

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Nuneaton and Bedworth Area Committee

**Date of Committee** 24th May 2006

**Report Title** North - South Public Transport Corridor

**Summary** A number of public transport options for the Nuneaton to Leamington/Warwick corridor have been considered. This report outlines proposals and informs Members of an upcoming public consultation on one of the recommended options. The Area Committee is asked to record its views on the proposals and endorse consultation on them.

**For further information please contact** Lee White  
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leewhite@warwickshire.gov.uk

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

**Background Papers** Arup report into public transport options in the north-south corridor.  
Phase 1 report on proposed BRT scheme.

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

Other Committees  A similar report is being considered by Warwick Area Committee in respect of proposals south of Coventry in the same scheme.

Local Member(s)  .....  
(With brief comments, if appropriate)

Other Elected Members  .....

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

Chief Executive  .....

Legal  I Marriott – comments incorporated.

- 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  The Area Committee is asked to make its view known on the Bus Rapid Transit scheme prior to wider public consultation, the results of which will be reported back to the Area Committee.
- To Council  .....
- To Cabinet  .....
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

## Nuneaton and Bedworth Area Committee - 24th May 2006

### North - South Public Transport Corridor

#### Report of the Strategic Director for Environment and Economy

##### **Recommendation**

The Area Committee is asked to consider the concept of Bus Rapid Transit and the routes put forward, to record its views and support the public consultation process and the possible development of a funding bid to central government.

#### **1. Introduction**

- 1.1 The north-south corridor is one of the key transport corridors in the County. The corridor stretches from Nuneaton to Leamington Spa and Warwick with associated links to Atherstone and Stratford-upon-Avon.
- 1.2 The corridor is at the centre of the Coventry-Nuneaton Regeneration Zone and includes development sites such as Swanswell, Paragon Park, Arena in Coventry and Bermuda Park and George Eliot Hospital in Warwickshire. The southern section of the corridor forms part of the Coventry-Solihull-Warwickshire high technology corridor, incorporating the expansion potential of Warwick University.
- 1.3 The quality of the public transport offer within this corridor has declined and hence the movements are now heavily reliant on the private car.
- 1.4 The Warwickshire Local Transport Plan (LTP) is committed to bringing about a "step change" in public transport provision in the corridor. Possible alternatives include introducing a new mode of transport and upgrading the existing services.

#### **2. Options for the Corridor's Public Transport**

- 2.1 The following options have been considered:-
  - (i) A Heavy rail scheme which would include 2 trains per hour in each direction between Nuneaton and Coventry and new stations at the Arena, Bermuda and/or Hawkesbury Lane. Work is underway to influence the Department for Transport to retain and develop the rail service between Nuneaton and Coventry.

- (ii) A Bus Rapid Transit scheme (BRT) which would provide a dedicated high quality bus service from Nuneaton and Bedworth to Coventry City Centre, Warwick University and Kenilworth.
- (iii) A Light Rail scheme (LRT) which is a tram based scheme with 2 trams per hour running on the existing rail line between Nuneaton and Coventry only.

### **3. Findings of Studies into Which Option(s) Should be Taken Forward**

3.1 Studies by independent consultants have recommended that:-

- (i) Rail-based options throughout the corridor should be pursued when opportunities such as rail refranchising occurs or as part of the development of the community rail strategy. Warwickshire officers have undertaken work to present the case for the heavy rail option in the forthcoming franchising process.
- (ii) The role of heavy rail is complementary to BRT but non compatible with LRT.
- (iii) Currently no further work should be undertaken to develop the concept of LRT.
- (iv) That the principle of continuing to develop the Bus Rapid Transit proposal as a partnership between Coventry, Warwickshire and Centro be taken forward.
- (v) That a public consultation exercise should be undertaken in Summer 2006 with the objective of submitting a funding bid for BRT to central government later in 2006.

### **4. Proposed Public Consultation for BRT**

- 4.1 In order to inform the production of a business case for BRT a public consultation is proposed that will request views on the concept of BRT, the route that the scheme would take and the role that BRT could play in changing travel habits in the corridor. It is proposed that this consultation will be undertaken in late June.
- 4.2 The public would be consulted through the press and a series of exhibitions at key towns on the route including Nuneaton and Bedworth.

## 5. The Concept of BRT and Proposed Routes

- 5.1 The concept of BRT is to provide a high quality public transport scheme using special buses to provide a frequent service between Nuneaton, Bedworth, Coventry and destinations to the south of the city centre. Services would run between Nuneaton and Coventry every 20 minutes and Bedworth to Coventry every 20 minutes. These routes will combine at the junction of Newtown Road, Bedworth and the A444 to provide a service every 10 minutes to Coventry. The scheme will have its own marketing identity and will be promoted in a similar way to a new tram scheme. Dedicated BRT stops will be provided along the route and at key points interchanges will be made with rail and local bus services. The Area Committee is asked to consider the concept of BRT and record its views.
- 5.2. The operation of the BRT scheme is envisaged to involve a partnership with an operator who would provide 20 new vehicles of an innovative design. The scheme is forecast to operate commercially with a forecast annual patronage of 4.8 million passengers generating annual income of £5.0 million with operating costs of £2.8 million. The effect of the scheme on the current bus network is being considered by independent consultants who will report prior to bid for funding being made thus allowing the County Council to consider the wider financial implications of the scheme before proceeding further.
- 5.3 The civil engineering works would be let as separate contract with a capital cost of £71 million excluding risk premiums. Of this circa £20 million would be spent in Warwickshire. The earliest date the scheme could be opened is 2011 assuming that approval of Central Government funding is forthcoming in the next two years.
- 5.4 The BRT scheme has a number of options for routes in Nuneaton and Bedworth. Plans of the complete route in Nuneaton and Bedworth and these options are shown in **Appendix A** to this report. There are choices of alternative routes in Nuneaton town centre and between George Eliot Hospital and Bedworth which can be summarised as follows:-
- (i) In Nuneaton town centre the BRT could operate through the pedestrian area or via the current bus routes.
  - (ii) Between George Eliot Hospital and Bedworth the scheme could operate direct along the A444 or via the service roads into the Bermuda Park Industrial/housing areas.

The Area Committee is asked to consider the route and the proposed alternatives and record its view.

- 5.5 Bus priority measures will be part of the scheme and these will seek to give the BRT priority at key road junctions. It is understood that the current capacity of the road network will not be reduced and that the introduction of new traffic signals at key points will improve the flow of traffic.

5.6 In order to provide the BRT a limited amount of land will need to be purchased whether by negotiation or Compulsory Purchase.

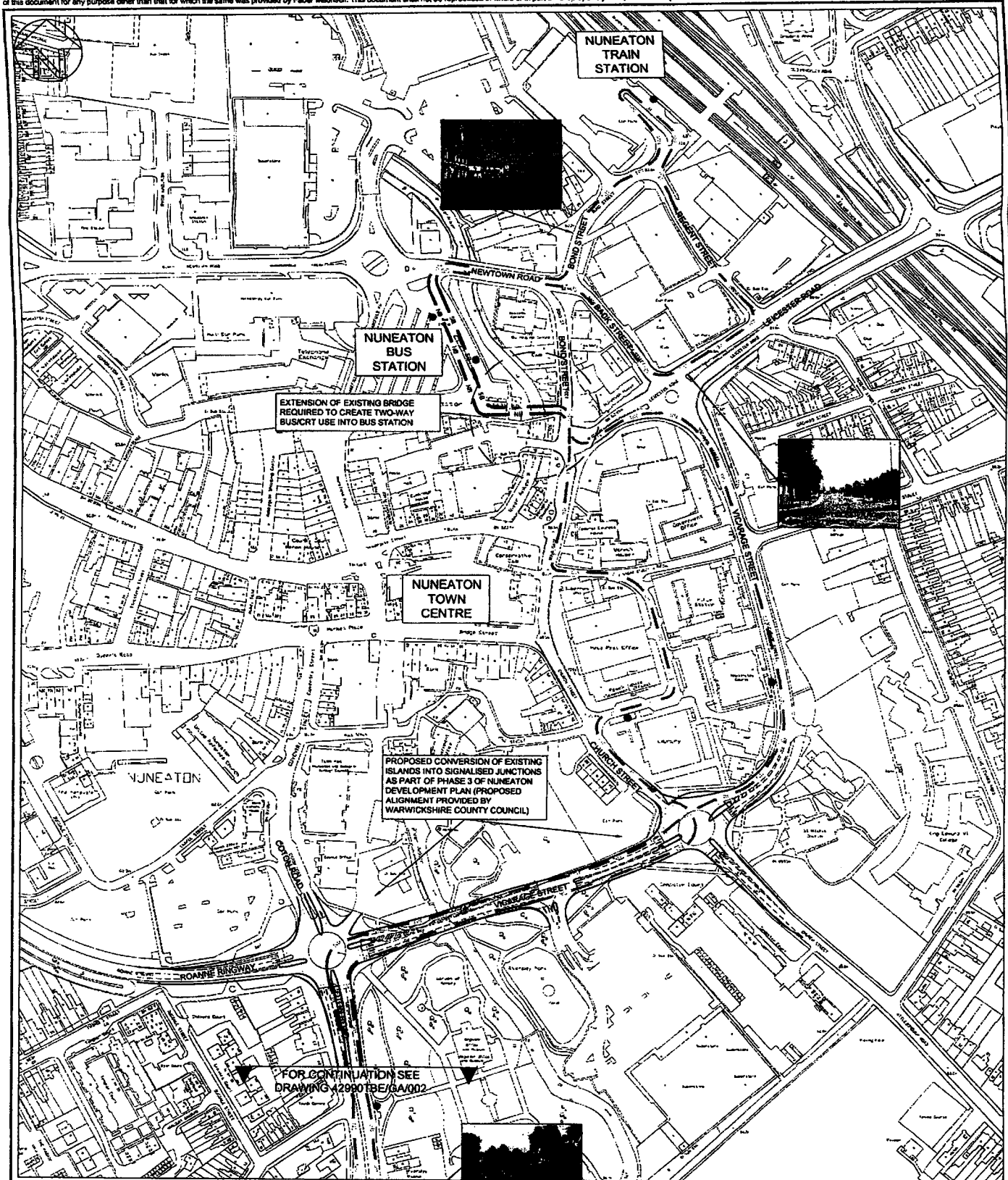
## **6. Conclusion**

6.1 The Area Committee is asked to consider the concept of BRT and the routes put forward and record its views and support the public consultation process and the possible development of a funding bid to central government.

JOHN DEEGAN  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

9th May 2006

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	PROPOSED RAPID TRANSIT SEGREGATED ROUTE	PROPOSED NEW CHANNEL LINE
	PROPOSED RAPID TRANSIT/BUS SHARED ROUTE	PROPOSED RAPID TRANSIT STOP
	PROPOSED RAPID TRANSIT ALTERNATIVE ROUTE	

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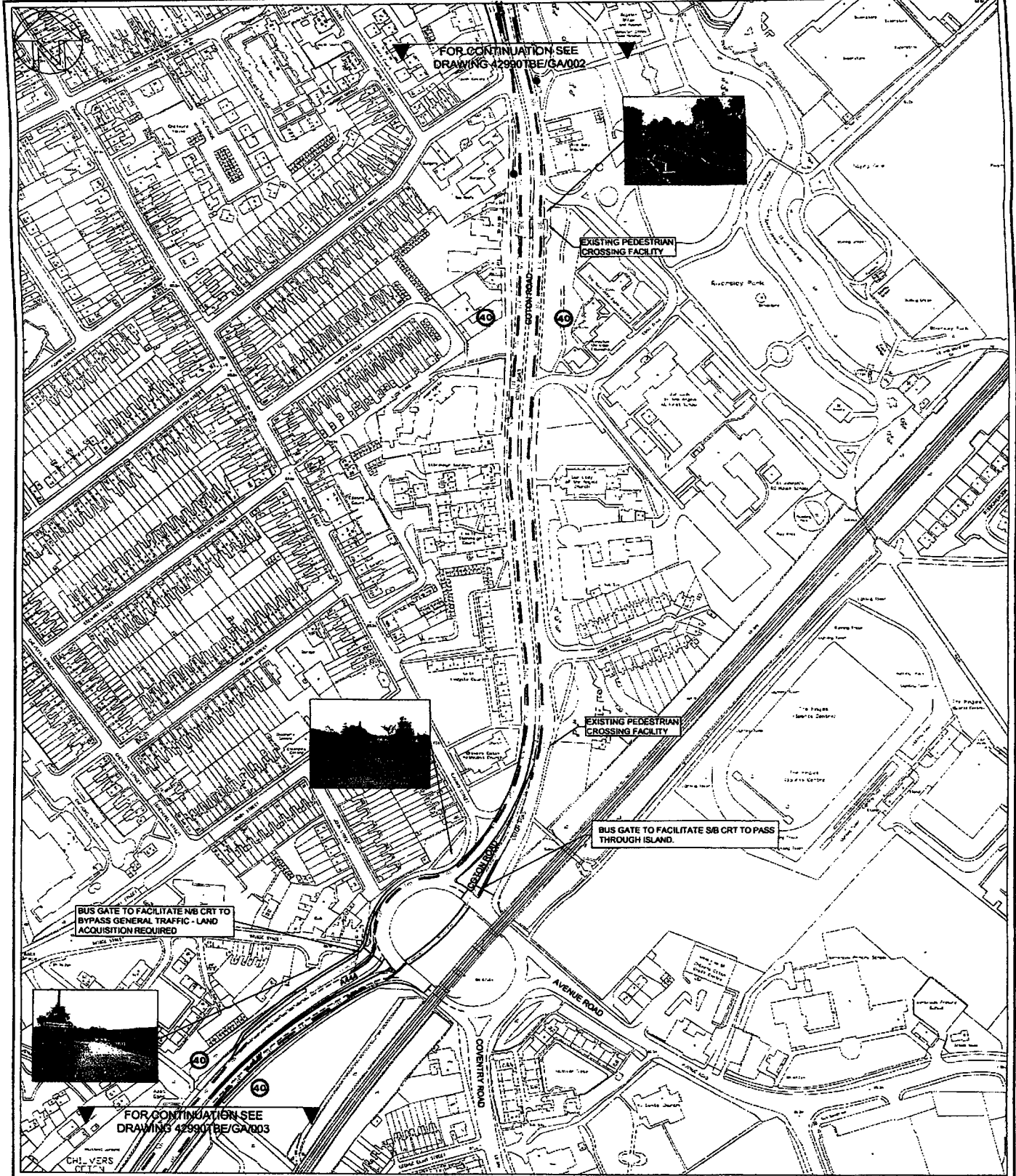
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Title:	<b>Route Options General Arrangement</b>
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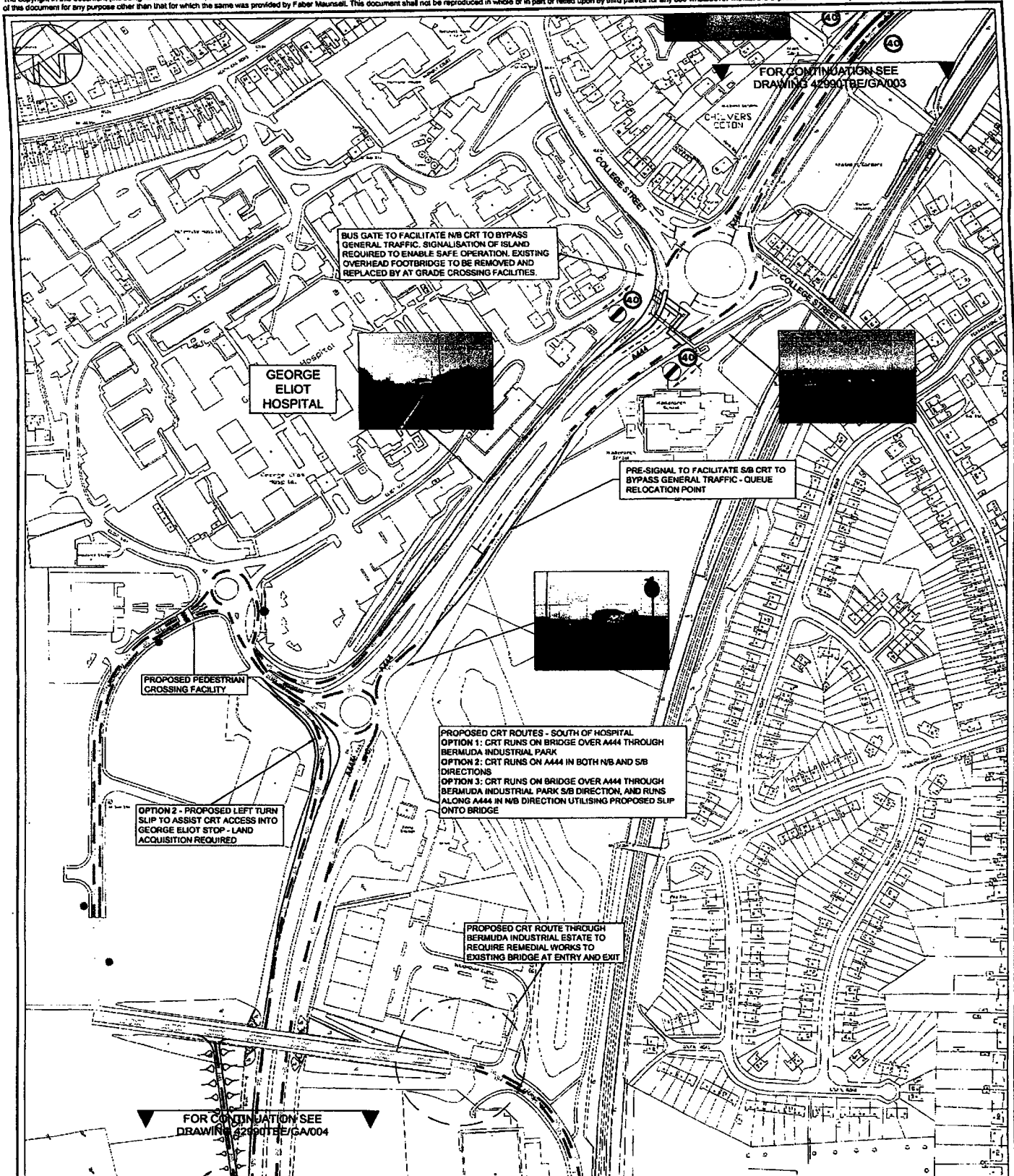
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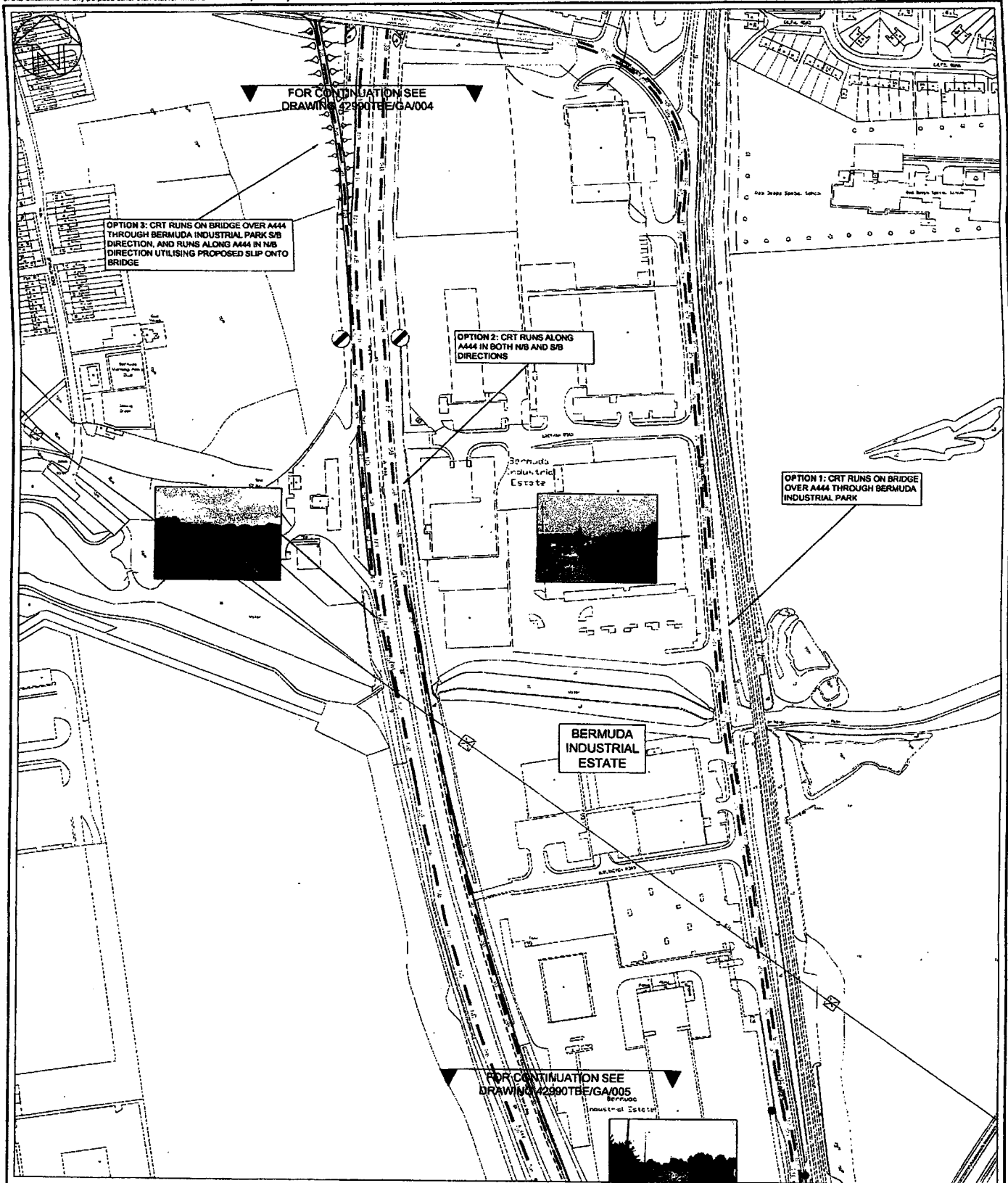
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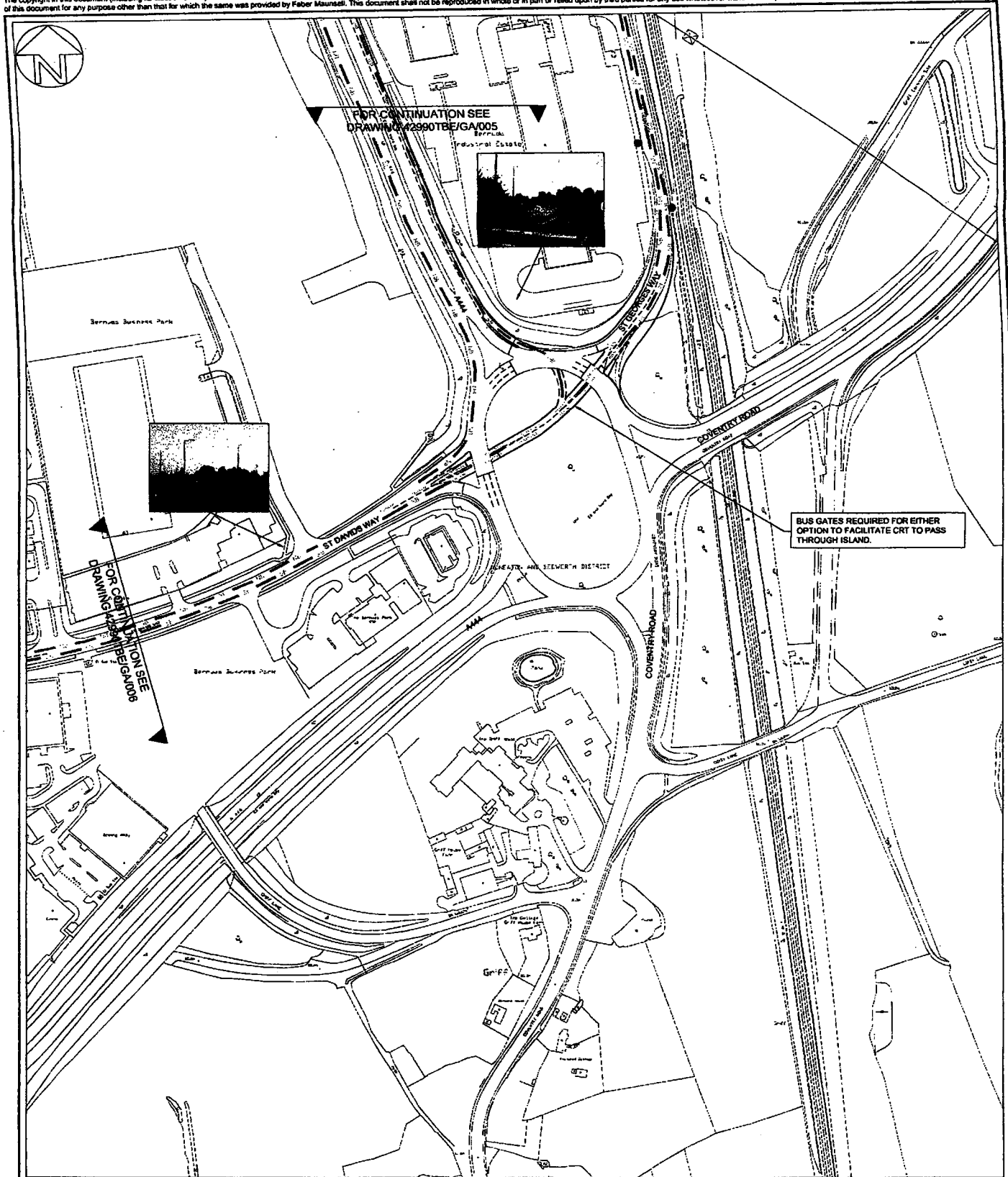
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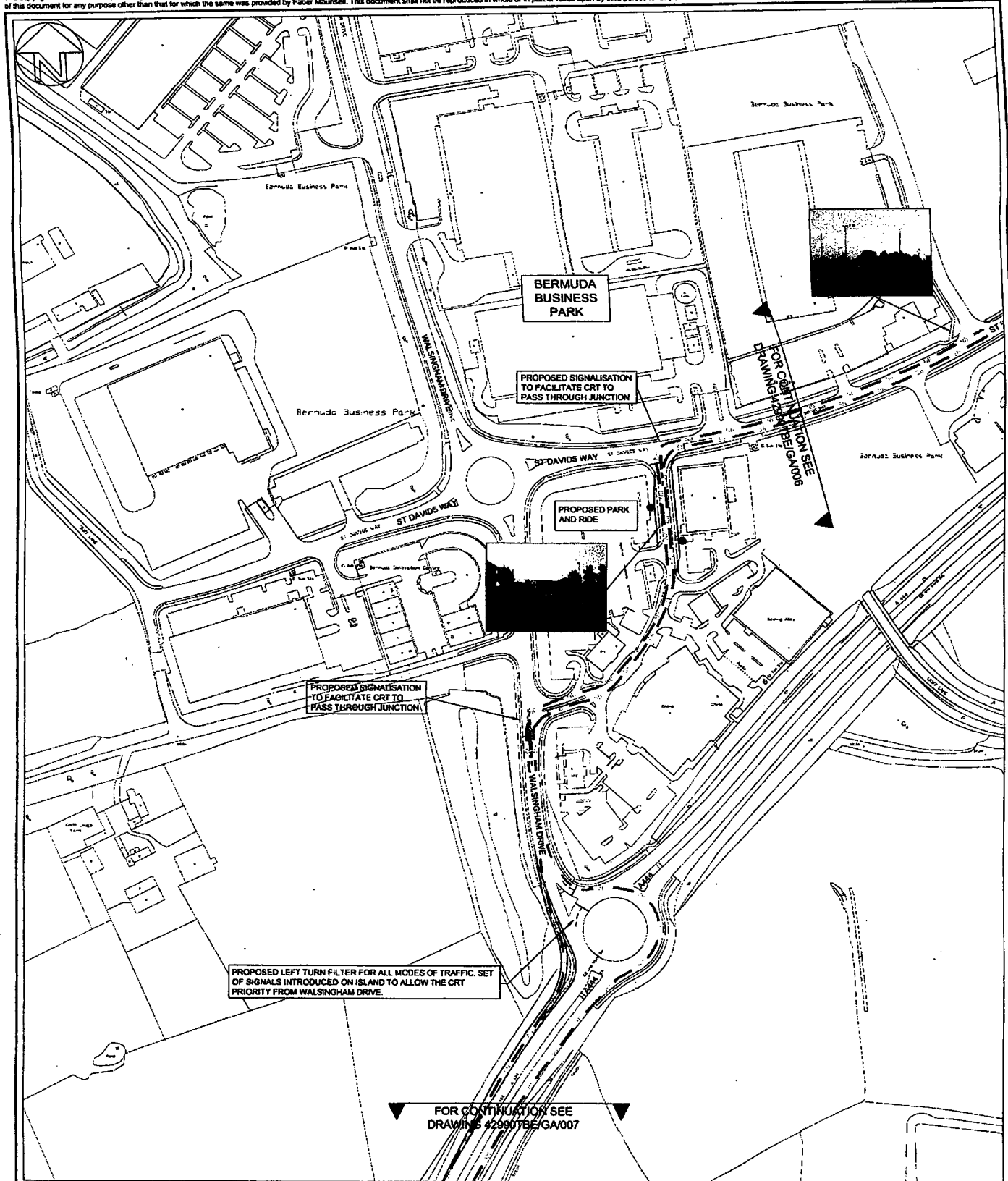
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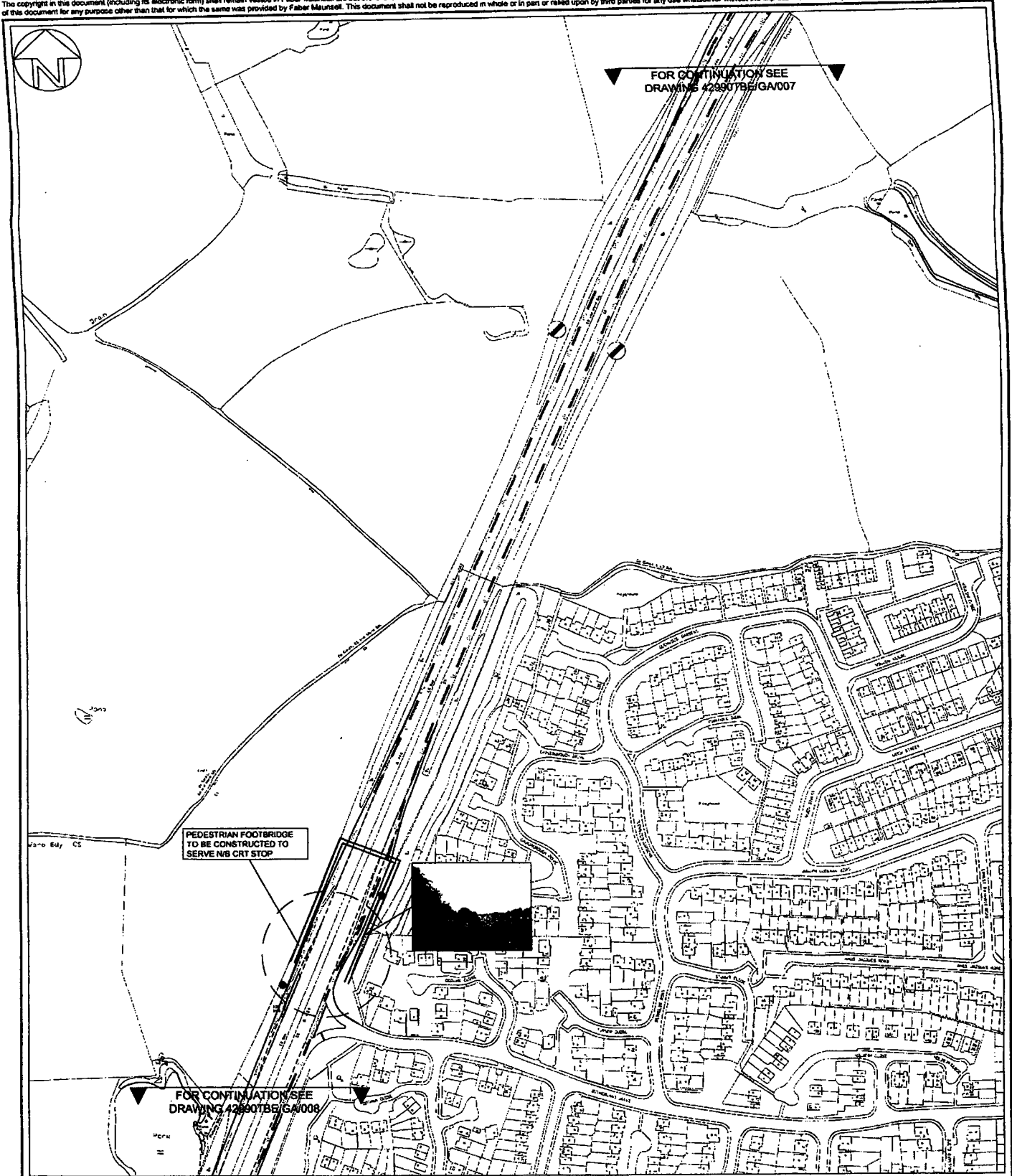
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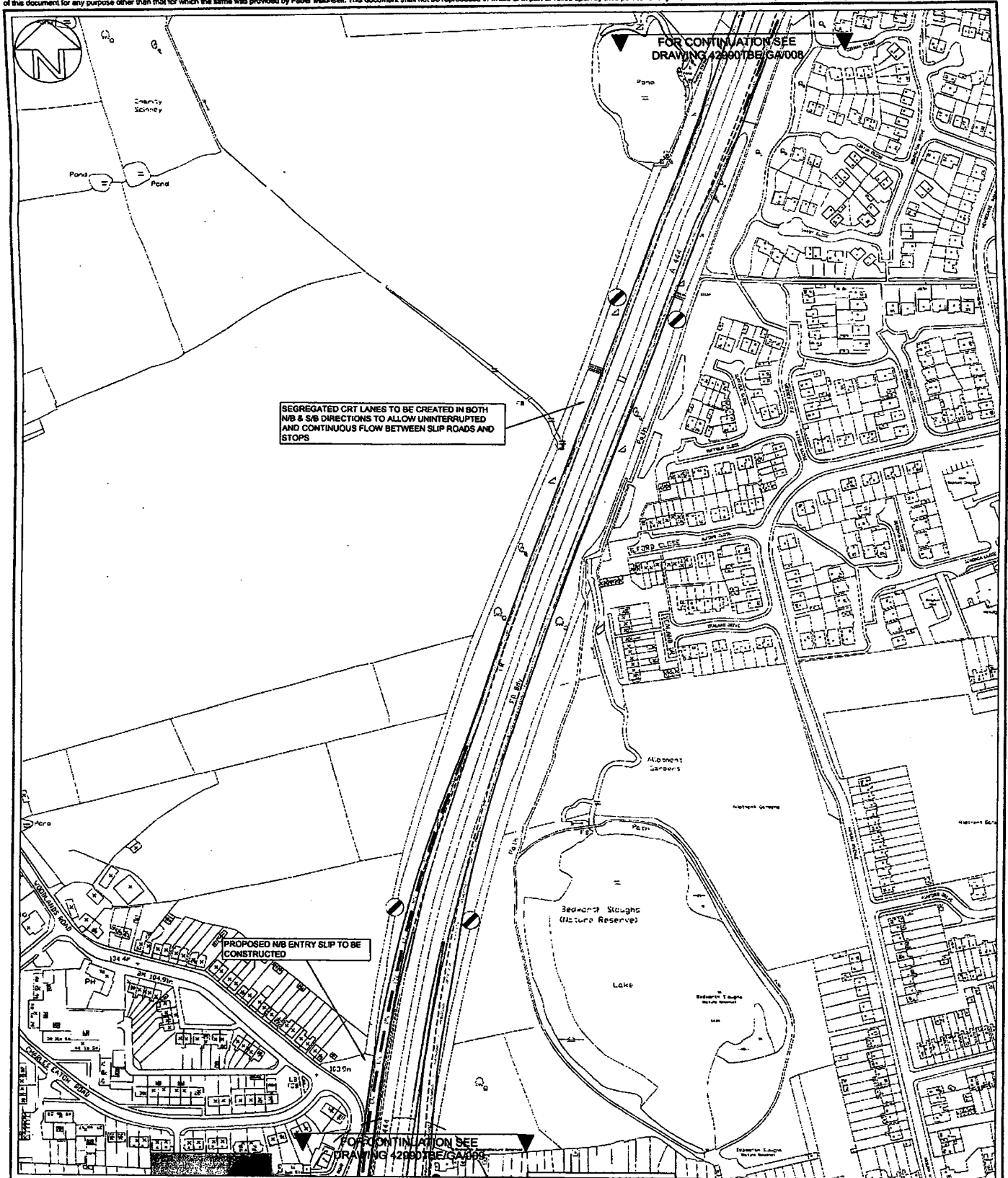
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EXTENSION OF EXISTING BRIDGE REQUIRED TO CREATE SEGREGATED CRT LANE IN NB DIRECTION WITH BUS GATE TO FACILITATE NB CRT TO BYPASS GENERAL TRAFFIC.

PROPOSED S/B EXIT SLIP TO BE CONSTRUCTED WITH SEGREGATED CRT LANE LEADING TO BUS GATE

FOR CONTINUATION SEE DRAWING 42990TBE/GA/011

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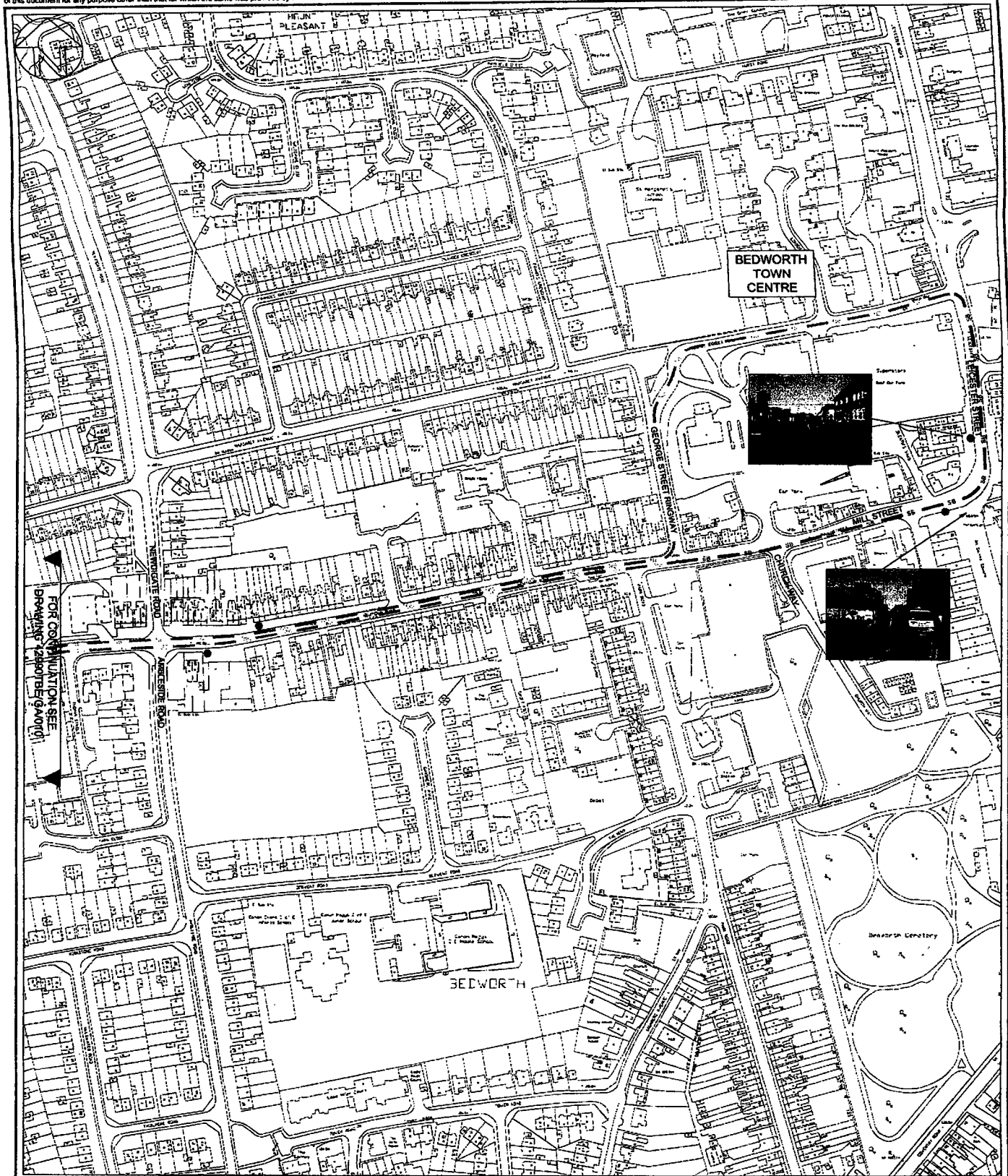
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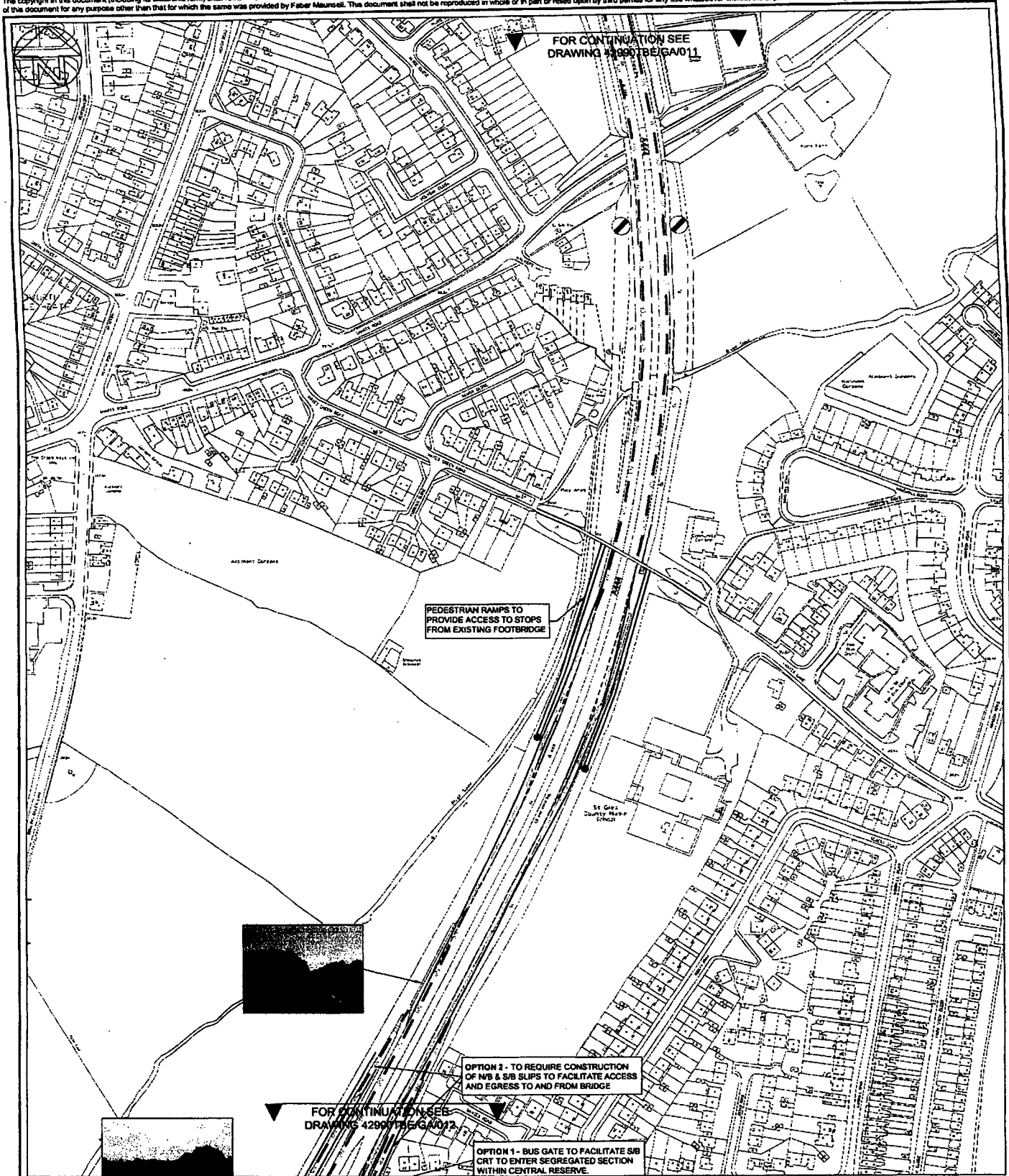
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FOR CONTINUATION SEE DRAWING NO. 42990TBE/GA/011

PEDESTRIAN RAMPS TO PROVIDE ACCESS TO STOPS FROM EXISTING FOOTBRIDGE

OPTION 2 - TO REQUIRE CONSTRUCTION OF N/B & S/B SLIPS TO FACILITATE ACCESS AND EGRESS TO AND FROM BRIDGE

FOR CONTINUATION SEE DRAWING NO. 42990TBE/GA/012

OPTION 1 - BUS GATE TO FACILITATE S/B CRT TO ENTER SEGREGATED SECTION WITHIN CENTRAL RESERVE

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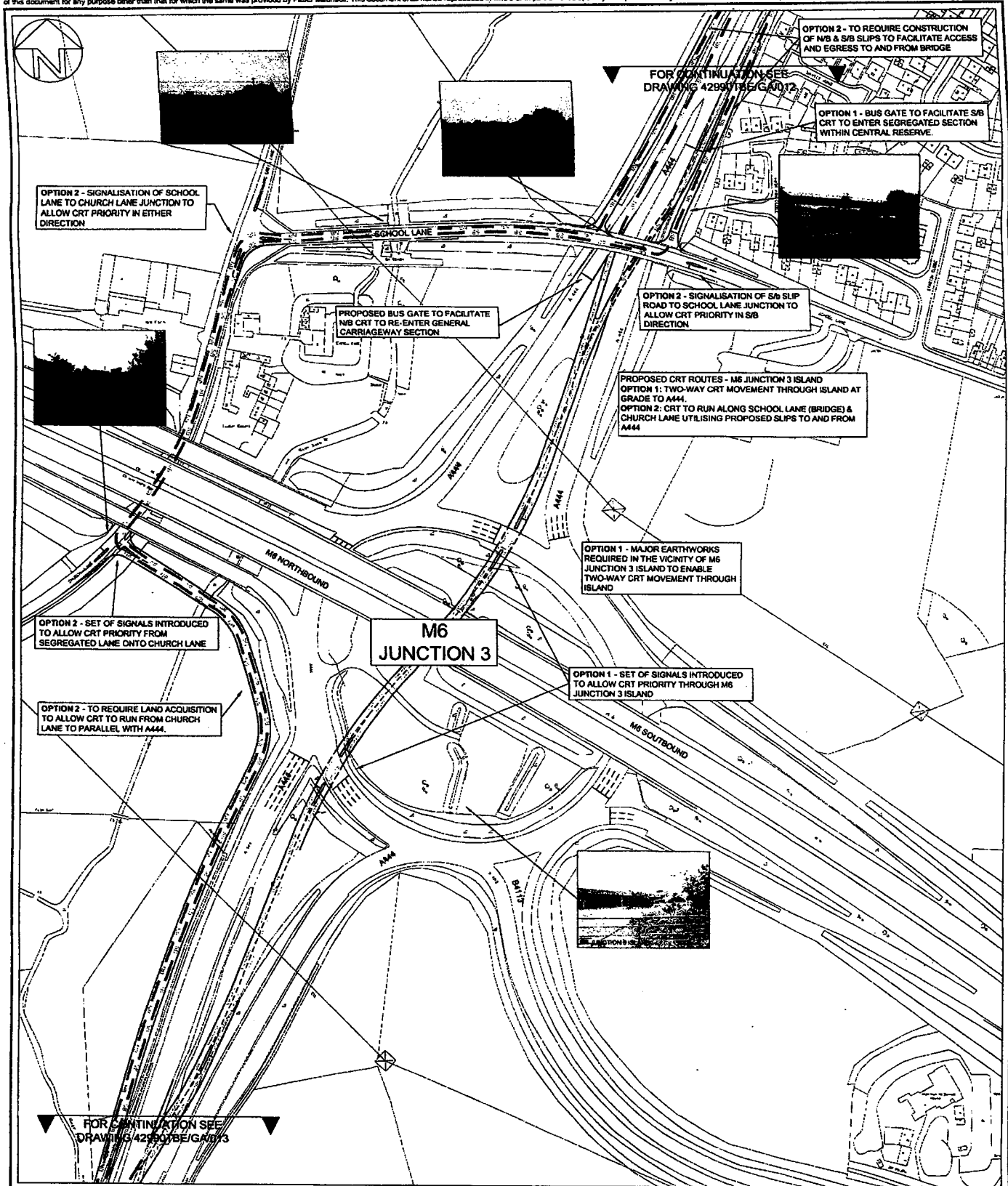
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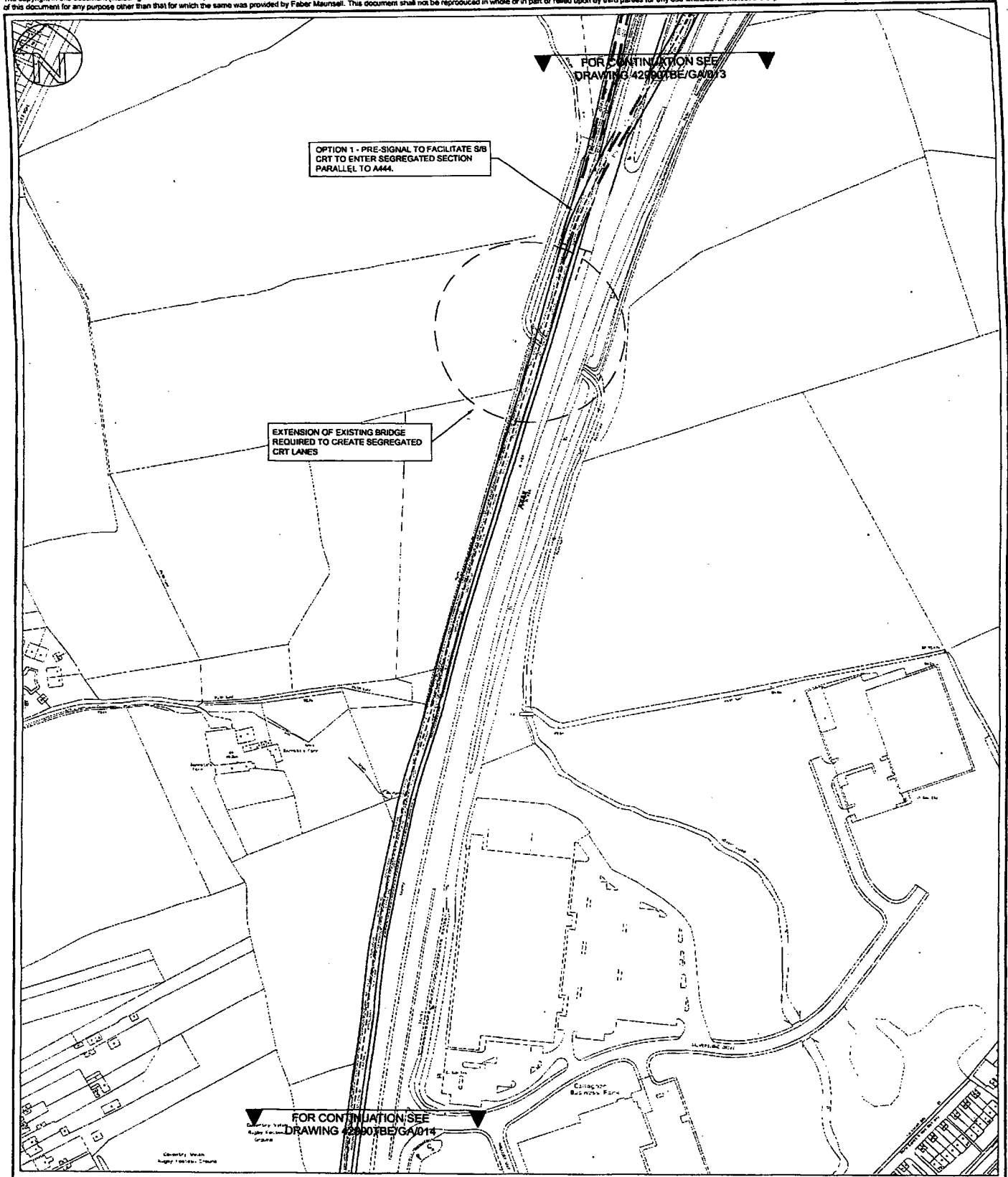


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