
Decision Session
- Executive Member for City Strategy

11 May 2010

Report of the Director of City Strategy

**BUS CORRIDOR WORKS ON A59 BOROUGHBIDGE ROAD AND
B1363 WIGGINTON ROAD**

Summary

1. This report provides background information about the various elements of proposed works to be constructed on the public highway as part of the Access York Phase 1 project that have not been considered for approval within the planning application process. It provides information about the timescale for construction.
2. The report also examines the consultation process requirements, with proposals for this to be conducted in a coordinated way across the whole project. It outlines the draft proposals for the bus corridor works that will form the basis of consultation and it also provides information about the integration of the proposed cycling improvements and the resurfacing works and timescale for construction.

Recommendation

3. The Executive Member for City Strategy is recommended to approve:
 - (i) the consultation proposals; set out in paragraphs 12 to 14
 - (ii) the timescale for producing detailed reports to this Decision Session in September 2010 for further consideration; set out in paragraph 9

Reason: To ensure that the Access York Phase 1 project continues to progress satisfactorily and to make sure that any approval of works within the public highway receives appropriate consultation.

Background

4. The Access York Phase 1 scheme incorporates the construction of new Park & Ride facilities at Askham Bar, Poppleton Bar and Clifton Moor. It also includes a major upgrade of the A59/A1237 roundabout near Poppleton as well as improvements to assist the passage of buses along the routes from the Park & Ride sites into and out of the city centre.

5. Planning permission for the Park & Ride sites at Askham Bar and Poppleton Bar have been approved. The planning application for the Clifton Moor site will have been considered by the Planning Committee on 29 April 2010 but the outcome is unknown at the time of writing this report.
6. Funding for the overall scheme will mainly come from the Government as a result of a Major Scheme Bid application which has now obtained Programme Entry status. This means that work can proceed with the possibility of up to £22.9 million being available subject to various ongoing conditions being satisfied.
7. Halcrow has been appointed as the consultant to carry out the detailed design works on all aspects of the scheme other than the bus corridor works, which are being designed in-house by the Engineering Consultancy.
8. The detailed design and the appointment of contractors will take place in the period up to May 2011 at which time it is intended to commence construction. The construction period is expected to last 12 months. Running parallel with this is the appointment of the bus operator.
9. The timescale is challenging and to remain on target it is preferable that a number of reports, seeking approvals to carry out works on the public highway, are brought to this Decision Session in September 2010. These reports will cover work outside the scope of the planning submissions and include :
 - Detailed Design of the appropriate means of access and egress to the Park & Ride sites
 - Detailed Design of the A59/A1237 roundabout upgrade
 - Detailed Design of Bus Corridor works
10. The A59 Boroughbridge Road has a number of scheme proposals that need to be coordinated to ensure that the works are correctly phased and to minimise disruption. Works, in addition to those for the bus corridor improvements, include the Orbital Cycle Route scheme at Water End and two carriageway resurfacing schemes either side of the Carr Lane junction, that in total run the full length from Shirley Avenue to Seldon Road.
11. Consultation on all these proposals is going to be very important to ensure that the detailed designs meet as many needs as possible. Consultation has been carried out as part of the pre-application planning process on the outline design for the access and egress arrangements for the Park & ride sites as well as the A59/A1237 roundabout upgrade. Some initial consultation has already taken place with the two Ward Committees affected by the bus corridor works along the A59. However, further consultation is still required.

Consultation Proposals

12. Joint consultations will be carried out whenever possible to avoid duplication. Halcrow and the CYC project team staff, involved with the bus corridor and associated works, will be working together on this. The approach to consultation is that it will involve the relevant Ward Committees and residents of

adjacent or near-by properties as well as an opportunity to view and comment on the proposals online.

13. In addition to this, and to ensure that equalities aspects are fully considered, an evening exhibition and meeting is proposed for residents, user groups and Social Inclusion Working Group (SWIG) representatives. This meeting can be used to exhibit all works included within the Access York Phase 1 project.
14. The proposed consultation timetable is as follows:

Consultation Opportunity	Date	Extent of consultation
Leaflet deliveries to properties adjacent or close to the bus corridor works and the A59/A1237 roundabout	Early July 2010	A59 and B1363 bus corridors and the A59/A1237 roundabout upgrade
On-line consultation	July 2010	All aspects of the project
Haxby & Wigginton Ward Committee Meeting	5 July 2010	Clifton Moor bus corridor
Huntington & New Earswick Ward Meeting	7 July 2010	Clifton Moor bus corridor
Acomb Ward Meeting	12 July 2010	A59 bus corridor
Clifton Ward Meeting	14 July 2010	Clifton Moor bus corridor
Skelton Rawcliffe & Clifton Without Ward Meeting	15 July 2010	Clifton Moor bus corridor
Guildhall Ward Meeting	19 July 2010	Clifton Moor bus corridor
Holgate Ward Meeting	20 July 2010	A59 bus corridor
Rural West York Ward Meeting	21 July 2010	Askham Bar and Poppleton Bar access/egress proposals, plus A59/A1237 roundabout upgrade
Evening exhibition and meeting	Late July/early August 2010	All aspects of the project

Bus Corridor Works

15. The Park & Ride service only works effectively if the buses can travel into and out of the city centre with a minimum delay. To achieve this, and in common with other existing Park & Rides across the city, it is proposed to carry out improvements to the A59 Boroughbridge Road and the B1363 Wigginton Road. This will involve the introduction of bus lanes to effectively relocate buses to the front of a queue of traffic and to then give them priority at traffic signalled controlled junctions as they make their way along the route into the city. The Park & Ride buses will have a small number of intermediate bus stops to keep journey times to a minimum.
16. The journey time saving for buses, when the sites could become operational, is 4.1 minutes for the A59 Poppleton Bar Park & Ride and 2.25 minutes for the

Clifton Moor Park & Ride. These times have been calculated using the SATURN traffic model which formed part of the Major Scheme Bid.

17. Whilst the benefits of Park & Ride can be measured in the journey time savings, the other key benefits are convenience and cost savings for users as well as the positive environmental aspects of reduced numbers of cars and less exhaust emissions. Some compromises may need to be made when the street scene is being altered, and the retention of trees or if possible an increase in trees, is an important consideration to provide the most attractive streetscape possible. Options are being investigated and these will be presented in the detailed design report for consideration.
18. The proposals for works on the A59 Boroughbridge Road and B1363 Wigginton Road are still at the design stage but in their current form these proposed works are now outlined in this report and will provide the basis for consultation. To ensure continuity of design, the same CYC 'lead designer' will be responsible for coordinating all the A59 bus corridor and associated works. This will also mean that any advance works will be coordinated to cover all the design requirements of the scheme proposals.

A59 Boroughbridge Road

19. The Access York Phase 1 project includes the construction of the bus corridor works and, subject to Final Approval being obtained from the Department for Transport (DfT), the advance works for the construction could start from May 2011 onwards. This has to tie in with the Orbital Cycle Route scheme and the Communities and Neighbourhoods resurfacing schemes.

Orbital Cycle Route Scheme at the A59

20. The Orbital Cycle Route (OCR) concept is to create a high quality cycle route around the city, between the inner and outer ring roads and away from busy radial roads. Where the OCR crosses a radial road, enhanced facilities such as traffic control signals or Toucan crossings will be provided. Cyclists are not expected to ride the whole of the OCR for leisure but to use sections of it as the main leg of their journeys to wider destinations.
21. The OCR has been made possible by CYC's successful bid to become a Cycling City and thereby winning enhanced funding from Cycling England. A key commitment of that bid was to construct the OCR before March 2011.
22. Much of the OCR is already complete but there are three sections outstanding for construction in 2010/11; the relevant one in this instance being Water End to Hob Moor.
23. Although the alignment of the Water End to Hob Moor section is at the feasibility stage, it is certain to cross Boroughbridge Road. In keeping with the principles of the OCR, that crossing will be supported by traffic signals and therefore can only be placed at the Water End or Carr Lane junctions if it is to integrate with the bus corridor works.

24. The feasibility of the Water End to Hob Moor section is currently being progressed, with a view to seeking support in principle for the scheme at the July 2010 Decision Session - Executive Member for City Strategy. Thereafter, it will be developed and move to consultation in August, with final approval for all three being sought at the Decision Session in September.

A59 Bus Corridor Works

25. A brief description of the proposed A59 Bus Corridor work is as follows but in general terms existing traffic lanes are retained and the bus lane is constructed by either making use of wide sections of existing carriageway or the grass verge.

Bus Lane inbound from Plantation Drive - finishing opposite Cranbrook Drive

26. The proposed works on the A59 bus corridor starts at Plantation Drive and is predominantly on the inbound verge. This section involves the construction of a 4m wide shared bus/cycle lane through to the Princess Drive development, along Boroughbridge Road. The bus lane is 200m long and ends in a bus priority gate just prior to the existing traffic lights. As part of the proposal the existing footway is moved further back but a strip of verge 3.0m to 3.5m wide would still exist between property boundaries and the rear of the footway.

Bus Lane inbound from Renshaw Gardens to Acomb Road junction

27. A 4m wide bus/cycle lane is proposed to be constructed on Poppleton Road, from 70m beyond Renshaw Gardens to just prior to the traffic lights of the Holgate Park Drive/Poppleton Road/Tisbury Road Junction. All works to create this 52m length of bus lane can take place within the existing carriageway.
28. The proposed bus lane is then continued from the other side of the traffic lights through to the Acomb Road Junction near the Fox Public House. This main section of bus lane would be up to 405m long.
29. From opposite St Swithin's Walk to the Acomb Road junction the space for the bus lane is obtained from the existing verge. The cycle path is on road and the space for this is provided by increasing the bus lane width. The footway is mainly adjacent to the carriageway edge. A reduced verge, with a minimum width of 3.0m, is provided for trees.
30. One of the issues to be addressed is the impact on trees. This section requires some landscaping and tree transplanting works, which may affect the overall avenue effect for Poppleton Road. The draft proposal requires the 10-year-old avenue of trees to be set back 1.5m to 1.8m. In reality this will mean replacing 17 existing trees with new semi-mature trees. Options to provide a better alternative to this are being sought but there may not be a viable alternative solution.
31. Up-graded bus stop facilities and a new controlled pedestrian crossing are proposed to be incorporated into the works on this section of Poppleton Road.

Carr Lane to Water End

32. Along the section of Boroughbridge Road between Carr Lane and Water End, it is proposed to widen the carriageway on the southern (outbound) verge, with the loss of most of the patches of grass and two trees. This is to facilitate the introduction of improved cycling facilities on both sides of the road to provide the cycling links between Carr Lane and the Water End, as agreed with Cycling England. At present this cycling facility is only partially available. The Water End junction would have localised widening and additional works done to the existing traffic islands, and the proposal is to construct a dedicated left turn lane from Boroughbridge Road inbound on to Water End, which will ease congestion at this busy junction. Some movement and upgrading of Traffic lights would take place to facilitate Toucans being constructed for the Orbital cycle route to cross this busy area. It is proposed to retain the two existing pedestrian crossing refuges.

Traffic Signals

33. Traffic signals both existing and those installed for bus gate purposes along these lengths of road would be improved to register the approach of buses in both directions and provide optimum green time.
34. The proposed bus route from the Poppleton Park & Ride site is:

Park & Ride site A59 Boroughbridge Road A59 Poppleton Road A59 Holgate Road Blossom Street Queen Street Station Road Station Avenue Rougier Street/George Hudson Street Micklegate Skeldergate	Bishopgate Street Tower Street/Clifford Street Low Ousegate Micklegate Rougier St./George Hudson Street Station Road Queen Street Blossom Street A59 Holgate Road A59 Poppleton Road A59 Boroughbridge Road Park & Ride site
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As an alternative to traveling along Holgate Road to Blossom Street, the option of using Dalton Terrace and The Mount is under consideration.

Bus stops are expected to be located at:

- Holgate Park
- Blossom Street Stop B (or a new stop)
- Rail Station Stop A
- Rougier Street Stop B
- Rail Station Stop F
- Blossom Street Stop C

A59 Resurfacing Schemes

35. Two resurfacing schemes are already approved and the timing of the works has been altered to ensure that it is linked to the bus corridor works in such a way as to add a positive impact to the finished product. The resurfacing will therefore form part of the overall A59 Bus Corridor scheme and will be carried out after all proposed widening and other works affecting the carriageway have been completed. The full carriageway width from Shirley Avenue to Seldon Place will be resurfaced.
36. Whilst the bus corridor works will cause a delay to the originally intended timescale for carrying out the resurfacing schemes, the carriageway surface will be kept in a safe condition, and if necessary, temporary patching works will be carried out.

A59 Proposed Works Programme

37. The proposed phasing of works is shown below:

Scheme	Extent of works on A59	Proposed construction period	Comment
Orbital Cycle Route	Water End junction	January to February 2011	Due to other constraints it is unlikely that these works could start earlier than this. The deadline for completion is late February to obtain Cycling City funding.
Utility diversions and alterations in advance of the Bus Corridor works	Plantation Drive to Princess Road + Holgate Park Drive to Acomb Road	May to July 2011	The full extent of the work is unknown at this stage.
Bus Corridor works	Bus lane from Plantation Drive to Princess Road + Bus lane from Holgate Park Drive to Acomb Road + Traffic signal improvements between	August to December 2011	The construction period could be altered to provide the 'best fit' with the utility works and the contractor's programme for the Poppleton Bar P&R site and the A59/A1237 roundabout upgrade.

Scheme	Extent of works on A59	Proposed construction period	Comment
	Plantation Drive and Acomb Road + Full width carriageway resurfacing between Shirley Avenue and Seldon Road		

B1363 Wigginton Road

Bus Corridor Works

38. To have the least impact on the railway level crossing and to avoid complex and costly issues arising with Network Rail, any bus corridor works would need to be undertaken at least 150m from it. This, therefore, has been used as the proposed point for the end of the new bus gate, inbound on Wigginton Road. This point coincides with the location where a Public Footpath/Right of Way crosses the road and as the bus gate is constructed by making use of traffic islands, these will also act as pedestrian refuges allowing people to cross the road. The proposed dedicated bus lane will then extend 250m north from this point, an optimum length that traffic modelling shows to be of the greatest effect. Construction, to increase the overall carriageway width would be obtained by a 2m wide haunch, widening on each side of the existing carriageway. Both verges are bounded by drainage ditches, and this form of construction will have the least effect on the verges.
39. The proposed creation of the bus lane will relocate the inbound queues of traffic that are present at peak times. This queue relocation allows the bus to travel to the front of the queue and to then have the best possible approach to the traffic signals at Crichton Avenue. These traffic signals, along with all others that are suitable along the route, would be improved to register the approach of buses in both directions and provide optimum green time.
40. Bus stop facilities would be provided at both the proposed development site at Nestle South and adjacent to York Hospital. There could also be a bus stop on Clarence Street and there would be one close to Monk Bar, either on Lord Mayors Walk or Monkgate.
41. Further into the city, minor alterations to the kerb alignment may be required to assist with manoeuvres from Clarence Street to Lord Mayor's Walk, along with works to re-sequence the traffic light signals.
42. This proposed bus corridor scheme envisages no environmental changes or impact on the green environment other than the change of 4m of verge to highway.

43. The proposed bus route from the Clifton Moor Park & Ride site is:
- Park & Ride site
 - Wigginton Road
 - Clarence Street
 - Lord Mayors Walk
 - Monkgate (and return)
44. A number of variations to extend this route through to Stonebow are under consideration.
45. It is also proposed to provide a bus service, with appropriately located bus stops, around the Clifton Moor Industrial Estate, in the same way as that already in operation at the Monks Cross Park & Ride. This service would leave the Park & Ride site via the bus exit onto Stirling Road and take the following route:
- Stirling Road
 - Clifton Moorgate
 - Kettlestring Lane
 - Audax Rd
 - Stirling Road

B1363 Proposed Works Programme

46. The proposed phasing of works is as shown:

Scheme	Extent of works on Wigginton Road	Proposed construction period	Comment
Utility diversions and alterations in advance of the Bus Corridor works	Extends from 150 m to 400m from the level crossing near the Nestle entrance	May to June 2011	The full extent of the work is unknown at this stage.
Bus Corridor works	Bus lane construction + Traffic signal improvements along the bus route + Minor kerb line alterations at the Clarence St./Lord Mayors Walk junction	July to September 2011	The construction period could be altered to provide the 'best fit' with the utility works and the contractor's programme for the Clifton Moor P&R site.

Corporate Priorities

47. This project assists in meeting the following Corporate Priorities:
48. Thriving City – the scheme will improve the sustainable transport network along the bus corridors and will assist the economy by reducing the impact of congestion.
49. Sustainable City - this scheme will reduce the number of vehicles travelling into and out of the city centre with the consequent overall improvement in air quality
50. Healthy City – the scheme will encourage walking and cycling through the provision of additional footways, cycleways and crossing facilities.
51. Inclusive City – the scheme helps people to access services and facilities

Implications

Financial

52. The budget to develop the Access York Phase 1 scheme is in place and a report covering this was approved at the Executive on 13 April 2010. As a result, development costs are being shared on an equal basis with the Department for Transport. The budget for the Orbital Cycle Route works is available until the end of March 2011. Budgets for the two resurfacing schemes are able to be transferred into 2011/12 through alterations to the Resurfacing and Reconstruction scheme programme and this will be identified through the monitoring reports within the Communities and Neighbourhoods Directorate.

Human Resources (HR)

53. There are no HR implications.

Legal

54. There are no legal implications.

Crime and Disorder

55. There are no crime and disorder issues.

Information Technology (IT)

56. There are no IT implications.

Property

57. The construction of the bus corridor works will increase the council's assets and these assets will then require ongoing maintenance.

Sustainability

58. The assets proposed will increase the Park & Ride offer and will assist in reducing car journeys which also help to improve air quality. In addition there will be improved cycling facilities along Boroughbridge Road.

Other

59. There are no other implications.

Risk Management

60. The Access York Phase 1 Project has a risk register which is regularly reviewed. Any severe risks have been identified and in some cases escalated to the Project Board. There is no further change in the risk profile of the project and risks are being mitigated as the project progresses.
61. In compliance with the Council's risk management strategy the main risks have been identified. Measured in terms of impact and likelihood, the score for the remaining risks after mitigation measures have been implemented has been assessed at less than 16. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Ward Member Comments

62. Ward Members have been contacted in connection with the consultation proposals. Those that commented were either in support of the proposals or, in one case, suggested that a further Ward Committee Meeting should be visited and this has been accommodated in this report.

Contact Details

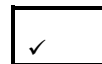
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Report Approved



Date 26 April 2010

Specialist Implications Officer

There are no specialist implications.

Wards Affected:

All

For further information please contact the author of the report.

Background Papers:

Access York Phase 1 Park & Ride Development – Update Report Following Programme Entry – to the Executive 13 April 2010