £1,400,000 per annum in extra bus costs if all services were diverted to pass the station. Stagecoach consider it would only be reasonable to re-route 3 or 4 services at a cost of £300,000 to £400,000 per annum. However, the estimated demand of around 10 passengers per day would not generate the extra revenue to justify this proposition.
 - (iv) Stagecoach have no record of any request for such a service and would not wish to add 10 minutes to the journey times of the majority for the convenience of a small number of passengers.

- (v) They consider the railway station is adequately served by the bus station as they are not very far apart.
- 4.2 Alternatively, a dedicated shuttle service running between the bus station and the railway station would cost in the region of £100,000 per annum to the County Council for which there is currently no funding available.

5. Summary

- 5.1 There are safety problems and a high cost associated with the provision of a bus stop outside the railway station.
- 5.2 It is felt that the small demand and the proximity of the bus station to the railway station make a shuttle service uneconomic.
- 5.3 Bearing in mind the consequences and cost of introducing Mr Breed's proposals by diverting existing buses and traffic, and the very low projected passenger usage there appears very little justification, or available funding, for progressing the proposal.

JOHN DEEGAN
Strategic Director of Environment and Economy
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Warwick

15th March 2006