



ACCESS AND MOVEMENT STRATEGY



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- 8.1 Improving pedestrian and cycle links, public transport accessibility and traffic management are key elements of the Strategic Development Framework for Beeston Town Centre.
- 8.2 The objectives for providing a sustainable access and movement strategy are:
- To integrate old and new development through sustainable transport linkages
 - To maximise the use of public transport, walking and cycling modes
 - To rationalise town centre car parking and maintain on street car parking for residents and blue badge holders
 - To promote a bus and tram interchange that complements the redevelopment of The Square and provides a high quality arrival point to the Town Centre
 - Create a permeable and legible town centre for pedestrians / shoppers
 - Reduce the impact of traffic growth and the presence of the private car in shopping areas
 - Allow for but does not encourage through traffic movements
- 8.3 The preferred options for traffic movement, walking and cycling, public transport and car parking are detailed below.

CAR PARKING STRATEGY

- 8.4 One of the key issues arising from the Beeston Masterplan Study is the need to rationalise car parking in the Town Centre to improve traffic circulation and simplify access to car parking spaces. This strategy sets out the existing car parking provision and the current issues, and identifies future provision that complements the development options for Beeston.
- 8.5 With the redevelopment of The Square and the new bus and tram interchange comes the closure of the Styring Street multi storey car park. This presents the need to relocate car parking to compensate for the loss of spaces. In addition it has been identified that there are a number of small car parks accessed from the High Road and Middle Street that contribute to poor traffic circulation within the Town Centre, especially around High Road and Middle Street. The Masterplan has identified strategic car parking sites in the Town Centre to replace those lost through car park closure. However, alternative sites for car parking could come forward as a result of further investigation by the Council.
- 8.6 New development proposals have been designed with sustainable transport access as priority over the private car. Where car parking spaces are provided these are in accordance with emerging national and local car parking guidance. Car free developments are proposed where appropriate.



- 8.7 The introduction of civil parking enforcement proposed by Nottinghamshire County Council is planned for 2007 and appropriate on street car parking provision has been identified for residents and blue badge holders.
- 8.8 With regard to number of spaces, the Masterplan aims to deliver like for like at this stage and identify locations for strategic car parks. The exact number of spaces suggested are indicative and subject to change following further studies but aim to provide appropriate provision that will support existing and future development within the Town Centre but not discourage use of bus and future tram services.

Existing Car Parking Situation

- 8.9 There are 13 public car parks within the Town Centre providing a total of 1336 spaces on Saturdays. During the week this is reduced to 1175 as part of the Council staff car parks are used by Broxtowe Borough Council employees.
- 8.10 Four of the car parks (City Road north and south, Regent Street and Middle Street) have less than 25 spaces each. This can add to additional traffic circulation within the Town Centre as vehicles search for available car parking spaces when the smaller car parks become full.
- 8.11 There are two key shopper car parks located to the north of the Town Centre (Sainsbury's) and the south (Multi Storey). In addition the medium sized Foster Avenue and Derby Street shoppers car parks are popular and have a high turnover of vehicles.
- 8.12 Public car parking in the Town Centre is currently free of charge and initial utilisation data collected for Broxtowe Borough Council suggests that spaces are well used although the larger car parks operate around 20% under capacity during the week.

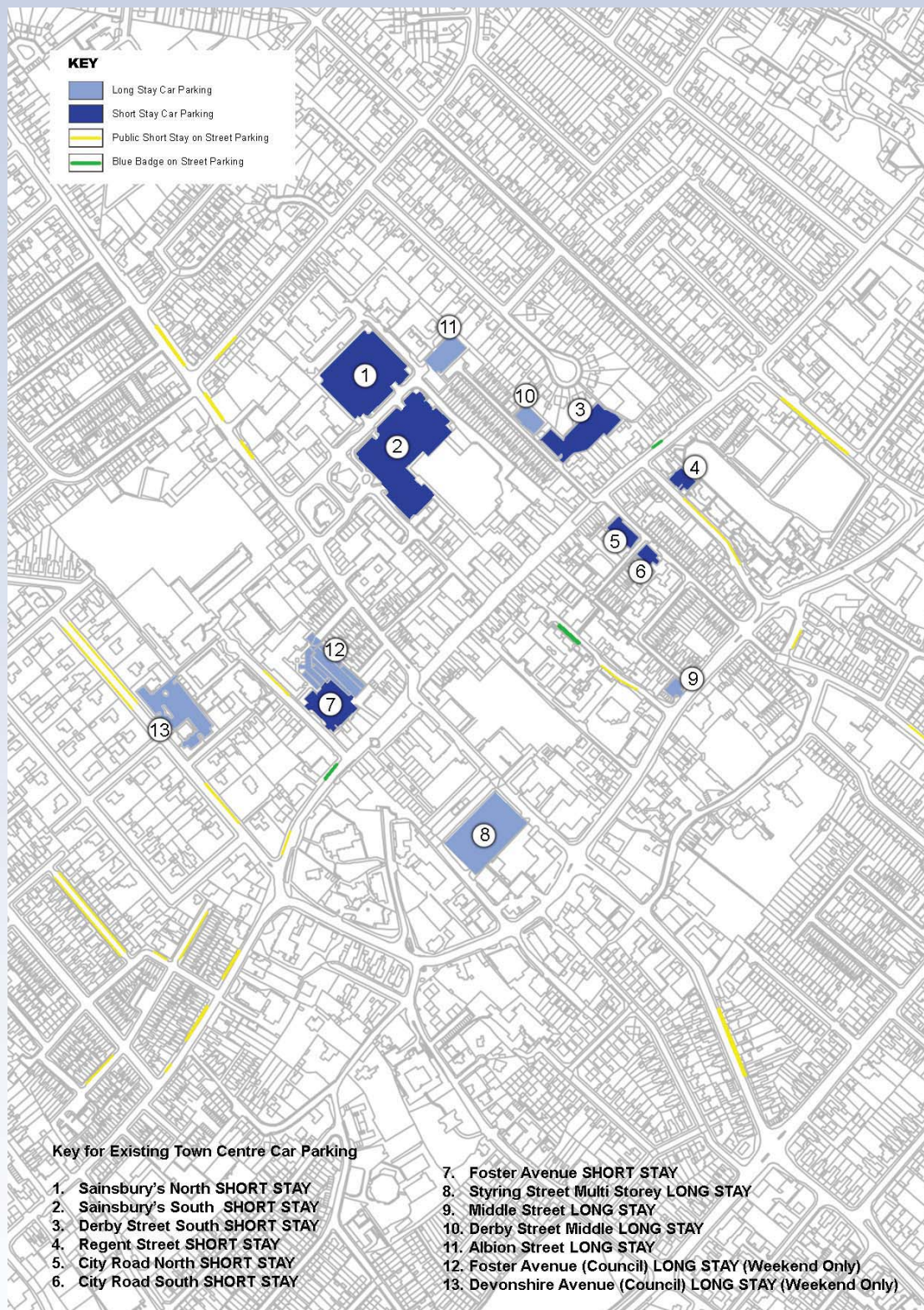


- 8.13 The current public off street car parking provision is summarised in Table 8.1 and shown in Figure 8.1.

Table 8.1: Existing Public Car Parking in Beeston Town Centre

Location	Type	Blue Badge	Short Stay	Long Stay	Total Spaces
Foster Avenue	Short Stay	6	44	0	50
Derby St (South)	Short Stay	7	68	0	75
City Road (North)	Short Stay	3	19	0	22
City Road (South)	Short Stay	0	16	0	16
Regent Street	Short Stay	2	15	0	17
Multi-storey	Long Stay	10	0	551	561
Albion Street	Long Stay	0	0	27	27
Derby Street (Middle)	Long Stay	0	0	21	21
Middle Street	Long Stay	0	0	11	11
Sainsbury's North	Short Stay		175	0	175
Sainsbury's South	Short Stay		200	0	200
Weekday Total	Public	28	537	610	1175
Devonshire Avenue	Long Stay	3	0	91	94
Foster Avenue	Long Stay	3	0	64	67
Council Car Park					
Weekend Total		34	537	701	1336

- 8.14 There are some on-street car parking spaces available in the Town Centre and Chilwell Road. In January 2006 the on street car parking was removed from Broadgate and High Road with the exception of 2 blue badge spaces adjacent to Broadgate Park. Some of the lost spaces are due to be replaced along Regent Street. As well as Regent Street there are many on street car parking spaces on Chilwell Road and sporadic spaces along Wollaton Road, Station Road, Devonshire Avenue and residents parking along Derby Street. On street car parking is generally limited to duration of 30 to 180 minutes for the public.



► Figure 8.1 - Existing Car Parks

Future Car Parking Provision

8.15 The aspirations for Town Centre car parking are as follows:

- Provide larger car parks along main movement corridors into the Town Centre to avoid unnecessary traffic circulation associated with small randomly located car parks.
- Introduce variable message signing (VMS) that will indicate available car parking and direct traffic to available spaces from key arrival points to the Town Centre.
- Provide a balance between long and short stay parking
- Establish legible, secure and high quality walking routes from car parks to the shopping area

8.16 Whilst there is greater emphasis on sustainable access to and from the Town Centre such as walking, cycling and public transport, in order to sustain the economic and social activity within the Town Centre it is important that an appropriate level of car parking is provided in key locations.

8.17 One of the major development sites within the Town Centre is The Square, currently occupied by the shopping centre to the north, the existing bus station, multi storey car park and fire station. The fire station is to relocate to alternative premises and the bus station is moving to an on-street interchange with the tram along Styring Street.

8.18 The current NET proposals are for a tram interchange along Styring Street. This, along with the proposed redevelopment of The Square suggests that the retention of an access to a large car park would be inappropriate and have an adverse impact on highway capacity and safety as well as public transport operation. The multi storey car park is, therefore, to be demolished to accommodate the new bus and tram corridor/interchange along Styring Street and maximise the development potential of the remainder of the site.

8.19 Some of the smaller car parks within the Town Centre that are hidden behind the High Road are not overlooked and access to them poses conflicts with other vehicles and pedestrians. The City Road south and Derby Street south car parks are proposed for residential development as part of the Masterplan.

8.20 An alternative short stay car park is proposed off Regent Street that will accommodate in part, the spaces lost as a result of the closure of Derby Street car park. This will ensure that there is adequate car parking available to support the east end of High Road and Broadgate.



- 8.21 The following table identifies the car parks that are to be closed as part of the Masterplan. Details of alternative car parks are provided later in this section.

Table 8.2: Car Parks to be closed as part of the Masterplan Proposals

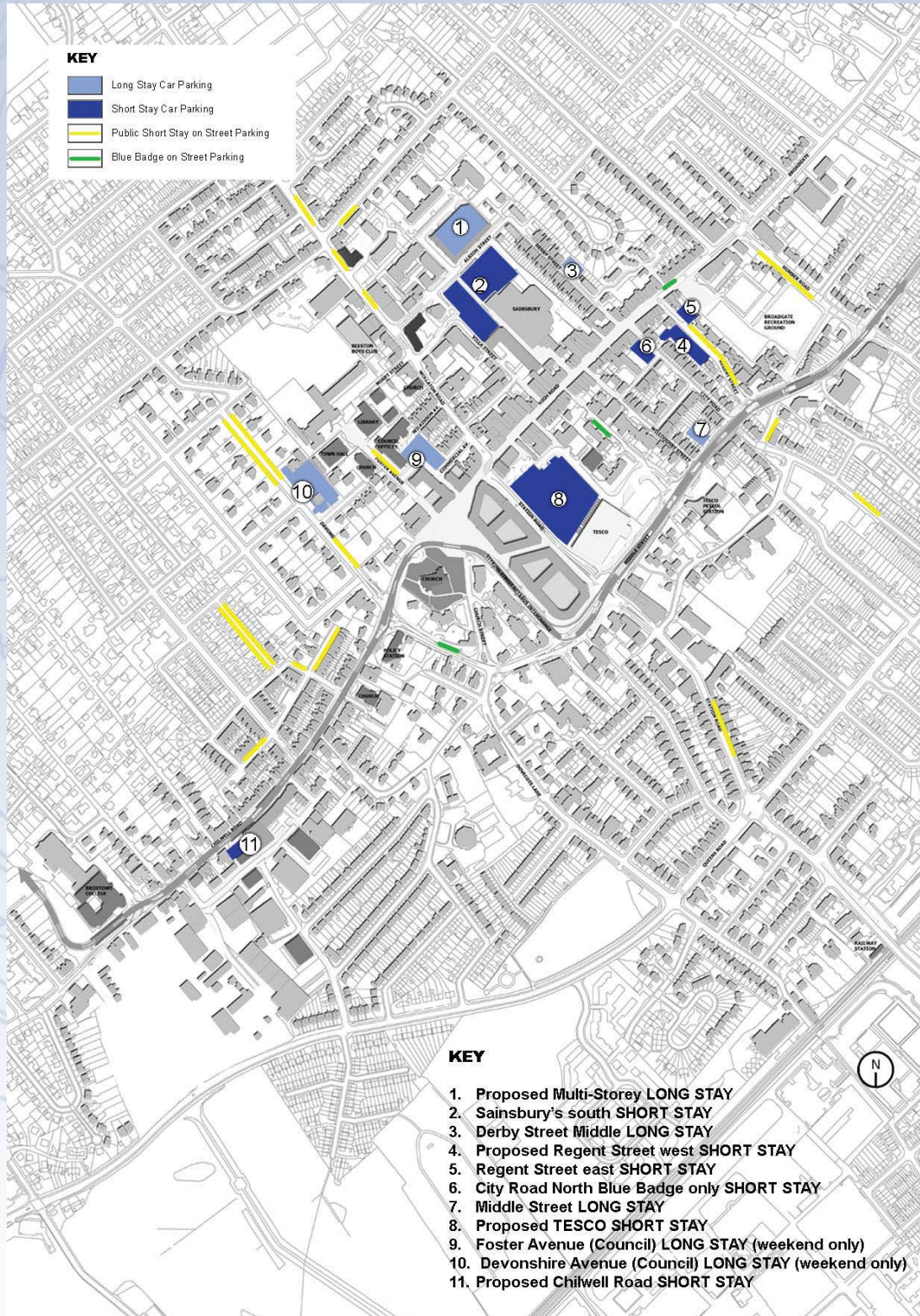
Location	Type	Blue Badge	Short Stay	Long Stay	Total Spaces
Foster Avenue	Short Stay	6	44	0	50
Derby St (South)	Short Stay	7	68	0	75
City Road (South)	Short Stay	0	16	0	16
Multi-storey	Long Stay	10	0	551	561
Albion Street	Long Stay	0	0	27	27
Sainsbury's North	Short Stay	0	175	0	175
Total	Public	23	303	578	904

- 8.22 Introducing variable message signing to direct vehicles to car parking spaces will help to solve traffic management issues and avoid unnecessary circulating traffic.
- 8.23 The following table identifies the future provision for public off street car parking following implementation of the Masterplan. The locations of which are shown in Figure 8.2

Table 8.3: Proposed public off street car parking to Complement Masterplan

Location	Type	Blue Badge	Short Stay	Long Stay	Total Spaces
Albion Street Multi Storey	Short / Long Stay	30	280	200	510
Regent Street Proposed	Short	5	45	0	50
Derby Street (middle)	Long	0	0	21	21
Tesco	Short Stay	To standard	300	0	300
Regent Street	Short Stay	2	15	0	17
Middle Street	Long Stay	0	0	11	11
Sainsbury's South	Short Stay	As Existing	200	0	200
City Road North	Short Stay	15	0	0	15
Lidl Wollaton Road	Short Stay	0	100	0	100
Weekday Total	Public	52 minimum	940	232	1224
Devonshire Avenue	Weekends Only	3	0	91	94
Foster Avenue Council Car Park	Weekends Only	3	0	64	67
Weekend Total	Public	58 minimum	940	387	1385





► Figure 8.2 - Future Car Parking Plan

- 8.24 The total number of car parking spaces is in the region of existing provision although indicative figures show that the future provision is approximately 50 spaces less than existing. This is to reflect the modal shift from the private car to public transport that is expected as a result of the NET and the new attractive bus and tram interchange on Styring Street.
- 8.25 At present the total distribution of spaces between long and short stay vehicles are indicative and subject to alteration to meet demand. The existing provision is evenly balanced between long and short stay although that is not necessarily a reflection of how the car parks are used. For example the existing multi storey is long stay but anecdotal evidence suggests that this is used to a certain level for short stay parking. The main attraction in Beeston is and would be shopping and it is predicted that short stay parking would be in greater demand than long stay. The exact provision of spaces and type of spaces provided would need to be confirmed as the Masterplan emerges.
- 8.26 A new strategic multi storey car park is proposed upon the Sainsbury's north car park in Albion Street accommodating approximately 500 spaces over 4 storeys. The car park would be clearly signed with new VMS and be wrapped with development that complements the adjacent Anglo Scotian Mills. A legible and high quality pedestrian route between the proposed multi storey and the High Road through Sainsbury's southern car park would direct people from the car park to the Town Centre. Vehicle access into the proposed multi storey would be via Albion Street and would be aided by highway improvement works to the Albion Street / Wollaton Road junction.
- 8.27 Other sites and options for accommodating town centre car parking have been considered should for example the Albion Street multi storey not be taken forward as a development option. However, further investigation is required to establish if these options are achievable. The additional options that could accommodate the loss of spaces from the redevelopment of the Styring Street multi storey are:
- Decking the proposed Tesco car park (approximately 250 spaces)
 - Decking both the Sainsbury's car parks (approximately 200 spaces)
 - Replacing some of the proposed development on the Foster Avenue car park site with an internal multi storey car park (150 spaces)
- 8.28 In order to understand the parking choices presented to traffic entering the Town Centre the following describes the car parking opportunities that would be available from different arrival points of the Town Centre.

Northern Parking (traffic from A52 and north Beeston)

- Potential for multi-storey car park with frontage to be located on the Sainsbury's north car park site.



- Utilise existing Sainsbury's car parks
- Long Stay car parking available within proposed multi storey and Derby Street (middle) accessed from Albion Street
- Potential to reduce amount of traffic circulating south into the Town Centre.

Western Parking (traffic from Chilwell and Long Eaton)

8.29 The majority of people travelling from the Chilwell Road area already have access to high quality bus services and in the future it is expected that this will be enhanced with the implementation of NET phase 2. Therefore people travelling from this area will have extensive choice in public transport access to Beeston and this is expected to reduce the level of car trips from Chilwell to Beeston.

- Devonshire Car Park can be utilised as a shopper's car park on weekends.
- Tesco car park will be the nearest car parking opportunity for vehicles from the west during the week.
- Regent Street existing and proposed car parks available to serve Broadgate area.
- Middle Street car park available for long stay parking

Eastern Parking (traffic from Nottingham City via Broadgate)

8.30 Again, there are already good bus links from Nottingham City to Beeston via Broadgate and the extension of NET to Beeston will enhance the public transport accessibility to Beeston from the entire NET corridor and in turn reduce the need to travel by car.

- On street car parking on Regent Street for shoppers
- Tesco car park accessed from Middle Street
- Use of Horton and Son site off Regent Street subject to land owner discussions with Broxtowe Borough Council (instead of Derby Street)
- Regent Street shopper's car park retained
- City Road North car park retained for Blue Badge Holders only (accessed from Middle Street)
- Middle Street long stay car park retained

Southern Parking (for traffic from Ryelands and Queens Road)

- New Tesco store to provide circa 300 short stay spaces.
- Imperative that Tesco car park is available as a Town Centre shopper's car park as well as customers and that the same policy for public parking is applied as at Sainsbury's.
- Regent Street existing and proposed car parks and on street spaces as existing
- City Road North car park converted to Blue Badge Holder parking only
- Middle Street long stay car park retained



TRAFFIC AND HIGHWAY STRATEGY

8.31 Figure 8.3 identifies the highway changes within the Town Centre following implementation of the preferred development options and NET Phase 2. These options have been discussed with the local highway authority (Nottinghamshire County Council) and the NET team to ensure they are feasible and acceptable in highway terms.

Traffic Proposals

8.32 The implementation of NET Phase 2 predicts that through traffic in Beeston will reduce or divert to Queens Road, thereby avoiding Middle Street and Regent Street and High Road. Therefore this creates the opportunity to downgrade Regent Street and High Road to provide greater priority for pedestrians and buses.

8.33 The extension of the High Road pedestrianisation involves the closure of City Road and Derby Street to traffic at junctions with High Road. Derby Street is to be opened up at the Albion Street end to allow access to existing and proposed residential and High Road business car parks. City Road maintained for southbound traffic only (south of Portland Street) and pedestrianised north of Portland Street. Willoughby Street would be opened at its southern end to connect with Clifton Street (south) for one-way northbound traffic, to provide access to Portland Street. This would simplify traffic movements and minimise conflicts with trams along Middle Street. Some blue badge surface car parking provided off City Road on the existing surface car park to provide ease of access for the mobility impaired to the shopping core.

8.34 The traffic signals at the High Road / Regent Street junction would be removed and replaced with a pedestrian crossing shown indicatively in Figure 8.4.



► Figure 8.4 - Pedestrian Crossing at the High Road / Regent Street Junction



KEY

NET

Traffic Movement Changes

Key for Proposed Traffic and Highway Changes

1. New east / west access road and Stopping Up of Wilmot Lane
2. Stopping up of Ellis Grove (west)
3. Junction alterations to accommodate NET
4. Stopping Up of Foster Avenue to traffic (NET Proposal)
5. New access road from Commercial Avenue to Foster Avenue
6. Stopping Up of Access to Round Hill School to create public space
7. Opening up of Nuart Road in the east to allow access to Round Hill School and Attenborough Site
8. Improved signalised junction to allow two way traffic on Albion Street
9. Lace Road to provide access to proposed development (no through road)
10. Improved junction at Commercial Avenue
11. Improved pedestrian crossing
12. Opening up of Derby Street A/ Albion Street junction to allow access to Derby Street residents and car parks
13. Derby Street Stopped Up at junction with High Road
14. City Road Stopped Up at junction with High Road
15. New pedestrian crossing at High Road / Regent Street
16. Willoughby Street opened up to northbound traffic movements
17. City Road opened up to allow southbound traffic movements
18. New signalised junction at Middle Street / Styling Street (NET Proposal)
19. Improvements to Middle Street / Station Road junction to allow for traffic changes and NET
20. Traffic Calming / Downgrading of Regent Street
21. Upgrade of pedestrian crossing to a Toucan crossing to accommodate cyclists

► Figure 9.3 - Highway Changes

- 8.35 The highway layout along Middle Street is as proposed by NET and Tesco although remodelling of the Station Road junction will be required to incorporate changes in traffic flow as a result of The Square proposals, specifically the closure of the multi-storey car park and the changes in traffic distribution at this junction that may occur.
- 8.36 Pedestrian crossing at Middle Street / Church Street to be upgraded to a Toucan crossing to incorporate a new cycle route proposed along Dovecote Lane and Church Street.
- 8.37 Middle Street, between Church Street and Chilwell Road maintained as two-way and where space permits for the presence of on street car parking and / or bus layover spaces. This proposal should not require any widening beyond that already proposed by NET (for a bus lay by). On street car parking spaces would be in the form of a lay-by and should be restricted to blue badge holders only for ease of access to the Church.
- 8.38 It is proposed that Station Road, between Middle Street and High Road, will be created as a tree lined boulevard. Additional space will come forward to create this through the redevelopment of The Square and multi storey car park. The aim is to create an attractive pedestrian environment that will encourage shoppers between the High Road, Tesco, The Square redevelopment and the new bus / tram interchange along Styring Street. A pedestrian crossing will be provided across Station Road at the middle point of The Square redevelopment to allow connectivity between Tesco and The Square. NCT have requested that bus stops on Station Road are provided for existing services although this is not a long term aspiration for the Masterplan and it is expected that all bus services will utilise the bus / tram hub following the implementation of the tram and revisions to bus services to complement this.
- 8.39 The existing pedestrian crossing across Station Road at High Road will be enhanced to emphasise the pedestrian route between the two sides of the Town Centre. The proposals are to enhance the quality of this crossing by linking the opposite sides of High Road by means of a raised table. The road surface through the crossing will complement the surface of the pedestrianisation along High Road through to Styring Street. The building line on the south side of The Square is proposed to be brought forward and this will provide an opportunity to reduce the distance between the two vehicle stop lines without reducing the width of the actual crossing. This could prevent vehicles becoming caught in the middle of the crossing an issue raised during consultation.



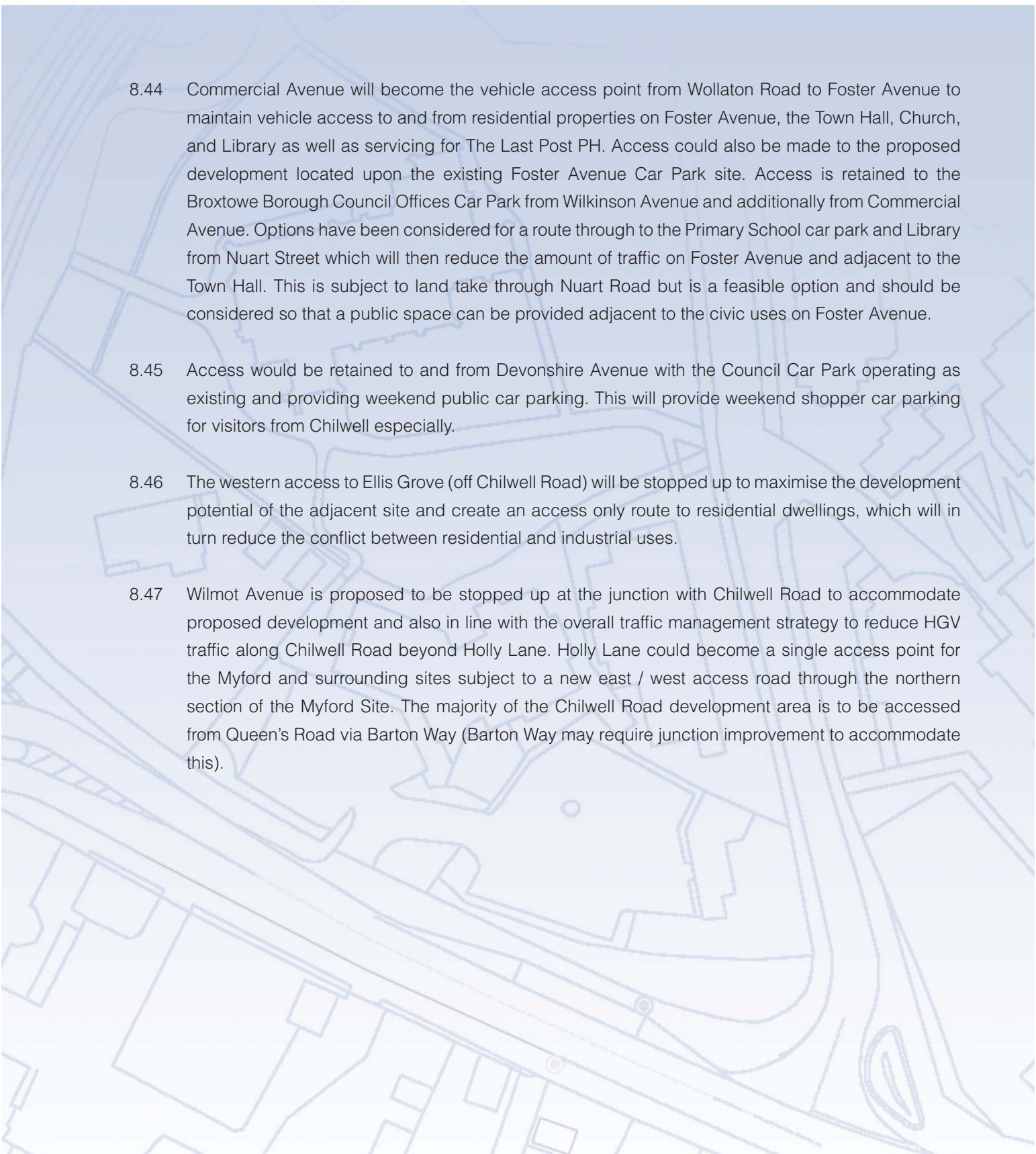
- 8.40 Albion Street / Wollaton Road junction is to be reconfigured to accommodate additional traffic attracted to a new multi-storey car park on the existing car park on Albion Street known as Sainsbury's north and new access to Derby Street. This includes changing Albion Street to two-way throughout. Access into Sainsbury's and the petrol filling station is to be maintained from Cross Street. Indicative layout for the Albion Street junction is shown in Figure 8.5.



► Figure 8.5 - Albion Street / Wollaton Road Junction

- 8.41 Access to the proposed multi storey car park will be via an access road off Albion Street. A zebra crossing and clear pedestrian walkway across Albion Street through the Sainsbury's south car park will link the multi storey with Sainsbury's and Stoney Street through to the Town Centre core along High Road. This route will be enhanced by proposed retail and residential redevelopment opposite Sainsbury's (Villa Street).
- 8.42 Cross Street / Villa Street / Lace Road - Cross Street proposed as one way between the junction with Wollaton Road and Lace Road. The right turn from Wollaton Road into Cross Street would be allowed for access to Villa Street, Sainsbury's and the proposed development on the Cricketers Public House site.
- 8.43 Foster Avenue is to be stopped up at its junction with High Road as part of the NET proposals and overall aspirations to create a public space in this location. This is to allow bus and tram priority access from Devonshire Avenue through to Styring Street. The southern end of Foster Avenue is to be included as part of the Town Centre pedestrianisation scheme. Access to Foster Avenue for vehicles will be taken from Commercial Avenue. An alternative option was considered to retain vehicle access from High Road to Foster Avenue and access to potential multi-storey car park development on existing Foster Avenue Car Park site. This option would provide additional car parking for vehicles travelling from the west (Chilwell). There are, however, concerns that traffic could block the bus and tram route along High Road / Styring Street and have a negative effect on the proposed public space on the corner of Styring Street. This scheme has therefore not been taken forward.



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- 8.44 Commercial Avenue will become the vehicle access point from Wollaton Road to Foster Avenue to maintain vehicle access to and from residential properties on Foster Avenue, the Town Hall, Church, and Library as well as servicing for The Last Post PH. Access could also be made to the proposed development located upon the existing Foster Avenue Car Park site. Access is retained to the Broxtowe Borough Council Offices Car Park from Wilkinson Avenue and additionally from Commercial Avenue. Options have been considered for a route through to the Primary School car park and Library from Nuart Street which will then reduce the amount of traffic on Foster Avenue and adjacent to the Town Hall. This is subject to land take through Nuart Road but is a feasible option and should be considered so that a public space can be provided adjacent to the civic uses on Foster Avenue.
- 8.45 Access would be retained to and from Devonshire Avenue with the Council Car Park operating as existing and providing weekend public car parking. This will provide weekend shopper car parking for visitors from Chilwell especially.
- 8.46 The western access to Ellis Grove (off Chilwell Road) will be stopped up to maximise the development potential of the adjacent site and create an access only route to residential dwellings, which will in turn reduce the conflict between residential and industrial uses.
- 8.47 Wilmot Avenue is proposed to be stopped up at the junction with Chilwell Road to accommodate proposed development and also in line with the overall traffic management strategy to reduce HGV traffic along Chilwell Road beyond Holly Lane. Holly Lane could become a single access point for the Myford and surrounding sites subject to a new east / west access road through the northern section of the Myford Site. The majority of the Chilwell Road development area is to be accessed from Queen's Road via Barton Way (Barton Way may require junction improvement to accommodate this).



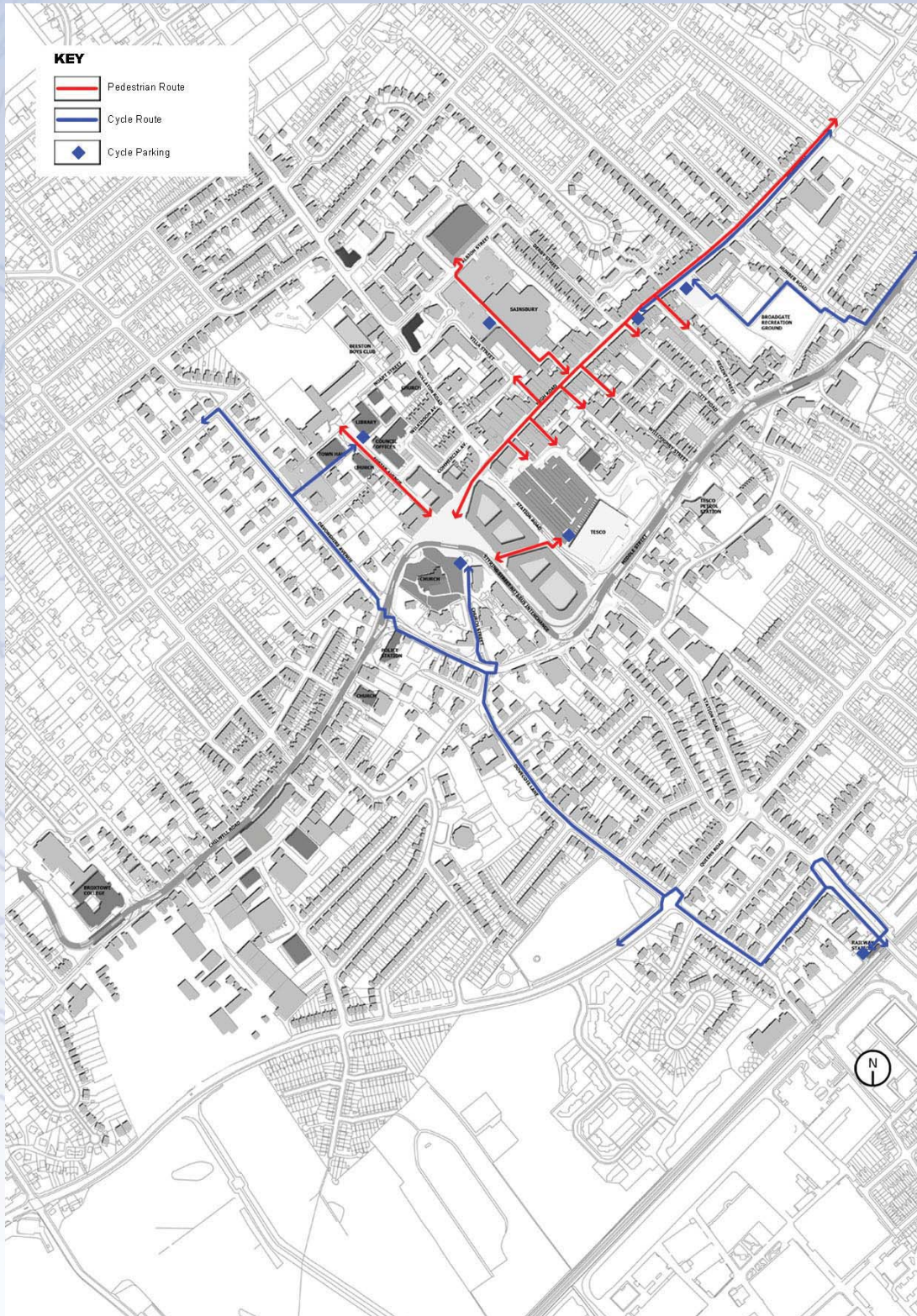
WALKING AND CYCLING STRATEGY

- 8.48 Figure 8.6 identifies the future key walking and cycling routes and cycle parking locations.
- 8.49 The preferred option is to enhance the existing pedestrian routes and integrate new routes that increase accessibility and permeability through the Town Centre. New development can provide the opportunity for natural surveillance onto pedestrian routes.
- 8.50 In order to create a sense of arrival into the Town Centre for pedestrians the footways along key arrival routes (Station Road, Broadgate, Chilwell Road and Wollaton Road) should be designed to a high standard, reflected in the quality of materials and street furniture. A tree lined boulevard is proposed for Station Road adjacent to The Square redevelopment and Tesco's. Pedestrian links from Town Centre car parks are to be direct and attractive routes to the core shopping areas.
- 8.51 Existing cycle routes around the perimeter of the Town Centre between University Boulevard and the Rail Station and the route from Devonshire Avenue through to Chilwell will remain, as will the routes along Broadgate and Fletcher Road. Within the Town Centre there will be some changes to simplify cycle accessibility and to take into consideration the proposed NET route.
- 8.52 As part of the NET proposals some off street cycle lanes are provided adjacent to the tram routes. As a result of the proposed strategy to simplify cycle routes and access to and through Beeston, it may become unnecessary for NET to provide off street cycle routes in other locations such as Middle Street.

Cycle routes in and around the Town Centre will be:

- Broadgate – on street cycle lanes as existing
- High Road between Station Road and Broadgate - as existing
- Church Street / Dovecote Lane / Barton Street to Rail Station – aided by Toucan crossings at Queens Road and Middle Street – signed advisory route.
- Fletcher Road through Broadgate Park to High Road
- Middle Street between Church Street and High Road continuing across High Road to Devonshire Avenue – cycle lanes on street with incorporated advanced stop lines at the junction with High Road.
- Signed cycle route to Foster Avenue from either Nuart Street or Commercial Avenue – route to access Library, Town Hall etc.
- Cycle link between Foster Avenue and Devonshire Avenue if possible.
- Simplify cycle routes along Middle Street between Church Street and Humber Road Cycle Parking





► Figure 8.6 - The future Key Walking and Cycling Routes and Cycle Parking Locations

Cycle Parking

- 8.53 Covered Cycle Parking is to be included as part of the public realm improvements and a continuous modern theme is aspired for. Clear signage as part of the strategy is vital to encourage the use of cycle routes.

Recommendations for cycle parking locations are as follows (some already existing):

- High Road / Broadgate Park (minimum 10 stands).
- High Road / City Road / Regent Street – covered parking at eastern end of pedestrianised area (minimum 10 stands).
- Sainsbury's (minimum 5 stands)
- Tesco (minimum 5 stands)
- Northern end of Church Street adjacent to new public open space in front of Baptist Church (minimum 6 stands).
- Foster Avenue at northern end of proposed pedestrianisation (minimum 5 stands)
- Railway Station (minimum 15 stands)

PREFERRED OPTION FOR PUBLIC TRANSPORT STRATEGY

- 8.54 The public transport strategy has concentrated on the location and design of a new bus and tram interchange along Styring Street and identifying other key bus stops in the Town Centre such as Station Road and High Road. However, the stops indicated adjacent to The Square on Station Road are indicative only and have been shown at the request of Nottingham City Transport as their service 13 is required to use these stops instead of Styring Street. It is expected that this service will be subject to change and may in the future, (following the implementation of the tram) transfer to Styring Street. Figure 8.9 shows the design of the bus and tram interchange that has been developed in consultation with NET, major bus operators and the local highway authority.
- 8.55 The extension of NET through Beeston will encourage the use of public transport especially from the east and west and maximise sustainable access to the Town Centre.
- 8.56 The design of the bus and tram interchange should be consistent to provide equal precedence to the bus and tram. A central information point highlighting the facilities in Beeston would be beneficial as would real time information for both the bus and tram services.
- 8.57 The design shows dual running of bus and tram on the same route with a central tram stop and six bus stop bays. Pedestrian crossing points are shown to aid pedestrians across the bus and tram route. This design creates the potential for new functional public space and maximises the adjacent development area.



- 8.58 A Beeston Rail Station Accessibility Study has been commissioned by Nottinghamshire County Council to address the issues regarding access to and from the rail station. The proposals put forward as a result of this study are expected to maximise pedestrian, cycle and bus access to the Rail Station.

Taxi Provision

- 8.59 It is proposed to open up Church Street and provide a taxi rank that lies adjacent to the bus and tram interchange. In addition there could be the facility for taxis to drop off along High Road adjacent to Broadgate Park as well as within the Sainsbury's and Tesco's car parks.

