



Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 7 December 2010

Time: 4.00 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

10.00 am on Monday 6 December 2010 if an item is called in before a decision is taken, or

4.00pm on Thursday 9 December 2010 if an item is called in after a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 3 December 2010**.

1. **Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

- 2. Minutes** (Pages 3 - 8)
To approve and sign the minutes of the last City Strategy Decision Session meeting held on 2 November 2010.

- 3. Public Participation - Decision Session**
At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Monday 6 December 2010**.

Members of the public may register to speak on:-

an item on the agenda;

an issue within the Executive Member's remit;

an item that has been published on the Information Log since the last session.

Please note: No items have been published on the Information Log since the last Decision Session.

- 4. Water End/Clifton Green Review : Reinstatement of Left-Turn Traffic Lane and Chicane Trial** (Pages 9 - 36)
This report discusses the possible reinstatement of a left-turn lane on the Water End approach to the Clifton Green signals, whilst retaining a dedicated cycle lane. The report also brings to the attention of the Executive Member responses to the proposal to take forward a chicane trial along Westminster Road and The Avenue.
- 5. Options to Improve the Common Road Junction with the A1079 Hull Road at Dunnington** (Pages 37 - 50)
This report summarises the outcome of a feasibility study evaluating options to make it safer and easier to access the Common Road junction with the A1079 Hull Road at Dunnington by installing traffic signals.
- 6. Crichton Avenue Cycle Scheme - Completion** (Pages 51 - 60)
This report summarises the completion of the Crichton Avenue cycle improvement scheme and responds to concerns raised by some local residents that the shared use areas across the railway bridge should be delineated.

7. Review of Council Subsidised Local Bus Service Provision (Pages 61 - 136)

This report considers the current subsidised bus network in York and presents a draft revised network of routes for the consideration and approval of the Executive Member. The decision will inform the contents of an open tendering exercise to be undertaken early in the new year.

8. 2010/11 City Strategy Capital Programme Monitor 2 Report (Pages 137 - 158)

This report sets out progress to date on schemes in the 2010/11 City Strategy Capital Programme, including budget spend to the end of October 2010, and informs the Executive Member of the likely outturn position of the programme.

9. Any other business which the Chair considers urgent under the Local Government Act 1972

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

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Further information about what's being discussed at this meeting

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	2 NOVEMBER 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)

35. DECLARATIONS OF INTEREST

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

36. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 5 October 2010 be approved and signed by the Executive Member as a correct record.

37. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted one request to speak received from a Council Member details of which are set out under the individual agenda items.

38. 20 MPH ZONE PETITION FOR ALMSFORD DRIVE, ACOMB

The Executive Member considered a report prepared in response to a petition requesting the extension of the existing 20mph zone covering the Danebury Drive area. Residents had requested this in order to reduce traffic taking a shortcut to Wheatlands Drive, attempting to avoid the traffic calming around Carr Infant School.

In answer to comments recently received from Cllr Simpson-Laing, Officers confirmed that, unlike Portsmouth, without any city wide mandate on 20mph zones they had to continue to following existing policy. Confirmation that the Ostman Road area did have traffic calming in the form of tables/cushions and that the original petition had requested an extension to the current zone, although officers were aware that residents may have been referring to a 20mph speed limit instead, hence the reference to both in the report. It was also pointed out that this scheme would be considered against other priorities in the next financial year.

The Executive Member confirmed that as this scheme had relatively low support and in the absence of any accidents, that it would have to be prioritised according to the agreed methodology and not advanced above those schemes already scheduled for implementation.

With this in mind he then considered the following options:

Option one – Agree that an extension to the 20mph zone should not take place during 2010/11 and consider the scheme against other priorities coming forward for delivery during 2011/12. The scheme could be considered through two processes, either as a 20mph zone or as part of a wider 20mph speed limit already requested by residents on adjacent streets.

Option two – Do not agree to delay any consideration of the scheme and agree to proceed with implementation (subject to wider consultation) during 2010/11 and direct officers to halt an existing scheme in order for it to progress.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) That no further action should be taken at the current time in relation to Almsford Drive but that it should be taken forward for consideration against other priorities in 2011/12.
- ii) To await further guidance from the Department for Transport before determining whether it should be progressed as a wider 20mph speed limit or as an extension to the 20mph zone.¹

REASON: To progress requests and petitions against agreed criteria to ensure that limited funding is allocated consistently

Action Required

1. Following receipt of DfT guidance determine how to progress this issue.

RS

39. 20MPH SPEED LIMIT PETITION FOR FULFORD CROSS AND DANESMEAD

Consideration was given to a report, which had been prepared in response to the receipt of a petition requesting a 20mph speed limit for Fulford Cross and Danesmead near the Steiner School and the Danesgate and Bridge Centres.

Officers referred to the previously agreed criteria for prioritising petitions and requests for 20mph speed limits on residential roads in the city. The criteria had specified that petitions would be included in a list of schemes to be prioritised rather than dealt with separately.

The Executive Member confirmed that this scheme could legitimately be moved up the priority table as a section of each road was close to a school. However speeds in the area were generally low and the priority was to deal with those locations where there had been casualties.

With this in mind he considered the following options:

Option one - Agree the prioritisation position for the petition and delay implementation to a future year, subject to funding and await the outcome of the LTP3 consultation before undertaking any further implementation in relation to Fulford Cross and Danesmead.

Option two - Do not agree the current prioritisation but still await the outcome of the LTP3 consultation process.

Option three - Do not agree the current prioritisation and position the petition request higher up the table ahead of other schemes currently planned for delivery during 2010/2011.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the relative priority of the petition set out in the table (Annex A) in relation to other petitions and requests received.
- ii) No further action being taken at the current time in relation to Fulford Cross and Danesmead but that the streets be considered with others on the list when the resources available for 2011/12 are being allocated.
1.

REASON: To progress requests and petitions against the agreed criteria and in priority order and to enable those requests that do not comply with key elements of the criteria to be considered through other processes.

Action Required

1. When 2011/12 resources become available prioritise this scheme.

RS

40. A19 FULFORD ROAD CORRIDOR IMPROVEMENTS

The Executive Member considered a report, which reviewed the improvements undertaken in the following areas on the A19 Fulford Road Corridor:

- Cemetery Road, Hospital Fields Road, Broadway and Heslington Lane junctions -Traffic monitoring cameras and Hospital Fields Road, Broadway and Heslington Lane junctions - new traffic signal controllers and signals
- Cemetery Road and Heslington Lane, pedestrian crossing facilities, on-road cycle lane and shared use off road facilities, bus lanes and retention of key parking facilities.
- Fulford Main Street -provision of a pedestrian refuge island crossing
- Selby Road northbound bus lane
- Naburn -gateways on the B1222

It was reported that the improvement measures had generally been well received other than for one exception. Concerns had been raised about the safety of the section of Fulford Road between Hospital Fields Road and Fulford Cross and as a number of people had called for the removal of the recently installed bus lane.

Officers reported receipt of late representations from Cllr K Aspden and Fulford Parish Council who indicated their support for the recommendations and Option 3A. Cllr Merrett, as Cycling Champion, had also confirmed his support for Option 3A and had asked if Officers could examine the widening of the road, adjacent to the refuge island into the verge, without any significant costs.

The Executive Member referred to six additional representations he had received from the Ward Member, local residents and the CTC since the deadline for representations, which he confirmed he had read.

Councillor D Taylor, as one of the Local Members, referred to the comprehensive Officers report detailing the improvement measures undertaken in the area and to their attendance at a number of Ward Committee meetings. He confirmed that both Local Members supported the majority of improvements made on the corridor which had benefited all users. However he pointed out that the puffin crossing was confusing and that the adjacent viewing panel, which confirmed whether it was safe to cross, could easily be obscured. He questioned whether a high level panel could be added similar to that provided at the Blossom Street crossing. He went on to refer to serious concerns regarding a number of issues set out in paragraph 35 of the report and to several near misses owing to the layout. He concluded by confirming that Options 2/3 or 3A or a variation of these would be acceptable to local residents. He also requested that further consideration should be given to the provision of an additional pedestrian refuge at a later date.

Representations were also received from the Cyclists Touring Club, their representative confirmed their in principle support for the scheme and Option 3A, as this provided a continuous cycling route and would assist in preventing gridlock in future years. Reference was also made to the issue of cyclists turning right at the Maple Grove and Aldi/Iceland junctions and for the need for drivers to allow this manoeuvre to be made safely. He also pointed to advice provided on right turn manoeuvres in the Cycling Handbook.

Officers confirmed that changes could be made to the puffin crossing but that these were normally only undertaken in priority order following examination on a site by site basis.

The Executive Member confirmed that the outstanding issues raised would be examined but that they would not influence the options in the report. He went on to point to the success of much of the Fulford Road project with a reduction in travelling times for bus users and support from cyclists. However several issues had emerged which would require adjustments to be made.

The Executive Member then considered the main issues affecting this section of the corridor that needed to be addressed and the various options available, which were:

Option 1 - Retain the existing scheme with minor amendments, which in effect would be a few additional lane arrows to highlight correct lane usage.

Option 2 - To remove the bus lane and revert back to the previous layout whilst retaining the new northbound cycle lane as shown on the plan in Annex A.

Option 2A - Similar to Option 2 but with an additional pedestrian refuge island crossing, primarily to cater for crossing movements between the barracks and the supermarkets.

Option 3 - To remove the bus lane and to reallocate the available road space to extend the southbound on-road cycle lane as shown on the plan in Annex C.

Option 3A - Similar to Option 3 but with continuous cycle lanes in both directions as shown on the plan in Annex D.

A further variation on Option 3 and Option 3A would be to provide an additional pedestrian refuge island, as discussed under Option 2A above.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the contents of this report and its annexes.
- ii) Implement Option 3A as detailed in the report and above.
- ii) Extend the shared-use facility on the eastern side to the Heslington Lane junction.
- iv) Implement 'At Any Time' waiting restrictions on Moorland Road, Derwent Road and St Oswald's Road in the vicinity of the crossing points.
- v) Advertise any traffic orders associated with the proposed improvements and, subject to no objections being received, the order(s) be made. Any unresolved objections to be referred to the Executive Member for consideration.
- vi) Carry out further consultation as appropriate on the above in discussion with the Executive Member and respective ward councillors, and for any contentious issues to be referred back to the Executive Member for consideration. ¹.

REASON: To address safety issues and improve conditions on these parts of the Fulford Road corridor.

Action Required

1. Implement agreed changes, waiting restrictions and traffic orders.

DW

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 4.25 pm].



**Decision Session
– Executive Member for City Strategy**

7 December 2010

Report of the Director of City Strategy

Water End / Clifton Green Review: Reinstatement of Left-turn Traffic Lane and Chicane Trial

Summary

1. This report discusses the possible reinstatement of a left-turn traffic lane on the Water End approach to the Clifton Green signals, whilst retaining a dedicated cycle lane. The physical constraints of the site are outlined and the development of an optimum layout is described. Feedback from external consultation is then discussed, along with an Officer assessment of the proposal. This leads to the presentation of options for the way forward for the reinstatement of the left-turn traffic lane.
2. In addition, this report brings to the attention of the Executive Member for City Strategy the response to the proposal to take forward a chicane trial along Westminster Road and The Avenue and puts forward a recommendation for bringing this matter to a conclusion.

Recommendation

3. The Executive Member is recommended:
 - (a) To note the contents of the report and decide if the proposed left-turn traffic lane should be progressed or not.

Reason: To balance various advantages and disadvantages linked to the proposal, and achieve the best overall layout for this arm of the junction.

- (b) That the chicane trial should not be taken forward.

Reason: Because there is little support for the trial.

Background

4. Encouraging more people to cycle has been a long-standing priority within the Council's Local Transport Plan, and this was given a huge boost by our successful bid to become a "Cycling City" in 2008. As part of this, a key infrastructure project within York's Cycling City programme is to complete an Orbital Cycle Route (OCR). The function of the OCR is to create a circulatory cycle route around the city that will connect many existing cycle path networks together, and thereby facilitate the formation

of useful routes between a large number of origins and destinations throughout the city. In addition, there is an action plan to address gaps in the existing cycle route network. The Water End approach to the Clifton Green junction was considered to present significant problems for cyclists. The original layout was considered to be of constrained width and was regularly packed tight with traffic during peak periods. The tight corner approximately 80 metres from the junction was also a factor in providing cycling facilities for increased safety and ease of movement for this vulnerable group of road users.

5. The plan shown in **Annex A** shows the original layout, i.e. before the current scheme was implemented. **Annex B** shows the current layout, which was approved at EMAP in October 2008 and subsequently constructed during the early part of 2009.
6. Since implementation, there have been complaints about increased traffic congestion on Water End as a result of losing the dedicated left-turn traffic lane, and residents of Westminster Road and The Avenue have complained about traffic cutting through their streets. In response, local councillors instigated a Councillor Call for Action, and a Task Group was subsequently set up to conduct a review of the scheme.
7. The Task Group reported its findings and recommendations to the council's Executive on 6th July 2010, where the following resolutions were made:-
 - "That Officers be instructed to undertake, on a trial basis, the installation of chicanes on Westminster Road, with a view to establishing what effect they have on vehicle volumes and speeds".
 - "That Officers be requested, in line with the recommendations of the Task Group, to bring forward for public consultation proposals which would see a left-turn general traffic lane provided at the Water End junction, on the basis that such a proposal would also retain a discrete cycle lane or path. It is recognised that such a project could have significant financial, conservation and road safety implications, all of which would have to be highlighted in any Officer report before a final decision on implementation could be made".
8. In accordance with these resolutions, Officers have also developed a detailed plan for undertaking a chicane trial in Westminster Road. The next section of this report therefore focuses on the potential provision of a left-turn traffic lane on Water End, whilst retaining a discrete cycle lane. The chicane trial is then discussed.

Proposals

Part A – Reinstatement of the Left-turn Traffic Lane

9. During the feasibility design stage of developing the current Water End Cycle Route scheme, Officers started with the aim of trying to maintain two traffic lanes on the approach to the Clifton Green signals. However, it was also considered essential to introduce a dedicated cycle lane to

assist cyclists in this difficult area. At that time, Officers concluded that the available highway space would be insufficient to safely accommodate two traffic lanes plus a cycle lane on the approach to the junction. The main physical constraints that limited what could be accommodated are summarised below:-

- The overall highway is bounded by Clifton Green to one side, and private residential properties on the other side. Therefore, acquiring additional highway space would involve either compulsory purchase procedures with respect to the private properties, or overcoming significant legal issues and public opposition in relation to using part of Clifton Green. Consequently, neither approach was considered feasible.
- The width of the available highway on this section of Water End is not uniform, reducing significantly from east to west away from the junction with Clifton Green. Consequently, whilst two traffic lanes and a cycle lane might be fitted in close to the stop line at the traffic signals, it could not usefully be extended very far back from the junction and would limit the ability of left turning traffic to access its dedicated lane. This was already a problem with the original layout, and would be exacerbated by the need to accommodate a cycle lane as well.
- The existing footway running along the north side of Water End, opposite Clifton Green, was considered too narrow to provide any scope for widening the carriageway.

10. Given these constraints, which all still exist, the process of bringing forward a new proposal in line with the Task Group's recommendations has proved challenging. However, following a detailed re-examination of the area in question, a potential scheme layout has been developed, which would meet the basic requirement of providing two traffic lanes, plus a dedicated cycle lane. The proposed layout is shown in **Annex C**, and the key features are outlined below:-

- Extra carriageway width would be created via the removal of the narrow strip of cobbles running along the edge of the existing footway and by severely cutting back the large overhanging hedges belonging to the adjacent properties.
- Additional useable carriageway space would be provided by removing the existing traffic island.
- The left-turn traffic lane would be of limited length (approximately 30 metres) and would vary in width from 2.4m to 3.0m wide (ideally, at least 3.0m wide traffic lanes should be provided).
- The cycle lane would be positioned centrally between the two traffic lanes, primarily to avoid those cyclists going straight on or turning right from being in conflict with left turning traffic. It would be 1.4m wide (ideally, at least 1.5m wide cycle lanes should be provided). Left turning cyclists would use the general left-turn traffic lane.

- The straight ahead/right turn traffic lane would vary in width from 2.4m to 3.0m (ideally, at least 3.0m wide traffic lanes should be provided).
- The general traffic lane in the opposite direction, which would accommodate both motor vehicles and cyclists, would vary in width between 3.0m and 3.6m (ideally, a 3.0m traffic lane alongside a 1.5m cycle lane should be provided).

Consultation on the Reinstatement of the Left-turn Traffic Lane

11. The new proposals were publicised for comment on 22nd September via ‘Your City’, the Clifton ‘Your Ward’ newsletter, and on the council’s website. In addition, a consultation leaflet was distributed locally on 23rd September (**Annex D** shows the extents of the distribution plan). 400 households/businesses received a leaflet directly, compared to 115 in 2008. The distribution area for the consultation on the current proposals included the whole of Westminster Road, Greycliffe Drive and The Avenue.
12. In total, 93 people responded to the current public consultation (this compares with 51 people who responded to the original consultation on the wider cycle scheme in 2008). Of the 93 responses to the recent consultation, 35 support the proposal; 46 are in objection; and the rest (12) suggest alternatives. A profile of the responses is set out in the table below:-

Origin of Response	Support reinstatement of left turn lane	Against reinstatement of left turn lane	Other suggestions	Total
Westminster Road	4	0	0	4
The Avenue	5	2	0	7
Greycliffe Drive	2	1	1	4
Clifton Green & Water End	2	9	0	11
Elsewhere	22	34	11	67
	35	46	12	93

13. A summary of the main comments received is presented below (NB: the figures in brackets represents the number of respondents reflecting these views):-

Positive

- Proposals appear to provide the best solution for both cars and bikes (2);

- The proposals will reduce traffic queues, delays, and air pollution (12);
- I am pleased that the council is willing to alter the traffic flow on Water Lane back to two lanes (17);
- The present arrangements have generated considerable problems including the creation of the Westminster Road/Avenue rat-run and queues on Water End for much of the day (8);
- It is admirable that York is at the forefront of cycle safety in road planning, but this should be in conjunction with provision for vehicles, whose drivers are just as important. Where both can be accommodated, this should be done (2);
- Please make the left turn lane as long as possible (2);
- Hardly any cyclists use the new facilities in contrast to the number of motorists using Water End (5).

Negative

- Having a central cycle feeder lane will result in regular vehicle conflicts with cyclists, as traffic turning into the left lane crosses the cycle lane (21);
- Wider vehicles will encroach onto the cycle lane whilst queuing (16);
- Use of the footway by pedestrians will be intimidating, given its narrow width and the likelihood of continual hedge re-growth, and because it will be situated directly adjacent to traffic in the narrow left turn lane (9);
- The proposal will make the cycle lane unusable, given the potential dangers, and cyclists are likely to revert back to riding on the footway - as they did previously, when in its original layout, due to the difficulties of making their way to the advance stop line (7).
- The current layout is well liked by cyclists, is seen as a vast improvement on the original layout, and is subsequently used as a safe means of moving past the traffic and through the junction (27);
- Removing the traffic island at the junction mouth will compromise the safety of crossing pedestrians (6);
- Spending £35k in a period of austerity to take a retrograde step that will greatly worsen the situation for cyclists is not viewed as being good value for money (7);
- Proposed changes will do little to improve current congestion levels (25);
- Traffic signal timings could be improved to make the flow through the Water End arm of the junction more efficient (4);
- The current facilities have increased cycle usage (3).

Ward Member Views

14. Officers consulted with the Ward Councillors Douglas, King, and Scott and also Councillors D'Agorne, Gillies, and Potter on the proposals. Their responses, at the time of writing this report, are summarised below:-

Cllr Douglas - is in favour of the left filter lane being replaced.

Cllr King - no response received.

Cllr Scott - no response received.

Other Member Views

15. Cllr Gillies said that he supports the left-turn lane proposal, with an appropriate filter light reinstated. He considers that the present system has not worked.
16. Cllr D'Agorne said that having looked at the specific details more closely, the Green Party has concluded that the scheme presents a number of serious concerns:
 - The conflict point at the commencement of the left-turn lane.
 - The inadequate width of the central cycle feeder lane when the traffic lanes on either side are a minimum of 2.4m wide;
 - The risk of the loss of the hedge through severe pruning;
 - The narrower footway and risk of cyclists returning to use this when the lane is blocked by stationary traffic;
 - The loss of the splitter island that currently provides some minimal refuge to assist pedestrians in safely crossing to and from the Green.

Whilst we do not want to criticise the task group for seeking to propose a solution that might improve the junction capacity without losing the cycle lane, the experience of lane widths on Fulford Road leads us to reluctantly conclude it would be unwise to make any change to the present layout at Water End along the lines proposed. It is important to stress the strategic significance of this facility as part of the wider cycle network and a long-term strategy for continuous safe routes around the city.

17. Cllr Potter is happy to support the Ward Members' views on the proposals.

Organisations / Other Interested Parties

18. **The Police** – The Traffic Management Liaison Officer has raised numerous concerns, which are listed below:
 - The removal of the existing splitter island will create conflict issues for vehicles turning into Water End from both Shipton Road and also from Water Lane. The speed of vehicles entering Water End from Water Lane is relatively high and the visibility is reduced by trees and foliage.
 - The reduction in the width of the footpath to 1.8 metres, which is only achieved by the cutting back of the hedge by 0.5metre, will be an ongoing maintenance issue, which will require constant attention. The real width of the footpath will be approximately 1.3 to 1.5 metres, which is well below the minimum standard required (i.e. normal provision would be 2.0 metres; absolute minimum 1.8 metres) and is unacceptable, particularly given the likelihood of usage by vulnerable users, for example elderly / disabled / electric buggies.
 - The cycle lane becomes centralised, which is fine if the cyclist intends to cycle across into Water Lane or turn right into Bootham,

but would be dangerous, as there is a real risk of conflict with motor vehicles wanting to turn left into Shipton Road.

- The traffic lanes are very narrow and there is a great possibility that vehicles will encroach into the cycle lane. This will be especially dangerous as the lights turn to green in Water End and previously stationary traffic starts to move off. There could also be insufficient room for cyclists to manoeuvre in Water End onto and along the centralised cycle lane, leading to potential cyclist casualties.
- Large vehicles in the left hand (inner) lane in Water End will have to travel very close to the kerb line. There is every possibility that the vehicle's nearside wing mirror will overhang the footpath and become a danger to pedestrians and also, this would present difficulties in making the left turn manoeuvre onto Shipton Road because there would be no room to swing out.
- The North Yorkshire Police could not support these proposals on road safety grounds. Due regard should be afforded to the Stage 2 Road Safety Audit in relation to this scheme, which highlights many of the above identified issues, and the comments made within this report are fully supported by North Yorkshire Police.

19. The **Ambulance Service** are not in support of the proposals and request that the following aspects are taken into account:

- Currently we have issues with the ability of an ambulance to make progress along Water End during heavy traffic volume periods, as there is limited capacity for vehicles to move. This is compounded by the vision of the junction when traveling towards Clifton Green, as the ambulance staff have to commit to travelling in the opposing lane in heavy traffic; on-coming traffic does not have the vision until it is committed to the same lane. The introduction of the secondary traffic lane would potentially reduce capacity further, especially as this is below recommended width.
- There is potential for an increase in road traffic collisions, and therefore casualty incidents, due to vehicles having to cross the cycle lane to join the left turn lane.
- The narrow lanes potentially increase the risk to cyclists that would have to travel between two lanes of moving vehicles.
- A cyclist turning right from Water End has the potential of a collision with a vehicle heading straight on, which further raises the risk of casualty incidents.
- Removal of the splitter island commits pedestrians to a complete crossing of the junction head, with no dedicated footway adjacent to the Green.
- The reduction of both the cycle lane and the left-turn lane below recommended minimum standards causes some concern, as this brings the cyclist and motorist closer together.
- This is a bus route and presumably there will be no change to bus services locally. The potential for vehicles to encroach on the opposing lane, due to the restrictive lane width, is greater and potentially lends itself to creating an obstruction to emergency vehicles.

20. The **York Cycle Campaign** - would prefer to retain the current layout, and fear that the cycle lane now proposed would frequently be blocked by drivers wishing to turn left.
21. The **Cyclists Touring Club** – is concerned about the proposed layout being implemented and fears it simply facilitates more car commuting and will add to the rat-run users who turn left at Water End to use Rawcliffe Lane to get quickly to Clifton Moor. It is thought that numbers who turn left from Water End do not justify bringing back the lane, which is so short to have little overall effect. A central cycle lane will not be popular, and could deter some cyclists, given that access to a centre cycle lane could be blocked at peak times by tailing back vehicles from the reinstated left-turn vehicle lane. This already occurs regularly at the inbound centre cycle lane by the Royal York Hotel gardens, where there is a left hand filter lane to Leeman Road. This could discourage use of the Orbital Cycle Route in this area by less confident and experienced cyclists. Any short-term gain from reinstatement of the Water End left hand filter lane would ultimately be eroded by longer-term increases in motor vehicle traffic across the City.

Officer Assessment

22. **Road Safety** - A Stage 2 (detailed design) Road Safety Audit was undertaken in late September by highway safety specialists who had no involvement in developing the proposal. This generally highlighted similar road safety concerns to those raised by the police in paragraph 15, and a detailed summary of the audit comments is provided in **Annex E**.
23. **Traffic Capacity** - Computer modelling has confirmed that the partial reinstatement of the left turn lane will increase capacity on this approach, especially so in the am peak, when there is a higher proportion of left turning vehicles. However, things would not fully revert back to the previous situation due to the shorter length of the proposed left-turn lane, the narrowness of the lanes, and weaving traffic movements between cyclists and other traffic, which are all likely to have some reducing effect on the extra capacity provided in reality. Included at **Annex F** is the technical briefing note presented previously to the Water End Councillor Call for Action Task Group on 14th April 2010. This examines different scenarios and compares the resultant effects on traffic flow and delay/queues of re-introducing a left turn lane on Water End at the Clifton Green junction, and also a point closure on Westminster Road.
24. **Conservation** - The hedges adjacent to the footway are well established and form an attractive local feature. They were planted on the property boundary line many years ago, and cutting them back as far as the back of the footway now would undoubtedly threaten their survival. The removal of the narrow strip of cobbles on Water End would not significantly harm the character and appearance of the area.
25. **Air Quality** - Clifton Green and the surrounding roads are included within City of York Council's first Air Quality Management Area (AQMA). Whilst the proposals to reinstate the left hand turn from Water End would

require reducing the existing footway width (and thus would bring the queuing traffic slightly closer to residential properties), it is not anticipated that this would result in a significant deterioration in air quality at these relevant locations.

Options

26. The options for the Executive Member to consider are:

Option 1 – Support the scheme proposals shown in **Annex C** for implementation;

Option 2 – Amend the scheme proposals Shown in **Annex C** for implementation;

Option 3 – Reject the scheme proposals shown in **Annex C**, and retain the current layout (i.e. **Annex B**).

Analysis

27. The implementation of the proposed scheme would bring about a small improvement to traffic flow at the junction, and would be welcomed by many people. However, it would not fully restore the previous situation, which could lead to some dissatisfaction with the outcome. Furthermore, many people are opposed to changing the current layout, and significant concerns have been raised, particularly in relation to the safety of cyclists and pedestrians. Officers consider that these safety matters cannot be resolved by amending the proposed scheme, and therefore on safety grounds retaining the existing layout is preferred.

Proposals

Part B – Chicane Trial

28. A set of draft proposals showing the position of the chicanes was made available for residents to consider and whilst there wasn't a huge response (around 10 letters and e-mails) all were quite firmly against what had been put forward.

29. The main reasons given for objecting to the chicanes are:

- Residents parking bays will be reduced,
- Chicanes will cause vehicles to travel in unpredictable direction,
- Increase the nuisance of noise and pollution,
- Do not believe they will have an effect,
- Waste of money,
- Will make turning into and out of driveways more awkward,
- Position and design of the chicanes is barmy,
- Should not be used on residential roads,
- They're dangerous,
- Will be difficult for school buses to manoeuvre round.

View of Scrutiny Committee Task Group and Ward Councillors

30. The views of the relevant Councillors are summarised in the table below:

Cllr. Douglas	Ward	No concerns raised
Cllr. King	Ward	I would agree with residents.
Cllr. Scott	Ward	I continue to support the residents view on this. I also support the Council Call for Action conclusion that a point closure should be introduced - ideally by way of a rising bollard.
Cllr. D'Agorne	Task Group / Party Representative	From the officer briefing I had it would appear this option is more problematic than it might be first thought to be. If there is no obvious local support for it and no substantive evidence that it would achieve the intended objective there would seem to be little point in moving ahead with it. However it should be made clear to residents that no other means of deterring through traffic is going to be available
Cllr. Holvey	Task Group	No concerns raised.
Cllr. Hudson	Task Group	We must go with what the residents want.
Cllr. Merrett	Party Representative	No concerns raised.
Cllr. Gillies	Party Representative	Alistair, I support your view.

Previous Residents Questionnaire Results

31. A previous questionnaire was delivered to all the properties along Westminster Road, The Avenue and Greencliffe Drive regarding traffic issues in the area in November last year. One of the questions specifically asked was whether they were in favour of further investigations into the use of chicanes and or road narrowings.
32. The result was 30 (27%) were in favour of further investigation into use of chicanes and / or road narrowings. Because the support was quite limited the chicanes option was not taken forward. Other results from the questionnaire were 61% in favour of a closure, 26% in favour of road narrowings at the junctions and 60% in favour of 20mph speed limit.

Options

33. The options available regarding the chicane trial are:
- A. To proceed with the chicane trial as proposed. This is not the recommended option because there is little support from local residents for such measures.
 - B. To re-consult on an alternative chicane trial. This is not the recommended option because there is little support from local residents for such measures and some of the concerns due to the likely inconvenience expressed in the recent consultation will be relocated to the revised chicane points.
 - C. To not implement the trial. This is the preferred option.

Corporate Priorities

34. The proposed re-instatement of the left-turn traffic lane would be a localised amendment to the overall Water End Cycle Scheme, and is thought unlikely to have a significant impact in relation to the council's Corporate Priorities. However, there is a risk that cyclists would find the new layout more intimidating, and some may choose to switch to alternative motorised forms of travel. There is also a risk of more accidents happening. Therefore the proposal does have some potential to impact negatively on the council's corporate aims relating to sustainability, safety, and health. The chicane trial does not impact on the corporate strategy.

Implications

35. **Financial/Programme** - The Transport Capital Programme for 2010/11 currently includes a budget of £5k, pending the decision concerning the proposed reinstatement of the left-turn lane. The reinstatement could proceed in 2010/11 if the spend on other schemes across the programme was lower than anticipated. Failing that, the scheme could be prioritised against other projects and put forward for inclusion in the 2011/12 capital programme. The actual work to implement the reinstatement is estimated to cost approximately £35k. However, this does not include any allocation for potential utility diversions that may be required.
36. **Human Resources** – None
37. **Equalities** – None
38. **Legal** – None
39. **Crime and Disorder** – None
40. **Information Technology** – None
41. **Property** – None

Risk Management

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Probable (4)	3 x 4=12
Physical	High (4)	Possible (3)	4 x 3=12

42. In compliance with the Council's risk management strategy, the main risks for the reinstatement of the left-hand lane that have been identified in this report are:-

- The potential damage to the Council's image and reputation if scheme proposals are not brought forward, especially in view of previous press coverage concerning traffic congestion on Water End and rat-running traffic using Westminster Road / The Avenue. Conversely, many people may also be unhappy if the current scheme is altered.
- The physical risk of increased casualties linked to the proposed road layout changes.

43. Measured in terms of impact and likelihood, the risk scores have been assessed at less than 16, which 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.

44. There are no significant implications and risks associated with the recommendations on the chicane trial.

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Chief Officer Responsible for the report

RICHARD WOOD
ASSISTANT DIRECTOR OF CITY STRATEGY

**Report
Approved**



Date 19 November 2010

Specialist Implications Officer(s)

*Financial
Patrick Looker
Finance Manager, City Strategy
Tel No. 01904 551633*

Wards Affected: Clifton

All

For further information please contact the authors of the report.

Background Papers:

“Cover Report – Water End Councillor Call for Action”, a report to the meeting of the council’s Executive on 6 July 2010.

“Cover Report – Water End Final Report”, a report to the Economic & City Development Overview & Scrutiny Committee on 17 May 2010.

“Water End – Proposed Improvements for Cyclists”, a report to the Executive Members for City Strategy and Advisory Panel on 20 October 2008.

Annexes:

Annex A Plan showing “Water End Approach to Clifton Green – Original Layout (Pre January 2009)”

Annex B Plan showing “Water End Approach to Clifton Green – Current Layout (Implemented in early 2009)”

Annex C Plan showing “Proposed Layout of the Water End Approach to Clifton Green (with a central cycle feeder lane running in-between a reinstated left turn traffic lane and the straight ahead/right turn traffic lane)”

Annex D Plan showing “Extents of Distribution Area for Public Consultation”

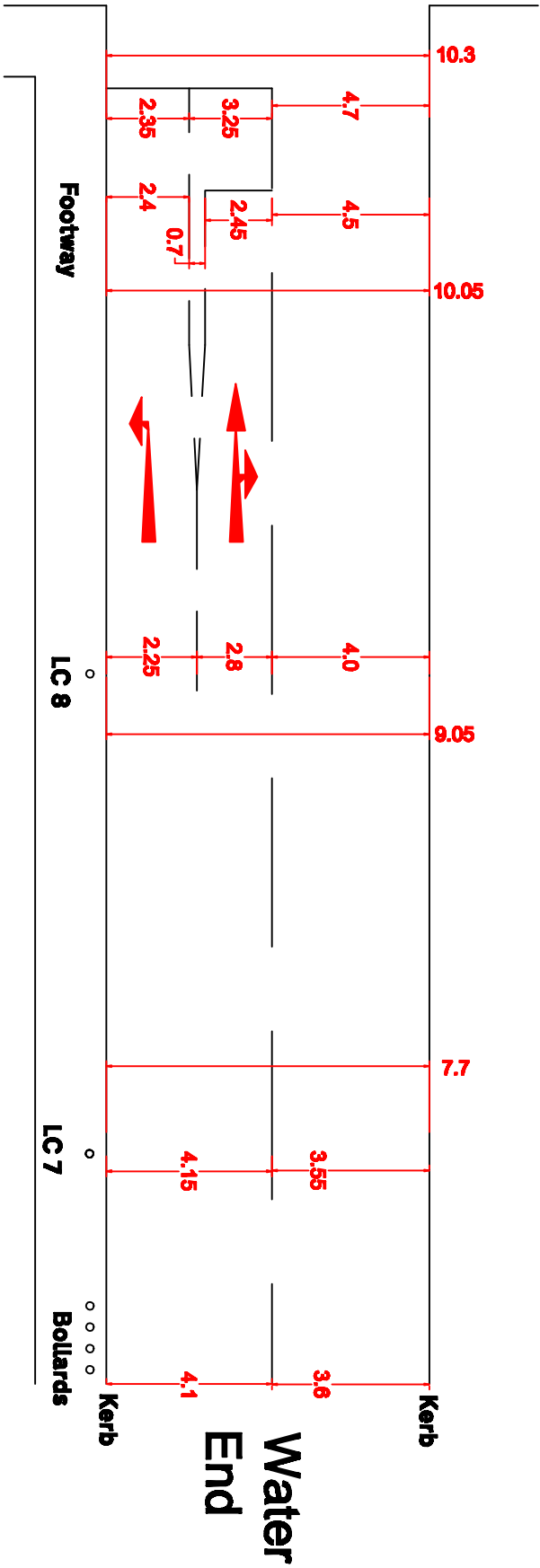
Annex E Road Safety Audit Comments

Annex F Briefing Note on Junction Analysis

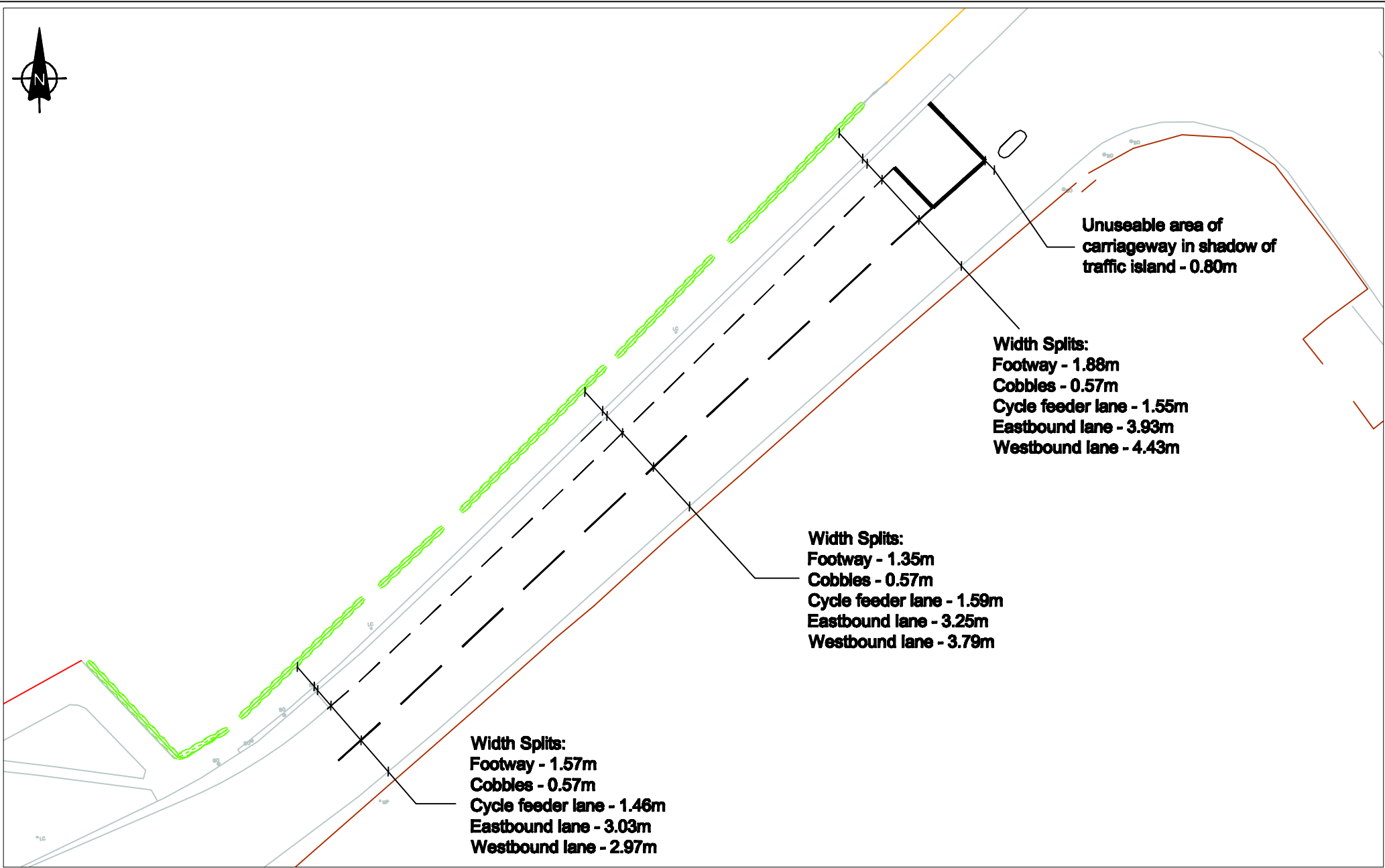
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Clifton Green

Original carriageway widths pre January 2009 on Water End approaching the Clifton Green junction - all dimensions in metres.



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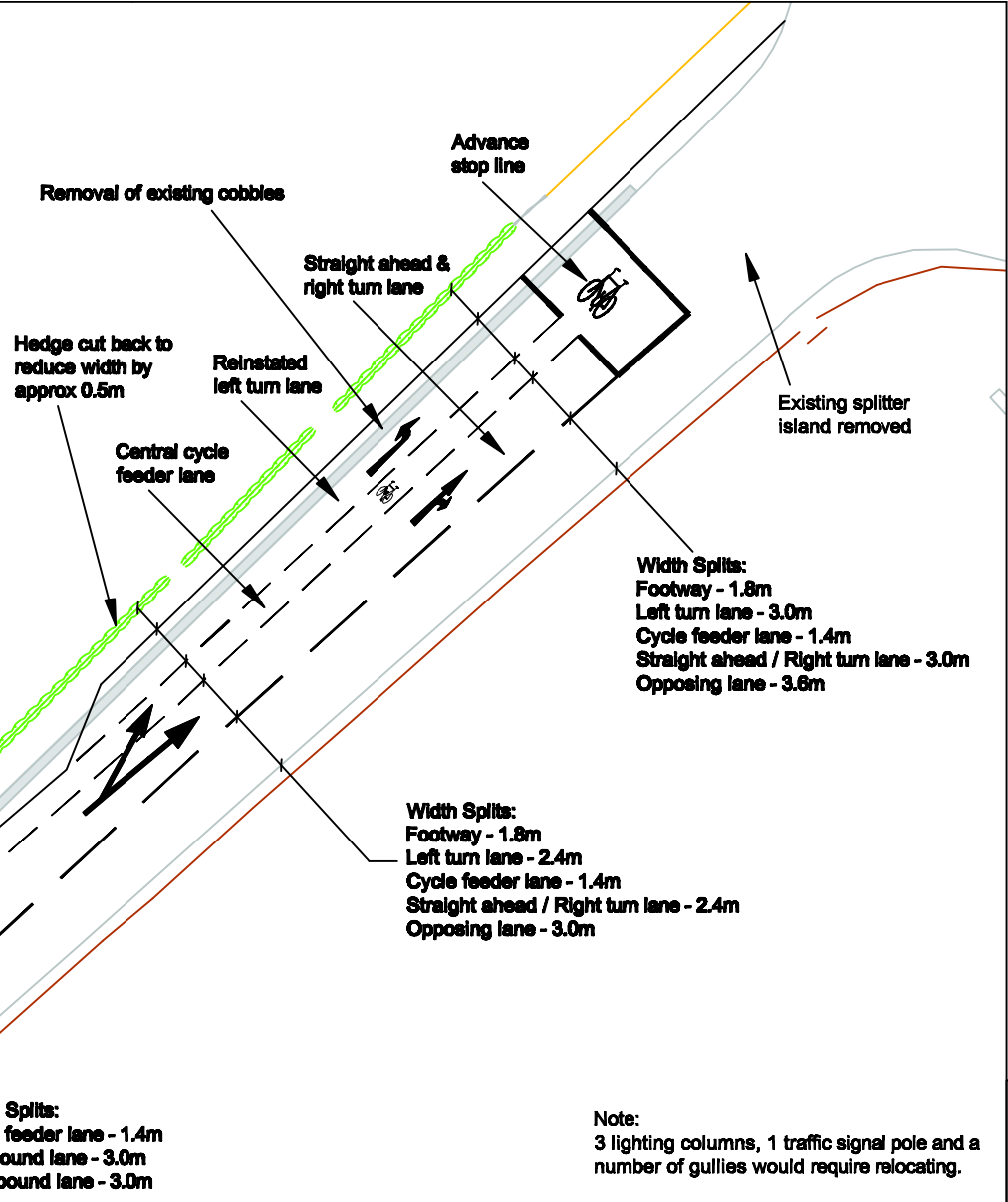
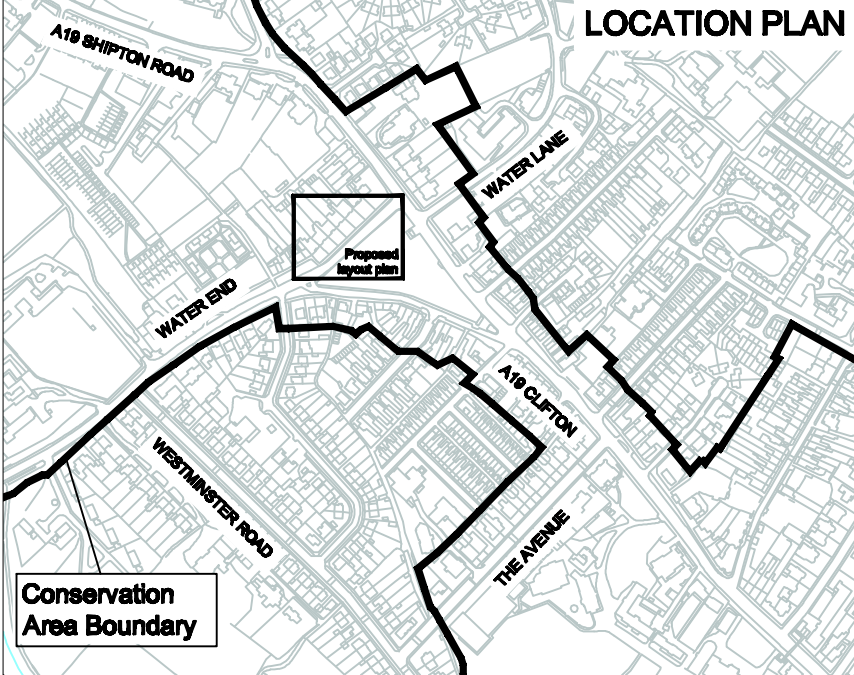
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CHECKED BY	JP			
SCALE	Not to Scale			
DATE	08/11/10			

**Existing Layout
Water End / Clifton Green**

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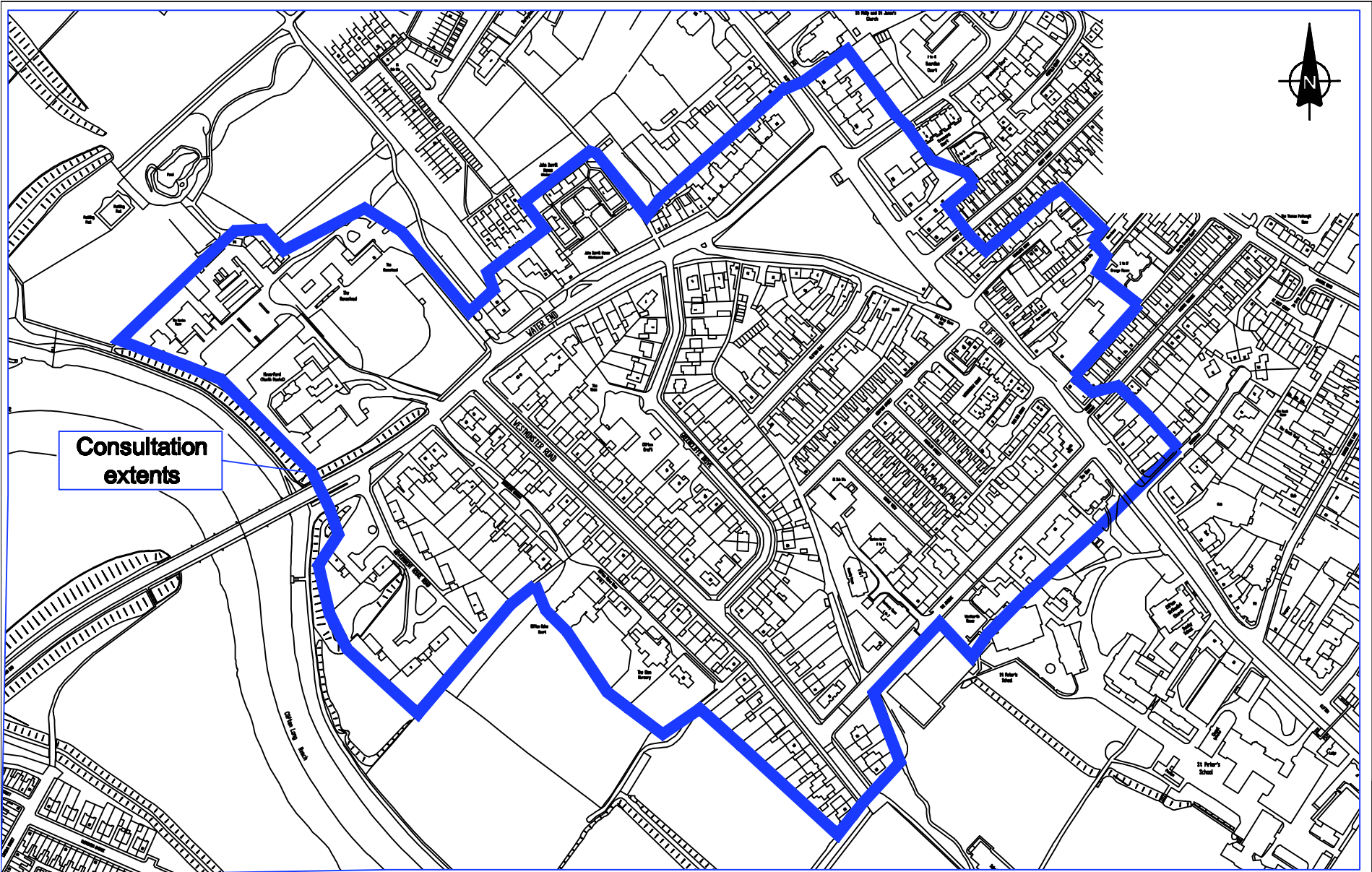
Note:
 3 lighting columns, 1 traffic signal pole and a number of gullies would require relocating.

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	CHECKED BY	JP								
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	DATE	17/08/10								

**Feasibility Investigation to reinstate left turn filter lane
 Water End / Clifton Green - Proposed Layout**

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Consultation
extents



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CHECKED BY	JP			
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DATE	21/09/2010			

Water End / Clifton – Left Turn Re-instatement
Consultation Distribution Area

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ANNEX D

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Water End /Clifton Green – Proposed Reinstatement of a Left Turn Traffic Lane

Road Safety Audit observations

- With the introduction of a second lane, the width of each lane would be considerably less than standard in places (around 2.4 metres). This is likely to result in conflicts between vehicles in adjacent lanes, but in particular with vehicle encroachment into the central cycle lane. This would be a particular problem for large vehicles as they may have no option but to encroach into the cycle lane.
- Left turning vehicles would have to cross the cycle lane to reach the left-turn lane, which could result in possible conflicts with cyclists.
- Queuing traffic waiting to turn left is likely to queue across the cycle lane and may even queue in as far as they can. This would involve cyclists trying to use the cycle lane having to weave in and out of stationary and slow moving traffic, with possible conflicts between them.
- The removal of the traffic island would allow vehicles emerging from Water End and crossing the junction to Water Lane or turning right to Clifton to cut the corner and encroach into the inbound lane of Water End. This could bring them into conflict with vehicles entering Water End when the traffic signal stage from Water End finishes.
- Although the traffic island is not a pedestrian refuge, there is a gap in the fence to the green at this point and pedestrians currently use the island as a means of crossing the road. Its removal would make it less safe for pedestrians.
- The removal of the traffic island would remove any protection for cyclists waiting at the advance stop line. Vehicles entering Water End would not be prevented from encroaching into the cycle bay behind the advance stop line, which could bring them into conflict with cyclists waiting here.
- Vehicles entering Water End will be aware of the presence of the traffic island and will adjust their speed accordingly. Its removal would present a much wider aspect for entering vehicles and they are likely to approach it at higher speeds with a greater likelihood of conflict with opposing vehicles waiting to exit Water End.
- The existing footway is narrow and has an overhanging hedge at the property boundary. It is proposed to cut back the hedge to increase the available width of the footway to 1.8 metres. It is also proposed to remove the existing cobbles situated between the footway and the carriageway, which provide a buffer zone between the footway and the carriageway. Unfortunately, the hedge would require regular maintenance, as without this, it would grow back and reduce the available footway width, thereby forcing pedestrians nearer to the carriageway, where vehicles already in a sub-standard width traffic lane are likely to be overhanging the footway, thus increasing the chance of conflict.
- Because of the narrow lanes and possible encroachment into the cycle lane, cyclists may elect to cycle on the footway instead. This would bring them into conflict with pedestrians already on the footway.

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Economic & City Development Overview & Scrutiny Committee

Technical Briefing Note:

Junction Analysis Modelling of Clifton Green – Westminster Road / The Avenue Closure.

Summary

1. This note reports on the highway impacts of the closure of the through route between Water End and Clifton via Westminster Road and The Avenue. It also investigates an option of partially reinstating the left turn lane and filter at the Water End approach to Clifton Green, as mitigation for closure of Westminster Road.

Background

2. The removal of the left turn filter and lane at Water End junction with Clifton Green, as part of the Water End cycle scheme and consequential loss of capacity at the junction resulted in an increase in delay on Water End. Since implementation of the scheme some traffic has redistributed away from the Clifton Green junction to avoid the delays and an element of traffic is using Westminster Road and The Avenue as a through route to avoid queuing at the traffic lights.
3. Modelling work has been undertaken to assess the impact on Clifton Green junction of a closure on Westminster Road or The Avenue. The modelling work is based on traffic surveys undertaken on 29th September 2009 and 5th November 2009. Signal timings used are as provided by the Council's Network Management team.
4. An investigation into the benefits of a partial reinstatement of a short left turn lane and filter on Water End has been made.

Modelling Analysis

5. Ten scenarios were modelled. Table 1 is a summary of the modelling outputs. Practical Reserve Capacity (PRC) is a measure of the capacity of the junction. Negative values indicate that the junction is over capacity and will be experiencing delays. Flow is measured in passenger car units (pcu) where 1 car occupies 1 pcu of road space, a bus occupies 2.5 pcu, HGV =

2.9 pcu. Total delay is measured in pcu hours, this being a measure of the amount of delay experienced over the hour on all legs of the junction.

6. The queue lengths presented in Table 1 are mean queues. Queues at saturated junctions tend to build as the peak hour progresses therefore observed queues can be up to twice the mean queue. It has also been noted that long queues are longer per vehicle than shorter queues because drivers leave bigger gaps when far back in the queue. For reference Westminster Road is 300m back from the signals at Clifton Green, Clifton Bridge 500m, Salisbury Road 1000m and the Boroughbridge Road junction 1500m.
7. The analysis is based on traffic surveys undertaken on 29th September 2009 and 5th November 2009.

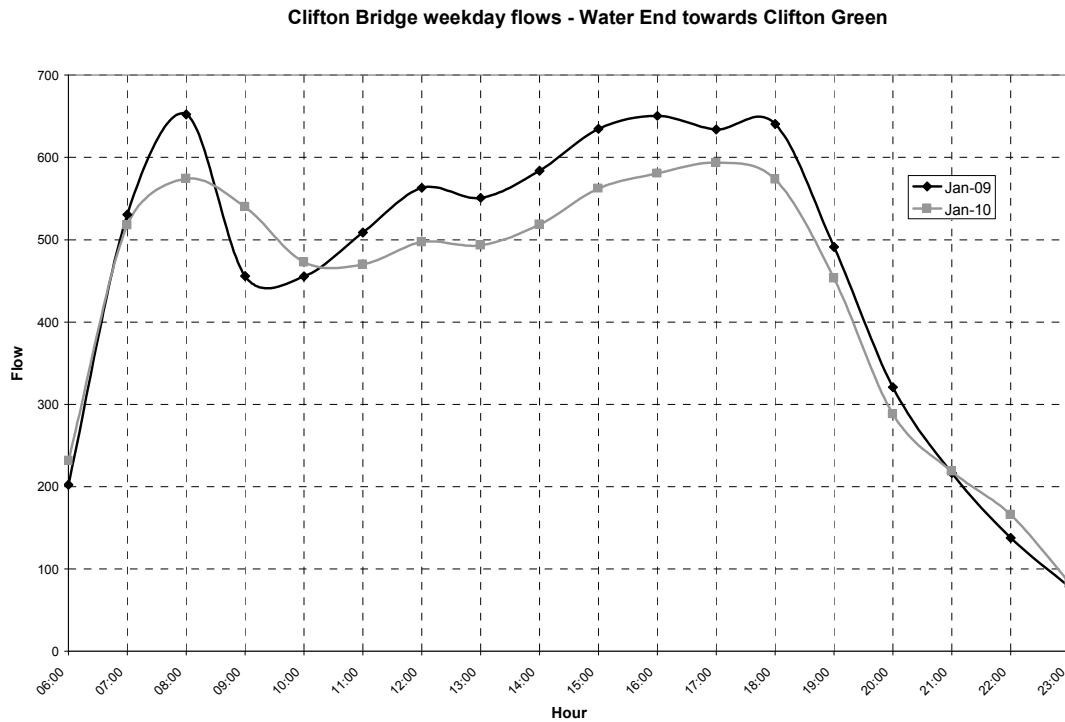
Table 1.

Scenario:	Practical Reserve Capacity	Total delay (pcu hr)	Water End average delay per pcu (mins)	Water End Mean Queue (pcus)	Water End Mean Queue (meters)
1. AM at opening (April 2009)	-111%	270	16.9	263	1576
2. AM peak post scheme (Nov 2009)	-20%	58	3.8	42	253
3. AM peak post scheme + closure	-42%	121	5.7	77	460
4. AM peak post scheme + 8 veh filter	-8%	35	1.0	19	111
5. AM peak post scheme + 8 veh filter + closure	-27%	82	5.0	69	413
6. PM at opening (April 2009)	-94%	195	15.4	186	1115
7. PM peak post scheme (Nov 2009)	-15%	51	2.6	38	230
8. PM peak post scheme + closure	-31%	93	6.1	82	490
9. PM peak post scheme + 8 veh filter	-14%	34	0.9	21	125
10. PM peak post scheme +8 veh filter +closure	-14%	42	1.5	32	191

8. Scenarios 1 and 6 clearly indicate the scale of the delays that were experienced when the scheme was first implemented in April 2009.
9. The changes that have occurred in the months since opening are that traffic has redistributed its self on the network in order to avoid the delays on Water End and some traffic is using Westminster Road and The Avenue to avoid the signals. In terms of traffic volumes during the peaks these are down 10%-15% on Clifton Bridge (Figure 1). It is interesting to note that the post AM peak traffic is up, an indication that people are changing their time of travel to avoid the delays? The signal timings have also been altered to take account of the new arrangement and flows. Scenarios 2 and 7 represent the current situation.
10. It was noted during the analysis that the signal timings that are currently running on the junction are less than optimal particularly for the AM peak. This is due in part to the need to protect the running times on the Rawcliffe Park and Ride service. It is noted however that the latest changes to the signal timings was in April 2009, when there is a possibility that the scheme may still have been 'bedding in'. It is recommended that a further review of the signal timings is made by the Council, making use of the November 2009

survey results. It is also recommended that a Saturday and Sunday survey be undertaken and that the signal timings be reviewed for these days. It is understood from Network Management that they are planning on linking the Toucan crossing with the signals, the review should take place to coincide with this change.

Figure 1.



11. Scenarios 3 and 8 indicate the impact of closure of Westminster Road / The Avenue. The assumption has been made that all traffic turning right into Westminster Road from Water End will post closure make the right turn at Clifton Green. This is a 'worst case scenario' dependant on where the closure was implemented this figure could be less. The modelling shows a significant impact on the level of queuing and delay on Water End. It might be expected that some further redistribution of traffic will take place, although it may be that the traffic that has remained using Water End has little alternative or it would have already done so. If this is the case the further reductions in traffic volumes on Clifton Bridge will be small and the delays will remain at this level. Overall in this situation the modelling is indicating a doubling in the level of congestion (queues and delays) at Clifton Green during both peaks. As a consequence it is likely that there would be a further spreading of the peaks.
12. Scenarios 4 and 9 show the impact of the reinstatement of a filter lane and signal at Clifton Green without the closure. This has been modelled at 7 vehicle lengths (expected use 4 vehicles per cycle of the lights) and is shorter than the pre-scheme situation 18 vehicle lengths (expected use 9 vehicles per cycle). The results indicate a big improvement during the AM peak but only a moderate improvement PM due to there being less vehicles turning left. It should be noted that whilst improvements would be realised on

opening 'day 1' of the proposal it is highly likely that traffic would gravitate back to Water End and the benefits seen would rapidly be reduced. This is not to say that this would not provide some relief on the routes that the traffic has been displaced to i.e. the Outer and Inner Ring Roads.

13. Scenarios 5 and 10 show the impact of closure accompanied by re-instatement of the shorter filter lane. In the AM peak the filter only partially mitigates against the impact of the closure. In the PM peak it more than mitigates and the situation represents an improvement over the current situation. The reason for it not being fully successful in the AM is that there is more traffic displaced onto the right turn with the short lane this blocks the left filter so its benefit is not realised.

Conclusion

14. Point closure on Westminster Road or The Avenue preventing through traffic is demonstrated to have a significant adverse impact on the highway network.
15. The impact of the point closure could be mitigated by the partial reinstatement of the left turn lane and filter at Clifton Green during the evening (and off) peak periods. The morning peak remains problematic, in that the impact of the closure is not fully mitigated by this measure and would see a significant worsening of congestion over the current situation.
16. Should the point closure take place and the left turn be reinstated then ideally these measures should be implemented together so as to avoid traffic trip redistribution taking the benefit of the added capacity afforded by the reinstatement of the left turn.
17. A further review of the signal timings will be made following any changes to include Saturdays and Sundays as well as the peak periods.

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Decision Session
- Executive Member for City Strategy

7th December 2010

Report of the Director of City Strategy

OPTIONS TO IMPROVE THE COMMON ROAD JUNCTION WITH THE A1079 (HULL ROAD) AT DUNNINGTON

Summary

1. This report summarises the outcome of a feasibility study evaluating options to make it safer and easier to access the Common Road junction with the A1079 (Hull Road) at Dunnington by installing traffic signals.

Recommendation

2. The Executive Member for City Strategy is recommended to :-
 - (i) Note the contents of the report, which outlines the key issues, reviews potential solutions, estimates implementation costs, and evaluates a possible option.
 - (ii) Consider putting forward a traffic signal with road widening scheme at the A1079 Common Road junction at Dunnington for possible inclusion in the Transport Capital programme for funding in future years.

Reason : To make it safer and easier to access the Common Road junction with the A1079 at Dunnington.

Background

3. A Village Accessibility Review (VAR) carried out in 2009/10 examined road safety and access issues at eight junctions on radial routes around York. Some potential mitigation measures were reported to the July 2009 City Strategy Executive Member Decision Session, which subsequently approved a timetable for further development and possible implementation of certain schemes up to 2011/12.
4. As part of this review, a feasibility study has recently been carried out for improving the A1079 / Common Road junction at Dunnington, with a view to developing costed proposals for possible future implementation and inclusion in the Transport Capital programme.
5. The plan at **Annex A** shows the existing A1079 / Common Road junction layout, which is a 'T' arrangement with the main 'A' classified road having

priority over the side road. The proximity of the nearby Common Lane junction, together with a number of vehicle access crossings along this part of the A1079 should be noted.

6. Despite the introduction of a 40mph speed limit on this section of the A1079 in early 2009, drivers exiting Common Road can face particular difficulties at certain times of the day when turning right, due to volumes and speed of traffic on the A1079. For example, delay and frustration can result in some drivers pulling out of the side road when there are less than desirable gaps in the A1079 main road traffic flows.
7. Similarly, drivers on the A1079 westbound using the existing right turn lane when accessing Common Road, can also experience difficulty at peak times and sometimes take risks when turning off the A1079 into Common Road.
8. In addition, a weight restriction, introduced along the northern part of Common Road to deter goods vehicles from entering Dunnington village, means that commercial vehicles requiring access to and from the Dunnington Industrial Estate have to use the Common Road junction to access the A1079
9. Police records highlight 4 injury accidents at or in proximity to the Common Road junction between 2005 and April 2010, involving 2 serious and 2 slight casualties. 3 accidents involved vehicle turning manoeuvres, whilst the other involved a pedestrian with a cycle crossing the main road.

Junction improvement options

10. In response to earlier road safety concerns some different types of measure have already previously been investigated. Namely by the Highways Agency before the A1079 was de-trunked in 2003, and by consultants in 2005/06 as part of a wider speed and safety study of the A1079 between Grimston Bar and Four Lane Ends (Common Road, Dunnington), with the latter leading to traffic signals being installed at the A1079 York Road junction in 2007.
11. **Upgrading the existing priority junction** - Although some minor improvements would be possible, there is thought to be no practical way of addressing the fundamental difficulties associated with turning right into and out of Common Road whilst maintaining a priority 'T' junction arrangement
12. **Creating a roundabout** - A roundabout would provide a degree of assistance for drivers exiting Common Road, by giving them priority over A1079 westbound traffic, but they would still have to give way to A1079 eastbound traffic
13. There are also some significant constraints associated with creating a roundabout. Firstly, there is insufficient space within the existing highway extents to construct a roundabout of suitable capacity capable of carrying the traffic flows experienced on the A1079. Given the need to purchase additional land, and anticipated impact on underground and overhead services, the construction costs would be extremely high
14. Secondly, the imbalance in low and high flows between Common Road and A1079 respectively would detract from a roundabout's safety performance, and could lead to congestion and delay on the main road approaches

15. **Introducing traffic signal control** – Investigation and analysis shows that traffic signals could address the current accident problem at the junction plus concerns about delays for side road traffic, by enabling vehicles on the A1079 to be stopped to allow drivers to exit or enter Common Road. Signal control would also provide opportunities to introduce pedestrian crossing facilities.
16. Therefore, on the basis that traffic signals offer the most effective way of addressing problems and concerns at the A1079 Common Road junction the remainder of this report focuses on this option.

Traffic Signal Proposals

General design considerations

17. Preliminary assessment ruled out some unsuitable traffic signal scenarios, and only those which appeared more feasible were developed for computer modeling to predict their effect on traffic in terms of vehicle delay, average queuing and other congestion related factors.
18. Modeling of the junction as a T-junction, with no signal controlled access provided for the properties south of the junction, provides some small theoretical benefits to capacity over a crossroads arrangement. However, for safety reasons all traffic signal options were modeled as full crossroads, including the south access as a separate signal phase, but only activated on demand.
19. In terms of overall junction capacity, not separately signalling the existing A1079 westbound right turn, and having vehicles entering Common Road by turning in gaps within opposing A1079 eastbound flows, would be more efficient. However, serious accidents often occur at traffic signals where right turns can be made across opposing traffic flows, especially where approach speeds can be relatively high. Therefore, a key design requirement is that the green phase for turning right from the A1079 into Common Road should only be permitted when opposing eastbound traffic is halted by a red signal. Although this arrangement increases the time through traffic is held at 'red', and thereby has an adverse effect on the overall capacity of the junction to deal with peak flows, it is felt to be an essential safety feature.
20. Another type of accident associated with traffic signals are 'shunt' collisions, where a driver fails to react early enough when a vehicle in front slows down to stop for the signals. Even more serious is the potential of a collision if a driver on the main road fails to observe a red signal and hits a vehicle emerging from the side road. Fortunately, on each A1079 approach to the Common Road junction there are speed management measures with a 40mph speed limit, together with street lighting. Therefore, the introduction of traffic signals would be highlighted by additional signs giving good early warning to further minimise the risks. Vehicle detectors would also be installed to automatically modify the signal phasing in response to queuing traffic or vehicle approach speeds.
21. The traffic signal evaluations also sought to provide 'on demand' pedestrian crossing phases across Common Road and the A1079. Pedestrian demand is anticipated to be low, but this in part makes it possible to incorporate safer

crossing facilities which would not adversely affect the overall performance of the traffic signal in terms of coping with vehicle flows.

Signalising within the existing road space.

22. Initially, signalisation of the current junction layout was considered, with the existing A1079 westbound right turn into Common Road separately signaled to avoid conflict with opposing outbound flows. Already having separate A1079 westbound ahead and right lanes provides adequate capacity to deal with the predominantly westbound AM peak flows towards York with only reasonable delays. However, in the PM peak, with traffic flows predominantly A1079 eastbound from York, the existing single eastbound lane would be unable to accommodate the combined ahead and left turn demand on this approach, resulting in significant delays across all arms with the build up of queues on the eastbound approach extending to over 180m in length. This scenario would certainly fall short of the improvements most people would be expecting through signalization of the junction, and therefore additional capacity improvements are considered essential to achieve the desired outcomes.

Signalising with road widening

23. Modelling shows that separately signalising the existing A1079 westbound right turn adds the desired safety benefit without adversely affecting the other junction approaches, and the maximum predicted queue length will be accommodated within the existing 50m long right-turn lane. Therefore there would be little to be gained from further road widening on the westbound approach.
24. It was thought that the Common Road southbound approach to the junction might benefit from separate left and right lanes. However, analysis shows that the present single lane should provide sufficient capacity to clear queuing traffic during each cycle of the signals. This is fortunate because there are a number of underground services within the adjoining highway verge which would be relatively expensive to relocate to provide the associated road widening.
25. As outlined in paragraph 22, the main problem to be addressed is the junction's inability to cope with the heavy flow of traffic heading away from York in the evening peak period. The most obvious solution would be to improve the traffic flow rate by providing a dual lane approach to the signals on the A1079 eastbound approach. Modeling indicates that the addition of a left turn lane to accommodate a 35m queue length on this approach would sufficiently increase the junction's overall capacity to deal with flows throughout all periods.
26. However, to provide the necessary additional eastbound lane would require carriageway widening, as shown at **Annex B**. It should be feasible to achieve this within the present Highway extents on the north side of the A1079, but this would require the diversion of both underground and overhead services.

Scheme Costs and Value for Money Rating

27. Current estimates of the costs involved to widen the A1079 and install traffic signals are as follows :-

Traffic signal installation / road widening..... £ 220K

Diversion of underground and overhead services £ 170K
(based on initial estimates from the Utility companies)

TOTAL £ 390K

28. Given the high estimates cost, it is considered important to assess how a traffic signal scheme might contribute towards achieving the Council's overall Local Transport Plan (LTP) objectives. A full LTP2 'Capital Programme Prioritisation Methodology' appraisal against competing schemes is available, but was considered to be excessive for the scheme in question. Therefore, only an evaluation of points scores against recognised value for money criteria was undertaken, to produce a useful indication of the potential benefits or otherwise of these specific proposals, as highlighted in the table below :-

A1079 Common Rd	Accessibility	Congestion	Safer Roads	Air Quality	Other Quality or Life Issues	TOTAL
Range	-10 to +10	-10 to +10	-10 to +10	-10 to +10	-14 to +14	-54 to +54
Points score against LTP objectives	+ 4	+ 2	+ 5		+ 2	+ 12
				- 1		

The scheme rating given against each key objective is briefly discussed below :-

29. The main purpose of the scheme is to improve vehicular access to the village, therefore, it scores positively on **accessibility**, especially on the rural indicator. However, despite the provision of pedestrian crossing facilities it is adjudged to have limited effect on some other accessibility areas such as disabled access or social exclusion.
30. In terms of **congestion**, there should be a positive benefit for Common Road, but this has to be balanced with an increase in congestion on the A1079. The signals may also enable traffic queues to be managed to discourage vehicles diverting off the A1079 and travelling through Dunnington. However, in the City wide context the proposed measures are unlikely to have a significant effect on congestion.

31. The issue of **road safety** is discussed elsewhere within the report, acknowledging that whilst the existing pattern of injury accidents should be addressed by the proposed signalisation, new accident patterns may develop. However, these are likely to have a lower casualty severity potential due to lower speed and the separation of opposing vehicle movements.
32. **Air quality** is likely to be worse, because of the increase in stop / start traffic and idling vehicles.
33. The other **quality of life** issues achieve some positive scoring through the benefits to personal safety and economy.
34. The **overall total** is a low positive score of +12, which suggests the proposed scheme has some merit and is worthy of consideration. However, the high estimated scheme cost (£390K) raises questions about its value for money. Indeed, it is likely that other schemes which could provide wider benefits or benefit more people, would produce higher scores, and represent better value for money when implementation costs are taken into account. It is important that LTP money is spent on schemes that can be demonstrated to offer high value for money, as future LTP funding from central government is being reduced.
35. If a scheme is to be considered for future implementation then a more robust and detailed appraisal for allocating funding on transport schemes would be undertaken, to reflect the objectives and, as yet undetermined, targets to be set in LTP3.

Road Safety Audit

36. A preliminary Road Safety Audit Risk Assessment of the scheme has been carried out. This concluded that the introduction of traffic signals could have a number of potential road safety issues which warrant closer examination to ensure the safest possible solution would be implemented. Therefore, should the scheme be progressed, the full Road Safety Audit process is recommended, involving independent road safety checks at key stages during the design and as the scheme is built.

Consultation

37. At this feasibility stage no formal external consultation on the traffic signal scheme proposals has taken place.
38. The Police have reviewed the outline proposals, and stated they would not support the introduction of traffic signals, because they feel there could be an increase in rear end shunt accidents, difficulty for drivers entering or exiting business premises near to the junction, and 'rat running' through the village might be encouraged.
39. A preliminary meeting was held with Dunnington Parish Council and the Derwent Ward member to discuss the various constraints and implications relating to the installation of traffic signals, and gauge the likely level of local support for such a scheme. The PC and Ward member confirmed their desire for the junction to be controlled by traffic signals.

40. At a further meeting the Ward and Parish councillors were informed of the need for expensive road widening to enable an effective traffic signal arrangement to be put in place. Although disappointed that signalisation of the existing junction has not proved to be feasible, they still fully support the introduction of traffic signals, but acknowledge that increased costs are likely to result in a possible scheme being ranked as a lower priority.

Options

41. Therefore, the options for the Executive Member to consider are :-

Option 1 – Approve in principle a road widening and traffic signal scheme for the A1079 Common Road junction at Dunnington, to be put forward for possible inclusion in the Transport Capital programme for funding in future years.

Option 2 – Abandon the current A1079 Common Road junction improvement proposals

Analysis

42. Installing traffic signals at the A1079 Common Road junction would address the access issues raised by the earlier village accessibility review, by making it safer and easier to turn into and out of the Common Road junction. Nevertheless, it should also be recognised that the introduction of traffic signals has the potential to result in shunt or collision type accidents, as referred to above.
43. However, in order to achieve a workable traffic signal solution relatively expensive road widening and utility diversions are required, which would reduce the cost effectiveness of the scheme.
44. As noted above, Ward and Parish Councillors would welcome signalisation of the junction, but the Police have reservations about some potential disbenefits of the proposals.
45. At £390k and a points score of +12, the value for money rating of the scheme is considered low. However, because it does have some merits, it would appear reasonable to put it forward for consideration as part of future capital programmes, accepting that due to other priorities and reduced funding it is unlikely to be progressed for the foreseeable future. Hence, **Option 1** is recommended.

Corporate Priorities

46. In general, the traffic signal proposals support the Council's corporate 'Sustainable City', 'Thriving City', 'Safer City' and 'Inclusive City' priorities, by improving safety and getting around for people accessing facilities and opportunities, plus potentially increasing the use of public transport.

Implications

Specific implications relating to the proposals are itemised below :-

Financial/Programme Implications

47. The estimated cost of installing traffic signals together with the associated road widening is around £390K. For this scheme to be implemented it would need to be put forward as a spending option within the normal process for allocating Transport Capital Programme expenditure in 2011/12 or beyond.

Human Resources

48. If traffic signals were subsequently installed there would be some HR implications in terms of manpower and resources for future maintenance and to monitor the effectiveness of the junction alterations. However, although these activities involve extra work, this should be readily accommodated within available staffing levels.

Equalities

49. Introducing traffic signals at the junction should make it easier and safer for people to access opportunities and facilities in Dunnington and elsewhere.

Legal

50. The Council, as Highway Authority for the area, has powers under the Acts and Regulations listed below to implement the proposals in this report :-

The Highways Act 1980

The Road Traffic Regulations Act 1984

The Traffic Signs Regulations and General Directions 2002

Crime and Disorder

51. There are not thought to be any significant crime and disorder implications.

Information Technology

52. Due to the rural location, a broadband link would be required to provide Network Management with remote fault monitoring.

Property

53. The proposals can be introduced within the Highway, therefore, no property implications are anticipated.

Risk Management

54. In compliance with the Council's Risk Management Strategy the main risks identified in relation to the proposals outlined in this report are those which could lead to an inability to meet long term objectives (Strategic) and specifically the delivery of safer roads (Physical) possibly leading to a failure to meet expectations (Operational).
55. **Strategic** – If it is decided not to implement the traffic signal proposals there is a risk that this could lead to an inability to meet the council's 'thriving city' and 'inclusive city' priorities, and the council may not meet some of the accessibility, road safety and congestion easing aims of the Local Transport Plan
56. **Physical** – Although queuing should be reduced on Common Road, the proposed measures would reduce flow capacity along the A1079 resulting in delay with queuing at certain periods. Therefore, there is a risk of complaints and adverse comment from road users and local residents as a result of the likely reduction in flow rate along the A1079 and the associated consequences.
57. **Operational** - Traffic signals are being proposed with the aim of increasing safety at the junction, and to make it easier to exit Common Road onto the A1079. It should be appreciated that one consequence of this might be an increase in drivers choosing to use the Common Road junction in preference to other routes where there can be more congestion. If this were to happen it could lead to some criticism from current users of the junction.

RISK	Strategic	Physical	Operational
Likelihood	Possible	Possible	Possible
Impact	medium	medium	medium
SCORE	9	9	9

58. Measured in terms of impact and likelihood, the above risk scores for the recommendation are each less than 16, therefore, at this stage the risks only need to be monitored, as they do not provide a real threat to achieving key objectives or priorities.

Monitoring

59. If implemented the scheme would be monitored to evaluate its effectiveness in terms of improving road safety and traffic management. This would include on-site observations, speed surveys, and the assessment of feedback from road users and local residents. In addition, an independent road safety audit would be carried out following construction.

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Report Approved



Date 11 November 2010

Specialist Implications Officer(s)

Wards Affected: Derwent

All

For further information please contact the author of the report.

Annexes:

ANNEX A : Plan showing the existing A1079 Common Road junction layout

ANNEX B : Plan showing the proposed junction layout with road widening

Background Papers:

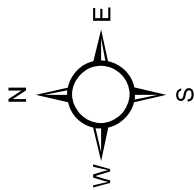
'Village Accessibility Review' report of the Director of City Strategy, to the Executive Member for City Strategy Decision Session on 7th July 2010.

'A1079 Grimston Bar – Four Lane Ends Study' technical note by Halcrow consultants presented to officers January 2006

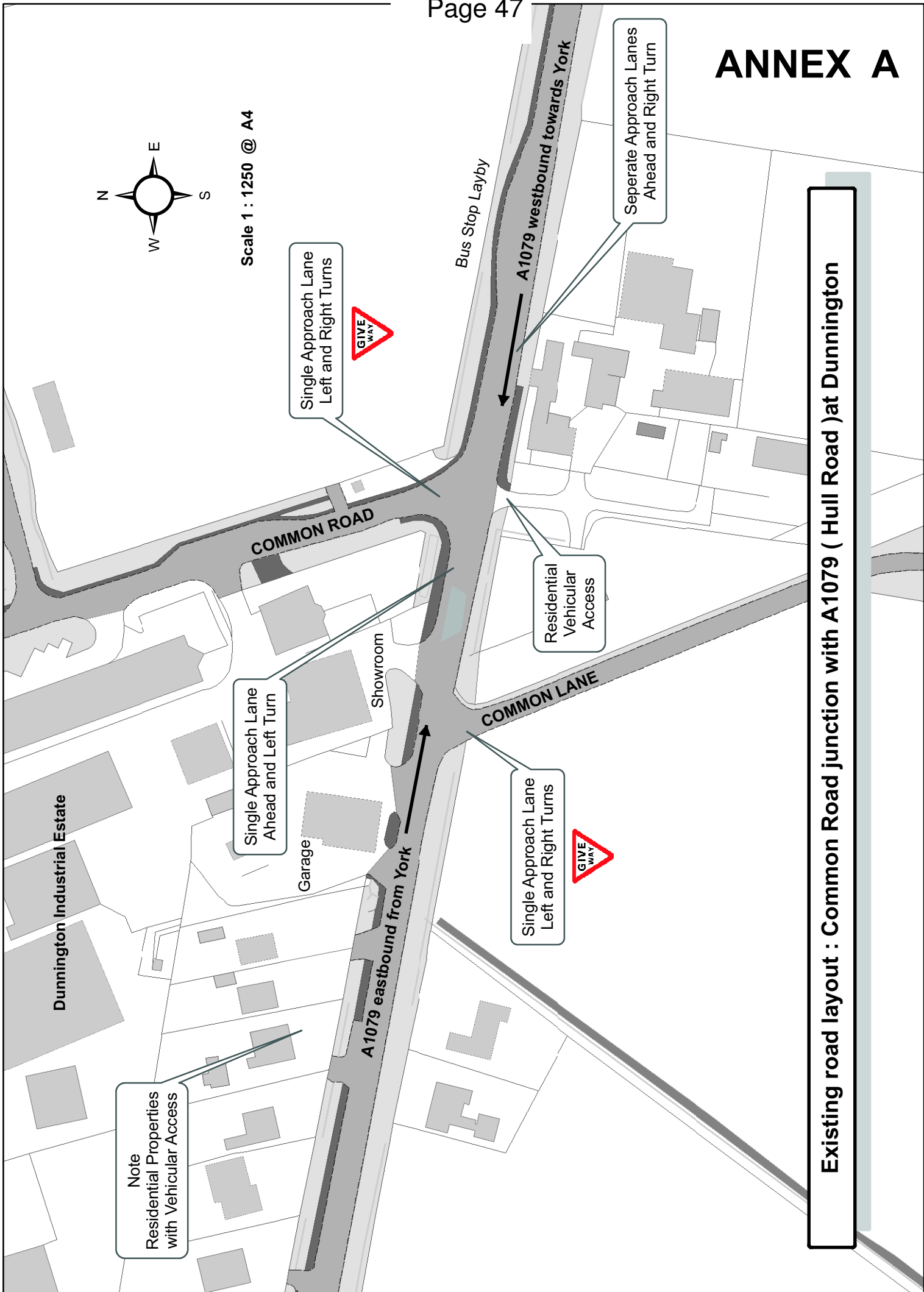
'City of York Local Transport Plan 2006-2011'

Annex V : Draft Capital Programme Prioritisation Methodology

ANNEX A



Scale 1 : 1250 @ A4



Note
Residential Properties
with Vehicular Access

Single Approach Lane
Ahead and Left Turn

Garage

Showroom

Single Approach Lane
Left and Right Turns



Single Approach Lane
Left and Right Turns



Residential
Vehicular
Access

Seperate Approach Lanes
Ahead and Right Turn

Bus Stop Layby

Existing road layout : Common Road junction with A1079 (Hull Road) at Dunnington

Dunnington Industrial Estate

COMMON ROAD

COMMON LANE

A1079 eastbound from York

A1079 westbound towards York

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ANNEX B



Scale 1:500 @ a4

Existing Single Left and Right Lane Retained



Proposed Traffic Island

Existing ahead and Right Turn Lanes Separately Signalled

Eastbound

Existing Right Turn Lane Separately Signalled
Existing Separate Ahead Lane



Road Widening on North Side to Provide Separate Ahead and Left Turn Lanes



Proposed Footway Beside Widened Road
Road Widening to Create Separate Left Turn Lane
Road Widening to Create Separate Ahead Lane

Westbound

Existing Vehicular Access Separately Signalled

COMMON LANE

COMMON ROAD

A1079

Proposed road layout : Common Road junction with A1079 (Hull Road) at Dunnington

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Decision Session
- Executive Member for City Strategy

7th December 2010

Report of the Director of City Strategy

Crichton Avenue Cycle Scheme - Completion

Summary

1. This report summarises the completion of the Crichton Avenue cycle improvement scheme, and responds to concerns raised by some local residents that the shared use areas across the railway bridge should be delineated.

Recommendations

2. That the Executive Member for City Strategy is recommended to:
 - i. Note the contents of the report and road safety audit comments.
 - ii. Note that this trial is a new, unproven approach that should be considered experimental until the trial is concluded.
 - iii. Instruct officers to action and monitor the trial for a 6 month period.
3. Reason: To complete the Crichton Avenue Cycle Scheme by informally delineating, as a trial, the use of space for walking and cycling over the railway bridge and respond to concerns raised by residents and the Ward Councillor for Clifton through their petition.

Background

Policy and strategic context

4. In July 2008, York was successful in its bid to become a 'Cycling Demonstration Town' resulting in it receiving Cycling City status and £3.68M of extra funding; which was match funded to more than £8M for the three year duration of the project.
5. As part of Cycling City York and City of York Council's Capital programme, an Orbital Cycle Route (OCR) concept was developed following the public's desire for a cycle route located between the inner and outer ring roads and away from busy radial roads.
6. Some sections of the OCR have been in place for some time but one missing section at the time of the award was Crichton Avenue, which was

subsequently completed in early 2010. The remainder of the OCR is programmed for completion by April 2011.

The Existing Scheme

7. This existing scheme has allowed the following facilities to be provided: -
 - Road widening to facilitate 1.5m wide on-road cycle lanes in both directions of travel (west of Burton Stone Lane),
 - Off-road shared use facilities (east of Burton Stone Lane) to allow cycles to cross the bridge deck and avoid being squeezed by traffic on the narrow road across the railway bridge,
 - Peripheral cycle lanes on Kingsway North roundabout,
 - An improved pedestrian puffin crossing and a new Toucan (pedestrian and cycle) crossing,
 - Joint working with Neighbourhood Services delivering resurfacing works on the carriageway to minimise disruption to residents,
 - Renewed Street lighting and new driveway accesses.

Proposed Trial

Background

8. Following a request by the Executive Member for City Strategy for the bridge section to have delineation markings (hoof prints) back in the early summer on the basis that the current arrangement encourages cyclists to weave around pedestrians (creating a hazard).
9. Since this request, discussions have been in place between officers from the Transport Planning Unit and the Department for Transport (DfT) to establish if, and how shared use paths in York should be segregated; especially following the successful trial of similar 'hoof print' markings on a shorter length of path at Monk Bridge.
10. In October these discussions were concluded in a response from the DfT who replied positively to the idea of a trial as to the agreed plan (see Annex A) if desired locally. It is worth noting however some of their comments in this report, which include:

“At locations such as bus stops, the presence of segregation can cause difficulties and I can see why you are seeking to simplify the transition to localised unsegregated operation through the use of an informal segregating feature. I have discussed your proposal with our signs team. They do not consider the 100 square dots to be sufficiently close in appearance to a prescribed road marking to make formal approval necessary so you are free to continue with this trial as you wish.”

“The DfT are currently engaged in a project to write a new Local Transport Note on Shared Use. The DfT found that: “segregation

by white line is ineffective in encouraging compliance of segregation between pedestrians and cycle users, and non-compliance can lead to increased potential for conflict amongst all users. The tendency for segregation to increase conflict is contrary to what some might expect. It was also found that cycle speeds are higher on segregated routes. I therefore consider the idea of segregating previously unsegregated routes to be a potentially retrograde step.”

11. At around the same time as the DfT response, a petition was raised to the Executive Member for City Strategy by the Clifton Ward Councillor (Cllr Helen Douglas). The petition recorded the desire of local residents to segregate the shared use paths in Crichton Avenue, particularly over the railway bridge. Unfortunately, the conventional marking of a solid white line is for use where the path width is greater than the width available on the railway bridge. The current scheme therefore uses shared use paths to provide a facility compliant with current guidance and flexible enough to accommodate varying volumes of pedestrians and cycle users during the day.

Moving Forward

12. The DfT support for a trial of a new line type provides an opportunity to address the wishes of the petitioners, while also potentially improving and developing the local cycle infrastructure guidance for the city of York.
13. The proposals (Annex A) are going through a road safety audit at the time of writing this report, with a view to full comments being available before this Executive Decision meeting. Initial comments are already available from the audit team who express some preliminary concerns which are:
 - The marking is not a prescribed sign and therefore cycle users and pedestrians are likely to be unclear as to its significance. This will be a particular problem for pedestrians, as the scheme does not appear to indicate where pedestrians should walk.
 - As it is not a prescribed sign it is possible that, should there be a collision between a cyclist and a pedestrian resulting in an injury then the city council could be liable for damages for using a non prescribed sign.
 - Blind pedestrians will not be able to detect the central delineation strip and are therefore likely to walk along the edge of the footway adjacent to the kerb. As this is the area indicated for cycle users it can be reasonably assumed that they will consider it to be a cycle path and will not expect pedestrians to be on it, bringing them into potential conflict.
14. A verbal update on the final road safety audit comments will be made at the meeting. However to address the road safety concerns that have been raised the proposals will be taken forward as a trial keeping with comments from DfT, so that we will better be able to see what the conflicts are and focus on cycle users to take care, slow down and place them in a specific area to avoid conflicts. The markings are advisory, cycle logos will be placed on the cycle section and an education campaign will be

undertaken on the use of shared areas. The proposed trial may be undertaken at the discretion of the Executive Member but as outlined above, he should be aware of the background to the development of the current scheme and safety audit comments regarding the proposed trial before making a decision.

15. If used, a trial is recommended to last for a period of 6 months with ongoing monitoring. The results and decision will go to and rest with the Director of City Strategy.
16. The York Cycle Design Standards, paragraph 4.3, will be reviewed and amended accordingly in the light of the trial findings.

Consultation

17. The completed Crichton Avenue scheme was developed in consultation with the relevant ward Councillors, the Cycle Champion, local residents/businesses, the emergency services, and other interested parties such as road user groups and utility companies.
18. The unique nature of any proposed trial markings makes assessing them in consultation prior to installation difficult and perhaps a matter of personal opinion. Therefore, a trial approach is reasonable and supported by the DfT, the Executive Member for City Strategy and Director of City Strategy. The trial does not materially alter the arrangement or usage of the existing Crichton Avenue scheme, and therefore consultation nearing the end of the trial would be more useful in soliciting informed views and decisions.

Conclusions

19. The current scheme has been delivered on time and to budget with much improved facilities for pedestrians, cycle users and motorists. Whilst data is still coming in, initial before and after counts show there has been an increase in cycling.
20. Monitoring of cycle use on Crichton Avenue shows that there has been a 15% increase in cycle numbers post scheme in 2010 compared to the pre-scheme level in 2009. This is an increase of over 60 cycle users a day using the route. Whilst it is possible that some of these cycle users have switched from other routes, the availability of reasonable alternative routes over the railway line is limited to the pedestrian footbridge at Bridge Lane behind the Hospital and Bootham. It would seem likely that a proportion of these 60 cycle users are genuinely 'new'. What cannot be ascertained is whether they are new as a result of this specific scheme or as a result of other Cycling City initiatives. In all probability it is a combination. A 15% increase is in line with targets for Cycling City and as observed elsewhere in the City. It seems reasonable to expect that the numbers will continue to increase as more people take up cycling as a means of transport.

Corporate Strategy

21. The completion of this scheme and the improvements it delivers, particularly pedestrians and cycle users, contributes to the delivery of the Corporate Strategy, including through the following themes:

- Sustainable City

The Council is committed to improve the quality of the local environment and the condition of York's streets and public spaces.

The Council is committed to transform York into a 'Cycle City' by investing our successful £3.7 million bid in cycling infrastructure, increasing cycling opportunities and improving cycle availability to all;

- Safer City

Providing needed cycle facilities where there were none before and removing pinch-points along Crichton Avenue bridge section significantly reducing cyclist and motorist conflicts;

- Healthy City

Investing in cycling infrastructure and improved pedestrian routes will encourage more people to choose these options and improve general health and wellbeing;

22. Local Transport Plan 2006-2011 (LTP2): The scheme contributes to several of the aims of LTP2, namely:

- To reduce the levels of actual and perceived safety problems;
- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society. To improve the health of those who live or work in, or visit, York, and
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

23. The trial markings on Crichton Avenue cycle scheme have the following implications:

- **Financial** –the demarcation trial is within the budget for this scheme.
- **Human Resources (HR)** – There are no HR implications for the council.
- **Equalities** – An Equalities Impact Assessment has been agreed for the Cycling City Initiative, which discusses the use of shared pedestrian and cyclist areas, and concludes that these should only be used as a last resort or where there are special considerations, such as a high volume of children using the route. This reluctance to use shared use paths where there is sufficient width for delineated paths recognises that delineated paths are better for blind and partially sighted people, who can orientate themselves via the white delineator markings and the tactile paving of a delineated path.
- With regard to the proposed line type, blind and partially sighted people will experience the path as though it were a shared use path.

- The trialling of the demarcation of the shared use section is perceived by the petitioners to create a safer area for pedestrians and cycle users to share.
- **Legal** – The proposed line type is sufficiently different from existing line types that the DfT do not believe it to constitute a conflict of interests. The creation of new cycle paths, even those next to a road within a highway can be accomplished by the council acting as Highway Authority, provide it pays due regard to its own established reporting and consultation procedures such as this decision session report and a fair evaluation of the trial results.
- **Crime and Disorder** – There are no crime and disorder implications.
- **Information Technology (IT)** – There are no IT implications.
- **Property** – There are no property implications.
- **Sustainability** – There are no sustainability implications.
- **Other** – As a ‘Cycling City’, York needs to be seen actively improving provision for cycle users.

Risk Management

24. The trial markings have the following implication:

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Possible (3)	3x3=9

25. In compliance with the Council’s risk management strategy, the main risk that has been identified in this report is the potential damage to the Council’s image and reputation. If the proposed trial is controversial there is a risk it could impact negatively on the perception of the Crichton Avenue scheme. At this point, the risk only needs to be monitored, as there do not appear to be any clear threats to the achievement of the objectives of this report.

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 Assistant Director (Strategic Planning & Transport)
 Directorate of City Strategy

Report Approved

Date 22 November 2010

Specialist Implications Officer(s)

There are no specialist officer implications.

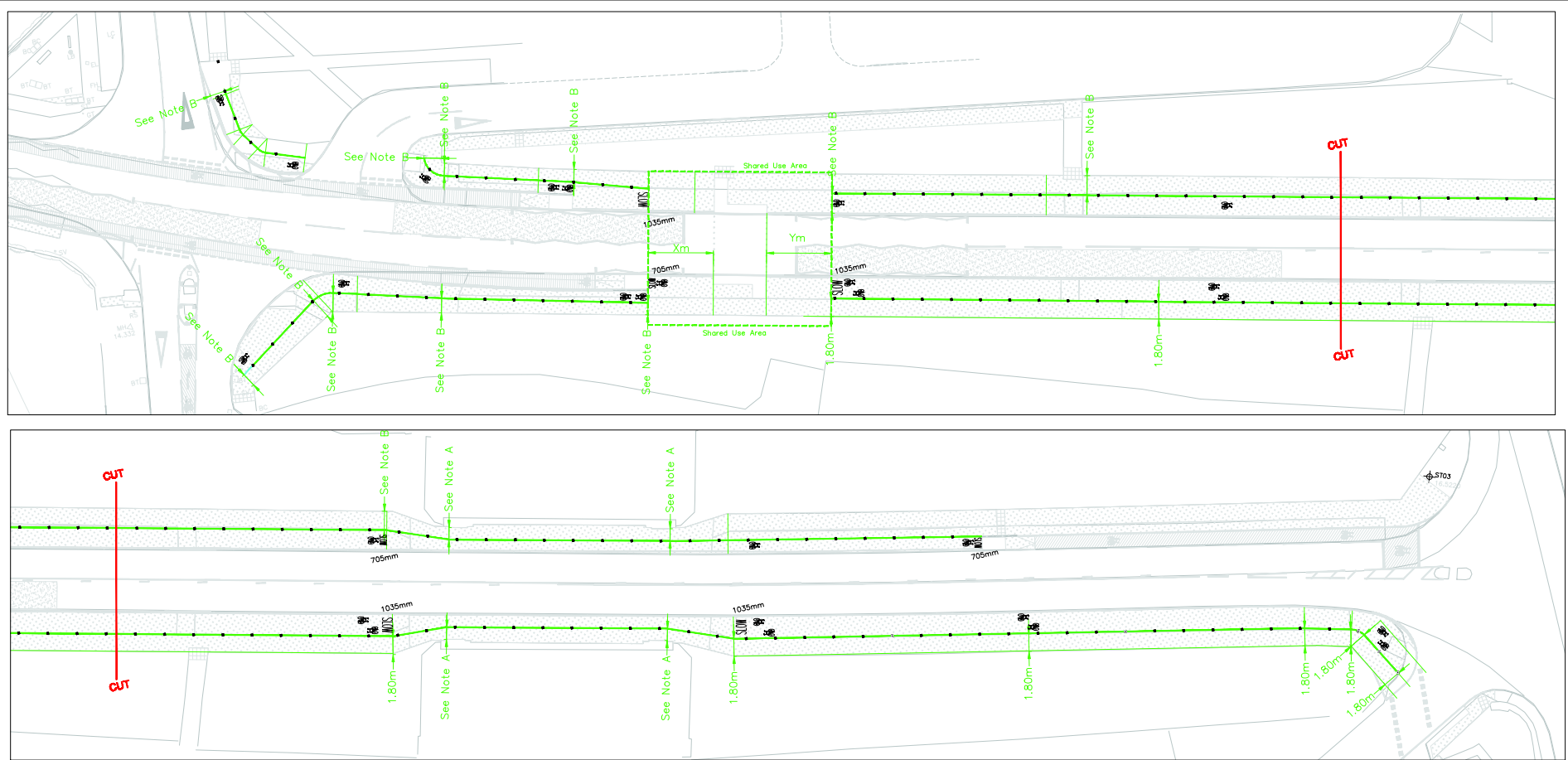
Wards Affected: Clifton

All

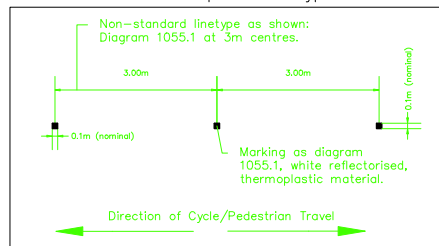
For further information please contact the author of the report

Annex A - Plan of the Crichton Avenue bridge section illustrating the demarcation trial.

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Non-standard "Hoof-print" linetype detail.



Note A: The proposed linetype to be located at mid distance between bridge parapet (narrowest point at palister) and the inner edge of the shared use path margin line.

Note B: The proposed linetype to be located at mid distance between the rear of footpath and the inner edge of the shared use path margin line.

Dimension "Y" is to be the same as Dimension "X". Dimension "X" is the distance between the crossing studs and the cycle tactile paving.

The shared use area around the Toucan must not have hoofprint markings.

Setting out to be agreed with the engineer on site.

Route of hoof-print lining.

Extents of Shared Use area



Line to Diagram 1057 (750mm x 1215mm))



Line to Diagram 1058.1 (705mm and 1035mm as noted)

INITIAL	REV	AMENDMENTS	DATE
MRM			
GT			
SCALE	1:200	A1	
DATE	OCT 2010		

Orbital Cycle Route: Crichton Avenue
Proposed Hoofprint markings

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Decision Session - Executive Member for City Strategy

7th December 2010

Report of the Director of City Strategy

Review of Council Subsidised Local Bus Service Provision

Summary

1. The report considers the current subsidised bus network in York and presents a draft, revised, network of routes for the consideration and approval of the Executive Member. The decision will inform the contents of an open tendering exercise to be undertaken early in the new year prior to the expiry of existing service contracts in September 2011.
2. The review has sought to largely retain a bus service to all parts of York currently receiving provision. It does, however, make recommendations for the withdrawal of some services which, in line with Council policy, no longer warrant financial support.

Recommendations

3. The Executive Member for City Strategy is recommended to:
 - i) Support the proposed network of bus routes to be tendered in December 2010 for introduction from September 2011
 - ii) Agree to the withdrawal of services as indicated in this report

Reason: This course of action will meet with the current efficiency agenda of the Council whilst providing the most comprehensive and attractive network of bus routes which will retain an acceptable level of bus provision across the City.

Background

4. The City of York and surrounds benefits from a comprehensive network of bus services, a majority of which (80%+) are operated without subsidy from the Council. All of the bus routes in York are operated by private sector companies who are free to decide how they will run any services not requiring financial support. This includes the route, stops, timetables and fares.
5. Some bus routes are subsidised and operated under contract to CYC. For these services the Council sets the route, stops and timetables and monitors the performance of each service.

6. All of the contracts for local bus services operating wholly within the City of York administrative area are due to expire in September 2011. A number of cross-boundary routes which receive funding from two or more local authorities have contracts which continue until September 2013. To enable a successful and smooth tendering process to be undertaken in the run up to next September, a decision needs to be taken now to inform what the composition of the bus network will be.
7. The Transport Planning Unit has been working closely with colleagues from Corporate Procurement and the Council-wide 'More for York' efficiency review. The aim of this work has been to understand how the current network of services might be altered to achieve better value for money without negatively impacting upon the general level of service provided.
8. It is intended that an Invitation to Tender for bus service contracts will be issued as soon as possible following the approval of this report.
9. The last comprehensive review of Council supported local bus services was presented to members in January 2009. Since this time, a number of services have changed operator or route number but the network of routes has remained largely unaltered. Hours of operation have, however, been reduced with a number of evening and early morning services on non-subsidised routes having been withdrawn.
10. Table A below outlines the current services which operate with financial support from the Council. The Council's current policy is that services achieving a minimum limit of 9 passengers per bus hour and/or costing less than a maximum £2 per passenger warrant subsidy. Services falling outside these criteria should be reviewed and are highlighted in bold in table. The routes with especially low patronage levels (and/or high costs per passenger) appear in italics.
11. This report contains five options for the Executive Members consideration (A-E). The services which would continue to operate if one of the first four options is selected (A-D) are outlined in the last four columns of Table A. As option E proposes more significant changes to the tendered bus network, the impact of these changes is displayed at Table B, later in this report.

Table A

Service No	Terminal 1	Terminal 2	Days/Period	Frequency	Forecast subsidy 2010/11	Annual Passengers (2010/11 forecast)	Pax / Bus hr	Projected subsidy per passenger	A	B	C	D
10	Poppleton	Stamford B'dge	Sunday evening	hourly	£6,076	4,893	12	£1.24	✓	✓		
11, 24	City Centre	Bishopthorpe	Weekday evenings	hourly	£21,594	24,374	16	£0.89	✓	✓		✓
11	City Centre	Bishopthorpe	Sundays	hourly	£4,110	7,990	21	£0.51	✓	✓	✓	
12	Haxby	Acomb Park	Weekday evenings	hourly	£38,889	61,462	24	£0.63	✓	✓		✓
12	Haxby	Acomb Park	Sundays	hourly	£17,376	22,994	15	£0.76	✓	✓	✓	
13a	Monks Cross	Copmanthorpe	Sundays	hourly	£7,884	18,864	15	£0.42	✓	✓	✓	
13/13a	Monks Cross	Heworth	Weekdays	Half hourly	£41,255	12,768	3	£1.22	✓		✓	✓
14,14A	City Centre	Clifton	Weekday daytime	hourly off peak +	£26,688	31,393	14	£0.85	✓	✓	✓	✓
18A	City Centre	Holme on SM	Sundays	two hourly	£1,973	706	2	£2.80	✓		✓	
20/20A	Monks Cross	Askham Bar	Mon-Sat	hourly	£97,658	99,723	15	£1.06	✓	✓	✓	✓
20	Monks Cross	Clifton Moor	Sunday/ BHM	hourly	£13,188	7,540	13	£1.75	✓	✓	✓	
21	City Centre	Colton	Mon – Sat	two h'rly off peak	£41,094	29,530	14	£1.39	✓	✓	✓	✓
22	City Centre	Skelton	Mon-Sat daytime	hourly	£34,232	65,657	16	£0.52	✓	✓	✓	✓
22	City Centre	Skelton	Fri – Sat	2 eve jnys	£2,575	774	7	£3.33	✓			✓
22	City Centre	Skelton	Sundays	hourly	£12,230	5,804	9	£2.11	✓		✓	
24	Acomb	Fulford	Weekday daytime	hourly	£100,728	99,344	14	£1.01	✓	✓	✓	✓
26	Askham Bar	Fulford	Weekday daytime	hourly	£100,727	155,928	24	£0.65	✓	✓	✓	✓
35	City Centre	Holme on SM	Weekday daytime	Two hourly	£13,602	48,234	28	£0.28	✓	✓	✓	✓
35	City Centre	Holme on SM	Fri/Sat	2 eve jnys	£2,980	1,700	8	£1.75	✓			✓
36	City Centre	Elvington	Weekday daytime	Two hourly	£31,096	16,253	9	£1.91	✓		✓	✓
627/637	Heworth	Fulford School	Mon-Fri sch'l days	occasional	£4,643	17,836	53	£0.26	✓	✓	✓	✓
42	City Centre	Selby	Daily daytime	hourly	£7,938	36,454	18	£0.21	✓	✓	✓	✓
55	Monks Cross	University	Mon-Fri daytime	Hourly	£55,560	45,031	8	£1.23	✓		✓	✓
142/143	City Centre	Ripon	Weekday daytime	hourly	£10,187	6,273	11	£1.62	✓	✓	✓	✓
195	City Centre	Pocklington	Sat	2 jnys	£264	128	1	£2.06	✓		✓	✓
412,413	City Centre	Wetherby	Weekday daytime	hourly	£33,101	25,655	14	£1.29	✓	✓	✓	✓
415	City Centre	Selby	Bank Holidays	half hourly	£264	no data	Na	Na	✓	✓	✓	✓
746	City Centre	Pocklington	Weekday a.m.	one journey	£4,863	1,151	7	£4.23	✓		✓	✓
Connex's			Transfers		£2,500		Na	Na	Na			
Total					£735,275							

Consultation

12. A report was presented to the Executive Member on 7th September following the submission of a petition to the Council requesting, amongst other things, a review of tendered bus services in the York Outer constituency. Consultation of councillors representing the wards falling within the York Outer constituency was undertaken to understand what members would want to see from such a review. The majority view was that such a review should consider all tendered bus services within the York area, not only those operating in the York Outer constituency.
13. As outlined at paragraph 7, Transport Planning Unit officers have worked closely with the 'More for York' project team to understand how services currently tendered by the Council may be provided at a lower cost than at present. Whilst there is no guarantee of the prices which will be returned by third party suppliers as a result of the re-tendering exercise, officers are confident that when set against the existing network, there is likely to be some level of reduction in Council expenditure, whilst maintaining a comprehensive network of services.
14. Discussion with a number of bus operators is currently ongoing to understand whether there is any interest in operating specific routes without subsidy from the Council which may be closer to commercial sustainability than others. This approach has resulted in the Council not having to bear the cost of several bus services in the past which may otherwise have been discontinued or operated at the expense of the taxpayer.
15. The recent Government comprehensive spending review has raised concerns that currently profitable bus services may not be without direct subsidy from the Council from 2012.¹
16. Some of the bus routes operating in York have already been deemed not to be commercial and have been de-registered. The Council has worked with local residents, ward members and bus companies to retain bus services where possible. Most recently (and considered as part of this review), a section of route 13/13a was de-registered by First Group. The Council now provides subsidy to ensure that a bus link between Heworth and Monks Cross is retained.
17. The leaders and portfolio holders of all political parties represented on the Council have been canvassed concerning the following options. Responses are currently awaited.

¹ **Bus Service Operators Grant (BSOG):** Government provides a fuel duty rebate on approximately 80% of the fuel used by buses. Bus operators pay fuel duty tax on the remaining 20% of their fuel, while train operators using diesel pay only a small amount of duty and airlines pay none. The recent Comprehensive Spending Review suggests that cuts in BSOG are to be implemented in 2012/13.

Options

18. The following options are presented for the Executive Member's consideration:
 - a. Tender the existing bus network, retaining all current bus routes
 - b. Tender the existing bus network, discontinuing those routes which do not meet Council criteria for subsidy (in bold at Table A)
 - c. Withdraw Council subsidy for all evening bus services
 - d. Withdraw Council subsidy for all Sunday bus services
 - e. Tender the network of services outlined at Table B, withdrawing the worst performing elements of the bus network.

Analysis

19. The first four options presented offer either retention of the subsidised bus network or variations thereof with segments of service withdrawn. Option E presents the opportunity for a re-casting of the Council supported bus network which will retain almost all of the current bus travel opportunities (and some new links) with a more efficient utilisation of resources.
20. All of the estimated costs presented for the consideration of members are based on existing tender prices. The following analysis is presented without estimations being made as to which commercially operated bus services might be withdrawn. Clearly any changes to the commercial bus market would impact on the Council's tendered network and it is difficult to forecast what subsidy would be required by operators to retain former commercially operated routes.
21. **Option A** – Retention of the existing subsidised bus network would be at an estimated cost for 2011/12 of £770,000 (includes estimated inflationary cost increases on existing tender prices).
22. **Option B** – Retention of the existing subsidised bus network, but discontinuing those routes which no longer meet Council criteria for subsidy (as highlighted in bold at Table A) would be at an estimated cost for 2011/12 of £667,000 (includes estimated inflationary cost increases on existing tender prices).
23. With regard to the services which would be withdrawn if option B were to be selected, specific consideration would need to be given to the decisions taken by this meeting on 5th October which committed the Council to provide a bus link between Heworth and Monks Cross. The withdrawal of both poorly performing routes **13/13a** and **55** would leave the areas of Heworth (distant from the Malton Road) with no connection to Monks Cross or the University.
24. Members should also be mindful that a decision to withdraw the **evening** route **22** service (linking York to Rawcliffe and Skelton on a Friday and Saturday evening) could further compound evening service reductions proposed by North Yorkshire County Council (NYCC) and would leave these areas with no

bus later than 8pm. NYCC are likely to have taken a decision on the withdrawal of their supported services by mid December.

25. Route **22** on a **Sunday** falls outside the Council's approved criteria for support, but not significantly.
26. **Option C** – The Council may take the decision to withdraw funding from evening bus services on the basis that the vast majority of trips made at this time can not be described as strictly 'socially necessary'.
27. A number of other local authorities are currently considering the withdrawal of evening bus service subsidy (including North Yorkshire County Council)
28. The evening journeys on route 35 are jointly funded with North Yorkshire County Council (NYCC) and East Riding of Yorkshire Council (ERYC) and are contracted to continue to September 2013. Neither authority has advised that they intend to withdraw funding from these services at this time but a **minimum six months notice** is required should discontinuation of these services be deemed appropriate.
29. The discontinuation of the above services would result in a reduction to the overall tendered bus budget of £72,000 for a full financial year (c.10% of the total).
30. **Option D** –The Council may take the decision to withdraw financial support from all Sunday services in the interests of protecting the core network of weekday services.
31. Routes 18a and 42 are jointly funded with ERYC in the case of the former and NYCC in the case of the latter. NYCC are currently consulting on the possible withdrawal of route 42 on a Sunday with the outcome due at the end of December 2010.
32. The discontinuation of the above services would result in a reduction to the overall tendered bus budget of £63,000 for a full financial year (c.8% of the total budget).
33. **Option E** – The current subsidised bus network largely results from routes which previously operated on a commercial basis but which, without Council subsidy, would have been withdrawn. This proposal has been arrived at following a thorough review of the current network to consider what efficiencies might be made by combining routes.
34. Through the introduction of a revised tendered network, the Council would achieve the following:
 - a. A comprehensive network of services for York, efficiently maximising the number of residents and geographical areas served by local buses.

- b. Realisation of potential efficiencies through the tender process, by merging and revising routes, and through the discontinuation of the small number of very poorly performing services.
 - c. Retention of CYC procured evening and Sunday links.
 - d. Creation of new journeys negating the need to change bus (eg Heworth to the Designer Outlet or Haxby).
35. Full details of the services proposed for tender are included as Annex A to this report. Maps of the proposed network of routes are included on three separate maps as Annex B, C and D to this report.
36. In summary, the Council's portfolio of tendered bus services would comprise the contents of Table B below. Tenders will be sought for tenders indicated in the final column of the table. Where new routes have been created, the routes they replace are indicated in the table. Those routes/services which are to be completely disconnected are clearly identified.
37. This option recommends a course of action which would result in the tendering of all of the services outlined at Table B. The Council will continue to work, however, to encourage bus operators to consider the commercial opportunities available which could negate the need for the provision of routes dependent on Council subsidy.

Table B

Service No	Terminal 1	Terminal 2	Days/Period	Frequency	Forecast full year subsidy	Annual Passengers (2010/11 forecast)	Pax / Bus hr	Projected subsidy per passenger	Replacing routes	Part of 2011 tender?
10	Poppleton	Stamford B'dge	Sunday evening	Hourly	£6,076	4,893	12	£1.24		✓
11	City Centre	Bishopthorpe	Week evenings	Hourly	Est. £6,840	24,374	16	£0.89		✓
112	Bishopthorpe	Monks Cross	Sundays	Two hourly	Est. £9,265				11/22/20	✓
12	Haxby	Acomb Park	Week evenings	Hourly	£42,000	61,462	24	£0.63		✓
12	Haxby	Acomb Park	Sundays	Hourly	£18,766	22,994	15	£0.76		✓
113	Monks Cross	Copmanthorpe	Sundays	Two hourly	Est. £9,265				13A	✓
T13	Monks Cross	Heworth	Weekdays	Half hourly	Est. £39,442				13/13A	✓
19A/C	Skelton	City Centre	Weekday daytime	Hourly	Est. £73,710				14/22	✓
18A	City Centre	Holme on SM	Sundays	Two hourly	£1,973	706	2	£2.80		
20/20A	Monks Cross	Askham Bar	Mon-Sat	Hourly	£126,351	99,723	15	£1.06	55 (part)	✓
21	City Centre	Colton	Mon – Sat	Two hourly	£36,859	29,530	14	£1.39		
24	Acomb	Fulford	Weekday daytime	Hourly	£81,971	99,344	14	£1.01		✓
26	Askham Bar	Fulford	Weekday daytime	Hourly	£81,971	155,928	24	£0.65		✓
35	City Centre	Holme on SM	Weekday daytime	Two hourly	£13,602	48,234	28	£0.28		
35	City Centre	Holme on SM	Fri/Sat	2 eve jnys	£2,980	1,700	8	£1.75		
36	City Centre	Elvington	Weekday daytime	Two hourly	£41,535					✓
55	Monks Cross	University	Mon – Fri daytime	Hourly	£55,560	45,031	8	£1.23		
627/637	Heworth	Fulford School	Mon-Fri sch'l days	4 school jnys	£4,643	17,836	53	£0.26		✓
42	City Centre	Selby	Daily daytime	Hourly	£8,532	36,454	18	£0.23		
142/143	City Centre	Ripon	Weekday daytime	Hourly	£11,002	6,273	11	£1.75		
195	City Centre	Pocklington	Sat	2 jnys	£264	128	4	£2.06		
412,413	City Centre	Wetherby	Weekday daytime	Hourly	£35,749	25,655	14	£1.39		
415	City Centre	Selby	Bank Holidays	Half hourly	£264	no data	Na	Na		
746	City Centre	Pocklington	Weekday a.m.	One journey	£4,863	1,151	7	£4.23		
Connex's			Transfers		£2,500		Na	Na		
Total					Est. £650,823					

38. All of the services outlined in Table B above are to be operated utilising standard buses with the exception of route T13. This service will be tendered for a 'Taxibus' to operate on a half hourly frequency during the day utilising a wheelchair accessible vehicle with a minimum of 8 seats and interconnecting with First Group's commercially operated route 13 on the Elmfield – Dodsworth Avenue sections common to both routes.
39. With the exception of the small number of services to be discontinued (as per Table B), all of the areas currently benefiting from a bus service will continue to do so. The reduction in expenditure resulting from the network review outlined above and corresponding withdrawal of the current supported network is estimated to be in the region of £85,000 per annum (c.9% of the current supported bus budget). This saving would be subject to the outcome of any open tendering exercise.

Option E – Services to be withdrawn

40. None of the services identified in Table B for withdrawal currently meet with criteria for one of the two measures used to warrant Council subsidy (not fewer than 9 passengers per bus-hour and/or costing more than a maximum £2 per passenger).
41. Should the Council wish to proceed with this reduction in service, the earliest possible date for implementation would be six months from the outcome of this meeting, being the minimum notice period required under the standard terms of CYC local bus contracts.
42. Routes **195** and **18a** are jointly funded by City of York and East Riding of Yorkshire (ERYC) councils and were procured by ERYC. Any decision to withdraw CYC funding from the services should be given with a minimum of 56 days notice to allow ERYC to consider whether or not they would wish to continue to fund the services themselves. Both services are very poorly used with an average of only 1 or 2 passengers per bus hour.
43. The **0637** journey on route **746** is funded solely by CYC and is also poorly used. This service has been supported by the Council for a number of years. At a level of £4.23 per passenger, it no longer meets with Council criteria for subsidy.
44. Route **55** was re-tendered in 2009. The subsidy level reduced moderately but the route still has low levels of ridership. Many of the destinations currently served by route 55 duplicate sections of route provided by commercial operators. The main section of route not duplicated by an existing service is between Monks Cross Shopping Centre, Heworth and the University of York. This section of route will be catered for by the revised route **20** on an hourly basis (as at present).
45. '**Connexions**' was, until recently, a ticketing mechanism to allow passengers from route 21 to make onward journeys on the Park & Ride from Askham Bar

into York. All of the trips on route 21 now terminate in the City Centre so this service can be withdrawn.

46. The total savings from the withdrawal of services outlined in Table C are estimated to be c.£35,000.

Corporate Objectives

47. Support for bus services in York contributes to the following Corporate priorities:
- **Sustainable City** - There is considerable scope for reducing vehicle congestion delay on the overall network through greater bus use, thereby reducing the associated adverse affects, such as air pollution.
 - **Inclusive City** – The retention of sustainable bus routes across York increases access to opportunities and facilities by a wider (and potentially cheaper) range of travel choices.
48. Local Transport Plan 2006-2011 (LTP2): Support for the services outlined above would contribute to several of the aims of the second Local Transport Plan, namely:
- To tackle congestion
 - To improve economic performance in a sustainable manner;
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

- **Financial**

Option A would cost an estimated £770,000 in a full year.

Option B would cost an estimated £667,000 in a full year.

Option C would cost an estimated £663,200 in a full year.

Option D would cost an estimated £672,200 in a full year.

Option E would cost an estimated £651,000 in a full year.

- **Human Resources (HR)** -There are no HR implications
- **Equalities** - An Equalities Impact Assessment to support the Council's support of local bus services is currently being revised.
- **Legal** - There are no Legal implications

- **Crime and Disorder** -The withdrawal of evening bus services where no public transport exists may require people to make journeys by foot in the dark which they wouldn't otherwise make, possibly increasing the risk to vulnerable members to the community.
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no Property implications
- **Other**- There are no other implications

Risk Management

49. The tender exercise will be conducted in line with OJEU guidelines under the close supervision of the Council's Procurement team. Award of tenders is subject to the necessary funding being made available through the Council's budget process in February 2011.
50. Measured in terms of impact and likelihood, the risk score for all risks 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.

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Richard Wood
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City Strategy

Report Approved

Date 15/11/10

Wards Affected:

All

For further information please contact the author of the report

Annexes

Annex A: Network of services to be tendered (as per options A & B)

Annex B: Map showing proposed bus routes 11, 19 & 20

Annex C: Map showing proposed bus routes 12, 112, 627 & 637

Annex D: Map showing proposed bus routes 36, 36x & 113

Annex E: Map showing proposed route of Taxibus service T13

Annex A

APPENDIX AA

Route 11: Core Service Specification

1. Route 11 operates on Monday to Saturdays between Ashley Park and Bishopthorpe via the City Centre.
2. From start of service until 1840, route 11 is operated on a commercial basis by First Group.
3. After 1840, a contracted service is operated from The Stonebow to Bishopthorpe only.
4. Sunday service is provided by contracted route 112 (q.v). Tenderers may wish to submit bids for both routes.
5. The schedule is designed to permit vehicle and crew working off and on routes 19A/C (q.v) and is therefore assumed to have a nil pvr.
6. A condition of this contract is that return and day tickets issued by First Group must be accepted for use on contracted journeys.
7. The attached schedule assumes that any garage or positioning journeys will be run out of service. Tenderers may wish to submit bids with this mileage livened up but any additional costs incurred must be shown separately.
8. Running times shown in the attached time schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
9. This route is suitable for vehicles not exceeding 11.3m length and 2.5m width.
10. Each vehicle used must have accommodation for a minimum of 50 passengers, of whom at least 33 should be seated.
11. This route is unsuitable for double deck operation.
12. Tenderers should note that route 11 serves York Racecourse and does attract abnormally high levels of custom on days where evening race meetings are held.

Annex A

ROUTE RECORD

ROUTE 11: ASHLEY PARK, ASHLEY PARK BRIDGE AND BISHOPTHORPE, ACASTER LANE

Streets Traversed:

From Ashley Park:

Applecroft Road, Ashley Park Road, Stockton Lane, Hempland Lane, Heworth Village, Clarks Terrace, East Parade, Hawthorn Grove, Layerthorpe, Peasholme Green, The Stonebow, Pavement, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Rise, Station Road, Queen Street, Nunnery Lane, Price's Lane, Bishopthorpe Road, Balmoral Terrace, Queen Victoria Street, Knavesmire Crescent, Campleshon Road, Bishopthorpe Road, Ringstone Road, Main Street, Acaster Lane.

From Bishopthorpe:

Acaster Lane, Keble Park South, Keble Park North, Acaster Lane, Montague Avenue, Maple Lane, Main Street, Ringstone Road, Bishopthorpe Road, Balmoral Terrace, Queen Victoria Street, Knavesmire Crescent, Campleshon Road, Bishopthorpe Road, Scarcroft Road, The Mount, Blossom Street, Queen Street, Station Road, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate, Pavement, The Stonebow, Peasholme Green, Layerthorpe, Hawthorn Grove, East Parade, Melrose gate, Tang Hall Lane, Fourth Avenue, Bad Bargain Lane, Stray Road, Applecroft Road.

STANDS AND TURNING POINTS:

YORK, The Stonebow (From Bishopthorpe)

Buses proceed from The Stonebow via Dundas Street to Palmer Lane to stand, departing via Palmer Lane and Hungate to The Stonebow. Set down in The Stonebow at stop 'D' and pick up in The Stonebow at stop 'B'.

Display 'CITY CENTRE The Stonebow'

YORK, Station Road (From Ashley Park)

Buses proceed to stand direct departing via Station Rise and Station Avenue to Rougier Street and line of route. Set down on stand and pick up in Rougier Street.

Display 'CITY CENTRE Rougier Street'

YORK Railway Station (From Bishopthorpe)

Buses proceed from Station Road via Station Avenue to Station Road to stand departing via Station Rise to Station Road and line of route. Set down at York Railway Station at stop A and pick up on stand.

Display 'YORK Railway Station'

South Bank, The Knavesmire

Buses stand in Campleshon Road. Proceed to and from stand direct. Set down and pick up on stand.

Display 'South Bank, The Knavesmire'

Annex A

BISHOPTHORPE, Acaster Lane

Buses stand in Acaster Lane. Proceed direct to stand, departing direct to Acaster Lane and line of route. Set down and pick up on stand.

Display ' BISHOPTHORPE via City Centre & South Bank'

Annex A

APPENDIX AB

Route 12: Core Service Specification:

1. Route 12 operates daily between Acomb Park, Moor Lane and Haxby, West Nooks.
2. On Mondays to Saturdays from start of service until 1900, route 12 is operated commercially by First Group.
3. After 1900, a contracted service is operated.
4. A condition of this contract is that return and day tickets issued by First Group must be accepted for use on contracted journeys.
5. The attached schedule assumes that any garage or positioning journeys will be run out of service. Tenderers may wish to submit bids with this mileage livened up but any additional costs incurred must be shown separately.
6. Running times shown in the attached time schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
7. This route is suitable for vehicles not exceeding 12m length and 2.55m width.
8. Each vehicle used must have accommodation for a minimum of 60 passengers, of whom at least 40 should be seated.
9. This route is unsuitable for double deck operation.

Annex A

ROUTE RECORD

ROUTE 12: ACOMB PARK, MOOR LANE AND HAXBY, WEST NOOKS

Streets Traversed:

Towards Haxby:

Moor Lane, Moorcroft Road, Acorn Way, Ryecroft Avenue, Grassholme, Moor Lane, Tadcaster Road, Mount Vale, The Mount, Blossom Street, Queen Street, Station Road, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate, Pavement, The Stonebow, Peasholme Green, Jewbury, St. Maurice's Road, Monkgate, Huntington Road, Link Road, Haxby Road, York Road, Eastfield Avenue, Wheatfield Lane, Greenshaw Drive, Westfield Lane, The Village, Station Road, Towthorpe Road, West Nooks.

Towards Acomb Park:

West Nooks, Towthorpe Road, Station Road, The Village, Westfield Lane, Greenshaw Drive, Wheatfield Lane, Eastfield Avenue, York Road, Haxby Road, Link Road, Huntington Road, Foss Bank, Peasholme Green, The Stonebow, Pavement, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Rise, Station Road, Queen Street, Blossom Street, The Mount, Mount Vale, Tadcaster Road, Moor Lane, Moorcroft Road, Acorn Way, Ryecroft Avenue, Grassholme, Moor Lane.

STANDS AND TURNING POINTS:

ACOMB PARK Moor Lane:

Buses proceed to and from stand direct. Set down and pick up on stand.

Display 'ACOMB PARK via Huntington Rd, City Centre'.

YORK Railway Station (from Acomb Park)

Buses proceed from Station Road via Station Avenue to Station Road to stand departing via Station Rise to Station Road and line of route. Set down at York Railway Station at stop A and pick up on stand.

Display 'YORK Railway Station'

YORK Rougier Street (from Haxby)

Buses proceed from Rougier Street to Station Rise to stand, departing via Station Rise and Station Avenue to Rougier Street and line of route. Set down and pick up in Rougier Street.

Display 'CITY CENTRE Rougier Street'

YORK, The Stonebow (From Acomb Park)

Buses proceed from The Stonebow via Dundas Street to Palmer Lane to stand, departing via Palmer Lane and Hungate to The Stonebow. Set down in The Stonebow at stop 'D' and pick up in The Stonebow at stop 'B'.

Display 'CITY CENTRE The Stonebow'
Huntington Road, Sessions

Annex A

TURNING POINT ONLY- BUSES MAY NOT STAND

Set down at Huntington Road, northbound and turn by circuiting the roundabout at the junction with Link Road Court, returning direct to Huntington Road southbound. Set down at Huntington Road, Sessions (Northbound) and pick up at Huntington Road, Sessions (southbound)

Display 'Huntington Road, Sessions'

Haxby, Memorial Hall

Buses proceed to stand direct, departing via The Village to circuit the roundabout at York Road and returning to The Village. Set down on stand and pick up at Haxby, Memorial Hall (westbound).

Display: HAXBY Memorial Hall

HAXBY West Nooks.

Buses proceed to and from stand direct. Set down and pick up on stand.

Display 'HAXBY West Nooks via City Centre, Huntington Rd'

Annex A

APPENDIX A1

Routes 19A, 19C - Core Service Specification:

1. Routes 19A and 19C operate Monday to Saturday between Skelton Village and The Stonebow., with routes 19A and 19C performing an anti-clockwise (19A) or clockwise (19C) loop around the City Centre. A full route description is shown below.
2. The Friday and Saturday evening journeys are designed to be operable using the same resource as needed to run the Friday and Saturday evening journey on route 24 (q.v)
3. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
4. Running times shown in the attached time schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
5. This route is suitable for a single-decked vehicle of 11.3 m maximum length and 2.5 m maximum width.
6. Each vehicle used must have accommodation for a minimum of 60 passengers, of whom at least 40 should be seated.
7. These routes are unsuitable for double deck operation.

Annex A

ROUTE RECORD

ROUTE 19A – SKELTON – CITY – SKELTON anti-clockwise

ROUTE 19C – SKELTON – CITY – SKELTON clockwise

STREETS TRAVERSED:

Route 19A - Brecksfield, Fairfields Drive, Shipton Road, Howard Drive, Shipton Road, Bowness Drive, Eastholme Drive, Rawcliffe Lane, Green Lane, Water Lane, Rawcliffe Drive, Rawcliffe Lane, Brompton Road, Water Lane, Clifton, Water End, Salisbury Road, Salisbury Terrace, Kingsland Terrace, Leeman Road, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Pavement, The Stonebow, Peasholme Lane, Jewbury, St. Maurice's Road, Monkgate, Penley's Grove Street, Clarence Street, Gillygate, Bootham, Clifton, Burton Stone Lane, Crichton Avenue, Burdyke Avenue, Water Lane, Brompton Road, Rawcliffe Lane, Rawcliffe Drive, Water Lane, Green Lane, Rawcliffe Lane, Eastholme Drive, Howard Drive, Shipton Road, Church Lane, The Green, The Village, Brecksfield.

Display 'SKELTON & CITY CIRCULAR via Railway Museum & Rougier St'

Route 19C - Brecksfield, Fairfields Drive, Shipton Road, Howard Drive, Shipton Road, Bowness Drive, Eastholme Drive, Rawcliffe Lane, Green Lane, Water Lane, Rawcliffe Drive, Rawcliffe Lane, Brompton Road, Water Lane, Burdyke Avenue, Crichton Avenue, Burton Stone Lane, Clifton, Bootham, Gillygate, Lord Mayors Walk, Monkgate, Foss Bank, Peasholme Green, The Stonebow, Pavement, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Place, Leeman Road, Garfield Terrace, Livingstone Street, Salisbury Road, Water End, Clifton, Water Lane, Brompton Road, Rawcliffe Lane, Eastholme Drive, Howard Drive, Shipton Road, Church Lane, The Green, The Village, Brecksfield.

Display 'SKELTON & CITY CIRCULAR via Monkgate & The Stonebow'

STANDS AND TURNING POINTS:

Skelton, Brecksfield

Buses stand in Brecksfield. Set down and pick up on stand.

Rawcliffe, Mitre (From City only)

Buses set down in Eastholme Drive to stand, then proceed to Shipton Road to commence work, then line of route.

Display 'Rawcliffe, Mitre'

Clifton, Green Lane.

Buses proceed from line of route to Green Lane to stand then depart via Green Lane to Rawcliffe Lane to rejoin line of route at junction with Rawcliffe Drive.

Display 'Clifton, Green Lane'

The Stonebow (route 19A only)

Buses set down in The Stonebow and proceed via Dundas Street to Carmelite Street to stand, departing via Garden Place to Peasholme Green. Commence work at Peasholme Green.

Annex A

Display 'City Centre – The Stonebow'

Rougier Street (route 19C only)

Buses set down in Rougier Street at stop F and proceed to Station Road to stand, departing direct to Station Rise. Commence work at Station Rise.

Display 'City Centre, Rougier Street'

Annex A

APPENDIX A2

Route 20, 20A - Core Service Specification:

1. Routes 20 and 20A operate between Askham Bar (Monday to Friday) or Clifton Moor (Saturdays) and Designer Outlet, St. Nicholas Avenue, via Haxby, Monks Cross, The University and Fulford. A full route description is shown below.
2. Two options are offered for the service on Saturdays. Tenderers are required to provide bids for both options.
3. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
4. Running times shown in the attached time schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
5. This route is suitable for a single-decked vehicle of 11.3 m maximum length and 2.5 m maximum width.
6. Each vehicle used must have accommodation for a minimum of 55 passengers, of whom at least 37 should be seated.
7. This route is suitable for double deck operation.

Annex A

ROUTE RECORD

ROUTES 20/ 20A - ASKHAM BAR, Tesco & DESIGNER OUTLET, St. Nicholas Avenue

Streets traversed:

Askham Bar service road, Moor Lane, Alness Drive, Acomb Wood Drive, Bellhouse Way(west arm), Foxwood Lane, Gale Lane, Tudor Road, Green Lane, Front Street, then

Route 20 -York Road, Carr Lane, Boroughbridge Road (return Boroughbridge Road, Carr Lane, Almsford Road, Danebury Drive, York Road) **OR**

Route 20A - Ridgeway, Beckfield Lane, Boroughbridge Road,

Station Road, Main Street, Millfield Lane, A1237 slip road, Outer Ring Road, Shipton Road, Howard Drive (return Bowness Drive), Eastholme Drive, Green Lane, Water Lane, Clifton Moorgate, Kettlestring Lane, Clifton Moorgate, Tesco service road, Stirling Road, Wigginton Road, Mill Lane, The Village, York Road, Oak Tree Lane, Eastfield Avenue, Haxby Road, Link Road, Huntington Road, New Lane, Jockey Lane, Monks Cross Drive, Jockey Lane, New Lane, Malton Road, Straylands Road, Woodlands Grove, Hempland Lane, Heworth Village, Clarks Terrace, Melrosegate, Green Dykes Lane, University Road, Heslington Lane, Fulford Broadway, Fulford Road, Main Street, Selby Road, St. Nicholas Avenue.

STANDS AND TURNING POINTS:

TOWARDS DESIGNER OUTLET

Askham Bar, Tesco

Buses proceed to and from stand direct, setting down and picking up on stand.

Note: Buses on routes 20 and 20A are not permitted to use the Park & Ride stop at Askham Bar

Display: 'Outer Circle – Askham Bar'

Acomb, York Road (route 20 – journeys from Designer Outlet only)

Buses proceed from York Road westbound to circuit the roundabout to return to York Road eastbound to stand, departing direct. Set down in York Road westbound and pick up on stand.

Display 'Acomb, York Road via Monks Cross, Clifton Moor'

Acomb, Front Street (route 20A – journeys from Designer Outlet only)

Buses proceed from Front Street eastbound to circuit the roundabout and return to Front Street westbound to stand. Set down in Front Street eastbound and pick up on stand.

Display 'Acomb, Front Street via Knapton Village'

Rawcliffe, Mitre

Buses set down in Shipton road at The Mitre and stand, then proceed via Shipton Road, Bowness Drive and Eastholme Drive to Howard Drive and line of route. Commence work in Howard Drive.

Display 'Rawcliffe, Mitre'

Annex A

Clifton Moor, Tesco

Buses proceed to stand direct, departing direct to Tesco service road. Set down and pick up on stand.

Display 'Clifton Moor via Acomb, Poppleton Stn'

Wigginton, Mill Lane

Buses proceed from Mill Lane via Walmer Carr and Westfield Lane to Mill Lane/Ascot Road to stand, departing direct. Set down and pick up on stand.

Display 'Wigginton, Mill Lane'

Monks Cross, Shopping Centre

Buses proceed to stand direct, departing direct to Monks Cross Drive. Set down at 'Aviva' and pick up at Monks Cross Shops.

Display 'Monks Cross via Poppleton, Clifton Moor'

University, University Road:

Buses set down in University Road to stand then proceed via University Road (southbound) to circuit roundabout at junction with Field Lane and return to University road (northbound), departing direct.

Display 'University via Clifton Moor, Monks Cross'

Fulford Broadway

Buses set down at Broadway shops and stand. Depart via Broadway, Anson Drive, Danum Road and Grants Avenue to Fulford Broadway and line of route. Commence work at Broadway, shops.

Display 'Fulford Broadway via Clifton Moor, University'

Fulford, Main Street. (from Askham Bar only)

Buses set down at Main Street, Church to stand. Depart via Main Street, Heslington Lane, Grants Avenue, Danum Road, Anson Drive to Fulford Broadway and line of route. Commence work at Broadway, shops.

Display 'Fulford Church via Clifton Moor, University'

Designer Outlet, St. Nicholas Avenue

Buses proceed to stand direct, departing direct to St. Nicholas Avenue. Set down on stand and pick up at Designer Outlet, St Nicholas Avenue roundabout.

Display: 'Designer Outlet – Outer Circle'.

TOWARDS ASKHAM BAR:

University, University Road:

Buses set down in University Road (northbound) and proceed via University Road to circuit the roundabout at junction with Innovation Way to return to University Road (southbound) to stand, departing direct.

Display 'University via Fulford'

Annex A

Heworth, Straylands Grove:

Buses set down in Straylands Grove at Westlands Grove and proceed via Westlands Grove to Woodlands Grove to stand, departing direct. Pick up on stand

Display: 'Heworth, Straylands Grove'

Monks Cross, Shopping Centre

Buses proceed to stand direct, departing direct to Monks Cross Drive. Set down at 'Aviva' and pick up at Monks Cross Shops.

Display 'Monks Cross via Fulford, University'

Wigginton, Mill Lane

Buses proceed from Mill Lane to Walmer Carr to stand, departing via Walmer Carr and Westfield Lane to Mill Lane. Set down and pick up on stand.

Display 'Wigginton, Mill Lane'

Clifton Moor, Tesco

Buses proceed to stand direct, departing direct to Tesco service road. Set down and pick up on stand.

Display 'Clifton Moor via Monks Cross, Haxby'

Rawcliffe, Mitre

Buses set down in Eastholme Drive to stand, then proceed to Shipton Road to commence work, then line of route.

Display 'Rawcliffe, Mitre'

Acomb, York Road (route 20 only)

Buses proceed from York Road westbound to circuit the roundabout to return to York Road eastbound to stand, departing direct. Set down in York Road westbound and pick up on stand.

Display 'Acomb, York Road via Monks Cross, Clifton Moor'

Acomb, Front Street (route 20A only)

Buses proceed from Front Street eastbound to circuit the roundabout and return to Front Street westbound to stand. Set down in Front Street eastbound and pick up on stand.

Display 'Acomb, Front Street via Knapton Village'

Askham Bar, Tesco

Buses proceed to and from stand direct, setting down and picking up on stand.

Note: Buses on routes 20 and 20A are not permitted to use the Park & Ride stop at Askham Bar.

Display 'Askham Bar – Outer Circle'

Annex A

APPENDIX A3

Route 24: Core Service Specification

1. Route 24 operates on Mondays to Saturdays between Fulford, Crossfield Crescent and Askham Lane via the City Centre. A full route description is shown below.
2. Time and duty schedules for Route 24 have traditionally been jointly compiled with those for route 26 to provide a half-hourly headway over the common section, with buses working each route alternately
3. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
4. Running times shown in the attached time schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
5. This route is suitable for a single-decked vehicle of 10.2 m maximum length and 2.5 m maximum width.
6. Each vehicle used must have accommodation for a minimum of 50 passengers, of whom at least 33 should be seated.
7. This route is unsuitable for double deck operation.

Annex A

ROUTE RECORD

ROUTE 24 – Fulford, Crossfield Crescent and Westfield, Askham Lane

Streets Traversed:

TOWARDS ASKHAM LANE

Crossfield Crescent, Fordlands Road, Main Street, Heslington Lane, Broadway, Fulford Road, Fishergate, Tower Street, Piccadilly, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Rise, Leeman Road, Garfield Terrace, Livingstone Street, Salisbury Road, Water End, Poppleton Road, Grantham Drive, Howe Hill Close, Sowerby Road, Lindsey Avenue, Poppleton Road, Boroughbridge Road, Carr Lane, York Road, Front Street, Askham Lane.

TOWARDS FULFORD:

Askham Lane, Cornlands Road, Tudor Road, Green Lane, Front Street, York Road, Carr Lane, Boroughbridge Road, Poppleton Road, Grantham Drive, Howe Hill Close, Sowerby Road, Lindsey Avenue, Poppleton Road, Water End, Salisbury Road, Salisbury Terrace, Kingsland Terrace, Leeman Road, Station Rise, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate, Piccadilly, Fishergate, Paragon Street, Fawcett Street, Fishergate, Fulford Road, Main Street, Fordlands Road, Crossfield Crescent.

STANDS AND TURNING POINTS:

Fulford, Crossfield Crescent

Buses proceed to and from stand direct. Set down and pick up on stand.

Display' FULFORD Crossfield Crescent'

Piccadilly (from Askham Lane only)

Buses proceed from Piccadilly via Fishergate, Paragon Street, Fawcett Street, Fishergate, and Tower Street to stand, departing via Tower Street to Clifford Street. Set down in Piccadilly at stop D and pick up in Clifford Street at stop B.

Display' CITY CENTRE Piccadilly'

Rougier Street (from Fulford only)

Buses proceed from Rougier Street to Station Road to stand, departing via Station Rise and Station Avenue to Rougier Street. Set down and pick up in Rougier Street.

Display' CITY CENTRE Rougier Street'

Clifton, Livingstone Street (from Fulford)

TURNING POINT ONLY – BUSES MUST NOT STAND

Buses set down in Livingstone Street, departing via Livingstone Street to Salisbury Terrace to Kingsland Terrace. Pick up in Kingsland Terrace.

Annex A

Display 'CLIFTON Livingstone Street'

Clifton, Kingsland Terrace (from Askham Lane)

Buses proceed to stand direct, departing via Kingsland terrace and Garfield terrace to Livingstone Street and line of route. Set down on stand and pick up in Livingstone Street.

Display 'CLIFTON Kingsland Terrace'

ASKHAM LANE

Buses proceed to and from stand direct. Set down and pick up on stand.

Display 'WESTFIELD, Askham Lane'

Annex A

APPENDIX A4

Routes 26, 26A, 26C, 26E: Core Service Specification

1. Routes 26, 26A, 26C, 26E operate on Mondays to Saturdays between Fulford, Crossfield Crescent and Askham Bar, Tesco via the City Centre. A full route description is shown below.
2. Time and duty schedules for Routes 26, 26A, 26C, 26E have traditionally been jointly compiled with those for route 26 to provide a half-hourly headway over the common section, with buses working alternately on routes 24 or 26.
3. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
4. Running times shown in the attached time schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
5. These routes are suitable for a single-decked vehicle of 10.2 m maximum length and 2.5 m maximum width.
6. Each vehicle used must have accommodation for a minimum of 50 passengers, of whom at least 33 should be seated.
7. These routes are unsuitable for double deck operation.

Annex A

ROUTE RECORD

ROUTE 26 – FULFORD, Crossfield Crescent **& ASKHAM BAR**, Tesco via Hob Moor
ROUTE 26A – FULFORD, Crossfield Crescent **& ASKHAM BAR**, Tesco via Foxwood
ROUTE 26C – FULFORD, Crossfield Crescent **& ASKHAM BAR**, Tesco via Lowfield
ROUTE 26E – FULFORD, Crossfield Crescent **& ASKHAM BAR**, Tesco via Woodthorpe

STREETS TRAVERSED:

Towards Askham Bar

Route 26 via Crossfield Crescent, Fordlands Road, Main Street, Heslington Lane, Broadway, Fulford Road, Fishergate, Tower Street, Piccadilly, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Station Road, Station Rise, Leeman Road, Garfield Terrace, Livingstone Street, Salisbury Road, Water End, Boroughbridge Road, Beckfield Lane, Ridgeway, Askham Lane, Front Street, Green Lane, Tudor Road, Stuart Road, Danesfort Avenue, Kingsway West, Ascot Way, Ashford Place, Windsor Garth, Kingsway West, Danesfort Avenue, Gale Lane, St. Stephen's Road, Cornlands Road, Askham Lane, Foxwood Lane, Bellhouse Way, Acomb Wood Drive, Alness Drive, Moor Lane, Tesco Service Road.

Route 26A as route 26 to Tudor Road then Gale Lane, St. Stephen's Road, Cornlands Road, Askham Lane, Foxwood Lane, Bellhouse Way, Acomb Wood Drive, Alness Drive, Moor Lane, Tesco Service Road.

Route 26C as route 26 to Tudor Road then Gale Lane, Cornlands Road, Askham Lane, Foxwood Lane, Bellhouse Way, Acomb Wood Drive, Alness Drive, Moor Lane, Tesco Service Road.

Route 26E as route 26C to Alness Drive then Moor Lane, Moorcroft Road, Acorn Way, Ryecroft Avenue, Grassholme, Moor Lane, Tesco Service Road.

Towards Fulford:

Route 26 via Tesco Service Road, Moor Lane, Alness Drive, Acomb Wood Drive, Bellhouse Way, Foxwood Lane, Askham Lane, Cornlands Road, St. Stephen's Road, Gale Lane, Tudor Road, Stuart Road, Danesfort Avenue, Kingsway West, Ascot Way, Ashford Place, Windsor Garth, Kingsway West, Danesfort Avenue, Stuart Road, Tudor Road, Green Lane, Front Street, Askham Lane, Ridgeway, Beckfield Lane, Boroughbridge Road, Water End, Salisbury Road, Salisbury Terrace, Kingsland Terrace, Leeman Road, Station Rise, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate, Piccadilly, Tower Street, Paragon Street, Fawcett Street, Fishergate, Fulford Road, Main Street, Fordlands Road, Crossfield Crescent.

Route 26A via Tesco Service Road, Moor Lane, Alness Drive, Acomb Wood Drive, Bellhouse Way, Foxwood Lane, Askham Lane, Cornlands Road, St. Stephen's Road, Gale Lane, Tudor Road, Green Lane then as route 26.

Route 26C via Tesco Service Road, Moor Lane, Alness Drive, Acomb Wood Drive, Bellhouse Way, Foxwood Lane, Askham Lane, Cornlands Road, Gale Lane, Tudor Road, Green Lane then as route 26.

Route 26E via Tesco Service Road, Moor Lane, Moorcroft Road, Acorn Way, Ryecroft Avenue, Grassholme, Moor Lane, Alness Drive then as route 26C.

Annex A

STANDS AND TURNING POINTS:

Fulford, Crossfield Crescent

Buses proceed to and from stand direct. Set down and pick up on stand.

Display 'FULFORD Crossfield Crescent'

Piccadilly (from Askham Bar only)

Buses proceed from Piccadilly via Fishergate, Paragon Street, Fawcett Street, Fishergate, and Tower Street to stand, departing via Tower Street to Clifford Street. Set down in Piccadilly at stop D and pick up in Clifford Street at stop B.

Display 'CITY CENTRE Piccadilly'

Rougier Street (from Fulford only)

Buses proceed from Rougier Street to Station Road to stand, departing via Station Rise and Station Avenue to Rougier Street. Set down and pick up in Rougier Street.

Display 'CITY CENTRE Rougier Street'

Clifton, Livingstone Street (from Fulford)

TURNING POINT ONLY – BUSES MUST NOT STAND

Buses set down in Livingstone Street, departing via Livingstone Street to Salisbury Terrace to Kingsland Terrace. Pick up in Kingsland Terrace.

Display 'CLIFTON Livingstone Street'

Clifton, Kingsland Terrace (from Askham Bar)

Buses proceed to stand direct, departing via Kingsland terrace and Garfield terrace to Livingstone Street and line of route. Set down on stand and pick up in Livingstone Street.

Display 'CLIFTON Kingsland Terrace'

Acomb, Green Lane (from Fulford)

Buses proceed to stand direct, departing via Green Lane to circuit the roundabout at the junction with Hamilton Drive West, returning direct to Green Lane. Set down on stand and pick up at Green Lane northbound.

Display 'ACOMB Green Lane'

Acomb, Green Lane (from Askham Bar)

Buses proceed from Green Lane via Front Street and the un-named link road to circuit the roundabout at York Road, retuning via un-named link road and Front Street to Green Lane to stand. Set down in Green Lane northbound and pick up on stand.

Annex A

Display 'ACOMB Green Lane'

Acomb, Tudor Road (from Askham Bar) **Routes 26A, 26C and 26E only**

Buses proceed from Tudor Road to stand direct, departing via Tudor Road to circuit the roundabout at the junction with Green Lane, returning direct to Tudor Road. Set down on stand and pick up in Tudor Road, westbound.

Display 'ACOMB Tudor Road'

ASKHAM BAR, Tesco

Buses proceed from Moor Lane via Tadcaster Road roundabout and Tesco store service road westbound (private road) to stand, departing via the mini-roundabout to Tesco store service road eastbound (private road) to Tadcaster Road roundabout, Moor Lane and line of route. Set down on stand and pick up at Tesco store service road eastbound.

Display 'ASKHAM BAR, Tesco'

Annex A

APPENDIX A5

Routes 36, 36X - Core Service Specification:

1. Routes 36 and 36X operate between York City Centre (The Stonebow) and Elvington Village. A full route description is shown below.
2. Route 36 interworks with route 35 between York City Centre and Wheldrake, Wenlock Arms. Operators are required to accept return tickets issued on route 35 for travel between these points or for any journey in between.
3. Route 36X operates on a limited stop basis, stopping only to set down (on inward journeys) or pick up (on outward journeys) between York Rail Station/Stonebow and Hull Road, Elvington Lane. Local fares shall not be available over this section.
4. Journeys marked * in the attached time schedule may be operated using a suitable vehicle owned and provided by City of York Council. Tenderers should provide bids based on the option of providing all journeys using their own vehicles and incorporating the use of council owned vehicles on the specified journeys.
5. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
6. Running times shown in the schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
7. This route is suitable for a single-decked vehicle of 8.8 m maximum length and 2.33 m maximum width.
8. Each vehicle used must have accommodation for a minimum of 40 passengers, excluding wheelchair, at least 23 of whom should be seated, except for those journeys operated with council owned vehicles.
9. This route is not suitable for double deck operation.
10. This route carries scholars issued with passes permitting free travel as described in schedule I, paragraph 12, sub section XI.
11. Operators will be required to provide separate figures for ENCTS passes issued by City of York and those issued by North Yorkshire County Council and East Riding of Yorkshire Council, further broken down to show in which authority area the passenger commenced their journey.
12. THIS CONTRACT WILL BE AWARDED FOR A PERIOD OF 19 MONTHS ONLY, WITH AN EXPIRY DATE OF APRIL 25th 2013.

Annex A

ROUTE RECORD

ROUTES 36. 36X

YORK, The Stonebow and ELVINGTON, Riverside Gardens

Streets traversed:

Route 36 -The Stonebow, Pavement, Piccadilly, Tower Street, Fishergate, Paragon Street, Fawcett Street, Fishergate, Fulford Road, Main Street, Selby Road, A19, Wheldrake Lane, Wheldrake Main Street, Dalton Hill, Greengales Lane, Wheldrake Road, Elvington Lane, Halifax Way, Whitley Road, Halifax Way, Elvington Lane, Elvington Main Street, Riverside Gardens.

Return via reverse of outward route to Fishergate, then Tower Street, Piccadilly, Pavement, The Stonebow.

Route 36X – From Rail Station: Station Road, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate **OR From the Stonebow:** The Stonebow, Pavement, **THEN** Piccadilly, Tower Street, Paragon Street, Fawcett Street, Fishergate, Fulford Road, Main Street, Heslington Lane, University Road, Field Lane, Private Road, Heslington East Bus Terminal, Field Lane, Hull Road, Elvington Lane, Halifax Way, Whitley Road, Halifax Way, Elvington Lane, Elvington Main Street, Riverside Gardens.

Return via reverse of outward route to Fishergate then Tower Street, Piccadilly and either Pavement, The Stonebow or Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Rise, Station Road.

STANDS AND TURNING POINTS

NOTE: Because of the infrequent and rural nature of this route, curtailments purely for service control purposes are not permitted. These stands and turning points may only be used for reasons of mechanical failure or road closure.

YORK, The Stonebow

Buses proceed from The Stonebow via Dundas Street to Palmer Lane to stand, departing via Palmer Lane and Hungate to The Stonebow. Set down in The Stonebow at stop 'D' and pick up in The Stonebow at stop 'B'.

Display: YORK, The Stonebow via Wheldrake

YORK, Piccadilly

Buses proceed from Piccadilly to Merchantgate to stand, departing via Walmgate at St. Denys' Road to Piccadilly and line of route. Set down and pick up on stand.

Display: YORK, Piccadilly via Wheldrake

Annex A

DESIGNER OUTLET, St. Nicholas Avenue (Route 36 only)

Buses proceed from Selby Road via St. Nicholas Avenue to stand, departing via St. Nicholas Avenue to Selby Road. Set down on stand and pick up at route 415 stop on roundabout.

Display: DESIGNER OUTLET, St Nicholas Avenue

WHELDRAKE, Wenlock Arms (Route 36 only)

NOTE: Extreme caution required – Reversing manoeuvre

Buses proceed from Main Street to turn by reversing into the car park entrance of the Wenlock Arms public house, returning direct to Main Street. Set down and pick up in Main Street.

Display: WHELDRAKE, Wenlock Arms

ELVINGTON Air Museum

NOTE: Extreme caution required – Reversing manoeuvre

Buses proceed from Halifax Way to Whitley Road to stand, departing direct. Set down and pick up on stand.

Display 'ELVINGTON Air Museum'

ELVINGTON, Riverside Gardens

NOTE: Extreme caution required – Reversing manoeuvre

Buses stand in Riverside Gardens, proceeding to stand direct then via Riverside Gardens to turn by reversing into Riverside Close and returning to Riverside Gardens. Set down on stand and pick up at Riverside Gardens.

NOTE: Under no circumstances may passengers be carried whilst reversing.

Display: Route 36 - ELVINGTON via Wheldrake
Route 36X – ELVINGTON Limited Stop via York University

Annex A

APPENDIX A6

Route 112 – Core Service Specification

1. Route 112 operates between Monks Cross Shopping Centre and Bishopthorpe on Sundays and Bank Holidays only. A full route description is provided below.
2. The schedule is designed to be jointly compiled with route 113 (see appendix A5), Tenderers must include a bid for combined operation but may also make separate bids for each route.
3. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
4. Running times shown in the schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
5. This route is suitable for operation with vehicles not exceeding 10.3m in length and 2.5m in width.
6. This route is unsuitable for double deck operation.
7. Each vehicle used must have accommodation for a minimum of 60 passengers, of whom at least 38 should be seated when no wheelchair is being carried, or 35 when a wheelchair is being carried.

Annex A

ROUTE RECORD

ROUTE 112 BISHOPTHORPE Acaster Lane & MONKS CROSS Shopping Centre

Streets Traversed:

Towards Monks Cross:

Acaster Lane, Keble Park South, Keble Park North, Acaster Lane, Montague Avenue, Maple Lane, Main Street, Ringstone Road, Bishopthorpe Road, Balmoral Terrace, Queen Victoria Street, Knavesmire Crescent, Campleshon Road, Bishopthorpe road, Nunnery Lane, Price's Lane, Bishopthorpe Road, Bishopgate Street, Tower Street, Piccadilly, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Rise, Leeman Road, Garfield Terrace, Livingstone Street, Salisbury Road, Water End, Shipton Road, Water Lane, Brompton Road, Rawcliffe Lane, Eastholme Drive, Howard Drive, Shipton Road, St. Giles Road, The Village, Brecksfield, Fairfields Drive, Shipton Road, A1237, Clifton Moorgate, Unnamed Road, Stirling Road, Wigginton Road, Mill Lane, The Village, York Road, Holly Tree Lane, Oak Tree Lane, Eastfield Avenue, York Road, Haxby Road, Link Road Court, Huntington Road, New Lane, Jockey Lane, Monks Cross Drive.

Towards Bishopthorpe:

Monks Cross Drive, Jockey Lane, New Lane, Huntington Road, Link Road Court, Haxby Road, York Road, Eastfield Avenue, Oak Tree Lane, Holly Tree Lane, York Road, The Village, Mill Lane, Wigginton Road, Stirling Road, Unnamed Road, Clifton Moorgate, A1237, Shipton Road, St. Giles Road, The Village, Brecksfield, Fairfields Drive, Shipton Road, Bowness Drive, Eastholme Drive, Rawcliffe Lane, Brompton Road, Water Lane, Shipton Road, Water End, Salisbury Road, Salisbury Terrace, Kingsland Terrace, Leeman Road, Station Rise, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate, Piccadilly, Fishergate, Paragon Street, Fawcett Street, Fishergate, Tower Street, Bishopgate Street, Bishopthorpe Road, Balmoral Terrace, Queen Victoria Street, Knavesmire Crescent, Campleshon Road, Bishopthorpe Road, Ringstone Road, Main Street, Acaster Lane.

Stands & Turning Points:

TOWARDS MONKS CROSS

South Bank, The Knavesmire

Buses stand in Campleshon Road. Proceed to and from stand direct. Set down and pick up on stand.

Display 'South Bank, The Knavesmire'

Piccadilly

Buses proceed from Piccadilly to Merchantgate to stand, departing via Walmgate at St. Denys' Road to Piccadilly and line of route. Set down and pick up on stand.

Display: CITY CENTRE, Piccadilly

Rougier Street

Buses set down in Rougier Street at stop F and proceed to Station Road to stand, departing via Station Rise and Station Place to Rougier Street and line of route. Commence work at Rougier Street.

Annex A

Display 'City Centre, Rougier Street'

Rawcliffe, Mitre

Buses set down in Eastholme Drive to stand, then proceed to Shipton Road to commence work, then line of route.

Display 'Rawcliffe, Mitre'

Skelton, Brecksfield

Buses stand in Brecksfield. Set down and pick up on stand.

Display 'Skelton, Brecksfield'

Clifton Moor, Tesco

Buses proceed to stand direct, departing direct to Tesco service road. Set down and pick up on stand.

Display 'Clifton Moor Tesco'

Wigginton, Mill Lane

Buses proceed from Mill Lane via Walmer Carr and Westfield Lane to Mill Lane/Ascot Road to stand, departing direct. Set down and pick up on stand.

Display 'Wigginton, Mill Lane'

Monks Cross, Shopping Centre

Buses proceed to stand direct, departing direct to Monks Cross Drive. Set down at 'Aviva' and pick up at Monks Cross Shops.

Display 'Monks Cross via City Centre, Skelton, Clifton Moor'

TOWARDS BISHOPTHORPE:

Wigginton, Mill Lane

Buses proceed from Mill Lane via Walmer Carr and Westfield Lane to Mill Lane/Ascot Road to stand, departing direct. Set down and pick up on stand.

Display 'Wigginton, Mill Lane'

Clifton Moor, Tesco

Buses proceed to stand direct, departing direct to Tesco service road. Set down and pick up on stand.

Display 'Clifton Moor Tesco'

Annex A

Skelton, Brecksfield

Buses stand in Brecksfield. Set down and pick up on stand.

Display 'Skelton, Brecksfield'

Rawcliffe, Mitre

Buses stand in Shipton Road, o/s The Mitre public house. Buses proceed to stand direct, departing via Shipton Road, Bowness Drive, Eastholme Drive, Howard Drive to Shipton Road and line of route. Set down on stand and pick up in Howard Drive.

Display 'Rawcliffe, Mitre'

City Centre, Piccadilly

Buses set down at stop D and proceed via Piccadilly to Merchantgate to stand, departing via Walmgate and St Denys Road to Piccadilly and line of route. Commence work in Piccadilly at stop B.

Display: 'York, Piccadilly'

South Bank, The Knavesmire

Buses stand in Campleshon Road. Proceed to and from stand direct. Set down and pick up on stand.

Display 'South Bank, The Knavesmire'

BISHOPTHORPE, Acaster Lane

Buses stand in Acaster Lane. Proceed direct to stand, departing direct to Acaster Lane and line of route. Set down and pick up on stand.

Display 'BISHOPTHORPE via Clifton Moor, Skelton, South Bank'

Annex A

APPENDIX A7

Route 113 Core Service Specification

1. Route 113 operates between Monks Cross Shopping Centre and Copmanthorpe on Sundays and Bank Holidays only. A full route description is provided below.
2. The schedule is designed to be jointly compiled with route 112 (see appendix A4); Tenderers must include a bid for combined operation but may also make separate bids for each route.
3. The attached schedule assumes that any garage journeys will run out of service. Tenderers may submit bids with these journeys livened up but any additional cost incurred by so doing must be shown separately.
4. Running times shown in the schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
5. This route is suitable for operation with vehicles not exceeding 10.3m in length and 2.5m in width.
6. This route is suitable for double deck operation.
7. Each vehicle used must have accommodation for a minimum of 60 passengers, of whom at least 38 should be seated when no wheelchair is being carried, or 35 when a wheelchair is being carried

Annex A

ROUTE RECORD

ROUTE 113 MONKS CROSS Shopping Centre & COPMANTHORPE Station Road

Streets traversed:

TOWARDS COPMANTHORPE:

Monks Cross Drive, Jockey Lane, New Lane, Malton Road, Elmfield Avenue, Monkton Road, Byland Avenue, Huntington Road, Fossway, Dodsworth Avenue, Heworth Green, Foss Bank, Peasholme Green, The Stonebow, Pavement, Coppergate, Low Ousegate, Bridge Street, Micklegate, George Hudson Street, Rougier Street, Station Road, Station Rise, Station Road, Queen Street, Blossom Street, The Mount, Mount Vale, Tadcaster Road, Top Lane, Merchant Way, Flaxman Croft, Merchant Way, Top Lane, Horseman Lane, Main Street, St. Giles Way, Station Road.

TOWARDS MONKS CROSS:

Station Road, Main Street, Horseman Lane, Top Lane, Tadcaster Road, Mount Vale, The Mount, Blossom Street, Queen Street, Station Road, Station Avenue, Rougier Street, George Hudson Street, Micklegate, Bridge Street, Low Ousegate, Coppergate, Pavement, The Stonebow, Peasholme Green, Jewbury, St Maurice's Road, Monkgate, Heworth Green, Dodsworth Avenue, Fossway, Huntington Road, Byland Avenue, Monkton Road, Elmfield Avenue, Malton Road, New Lane, Jockey Lane, Monks Cross Drive.

STANDS AND TURNING POINTS:

MONKS CROSS Shopping Centre

Buses proceed to stand direct, departing direct to Monks Cross Drive. Set down at 'Aviva' and pick up at Monks Cross Shops.

Display 'MONKS CROSS via City Centre'

The Stonebow (from Copmanthorpe)

Buses proceed from The Stonebow via Dundas Street to Palmer Lane to stand, departing via Palmer Lane and Hungate to The Stonebow. Set down in The Stonebow at stop 'D' and pick up in The Stonebow at stop 'A'.

Display 'CITY CENTRE The Stonebow'

Rougier Street (from Monks Cross)

Buses set down in Rougier Street at stop F and proceed to Station Road to stand, departing via Station Rise and Station Place to Rougier Street and line of route. Commence work at Rougier Street.

Display 'CITY CENTRE, Rougier Street'

COPMANTHORPE Station Road

Buses proceed direct to stand, departing direct. Set down and pick up on stand.

Display 'COPMANTHORPE via City Centre'

Annex A

APPENDIX A8

Route 625 – Core Service Specification

1. Route 625 operates on Schooldays only for the benefit of scholars attending Joseph Rowntree and Huntington Schools. A full route description is given below.
2. Journeys are not publicly advertised but ARE available to the general public at standard fares.
3. It is assumed that the successful tenderer will operate these services using drivers and vehicles off other routes. Therefore this route is assumed to have a nil pvr.
4. Any positioning mileage is assumed to be dead.
5. Running times shown in the schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
6. These services are suitable for operation by vehicles not exceeding 10.3m in length and 2.5m width.
7. These routes are unsuitable for double-deck operation.
8. Each vehicle used must have accommodation for a minimum of 41 passengers, of whom at least 27 should be seated.
9. This route carries scholars issued with passes permitting free travel as described in schedule 1, paragraph 12, sub section XI.

ROUTE RECORD

ROUTE 625 – MURTON, Murton Lane & HUNTINGTON, Joseph Rowntree School

STREETS TRAVERSED:

Towards Joseph Rowntree School

Murton Lane, Murton Way, Osbaldwick Lane, Tang Hall Lane, Alcuin Avenue, Melrosegate, Heworth Road, Stockton Lane, Woodlands Grove, Straylands Grove, Westlands Grove, Malton Road, Elmfield Avenue, Monkton Road, Byland Avenue, Huntington Road, Huntington School, Huntington Road, Link Road, Haxby Road, Joseph Rowntree School.

Towards Murton

Joseph Rowntree School, Haxby Road, Link Road, Huntington Road, Huntington School, Huntington Road, Byland Avenue, Monkton Road, Elmfield Avenue, Malton Road, Westlands Grove, Straylands Grove, Woodlands Grove, Stockton Lane, Heworth Road, Melrosegate, Alcuin Avenue, Tang Hall Lane, Osbaldwick Lane, Osbaldwick Village, Murton Way, Murton Lane.

NOTE: Observe all recognised stops between Murton Lane and Byland Avenue, Friar's Walk, then non-stop to Huntington School and Joseph Rowntree School respectively.

Average Daily Passengers:

Average Daily Revenue:

NOTE: Figures are based on data relating to the period October 2009 – October 2010 as provided by operator of existing contract.

RFI: New contract

DOI.9.2011

Annex A**APPENDIX A9****Routes 627, 637 Core Service Specification**

1. Routes 627 and 637 operate on Schooldays only for the benefit of scholars attending Fulford (route 627) and Archbishop Holgate Schools (Route 637). Full route descriptions are given below.
2. Journeys are not publicly advertised but ARE available to the general public at standard fares.
3. It is assumed that the successful tenderer will operate these services using drivers and vehicles off other routes. Therefore these routes are assumed to have nil pvr.
4. Any positioning mileage is assumed to be dead.
5. Running times shown in the schedule are based on existing services and considered the minimum needed to safely traverse the route. Tenderers are welcome to submit bids using alternative running times but these must be achievable and realistic.
6. These routes are suitable for operation by vehicles not exceeding 12m in length and 2.55m width.
7. Route 627 must be operated by vehicles with a minimum capacity of 85 passengers, 68 of whom must be seated.
8. Route 637 must be operated by vehicles with a minimum capacity of 44 passengers, of whom at least 30 must be seated.
9. For the term of this contract or until December 31st 2016, route 627 only may be operated by vehicles that do not comply with the Public Service Vehicle Accessibility Regulations 2000.
10. These routes carry scholars issued with passes permitting free travel as described in schedule 1, paragraph 12, sub section XI.

ROUTE RECORD**Route 627: YORK, The Stonebow and FULFORD SCHOOL****Route 637: YORK, The Stonebow and ARCHBISHOP HOLGATE SCHOOL****STREETS TRAVERSED:**

Route 627 via The Stonebow, Peasholme Green, Layerthorpe, Hawthorne Grove, East Parade, Heworth Village, Hempland Lane, Stockton Lane, Ashley Park Road, Applecroft Road, Stray Road, Bad Bargain Lane, Tang Hall Lane, Hull Road, Green Dykes Lane, University Road, Heslington Main Street, Heslington Lane, Fulfordgate to Fulford School. Return via reverse of outward route.

Route 637, as route 627 to Tang Hall Lane, then Hull Road to Field Lane roundabout and via Hull Road to Archbishop Holgate School. Return via Hull Road to Tang Hall Lane then as route 627.

Average Daily Passengers:

Average Daily Revenue:

NOTE: Figures are based on data relating to the period October 2009 – October 2010 as provided by operators of existing services that will be replaced by route 112.

RFI: New Route

DOI: 9.2011

Annex A

APPENDIX A10

TAXIBUS T13 – MONKS CROSS SHOPPING CENTRE & ELMFIELD AVENUE

Core Service Specification:

1. Taxibus T13 provides a daytime shuttle service between Monks Cross Shopping Centre and Elmfield Avenue, connecting with commercial bus route 13 operated by First Group.
2. Through fares for journeys to and from route 13 are available.
3. A flat fare of £1.00 will be charged to any passenger travelling solely between Monks Cross, Elmfield Avenue, Monkton Road, Byland Avenue, Huntington Road, Fossway or Dodsworth Road.
4. Passengers will not be conveyed solely between Elmfield Avenue, Monkton Road, Byland Avenue, Huntington Road, Fossway or Dodsworth Road.
5. Running times provided in the schedule are deemed appropriate only for the type of vehicle described in paragraph 6.
6. This schedule is suitable for operation by accessible taxis or minibuses operated on a restricted Operators Licence and not exceeding sixteen passenger capacity (excluding wheelchair).
7. Tenderers may submit bids using larger vehicles but any additional cost incurred must be clearly shown.
8. All official bus stops are to be observed.

ROUTE RECORD:

Monks Cross Drive, Jockey Lane, New Lane, Malton Road, Elmfield Avenue, Monkton Road, Byland Avenue, Huntington Road, Fossway, Dodsworth Avenue, Heworth Green, Stockton Lane, Woodlands Grove, Straylands Grove, Malton Road, New Lane, Jockey Lane, Monks Cross Drive.

STAND:

MONKS CROSS Shopping Centre:

Taxibuses proceed to stand direct, departing direct to Monks Cross Drive. Set down at 'Aviva' and pick up at Monks Cross Shops.

Bus 11 Ashley Park - City Centre - Bishopthorpe*Mondays to Saturdays*

	Th		FSO
CITY CENTRE <i>The Stonebow</i>	18:40	20:10	21:40
City Centre <i>Station Road</i>	18:45	20:15	21:45
South Bank, <i>The Knavesmire</i>	18:54	20:24	21:54
BISHOPTHORPE <i>Acaster Lane</i>	19:01	20:31	22:01

			FSO
BISHOPTHORPE <i>Acaster Lane</i>	19:05	20:35	22:05
South Bank, <i>The Knavesmire</i>	19:16	20:46	22:15
City Centre <i>Rougier Street</i>	19:25	20:55	22:24
CITY CENTRE <i>The Stonebow</i>	19:29	20:59	22:28

This service operates with financial support from City of York Council

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Bus 12

Acomb Park - City Centre - Haxby

Mondays to Saturdays

ACOMB PARK Moor Lane	19:35	20:35	21:35	22:35	23:35
Askham Bar Tesco	19:47	20:47	21:47	22:47	23:47
City Centre Rougier Street	19:58	20:58	21:58	22:58	23:58
CITY CENTRE The Stonebow	20:02	21:02	22:02	23:02	00:01
New Earswick Shops	20:15	21:15	22:15	23:15	
HAXBY West Nooks	20:30	21:30	22:30	23:30	

HAXBY West Nooks		20:35	21:35	22:35
New Earswick Shops	Th	20:51	21:51	22:51
City Centre The Stonebow	19:07	21:03	22:03	23:03
CITY CENTRE Rougier Street	19:12	21:08	22:08	23:08
Askham Bar Tesco	19:23	21:19	22:19	23:19
ACOMB PARK Moor Lane	19:34	21:30	22:30	23:30

CODE: Th - Through journey from Haxby

Sundays

ACOMB PARK Moor Lane	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35	20:35	21:35	22:35	23:35
Askham Bar Tesco	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	19:47	20:47	21:47	22:47	23:47
City Centre Rougier Street	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	18:58	19:58	20:58	21:58	22:58	23:58
CITY CENTRE The Stonebow	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:02	20:02	21:02	22:02	23:02	00:01
New Earswick Shops	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15	20:15	21:15	22:15	23:15	
HAXBY West Nooks	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30	22:30	23:30	
HAXBY West Nooks	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35	20:35	21:35	22:35
New Earswick Shops	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	17:51	18:51	19:51	20:51	21:51	22:51
City Centre The Stonebow	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03	19:03	20:03	21:03	22:03	23:03
CITY CENTRE Rougier Street	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:08	19:08	20:08	21:08	22:08	23:08
Askham Bar Tesco	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:19	19:19	20:19	21:19	22:19	23:19
ACOMB PARK Moor Lane	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30	22:30	23:30

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Bus 19A.19C

Skelton - Rawcliffe - Clifton - City Centre

Mondays to Saturdays

(for Sunday buses, see route 112)

Code															FSO	FSO	
Route No	19A	19A	19C	19C	19C	19A	19C	19A	19C	19A	19C	19A	19C	19A	19C	19C	19C
SKELTON Brecksfield	06:00	07:00	08:02	09:10		10:50	11:50	12:50	13:50	14:50	15:50	17:05	18:20	19:20			23:00
Rawcliffe Mitre	06:05	07:05	08:09	09:15		10:55	11:55	12:55	13:55	14:55	15:55	17:10	18:25	19:25			23:05
Clifton Green Lane	06:08	07:09	08:14	09:19		10:59	11:59	12:59	13:59	14:59	15:59	17:14	18:29	19:29			23:09
Rawcliffe Ln Oriol Grove	06:11	07:13	08:18	09:22		11:02	12:02	13:02	14:02	15:02	16:02	17:17	18:32	19:32			23:12
Brompton Road	06:13	07:15	08:20	09:24		11:04	12:04	13:04	14:04	15:04	16:04	17:19	18:34	19:34			23:14
Crichton Avenue	|	|	08:24	09:26		|	12:06	|	14:06	|	16:06	|	18:36	|			23:16
WATER END	06:15	07:18	|	|		11:07	|	13:07	|	15:07	|	17:22	|	19:37			|
Kingsland Terrace	06:17	07:21	|	|		11:10	|	13:10	|	15:10	|	17:25	|	19:40			|
CITY CENTRE Rougier Street	06:21	07:26	|	|		11:15	|	13:15	|	15:15	|	17:30	|	19:45			|
CITY CENTRE Gillygate	|	|	08:32	09:31		|	12:11	|	14:11	|	16:11	|	18:41	|			23:21
CITY CENTRE Monkgate	|	|	08:35	09:33		|	12:13	|	14:13	|	16:13	|	18:44	|			23:23
CITY CENTRE The Stonebow arr.	06:24	07:30	08:40	09:37		11:19	12:17	13:19	14:17	15:19	16:17	17:34	18:48	19:49			23:27
CITY CENTRE The Stonebow dep.	06:25	07:30	08:40		10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:35	18:50		22:30		23:28 P
CITY CENTRE Monkgate	06:27	07:33	|		|	11:22	|	13:22	|	15:22	|	17:38	|		|		
CITY CENTRE Gillygate	06:30	07:37	|		|	11:25	|	13:25	|	15:25	|	17:43	|		|		
CITY CENTRE Rougier Street	|	|	08:43		10:23	|	12:23	|	14:23	|	16:23	|	18:53		22:33		
Crichton Avenue	06:35	07:42	|		|	11:30	|	13:30	|	15:30	|	17:51	|		|		
SALISBURY TER Livingstone St	|	|	08:47		10:27	|	12:27	|	14:27	|	16:30	|	18:57		22:37		
WATER END	|	|	08:49		10:29	|	12:29	|	14:29	|	16:35	|	18:59		22:39		
Brompton Road	06:38	07:45	08:51		10:31	11:33	12:31	13:33	14:31	15:33	16:38	17:56	19:01				22:41
Rawcliffe Ln Oriol Grove	06:40	07:47	08:53		10:33	11:35	12:33	13:35	14:33	15:35	16:41	17:59	19:03				22:43
Clifton Green Lane	06:44	07:51	08:57		10:37	11:39	12:37	13:39	14:37	15:39	16:48	18:06	19:07				22:47
Rawcliffe Mitre	06:47	07:54	09:00		10:40	11:42	12:40	13:42	14:40	15:42	16:53	18:11	19:10				22:50
SKELTON Brecksfield	06:52	07:59	09:05		10:45	11:47	12:45	13:47	14:45	15:47	17:02	18:18	19:15				22:55

CODE: FSO - Friday and Saturday Only P - Time at Piccadilly

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Bus 20/20A

Askham Bar - Acomb - Monks Cross - Designer Outlet

Mondays to Fridays

20A

ASKHAM BAR Tesco			09:15																	16:50
Acomb Park Moor lane			09:17																	16:52
Foxwood Foxwood Lane Shops			09:22																	16:57
Gale Lane Fisheries			09:24																	16:59
Acomb Green Lane			09:27																	17:02
ACOMB York Road			09:30	10:30	11:30	12:30	13:30	14:30	15:35											...
Carr Lane/The Ainsty			09:32	10:32	11:32	12:32	13:32	14:32	15:37											...
Knapton Village Redlands			....	....	....	....	....	....	....											17:07
Beckfield Ln/Turnberry Drive			....	....	....	....	....	....	....											17:10
Poppleton Long Ridge Lane			09:39	10:39	11:39	12:39	13:39	14:39	15:44											17:18
Rawcliffe Mitre			09:46	10:46	11:46	12:46	13:46	14:46	15:51											17:25
Clifton Green Lane			09:49	10:49	11:49	12:49	13:49	14:49	15:54											17:28
Clifton Moor Kettlestring Lane			09:52	10:52	11:52	12:52	13:52	14:52	15:57											17:33
Clifton Moor Tesco		09:00	09:55	10:55	11:55	12:55	13:55	14:55	16:00	17:10										17:36
Clifton Moor Kettlestring Lane		09:01	....	....	....	....	....	....	....	17:11										18:21
Wigginton Mill Lane		09:09	10:03	11:03	12:03	13:03	14:03	15:03	16:08	17:19										18:29
Haxby Memorial Hall		09:13	10:07	11:07	12:07	13:07	14:07	15:07	16:12	17:23										18:33
Haxby Oak Tee Lane		09:16	10:10	11:10	12:10	13:10	14:10	15:10	16:15	17:26										18:36
New Earswick Shops		09:21	10:15	11:15	12:15	13:15	14:15	15:15	16:20	17:31										18:41
Huntington New Lane		09:26	10:20	11:20	12:20	13:20	14:20	15:20	16:25	17:36										18:46
MONKS CROSS Shopping Centre arr		09:29	10:23	11:23	12:23	13:23	14:23	15:23	16:28	17:39										18:49
MONKS CROSS, Shopping Centre dep	07:25	08:25	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:35	17:45									18:50
New Lane, Anthea Drive	07:29	08:29	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:39	17:49									18:54
Heworth Village, Melrosegate	07:36	08:37	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:47	17:57									19:02
University, Heslington Hall	07:41	08:42	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:53	18:03									19:07
Fulford Broadway, Shops	07:44	08:45	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:56	18:06									19:10
DESIGNER OUTLET, St Nicholas Ave	07:52	08:53	09:58	10:58	11:58	12:58	13:58	14:58	15:59	17:07	18:15									19:18

Bus 20/20A**Designer Outlet - Monks Cross - Acomb - Askham Bar****Mondays to Fridays****20A**

DESIGNER OUTLET, St Nicholas Ave	06:55	07:55	08:57	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:10	18:20	19:20
Fulford Broadway, Shops	07:01	08:03	09:07	10:08	11:08	12:08	13:08	14:08	15:08	16:09	17:18	18:27	19:26
University, Heslington Hall	07:04	08:07	09:10	10:11	11:11	12:11	13:11	14:11	15:12	16:13	17:22	18:30	19:29
Heworth Village, Melrosegate	07:09	08:13	09:16	10:16	11:16	12:16	13:16	14:16	15:17	16:19	17:28	18:35	19:34
New Lane, Anthea Drive	07:15	08:20	09:23	10:23	11:23	12:23	13:23	14:23	15:24	16:26	17:35	18:42	
MONKS CROSS, Shopping Centre arr	07:19	08:24	09:27	10:27	11:27	12:27	13:27	14:27	15:28	16:30	17:39	18:46	
MONKS CROSS, Shopping Centre dep	07:23	08:25	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:35	17:42	18:50	
Huntington New Lane	07:28	08:30	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:40	17:47	18:55	
New Earswick Shops	07:33	08:35	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:45	17:52	19:00	
Haxby Oak Tree Lane	07:38	08:40	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:52	17:59	19:07	
Haxby Ryedale Court	07:41	08:43	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:55	18:02	19:10	
Wigginton Mill Lane	07:45	08:47	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:59	18:06	19:14	
Clifton Moor Tesco	07:53	08:55	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:07	17:45	18:14	19:22
Clifton Moor Kettlestring Lane	07:55		10:02	11:02	12:02	13:02	14:02	15:02	16:02		17:47		
Clifton Green Lane	07:58		10:05	11:05	12:05	13:05	14:05	15:05	16:05		17:52		
Rawcliffe Mitre	08:02		10:09	11:09	12:09	13:09	14:09	15:09	16:09		17:56		
Poppleton Long Ridge Lane	08:09		10:16	11:16	12:16	13:16	14:16	15:16	16:16		18:03		
Beckfield Lane/Turnberry Drive	08:19		...	...	...	...	...	...	...		...
Kanpton Village Redlands	08:22		...	...	...	...	...	...	...		...
Carr Lane/The Ainsty	...		10:22	11:22	12:22	13:22	14:22	15:22	16:22		18:09		
Danebury Drive	...		10:24	11:24	12:24	13:24	14:24	15:24	16:24		18:11		
Acomb Front Street	08:26		10:27	11:27	12:27	13:27	14:27	15:27	16:27		18:14		
ACOMB York Road	...		10:29	11:29	12:29	13:29	14:29	15:29	16:30		18:15		
Acomb Green Lane	08:27								16:32				
Gale Lane Fisheries	08:29								16:35				
Foxwood Foxwood Lane Shops	08:32								16:37				
Acomb Park Moor Lane	08:35								16:40				
ASKHAM BAR Tesco	08:40								16:45				

This service is operated with financial support from City of York Council

OPTION A

Bus 20	Clifton Moor - Monks Cross - Designer Outlet										Saturday
CLIFTON MOOR Tesco		09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:10	18:20
Wigginton Mill Lane		09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:18	18:28
Haxby Memorial Hall		09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:12	17:22	18:32
Haxby Oak Tee Lane		09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:25	18:35
New Earswick Shops		09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:30	18:40
Huntington New Lane		09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:35	18:45
MONKS CROSS Shopping Centre arr		09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:38	18:48
MONKS CROSS, Shopping Centre dep	07:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:40	18:50
New Lane, Anthea Drive	07:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:44	18:54
Heworth Village, Melrosegate	07:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:52	19:02
University, Heslington Hall	07:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:57	19:07
Fulford Broadway, Shops	07:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	18:00	19:10
DESIGNER OUTLET, St Nicholas Ave	07:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	18:08	19:18

Bus 20	Designer Outlet - Monks Cross - Clifton Moor										Saturdays	
DESIGNER OUTLET, St Nicholas Ave		08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:05
Fulford Broadway, Shops	07:07	08:07	09:07	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:11
University, Heslington Hall	07:10	08:10	09:10	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:14
Heworth Village, Melrosegate	07:15	08:15	09:15	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:19
New Lane, Anthea Drive	07:21	08:22	09:22	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:26
MONKS CROSS, Shopping Centre arr	07:24	08:26	09:26	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:30
MONKS CROSS, Shopping Centre dep	07:25	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:35
Huntington New Lane	07:28	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:38
New Earswick Shops	07:33	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:43
Haxby Oak Tree Lane	07:38	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:48
Haxby Ryedale Court	07:41	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46	18:51
Wigginton Mill Lane	07:45	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:55
CLIFTON MOOR Tesco	07:53	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	19:03

This service is operated with financial support from City of York Council

OPTION B**Bus 20****Monks Cross - Clifton Moor Saturdays**

MONKS CROSS, Shopping C	09:30	10:30	11:30	12:30	13:30	15:00	16:00	17:00	18:00
Huntington New Lane	09:33	10:33	11:33	12:33	13:33	15:03	16:03	17:03	18:03
New Earswick Shops	09:38	10:38	11:38	12:38	13:38	15:08	16:08	17:08	18:08
Haxby Oak Tree Lane	09:43	10:43	11:43	12:43	13:43	15:13	16:13	17:13	18:13
Haxby Ryedale Court	09:46	10:46	11:46	12:46	13:46	15:16	16:16	17:16	18:16
Wigginton Mill Lane	09:50	10:50	11:50	12:50	13:50	15:20	16:20	17:20	18:20
CLIFTON MOOR Tesco	09:58	10:58	11:58	12:58	13:58	15:28	16:28	17:28	18:28

CLIFTON MOOR Tesco	09:00	10:00	11:00	12:00	13:00	14:00	15:30	16:30	17:30	18:30
Wigginton Mill Lane	09:08	10:08	11:08	12:08	13:08	14:08	15:38	16:38	17:38	18:38
Haxby Memorial Hall	09:12	10:12	11:12	12:12	13:12	14:12	15:42	16:42	17:42	18:42
Haxby Oak Tee Lane	09:15	10:15	11:15	12:15	13:15	14:15	15:45	16:45	17:45	18:45
New Earswick Shops	09:20	10:20	11:20	12:20	13:20	14:20	15:50	16:50	17:50	18:50
Huntington New Lane	09:25	10:25	11:25	12:25	13:25	14:25	15:55	16:55	17:55	18:55
MONKS CROSS Shopping C	09:28	10:28	11:28	12:28	13:28	14:28	15:58	16:58	17:58	18:58

This service is operated with financial support from City of York Council

Bus 24.24B
Bus 26, 26A, 26C, 26E

Fulford - City Centre- Acomb - Westfield
Fulford - City Centre - Acomb - Askham Bar

Mondays - Saturdays

Code	26c NS	26c	26c	26c NSch	26c Sch	26	24	26	24	26	24	26	24	26	24	26	24B Sch
FULFORD <i>Crossfield Crescent</i>		07:00	07:30	08:05		08:35	09:05	09:40	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15
Fulford <i>Broadway Shops</i>		07:07	07:37	08:12		08:44	09:14	09:47	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22
Fulford Road <i>Fulford Cross</i>		07:09	07:39	08:14		08:48	09:18	09:49	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24
CITY CENTRE <i>Piccadilly</i>		07:16	07:48	08:23	08:23	08:58	09:28	09:58	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31
CITY CENTRE <i>Rougier Street</i>	06:50	07:21	07:53	08:28	08:28	09:03	09:33	10:03	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36
Livingstone Street	06:54	07:25	07:57	08:32	08:32	09:07	09:37	10:07	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40
Grantham Drive	|	|	|	|	|	|	09:42	|	10:45	|	11:45	|	12:45	|	13:45	|	14:45
Lindsey Avenue	|	|	|	|	|	|	09:44	|	10:47	|	11:47	|	12:47	|	13:47	|	14:47
Carr Lane <i>The Ainsty</i>	|	|	|	|	|	|	09:46	|	10:49	|	11:49	|	12:49	|	13:49	|	|
Beckfield Lane <i>Boroughbridge Road</i>	07:01	07:33	08:05	08:40	08:40	09:15	|	10:15	|	11:18	|	12:18	|	13:18	|	14:18	14:51
Ridgeway	07:05	07:37	08:09	08:44	08:44	09:19	|	10:19	|	11:22	|	12:22	|	13:22	|	14:22	14:55
Acomb <i>Front Street</i>	07:07	07:39	08:11	08:46	08:46	09:21	09:51	10:21	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:57
ACOMB <i>Green Lane</i>	07:09	07:41	08:13	08:48	08:48	09:23	|	10:23	|	11:26	|	12:26	|	13:26	|	14:26	14:59
Lowfield <i>Stuart Road</i>	|	|	|	|	|	09:25	|	10:25	|	11:28	|	12:28	|	13:28	|	14:28	15:01
Hob Moor <i>Ascot Way</i>	|	|	|	|	|	09:26	|	10:26	|	11:29	|	12:29	|	13:29	|	14:29	15:02
Hob Moor <i>Danesfort Avenue</i>	|	|	|	|	|	09:29	|	10:29	|	11:32	|	12:32	|	13:32	|	14:32	15:05
Foxwood St. <i>Stephen's Road</i>	|	|	|	|	|	09:31	|	10:31	|	11:34	|	12:34	|	13:34	|	14:34	15:07
WESTFIELD <i>Askham Lan</i>	|	|	|	|	|	|	09:54	|	10:57	|	11:57	|	12:57	|	13:57	|	|
Cornlands Road <i>Shops</i>	07:13	07:45	08:17	08:52	08:52	09:33		10:33		11:36		12:36		13:36		14:36	15:07
Foxwood <i>Foxwood Lane Shops</i>	07:16	07:48	08:20	08:55	08:55	09:36		10:36		11:39		12:39		13:39		14:39	15:10
Acomb Park <i>Moor Lane</i>	07:23	07:55	08:27	09:02	09:02	09:43		10:43		11:46		12:46		13:46		14:46	15:17
Woodthorpe <i>Shops</i>	|	|	|	|	|	|		|		|		|		|		|	15:22
ASKHAM BAR <i>Tesco</i>	07:30	08:02	08:34	09:09	09:09	09:50		10:50		11:53		12:53		13:53		14:53	

Bus 24, 24B
Bus 26, 26A, 26C, 26E

Fulford - City Centre- Acomb - Westfield
Fulford - City Centre - Acomb - Askham Bar

Mondays - Saturdays

Code	24 NSch	26	26C Sch	24	26 S	26 NS	24 S	24 NS	26 S	26 NS	24 S	24 NS	26
FULFORD <i>Crossfield Crescent</i>	14:15	14:45		15:15	15:45	15:45	16:15	16:15	16:50	16:50	17:25	17:25	18:00
Fulford <i>Broadway Shops</i>	14:22	14:52		15:22	15:52	15:52	16:22	16:22	16:57	16:57	17:32	17:32	18:07
Fulford Road <i>Fulford Cross</i>	14:24	14:54		15:24	15:54	15:54	16:24	16:25	16:59	17:00	17:34	17:35	18:09
CITY CENTRE <i>Piccadilly</i>	14:31	15:01		15:31	16:01	16:01	16:31	16:34	17:06	17:09	17:41	17:44	18:16
CITY CENTRE <i>Rougier Street</i>	14:36	15:06		15:36	16:06	16:06	16:36	16:39	17:11	17:14	17:46	17:49	18:21
Livingstone Street	14:40	15:10		15:40	16:10	16:11	16:40	16:46	17:15	17:21	17:50	17:56	18:25
Grantham Drive	14:45	|		15:45	|	|	16:45	16:51	|	|	17:55	18:01	|
Lindsey Avenue	14:47	|		15:47	|	|	16:47	16:53	|	|	17:57	18:03	|
Carr Lane <i>The Ainsty</i>	14:49	|	A	15:49	|	|	16:49	16:55	|	|	17:59	18:05	|
Beckfield Lane <i>Boroughbridge Road</i>	|	15:18	15:47	|	16:18	16:19	|	|	17:23	17:29	|	|	18:33
Ridgeway	|	15:22	15:51	|	16:22	16:24	|	|	17:27	17:34	|	|	18:37
Acomb <i>Front Street</i>	14:54	15:24	15:53	15:54	16:24	16:27	16:54	17:01	17:29	17:37	18:04	18:10	18:39
ACOMB <i>Green Lane</i>	|	15:26	15:55	|	16:26	16:29	|	|	17:31	17:39	|	|	18:41
Lowfield <i>Stuart Road</i>	|	15:28	|	|	16:28	16:32	|	|	17:33	17:42	|	|	18:43
Hob Moor <i>Ascot Way</i>	|	15:29	|	|	16:29	16:33	|	|	17:34	17:43	|	|	18:44
Hob Moor <i>Danesfort Avenue</i>	|	15:32	|	|	16:32	16:37	|	|	17:37	17:47	|	|	18:47
Foxwood <i>St. Stephen's Road</i>	|	15:34	|	|	16:34	16:39	|	|	17:39	17:49	|	|	18:49
WESTFIELD <i>Askham Lan</i>	14:57	|	|	15:57	|	|	16:57	17:05	|	|	18:07	18:13	|
Cornlands Road <i>Shops</i>		15:34	15:59		16:36	16:43			17:41	17:53			18:49
Foxwood <i>Foxwood Lane Shops</i>		15:37	16:02		16:39	16:48			17:44	17:58			18:52
Acomb Park <i>Moor Lane</i>		15:44	16:09		16:46	16:55			17:51	18:05			18:59
Woodthorpe <i>Shops</i>		|	|		|	|			|	|			|
ASKHAM BAR <i>Tesco</i>		15:51	16:16	B	16:53	17:02			17:58	18:12			19:03

CODE: **A:** Starts from Manor School at 1545 **NS:** Not Saturdays **S:** Saturdays only **FS:** Friday and Saturday only
B: Time at Tadcaster Road *Old Moor Lane* **NSch:** Not Schooldays **Sch:** Schooldays only

Bus 24.24B
Bus 26, 26A, 26C, 26E

Westfield - Acomb - City Centre - Fulford
Askham Bar - Acomb - City Centre - Fulford

Mondays - Saturdays

Code	26 Sch	26 NSch	26 NSch	26 Sch	26E NSch	26 Sch	26E Sch	26E	24B	26	24	26	24	26	24	26	24	26
ASKHAM BAR Tesco					07:45		07:45	08:15	08:45	09:15		10:10		11:10		12:10		13:10
Woodthorpe Shops					07:49		07:49	|	|	|		|		|		|		|
Acomb Park Moor Lane					07:55		07:55	08:20	08:50	09:20		10:15		11:15		12:15		13:15
Foxwood Foxwood Lane Shops					08:02		08:02	08:27	08:57	09:26		10:21		11:21		12:21		13:21
WESTFIELD Askham Lane					|		|	|	|	|	09:59	|	10:59	|	11:59	|	12:59	|
Cornlands Road Shops					08:06		08:06	08:31	09:01	09:29	10:01	10:24	11:01	11:24	12:01	12:24	13:01	13:24
Foxwood St. Stephen's Road					08:08		08:08	08:33	09:03	09:31	|	10:26	|	11:26	|	12:26	|	13:26
Acomb Tudor Road					08:10		08:10	08:35	09:05	09:33	10:03	10:28	11:03	11:28	12:03	12:28	13:03	13:28
Lowfield Stuart Road					|		|	|	09:07	09:35	|	10:30	|	11:30	|	12:30	|	13:30
Hob Moor Ascot Way					|		|	|	09:09	09:37	|	10:32	|	11:32	|	12:32	|	13:32
ACOMB Green Lane					08:14		08:14	08:39	09:12	09:40	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35
Acomb Front Street	07:20	07:20	07:50	07:50	08:16		08:16	08:41	09:14	09:42	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37
Ridgeway	07:22	07:22	07:52	07:52	08:18		08:18	08:43	09:16	09:44	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39
Beckfield Lane Boroughbridge Road	07:26	07:26	07:56	07:56	08:23		08:23	08:48	|	09:48	|	10:43	|	11:43	|	12:43	|	13:43
Carr Lane The Ainsty	|	|	|	|	|		|	|	09:19	|	10:11	|	11:11	|	12:11	|	13:11	|
Grantham Drive	|	|	|	|	|		|	|	09:22	|	10:14	|	11:14	|	12:14	|	13:14	|
Lindsey Avenue	|	|	|	|	|		|	|	09:24	|	10:16	|	11:16	|	12:16	|	13:16	|
Clifton Kingsland Terrace	07:36	07:36	08:06	08:06	08:33		08:33	08:58	09:28	09:54	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49
CITY CENTRE Rougier Street	07:41	07:41	08:11	08:13	08:38		08:40	09:04	09:34	09:59	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54
CITY CENTRE Piccadilly	<u>07:46</u>	<u>07:46</u>	08:16	<u>08:20</u>	08:43	08:45	08:47	09:09	09:39	10:04	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59
Fulford Road Fulford Arms		07:53	08:23		08:50	08:52	08:54	09:14	09:44	10:09	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04
Fulford Broadway Shops		07:58	08:28		08:55	08:57	08:59	09:18	09:48	10:13	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07
FULFORD Crossfield Crescent		08:03	08:33		09:00	09:02	09:04	09:23	09:53	10:18	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12

**Bus 24, 24B
Bus 26, 26A, 26C, 26E**

**Westfield - Acomb - City Centre - Fulford
Askham Bar - Acomb - City Centre - Fulford**

Mondays - Saturdays

Code	24	26	24	26A	26	24	24	26	26	24	24	26	26	24	26	26	24
			NSch	Sch	NSch	S	NS	S	NS	S	NS	S	NS		S	NS	FS
ASKHAM BAR Tesco		14:10		15:10	15:10			16:10	16:10			17:10	17:20		18:10	18:30	
Woodthorpe Shops		|		|	|			|	|			|	|		|	|	
Acomb Park Moor Lane		14:15		15:15	15:15			16:15	16:15			17:15	17:25		18:15	18:35	
Foxwood Foxwood Lane Shops		14:21		15:21	15:21			16:21	16:21			17:21	17:31		18:21	18:41	
WESTFIELD Askham Lane	13:59	|	14:59	|	|	15:59	15:59	|	|	16:59	17:09	|	|	18:19	|	|	
Cornlands Road Shops	14:01	14:24	15:01	15:24	15:24	16:01	16:01	16:24	16:24	17:01	17:11	17:24	17:34	18:21	18:24	18:44	
Foxwood St. Stephen's Road	|	14:26	|	15:26	15:26	|	|	16:26	16:26	|	|	17:26	17:36	|	18:26	18:46	
Acomb Tudor Road	14:03	14:28	15:03	15:28	15:28	16:03	16:03	16:28	16:28	17:03	17:13	17:28	17:38	18:23	18:28	18:48	
Lowfield Stuart Road	|	14:30	|	15:30	15:30	|	|	16:30	16:30	|	|	17:30	17:40	|	18:30	18:50	
Hob Moor Ascot Way	|	14:32	|	15:32	15:32	|	|	16:32	16:32	|	|	17:32	17:42	|	18:32	18:52	
ACOMB Green Lane	14:05	14:35	15:05	15:31	15:35	16:05	16:05	16:35	16:35	17:05	17:15	17:35	17:45	18:25	18:35	18:55	
Acomb Front Street	14:07	14:37	15:07	15:33	15:37	16:07	16:07	16:37	16:37	17:07	17:17	17:37	17:47	18:27	18:37	18:57	
Ridgeway	14:09	14:39	15:09	15:35	15:39	16:09	16:09	16:39	16:39	17:09	17:19	17:39	17:49	18:29	18:39	18:59	
Beckfield Lane Boroughbridge Road	|	14:43	|	15:39	15:43	|	|	16:43	16:43	|	|	17:43	17:53	|	18:43	19:03	
Carr Lane The Ainsty	14:11	|	15:11	|	|	16:11	16:11	|	|	17:11	17:21	|	|	18:31	|	|	
Grantham Drive	14:14	|	15:14	|	|	16:14	16:14	|	|	17:14	17:24	|	|	18:34	|	|	
Lindsey Avenue	14:16	|	15:16	|	|	16:16	16:16	|	|	17:16	17:26	|	|	18:36	|	|	
Clifton Kingsland Terrace	14:19	14:49	15:19	15:45	15:49	16:19	16:19	16:49	16:49	17:19	17:29	17:49	17:59	18:39	18:49	19:09	
CITY CENTRE Rougier Street	14:24	14:54	15:24	15:50	15:54	16:24	16:24	16:54	16:54	17:24	17:34	17:54	18:04	18:44	18:54	19:14	
CITY CENTRE Piccadilly	14:29	14:59	15:29	15:55	15:59	16:29	16:29	16:59	16:59	17:29	17:39	17:59	18:09	18:49	18:59	19:19	23:30
Fulford Road Fulford Arms	14:34	15:04	15:34	16:02	16:04	16:34	16:35	17:04	17:05	17:34	17:45	18:04	18:15	18:55	19:04	19:24	23:35
Fulford Broadway Shops	14:37	15:07	15:37	16:07	16:07	16:37	16:40	17:07	17:10	17:37	17:50	18:07	18:20	19:00	19:07	19:27	23:38
FULFORD Crossfield Crescent	14:42	15:12	15:42	16:12	16:12	16:42	16:46	17:12	17:16	17:42	17:56	18:12	18:26	19:06	19:12	19:32	23:43

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Bus 36.36X**York - Elvington**

<i>Mondays to Saturdays only</i>	36X	36	36	36	36X	36X
YORK Rail Station	06:55				16:40	17:40
YORK The Stonebow	|	09:40	13:40	15:40	|	|
York Piccadilly	07:00	09:42	13:42	15:43	16:46	17:46
Fulford Church	07:09	09:51	13:51	15:54	16:57	17:57
University Heslington Hall	07:15	|	|	|	17:03	18:03
Crockey Hill	|	09:59	13:59	16:02	|	|
Wheldrake Dalton Hill	|	10:09	14:09	16:12	|	|
Elvington Air Museum	07:29	10:17	14:17	16:20	17:17	18:17
ELVINGTON Riverside Gardens	07:34	10:22	14:22	16:25	17:22	18:22

*This service is operated**with financial support from**City of York Council***Bus 36.36X****Elvington - York**

<i>Mondays to Saturdays only</i>	36X	36	36	36	36	36
						FSO
ELVINGTON Riverside Gardens	07:40	10:40	14:40	16:40	17:40	18:30
Elvington Air Museum	07:45	10:44	14:44	16:44	17:44	18:34
Wheldrake Dalton Hill	|	10:52	14:52	16:52	17:52	18:42
Crockey Hill	|	11:03	15:03	17:03	18:03	18:53
University Heslington Hall	07:59	|	|	|	|	|
Fulford Church	08:05	11:10	15:10	17:11	18:11	19:00
York Piccadilly	08:20	11:21	15:21	17:23	18:21	19:10
YORK The Stonebow		11:23	15:23		18:23	19:12
YORK Rail Station	08:26			17:29		

CODE: FSO - Friday & Saturday Only

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Bus 112

Bishopthorpe - City Centre - Skelton - Clifton Moor - Monks Cross

Sundays

BISHOPTHORPE <i>Acaster Lane</i>	10:00	12:00	14:00	16:30	18:30	MONKS CROSS <i>Shopping Centre</i>	10:45	12:45	15:15	17:15
South Bank, <i>The Knavesmire</i>	10:10	12:10	14:10	16:40	18:40	Huntington <i>New Lane</i>	10:48	12:48	15:18	17:18
CITY CENTRE <i>Piccadilly</i>	10:18	12:18	14:18	16:48	18:48	New Earswick <i>Shops</i>	10:53	12:53	15:23	17:23
CITY CENTRE <i>Rougier Street</i>	10:20	12:20	14:20	16:50		Haxby <i>Oak Tee Lane</i>	10:58	12:58	15:28	17:28
Salisbury Terr <i>Livingstone St</i>	10:24	12:24	14:24	16:54		Haxby <i>Memorial Hall</i>	11:01	13:01	15:31	17:31
Water End	10:26	12:26	14:26	16:56		Wigginton <i>Mill Lane</i>	11:05	13:05	15:35	17:35
Brompton Road	10:28	12:28	14:28	16:58		CLIFTON MOOR <i>Tesco</i>	11:13	13:13	15:43	17:43
Rawcliffe <i>Mitre</i>	10:34	12:34	14:34	17:04		Skelton <i>Brecksfield</i>	11:19	13:19	15:49	17:49
Skelton <i>Brecksfield</i>	10:39	12:39	14:39	17:09		Rawcliffe <i>Mitre</i>	11:24	13:24	15:54	17:54
CLIFTON MOOR <i>Tesco</i>	10:45	12:45	14:45	17:15		Brompton Road	11:29	13:29	15:59	17:59
Wigginton <i>Mill Lane</i>	10:53	12:53	14:53	17:23		Water End	11:32	13:32	16:02	18:02
Haxby <i>Memorial Hall</i>	10:57	12:57	14:57	17:27		Kingsland <i>Terrace</i>	11:35	13:35	16:05	18:05
Haxby <i>Oak Tee Lane</i>	11:00	13:00	15:00	17:30		CITY CENTRE <i>Rougier Street</i>	11:40	13:40	16:10	18:10
New Earswick <i>Shops</i>	11:05	13:05	15:05	17:35		CITY CENTRE <i>Piccadilly</i>	11:43	13:43	16:13	18:13
Huntington <i>New Lane</i>	11:10	13:10	15:10	17:40		South Bank, <i>The Knavesmire</i>	11:51	13:51	16:21	18:21
MONKS CROSS <i>Shopping Centre</i>	11:13	13:13	15:13	17:43		BISHOPTHORPE <i>Acaster Lane</i>	11:58	13:58	16:28	18:28

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Bus 113

Monks Cross - City Centre - Copmanthorpe

Sundays

MONKS CROSS <i>Shopping Centre</i>	11:17	13:47	15:47	17:57	COPMANTHORPE <i>Station Road</i>	10:00	12:00	14:30	16:30	18:40
New Lane <i>Anthea Drive</i>	11:21	13:51	15:51	18:01	Copmanthorpe <i>Fox and Hounds</i>	10:03	12:03	14:33	16:33	18:43
Elmfield Avenue <i>Thorn Nook</i>	11:24	13:54	15:54	18:04	Tadcaster Road York College	10:07	12:07	14:37	16:37	18:47
Fossway	11:28	13:58	15:58	18:08	City Centre <i>Rougier Street</i>	10:17	12:17	14:47	16:47	18:57
City Centre <i>The Stonebow</i>	11:33	14:03	16:03	18:13	CITY CENTRE <i>The Stonebow</i>	10:21	12:21	14:51	16:51	
CITY CENTRE <i>Rougier Street</i>	11:37	14:07	16:07	18:17	Fossway	10:28	12:28	14:58	16:58	
Tadcaster Road York College	11:47	14:17	16:17	18:27	Elmfield Avenue <i>Thorn Nook</i>	10:33	12:33	15:03	17:03	
Copmanthorpe <i>Flaxman Croft</i>	11:52	14:22	16:22	18:32	New Lane <i>Anthea Drive</i>	10:36	12:36	15:06	17:06	
COPMANTHORPE <i>Station Road</i>	11:58	14:28	16:28	18:38	MONKS CROSS <i>Shopping Centre</i>	10:40	12:40	15:10	17:10	

This service operates with financial support from City of York Council

School Bus 625

Murton - Huntington & Joseph Rowntree Schools

This service is operated for the benefit of scholars attending Huntington and Joseph Rowntree Schools but is available, space permitting, to other passengers at normal fares.

Route 625 operates non stop between Byland Avenue Friar's Walk and Huntington School. Passengers may not be picked up or set down anywhere along this section of route

Schooldays Only

MURTON WAY <i>Murton Lane</i>	07:55		*
Osbalwick <i>Shelter</i>	08:00	Joseph Rowntree School d	15:25
Tang Hall <i>Alcuin Avenue</i>	08:04	Huntington School a	15:35
Heworth Hall Drive	08:09	Huntington School d	15:40
Elmfield Avenue	08:23	Elmfield Avenue	15:47
Huntington School	08:30	Heworth Hall Drive	15:56
Joseph Rowntree School	08:40	Tang Hall <i>Alcuin Avenue</i>	16:00
		Osbalwick <i>Derwent Arms</i>	16:05
		MURTON WAY <i>Murton Lane</i>	16:10

*: Bus arrives at Joseph Rowntree School at 15:15

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School Bus 627**York, The Stonebow - Fulford School**

This service is operated for the benefit of scholars attending Fulford School but is available, space permitting, to other passengers at normal fares.

Schooldays Only

YORK <i>The Stonebow</i>	07:52	FULFORD <i>School</i>	15:40
Heworth <i>Post Office</i>	07:57	Archbishop <i>Holgate School</i>	15:48
Heworth <i>Village</i>	07:59	Ashley Park <i>Bridge</i>	15:57
Ashley Park <i>Bridge</i>	08:06	Heworth <i>Village</i>	16:03
Hull Road <i>The Bees Wing</i>	08:12	Heworth <i>Church</i>	16:05
University <i>Heslington Hall</i>	08:16	YORK <i>The Stonebow</i>	16:10
FULFORD <i>School</i>	08:20		

School Bus 637**York, The Stonebow - Archbishop Holgate School**

This service is operated for the benefit of scholars attending Archbishop Holgate School but is available, space permitting, to other passengers at normal fares.

Schooldays Only

YORK <i>The Stonebow</i>	08:07	Archbishop <i>Holgate School</i>	15:35
Heworth <i>Post Office</i>	08:12	Ashley Park <i>Bridge</i>	15:44
Heworth <i>Village</i>	08:14	Heworth <i>Village</i>	15:51
Ashley Park <i>Bridge</i>	08:21	Heworth <i>Church</i>	15:53
Archbishop <i>Holgate School</i>	08:30	YORK <i>The Stonebow</i>	15:58

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TAXIBUS T13

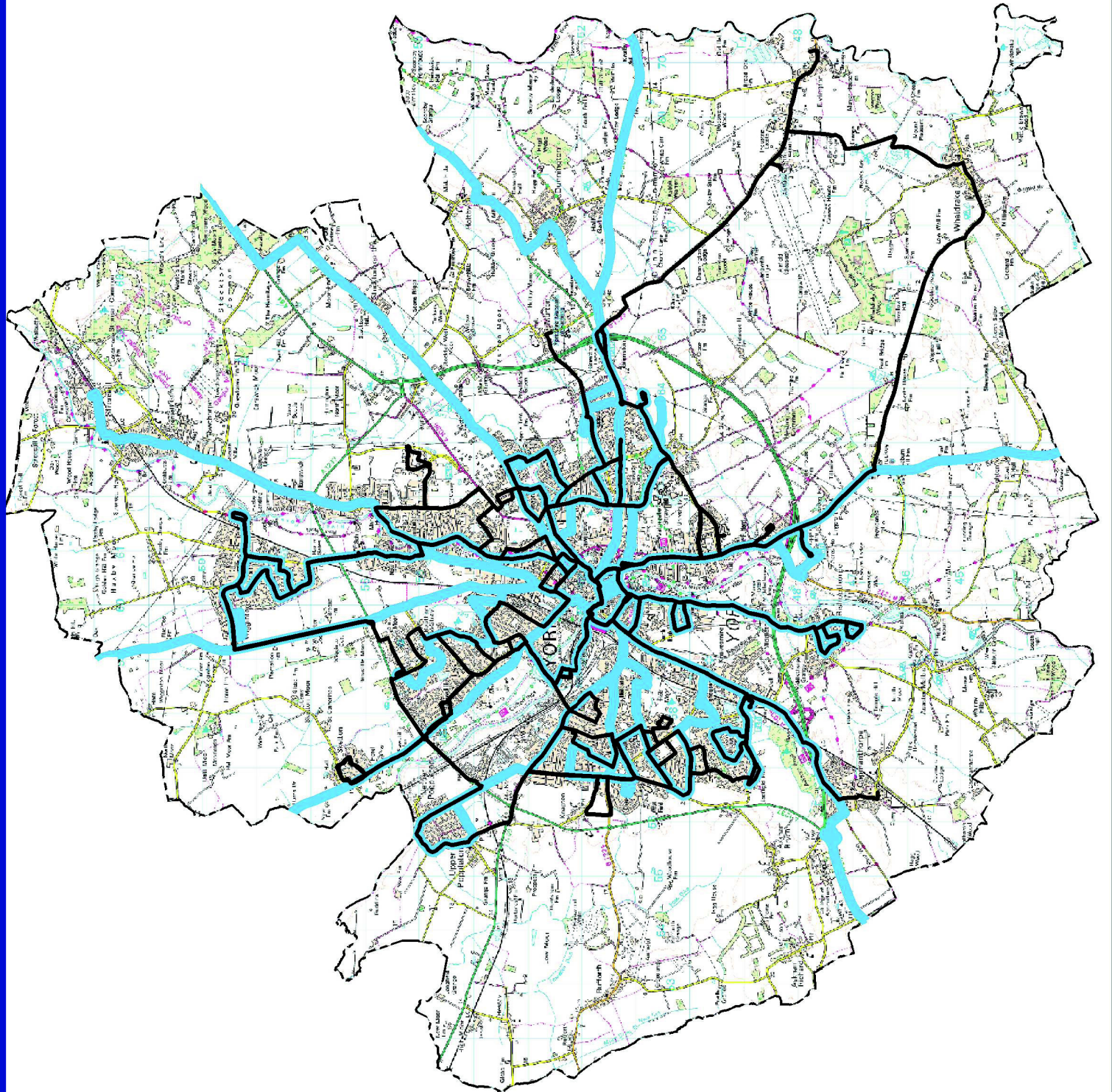
Monks Cross - Dodsworth Avenue - Monks Cross

Mondays to Saturdays (for Sunday buses, see route 113)

MONKS CROSS Shopping Ce	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:45	15:15	15:45	16:15	16:45	17:15
Elmfield Avenue, Thorn Nook	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:52	15:22	15:52	16:22	16:52	17:22
Fossway	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:55	15:25	15:55	16:25	16:55	17:25
Woodlands Grove	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:59	15:29	15:59	16:29	16:59	17:29
MONKS CROSS Shopping Ce	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	15:06	15:36	16:06	16:36	17:06	17:36

This service operates with financial support from City of York Council

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Legend

— Network of services to be tendered in 2011

— Commercial bus network at November 2010. (Only includes service P&R routes as it is essentially a local stopping service).

- - - - - CYC Boundary

Produced by: Tom Horner
Not Scaled



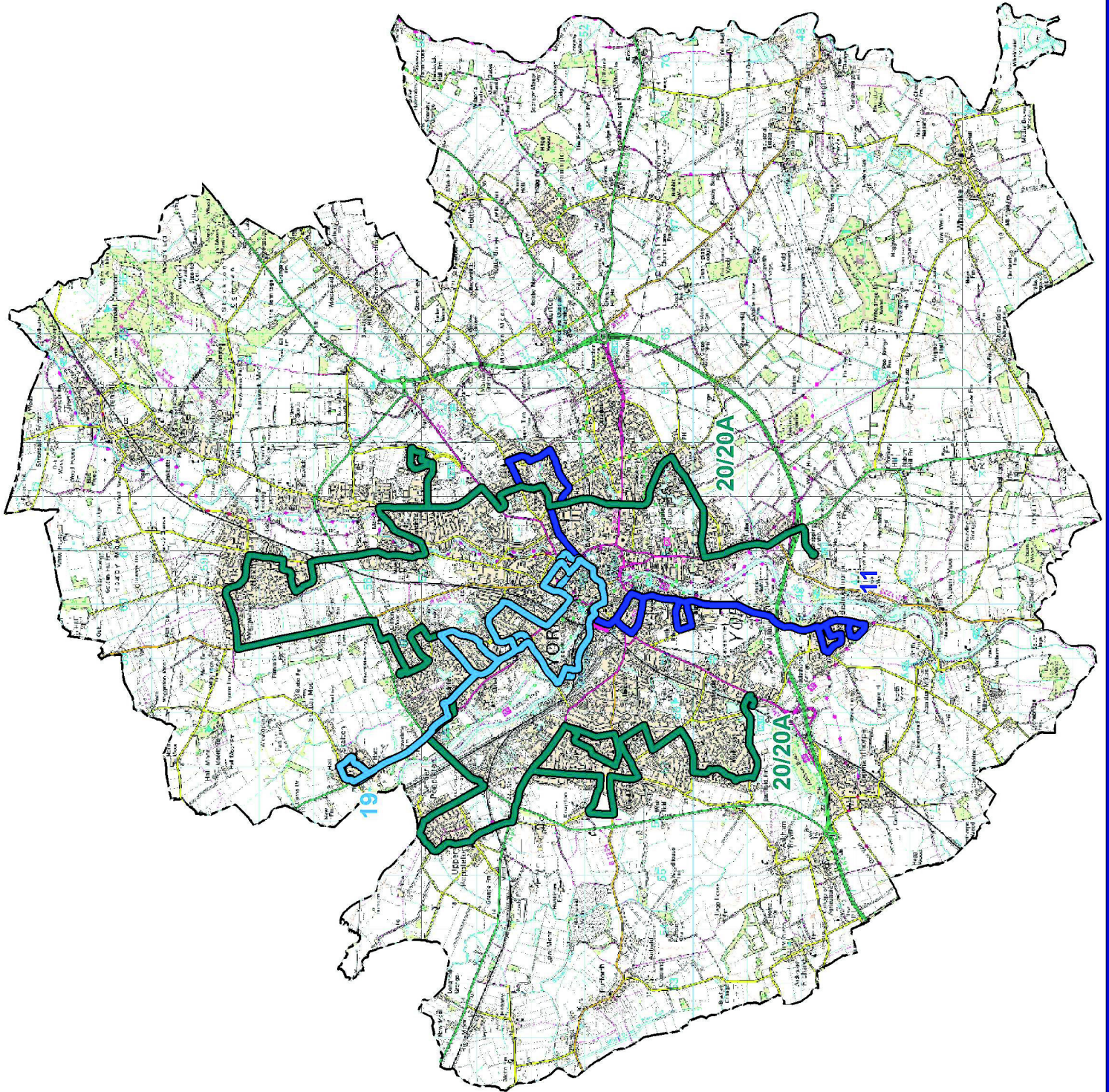
Subsided Bus Network vs. Commercial Bus Network



Transport Planning

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**Proposed Subsidised Bus
Services: Route Plans**



**Transport
Planning**

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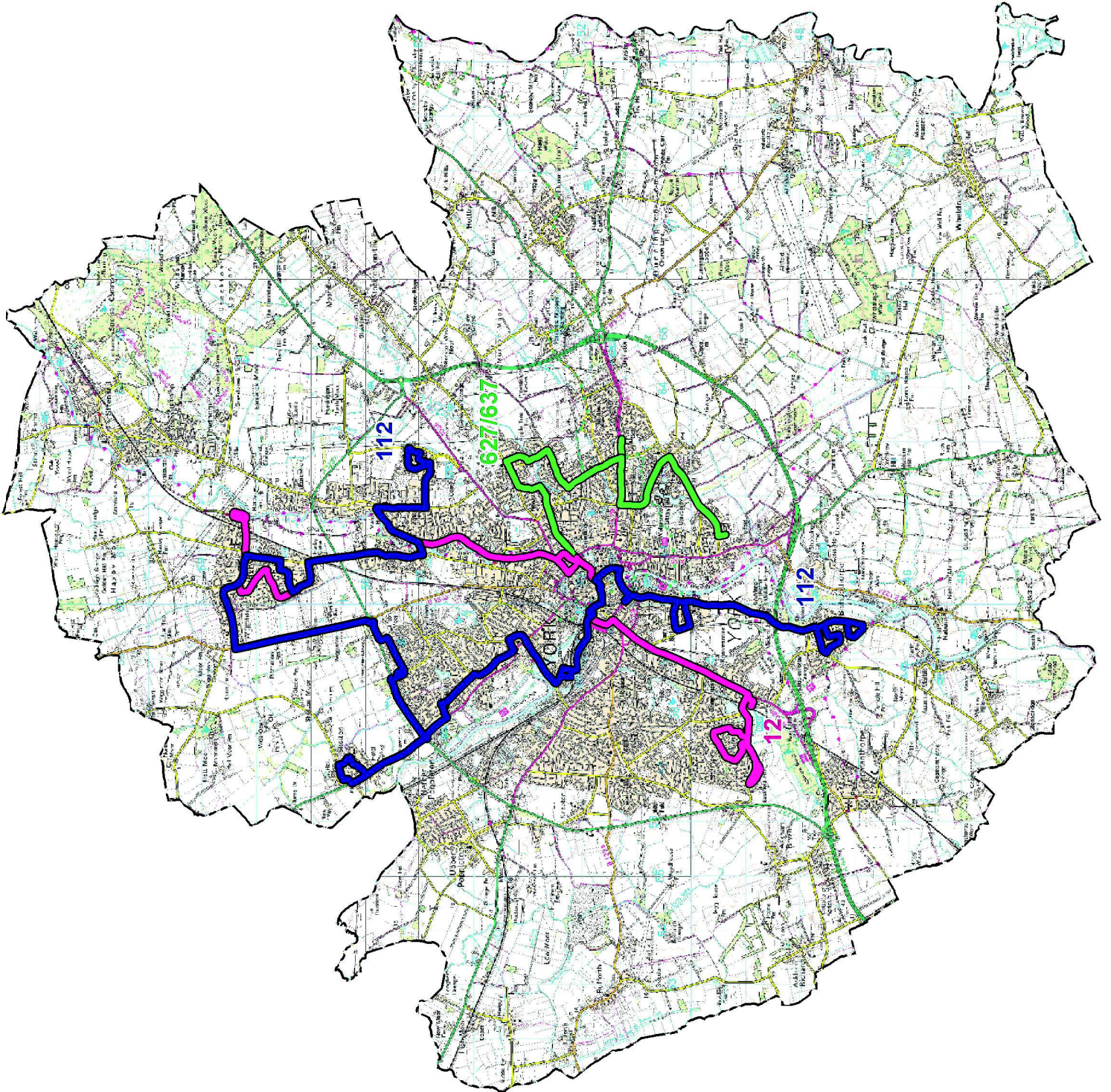


**Proposed Subsidised Bus
Services: Route Plans**



**Transport
Planning**

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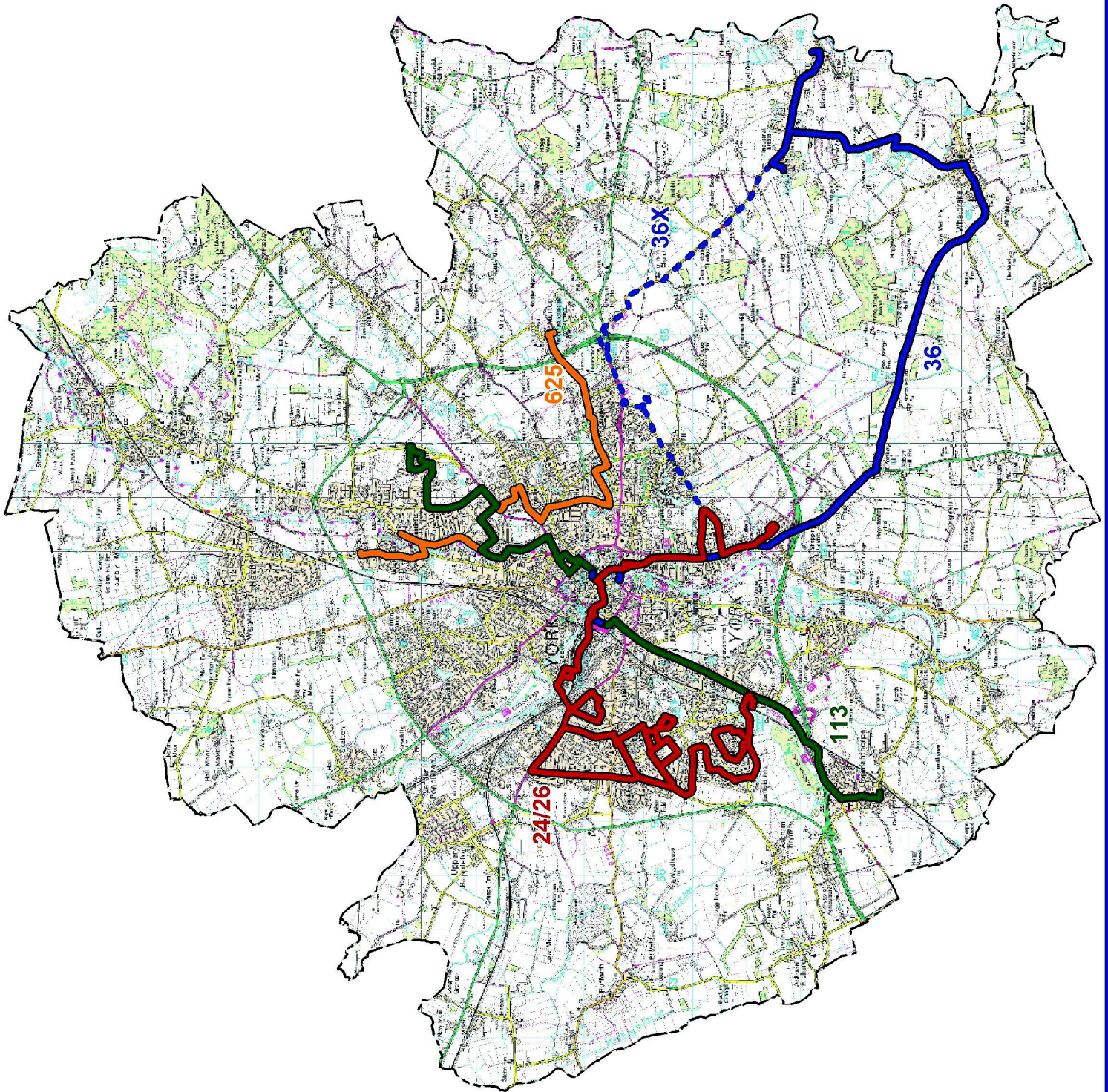
Produced by: Tom Horner
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**Proposed Subsidised Bus
Services: Route Plans**



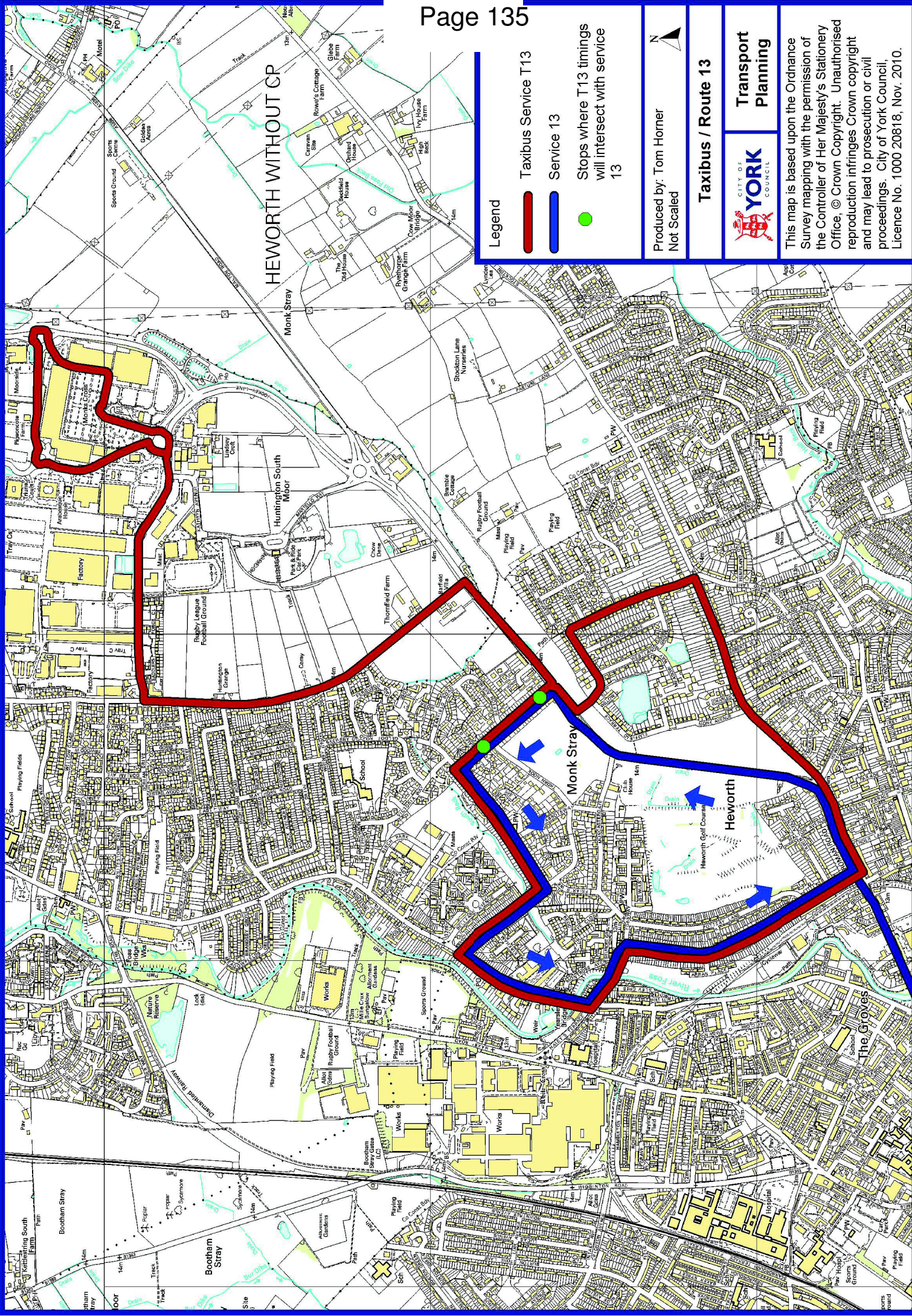
**Transport
Planning**

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HEWORTH WITHOUT CP



Legend

Taxibus Service T13

Service 13

Stops where T13 timings will intersect with service 13

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Taxibus / Route 13



Transport Planning

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Decision Session
– Executive Member for City Strategy

7 December 2010

Report of the Director of City Strategy

City Strategy Capital Programme – 2010/11 Monitor 2 Report

Report Summary

1. The purpose of this report is to set out progress to date on schemes in the 2010/11 City Strategy Capital Programme, including budget spend to the end of October 2010, and inform the Executive Member of the likely outturn position of the programme.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections. It is proposed to reduce the level of overprogramming to approximately £200k to ensure that the programme is kept within budget at outturn. Additional funding of £110k has been introduced into the programme from grants and virements. The principal changes include reduced allocations for the A19/A1237 roundabout, Deighton Right Turn Lane and crossing and Rawcliffe Recreation Ground Shared-Use Path. Increased allocations have been provided for Access York Phase 1 and the City Centre Accessibility Improvements schemes.

Recommendations

3. The Executive Member is requested to:
 - i) Approve the adjustments to the programme set out in Annexes 1 to 4.
 - ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive.

Reason: To enable the effective management and monitoring of the council's capital programme.

Background

4. The City Strategy Capital Programme is made up of the Planning & Transport, Economic Development and Property Capital Programmes. The Accommodation Review and Stadium schemes being progressed by the City Strategy Directorate are reported separately.

5. The Planning & Transport Capital Programme budget for 2010/11 was confirmed as £7,000k at Full Council on 25 February 2010. The programme was finalised on 6 July 2010 when the Executive Member was presented with the consolidated Capital Programme, which included all work that had carried over from 2009/10, and the changes to the programme following Government funding cuts announced in June 2010.
6. A number of amendments were also made to the programme at the Monitor 1 report, which was presented to the September Decision Session meeting. As a result of these adjustments the current approved budget for the Planning & Transport Capital Programme for 2010/11 is £5,694k, which includes £2,236k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Regional Funding Allocation (RFA) Supplementary Grant, developer contributions and other grant funding. This represents the budget available to spend, and is therefore net of the over-programming built into the Local Transport Plan element of the programme. Overprogramming is used as a means to ensure the available funding is fully spent in each year.
7. The Planning & Transport Capital Programme also includes £182k of funding from council resources for the maintenance of the City Walls.
8. Since 1 April 2010 the property section has been integrated into the City Strategy Directorate. The Property Capital Programme has a budget of £2,090k in 2010/11, which is funded from council resources.
9. The Economic Development Capital budget of £93k is also included within the overall City Strategy Capital Programme.
10. Table 1 shows the current approved capital programme.

Table 1: Current Approved Capital Programme

	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Original P & T Capital Programme	7,000	6,910	90
Transport Variations approved at July Decision Session	-1,144	-1,236	+92
Changes approved at September Decision Session	+20	+20	
Current Approved P & T Capital Programme	5,876	5,694	182
Original Property Capital Programme	1,336		1,336
Property Variations approved at July Decision Session	+677		+677
Changes approved at September Decision Session	+77		+77
Current Approved Property Capital Programme	2,090		2,090
Current Economic Development Capital Programme	93		93

	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Current Approved City Strategy Capital Programme	8,059	5,694	2,365

*External funding refers to government grants, non government grants, other contributions, developer contributions and supported capital expenditure.

Summary of Key Issues

11. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the Planning & Transport programme, which has allowed more accurate cost estimates to be prepared.

Current Spend

12. The current spend in the Planning & Transport Programme to the end of October is £2,135k, which represents 36% spend on the total budget allocation (i.e the programme minus overprogramming). This is a higher level than the spend at this time in 2009/10 (£1,504k), which is mainly due to the cost of carryover works from the Fulford Road Corridor scheme, the work done on the Lendal Hub Station and the Deighton Access Improvement schemes, and the purchase of two new buses for the Dial & Ride service.

Overprogramming

13. Each block within the LTP element of the programme has a budget figure allocated, which indicates the level of funding available, and a programme figure, which shows the value of all the schemes being progressed. As is usual through the year the level of overprogramming is adjusted to manage the programme and accommodate the changes which arise to the specification and delivery of the projects.
14. Owing to the good progress on the schemes within the programme and as a consequence of the in-year cuts to the budget, the current level of overprogramming (£686k) is considered to be too high for this stage in the year. Therefore progress on a number of schemes has needed to be slowed to reduce the risk of an overspend. These schemes will be prioritised against projects developed to support the new Local Transport Plan and delivered in future years when funding is available. It is proposed to reduce the level of overprogramming to approximately £200k (c.f. £460k in 2009/10) to account for the increased certainty of delivery for schemes across the programme.

Future Funding

15. The Government's Comprehensive Spending Review announced in October indicated that future funding from the LTP Integrated Transport block grant will be substantially lower over the next four years. Subject to the detailed settlement to be announced in December, it is anticipated that the LTP funding allocation for 2011/12 will be approximately £1.6m, compared to the original £2.9m allocation for 2010/11 (which was reduced

to £2.2m as part of the June spending cuts). Together with the ending of the Cycling City Grant, the Regional Funding Allocation supplement and the Road Safety Grant, the overall City Strategy transport budget is expected to be reduced from approximately £7m at the start of 2010/11 down to £2m in 2011/12.

16. The Comprehensive Spending Review also announced the creation of a Local Sustainable Transport Fund, which includes both capital and revenue funding and could provide funding to supplement the Integrated Transport allocation. Subject to the confirmation of the bidding criteria (expected by the end of the year), it is anticipated that bids will be submitted by the council for measures to support sustainable transport initiatives in the city.
17. There are also Property and carryover Economic Development schemes to report in the overall City Strategy Capital Programme, as detailed in the following table.
18. The current approved City Strategy Capital Programme and proposed adjustments are indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.

Table 2: Capital Programme Proposed Budget 2010/11

City Strategy Capital Programme	2010/11 £000s	Paragraph Ref
Current Approved P&T Programme	5,876	
<u>Transport Adjustments:</u>		
Addition of grant funding from the Freeflow Project	+50	Annex 1
Addition of Property funding for the Library Square scheme	+60	Annex 1
Proposed P&T Programme	5,986	
Current Approved Property Programme	2,090	
<u>Property Adjustments:</u>		
Transfer of Property Funding for the Library Square scheme to P&T Programme	-60	Annex 4
Proposed Property Programme	2,030	
Current Approved Economic Development Capital Programme	93	
<u>Economic Development Adjustments</u>		
Slippage of Small Business Unit allocation into 2011/12	-58	Para. 19
Proposed E D Programme	35	
Revised Total City Strategy Capital Programme	8,051	

Scheme Specific Analysis

19. The key proposed changes included in this report are summarised below and are detailed in Annexes 1-3 for the Planning & Transport elements, and Annex 4 for the Property schemes.

- Increased allocation for the Access York Phase 1 scheme to £385k (from £350k), to enable additional information to be prepared for the submission of an Expression of Interest to the Department for Transport, and to continue to Project Manage the scheme and complete the design of the Askham Bar site.
- Reduced allocation for the A19/A1237 Roundabout Improvements scheme to £1,220k (from £1,400k), as the tenders for scheme have come in lower than originally expected.
- Increased allocation for the Urban Traffic Management & Control scheme to £125k (from £75k), as £50k of grant funding from the Freeflow project is available for the scheme.
- Increased allocation for the Museum Street Library Square Scheme to £185k (from £125k), to include a contribution of £60k from the Property budget to upgrade the disabled access to the Library.
- Reduced allocation for the Rawcliffe Recreation Ground Shared-Use Path scheme, as implementation of the scheme has been deferred until early 2011/12 to reduce the level of overprogramming.
- Reduced allocations for the James St to Millennium Bridge Orbital Cycle Route scheme and the Clifton Green to Crichton Avenue Orbital Cycle Route scheme, as the cost estimate for each scheme is lower than originally expected.
- Increased allocation for the Cycle Route Signing scheme back to the original budget level, to ensure that the new orbital route is fully signed when launched.
- Reduced allocation for the Deighton Access Improvement scheme, as the scheme cost was lower than originally estimated.
- Transferral of the £58k allocation for the Small Business Workshop scheme, which is being held to fund the demolition of the Parkside Centre into 2011/12 as the planning application for the development at this location is unlikely to be determined until June 2011.

Consultation

20. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council on 25 February 2010. Whilst consultation is not undertaken for the overall capital programme, the individual scheme proposals do follow a consultation process with local councillors and residents in the locality of the individual schemes.

Corporate Priorities

21. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for

allocating the council's scarce capital resources to schemes that meet corporate priorities.

22. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
23. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
24. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the improvements to the Park & Ride service will assist the economy by reducing the impact of congestion.
25. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

Implications

26. The report has the following implications:
- **Financial** – See below
 - **Human Resources (HR)** – No HR implications in 2010/11, but it is anticipated that there will need to be significant staff reductions in 2011/12 due to the substantially lower Integrated Transport budget.
 - **Equalities** – There are no equalities implications
 - **Legal** – There are no legal implications
 - **Crime and Disorder** – There are no crime and disorder implications
 - **Information Technology (IT)** – There are no IT implications
 - **Property** – There are no property implications
 - **Other** – There are no other implications

Financial Implications

27. The City Strategy budget is funded from a variety of sources. Funding for the Transport element is principally provided through government grants and developer contributions whereas the Planning (City Walls), Economic Development, and Property elements are funded from council resources.

City Strategy Capital Programme	Current Budget	Proposed Alteration	Proposed M2 Budget
	£000s	£000s	£000s
Planning & Transport			
Government Grants	5,044	+50	5,094
Developer Contributions	650		650
CYC Resources	182	+60	242

Planning & Transport Total	5,876	+110	5,986
Economic Development			
CYC Resources	93	-58	35
Economic Development Total	93	-58	35
Property			
CYC Resources	2,090	-60	2,030
Property Total	2,090	-60	2,030
Total City Strategy (Exc. HQ and Stadium)			
City Strategy Total	8,059	-8	8,051

28. If the changes proposed in this report are accepted, the total value of the City Strategy Planning & Transport Capital Programme for 2010/11 would be **£6,183k** including overprogramming. The overprogramming would reduce from £686k to **£197k** (compared to £460k at this stage in 2009/10). The budget would increase to **£5,986k**, and would be funded as follows:

Planning & Transport Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£000s	£000s	£000s
LTP Settlement	2,236		2,236
Regional Funding Allocation	1,680		1,680
Developer Contributions	650		650
Cycling City Grant	1,055		1,055
CYC Resources	182	+60	242
Other Grant Funding	73	+50	123
Total	5,876	+110	5,986

29. The review of the programme and the deferment of some schemes to future years has allowed the overprogramming to be reduced from £686k to £197k, which reflects the progress achieved to date on the larger schemes in the programme, and the reduced level of funding expected in future years.
30. Due to pressures on the council's revenue budget, options are being prepared to ensure the budget is balanced. One option being considered is to reduce the expenditure on City Strategy capital schemes in the year to allow the monies to be used to fund capital items currently included in the revenue budget. Should this option be required and full spend of the capital programme was anticipated, then it would be proposed to defer the start of schemes planned to commence towards the end of the financial year and complete them early in 2011/12 using the 2011/12 budget allocation.
31. As set out in Annex 4, it is proposed to reduce the Property Services budget to £2,030k and transfer £60k to the Planning & Transport Capital Programme for the Library Square improvements scheme. This budget is fully funded from council capital resources.

Property Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£000s	£000s	£000s
Total	2,090	-60	2,030

Risk Management

32. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets, it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.

33. Due to the reduced level of funding, it is important that schemes proposed for future years will deliver the best value for money in accordance with the objectives of the council's Local Transport Plan.

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Specialist Implications Officer(s) N/A

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers

City Strategy Capital Programme: 2010/11 Budget Report – 2 March 2010
City Strategy Capital Programme: 2009/10 Outturn Report – 1 June 2010
City Strategy Capital Programme: 2010/11 Consolidated Report – 6 July 2010
City Strategy Capital Programme: 2010/11 Monitor 1 Report – 7 September 2010

Annexes

Annex 1: 2010/11 Monitor 2 Report – Scheme Progress Report
Annex 2: Summary of Proposed Changes
Annex 3: Current and Proposed Budgets
Annex 4: Property Services Capital Programme

2010/11 Monitor 2 Report – Scheme Progress Report

1. This annex provides an update on the progress of schemes within the Planning & Transport City Strategy Capital Programme, and details a number of proposed changes to the programme. Progress on schemes is reported by exception i.e. an update is only provided if the cost or delivery programme has changed from the budget report in March 2010 and subsequent reports to the Executive Member.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 3.

Transport Schemes**ACCESS YORK PHASE 1****Budget: £300k (£120k LTP, £180k RFA Top-up)****Programme (including overprogramming): £350k****Spend to 31 October 2010: £203k**

3. Access York Phase 1 (AY01/09) - £350k. The Coalition Government suspended the Programme Entry status of the Access York scheme in June 2010 pending the results of the Spending Review later in the year. The project was included in the 'Development Pool' announced by the government on 26 October, meaning that an Expression of Interest has to be submitted by the end of December, with a final and best bid to be issued by the Autumn of 2011 and an expectation that a final announcement would be made by the end of 2011.
4. It is suggested that funds are unlikely to be available until 2012/13, however it is anticipated that there may be opportunities to take up any underspends across the Major Scheme programme at an earlier date. Details of the additional information required to allow the scheme to be assessed by the DfT is expected to be received by the end of November.
5. The project board meeting on 5 November confirmed that the scheme should continue to be progressed through the Major Scheme process with an Expression of Interest to be submitted in December. An additional allocation of £35k is proposed to allow the design on the Askham Bar site to be completed, and to enable the necessary additional work to be undertaken to prepare the most robust and accurate Expression of Interest. A separate report will be submitted to Members in early 2011 detailing proposals and funding requirements needed to take the scheme forward following the submission of the Expression of Interest through to construction. It is proposed to apportion additional funding from the RFA supplement to deliver this scheme in 2010/11.

ACCESS YORK PHASE 2**Budget: £1,655k (£5k LTP, £1,400k RFA Top-up, £250k s106)****Programme (including overprogramming): £1,655k****Spend to 31 October 2010: £369k**

6. A19 Roundabout Improvements (OR01/09) - £1,400k. Tenders for the scheme have come in lower than originally anticipated allowing the allocation to be

reduced. A revised allocation of £1,220k is proposed, which will enable the scheme to be completed in the year with a suitable allowance for contingencies. Preliminary works are expected to commence in December with the main works starting in January 2011.

7. No other changes are proposed to the schemes in the Access York Phase 2 block at this stage in the year. The surveys to collect data for the upgrade of the Traffic & Transport Model have been completed, and work to develop the new York traffic model will be carried out over the next few months.

MULTI-MODAL SCHEMES

Budget: £610k (£430k LTP, £80k Cycling City, £100k s106)

Programme (including overprogramming): £720k

Spend to 31 October 2010: £404k

8. Blossom Street Multi-Modal Scheme (PT07/06) - £200k. The majority of the work on the Blossom Street scheme is now complete. New signals have been installed at the Blossom Street/ Queen Street/ Micklegate/ Nunnery Lane junction, and a new pedestrian crossing has been installed on Blossom Street at the Bar Convent. Due to the need for additional highway drainage work to be carried out during the works to install the new signals, the total scheme cost is higher than originally expected. It is proposed to increase the allocation for this scheme to £230k to cover the cost of this additional work.
9. Fulford Road – 09/10 Completion (PT04/06) - £390k. A review of the completed scheme has been carried out, which was reported to the Executive Member at the November Decision Session meeting. At this meeting, it was agreed to remove the section of north-bound bus lane between Fulford Cross and Hospital Fields Road, due to concerns raised in the Stage 3 Road Safety Audit, and to create a continuous cycle lane along this section of road, at a cost of £15k. The construction of a new pedestrian refuge in the vicinity of the Barracks was also agreed as part of the review. It is proposed to increase the allocation for this scheme to £420k to accommodate these new items of work.
10. No other changes are proposed to the schemes in the Multi-Modal Scheme block at this stage of the year. Consultation on the Fulford Road (Cemetery Road to Fishergate) scheme will be carried out in December/ January, and work on the scheme is planned to begin in February 2011 to tie in with a major Yorkshire Water repair scheme.

AIR QUALITY & TRAFFIC MANAGEMENT

Budget: £139k (£119k LTP, £20k s106)

Programme (including overprogramming): £155k

Spend to 31 October 2010: £144k

11. Urban Traffic Management & Control Projects (AQ01/10) - £75k. It is proposed increase the allocation for this scheme to £125k, as additional grant funding has been provided through the 'Freeflow' project¹.

PARK & RIDE

Budget: £40k

Programme (including overprogramming): £40k

Spend to 31 October 2010: £34k

12. No changes are proposed to the schemes in the Park & Ride block at this stage in the year.

PUBLIC TRANSPORT IMPROVEMENTS

Budget: £330k (£257k LTP, £73k Grant Funding)

Programme (including overprogramming): £330k

Spend to 31 October 2010: £206k

13. Station Frontage (PT05/10) - £20k. It is proposed to reduce the allocation for this scheme to £5k, as only minor amendments to the cycle lane and the ftr bus stop will be carried out during 2010/11 pending confirmation of changes being developed by the station operator.
14. Taxi Cards – New Scheme - £25k. It was agreed at the meeting of the Executive in February 2010 that the council would develop a stored-value 'taxi card' system to replace the use of national transport tokens to provide concessionary fares for disabled residents. It is proposed to allocate £25k for the purchase of card readers to be fitted to taxis taking part in the scheme. This will enable the scheme to be rolled out 2011/12.

WALKING

Budget: £245k (£205k LTP, £40k s106)

Programme (including overprogramming): £410k

Spend to 31 October 2010: £59k

15. Footstreets Review (PE04/09) - £70k. It is proposed to reduce the allocation for this scheme to £50k, which will allow feasibility and design work to be carried out for the proposed schemes, which were agreed by the Executive in May. The allocation will allow the implementation of the proposals to commence in the year, depending upon the outcome of the public consultation.

¹ The FREEFLOW project is developing new forms of decision support tools for transport network managers and individual travellers, and will demonstrate the application of these techniques in a number of case studies in London, York and Kent. This project involves collaboration between Imperial College London, the University of York and Loughborough University, local authorities including Transport for London, City of York Council, Kent County Council and the Highways Agency, and a number of industrial partners.

16. City Centre Accessibility Improvements (PE04/10) - £125k. Improvements to the Museum Street/ Library Square area is the principal scheme to be implemented in 2010/11. This project includes an upgrade to the Park & Ride bus stop on Museum Street, changes to the layout of Library Square, and the provision of improved disabled access to the recently refurbished library. A £60k allocation in the Property capital programme has been identified for the disabled access element of the scheme, allowing the total scheme allocation to be increased to £185k. It is proposed to vire these funds from the Property programme to the Planning & Transport programme.
17. Rawcliffe Recreation Ground Shared Use Path (PE07/10) - £100k. It is proposed to reduce the allocation for this scheme to £10k, and defer the implementation of the new path until early in 2011/12. Work on the new path is planned to start in April 2011, as the path needs to be completed before the new Rawcliffe Federation school opens in September 2011.

CYCLING

Budget: £1,758k (£483k LTP, £100k RFA Top-up, £950k Cycling City, £225k s106)

Programme (including overprogramming): £1,963k

Spend to 31 October 2010: £404k

18. Orbital Cycle Route: James Street to Millennium Bridge (CC03/09) - £560k. It is proposed to reduce the allocation for this scheme to £350k, as the revised cost estimate for the scheme is lower than originally expected following the completion of the detailed design work. Work on the James Street/ Lawrence Street junction started on site in November, and work on the other sections of the route (including the new off-road path on James Street) will be carried out later in the financial year.
19. Orbital Cycle Route: Clifton Green to Crichton Avenue (CC01/09) - £390k. Detailed design work has also been carried out for the improvements to cycle facilities along Water Lane (including a new toucan crossing) and Kingsway North. It is proposed to reduce the allocation for this scheme to £350k, as the revised cost estimate for the scheme is lower than originally expected
20. Wigginton Road Cycle Route (CY01/07) - £50k. It is proposed to increase the allocation for this scheme to £75k, to enable additional resurfacing work to be undertaken at the same time as the cycle route improvements in front of the hospital.
21. Bootham Crossing (CY03/09) - £5k. It is proposed to increase the allocation for this scheme to £8k, as the feasibility and design work carried out earlier in the year (before the scheme was deferred at the Consolidated Report in July) has a higher cost than originally expected.
22. Station Access Ramps (CY04/09) - £217k. East Coast are continuing to develop the new pedestrian and cycle accesses to York Station from Lowther Terrace and Post Office Lane. The work is expected to start in January and will be completed before the end of 2010/11. It is proposed to reduce the allocation

for this scheme to £200k, as the final invoice for the work will be issued in early 2011/12.

23. Cycle Route Signing (CC07/09) - £25k. The allocation for this scheme was reduced earlier in the year as part of the initial adjustments to the capital programme following the budget cuts announced by the Government in June. However, to ensure that the benefits of the Orbital Cycle Route are maximised, it is proposed to reinstate the original £50k budget to allow the provision of clear signage of the route. The allocation will also allow the completion of the signing for the new Coast to Coast route (Way of the Roses – Morecambe to Bridlington).
24. Employment Sites Cycle Parking (CC08/09) - £10k. It is proposed to increase the allocation for this scheme to £15k, as a larger number of employers have requested match funding for the installation of cycle parking at workplaces.
25. Scarborough Bridge Upgrade (CC04/09) - £10k. It is proposed to reduce the allocation for this scheme to £5k, as the cost of the feasibility work to be done this year is lower than originally estimated.
26. Lighting Projects – Pilots on off-road routes (CC05/08) - £10k. The work to complete the lighting scheme on the Bootham Stray path was completed in April this year. As no other lighting schemes are planned for 2010/11, it is proposed to reduce the allocation for this scheme to £5k.

SAFETY & ACCESSIBILITY SCHEMES

Budget: £360k (£345k LTP, £15k s106)

Programme (including overprogramming): £450k

Spend to 31 October 2010: £189k

27. Deighton Access Improvement (SA01/10) - £200k. The construction of a new right turn lane and pedestrian refuge at the A19/ Main Street Deighton junction was completed in October, as part of the A19 drainage improvements scheme. It is proposed to reduce the allocation for this scheme to £160k, as the scheme did not require the diversion of a water main as previously thought.
28. Other Village Access Schemes (SA02/10) - £60k. It is proposed to reduce the allocation for this scheme to £35k, as only feasibility and design work will be carried out in 2010/11. A separate report is being presented at this meeting regarding the A1079 Common Road Dunnington feasibility study.
29. Local Safety Schemes – Various Locations (LS01/10) - £30k. Investigation work into a number of sites with a significant accident record is currently being carried out in order to develop possible schemes to improve safety. It is propose to reduce the allocation for this scheme to £20k, as the scheme costs will be lower than originally estimated.
30. Route Assessments (DR03/10) - £20k. It is proposed to reduce the allocation for this scheme to £10k and defer the implementation of the schemes until 2011/12.

SCHOOL SCHEMES

Budget: £186k (£161k LTP, £25k Cycling City)

Programme (including overprogramming): £236k

Spend to 31 October 2010: £57k

31. Haxby Road Primary SRS (SR01/09) - £10k. Work on this scheme was completed in June as part of the Haxby Road resurfacing scheme. It is proposed to increase the allocation for this scheme to £14k, as the modifications to the speed cushions outside the school had a higher cost than originally estimated.
32. Naburn Primary SRS (SR04/09) - £18k. It is proposed to increase the allocation for this scheme to £20k, as the cost of the proposed improvements to the speed table and crossing point are slightly higher than originally expected.
33. Poppleton Ousebank SRS (SR05/09) – £5k. It is proposed to reduce the allocation for this scheme to £2k for feasibility work only in 2010/11, and defer implementation of any measures to future years.
34. School Cycle Parking Schemes – £41k. It is proposed to increase the allocation for Fulford School Cycle Parking to £30k, due to the increased cost of providing new cycle parking at the school. This scheme was completed in the October half-term, and 140 new cycle parking spaces have been installed.
35. As it will not be possible to also fund the Elvington School Cycle Parking scheme in 2010/11, it is proposed to reduce the allocation for this scheme to £2k, and allocate £6k for improvements to existing cycle parking shelters at schools.

PREVIOUS YEARS COSTS

Budget: £71k

Spend to 31 October 2010: £54k

36. No changes are proposed to the schemes in the Previous Years Costs block at this stage in the year.

City Walls

37. No changes are proposed to the City Walls scheme at this stage in the year.

Recommended variations to LTP Programme (Changes to Overprogramming Only)		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 1	Transfer of Regional Funding Allocation to scheme	-145.00
Blossom Street Multi-Modal Scheme	Additional cost of highway drainage work	30.00
Fulford Road - 09/10 Completion	Additional cost of measures agreed following review of scheme, including a new pedestrian refuge	30.00
Station Frontage	Minor works only to be implemented in 2010/11	-15.00
Taxi Cards	New Scheme - purchase of smartcard readers for taxi card scheme	25.00
Footstreets Review	Lower cost of work in 2010/11	-20.00
Rawcliffe Recreation Ground Shared Use Path	Implementation of scheme deferred until early 2011/12	-90.00
Lendal Hub Station	Transfer of Cycling City funding to scheme	-45.00
Orbital Cycle Route - James St to Millennium Bridge	Revised cost estimate following completion of detailed design for scheme	-200.00
Orbital Cycle Route - Clifton Green to Crichton Avenue	Revised cost estimate following completion of detailed design for scheme	10.00
Wigginton Road Cycle Route	Contribution to Section 278 works on Wigginton Road	25.00
Bootham Crossing	Higher cost of feasibility and design work carried out earlier in 2010/11	3.00
Station Access Ramps	Reduced cost of scheme in 2010/11	-17.00
Employment Sites Cycle Parking	Increased match funding to employers	5.00
Deighton Access Improvement	Lower cost of works in 2010/11	-40.00
Other Village Access Schemes	Feasibility and design work only in 2010/11	-25.00
Local Safety Schemes - Various Locations	Lower cost of works in 2010/11	-10.00
Route Assessments	Feasibility and design work only in 2010/11	-10.00
Haxby Road Primary SRS	Increased cost of works in 2010/11	4.00
Naburn Primary SRS	Increased cost of works in 2010/11	2.00
Poppleton Ousebank SRS	Feasibility and design work only in 2010/11	-3.00
Fulford Secondary Cycle Parking	Increased cost of works in 2010/11	5.00
Elvington Primary Cycle Parking	Implementation slipped to future years	-5.00
Other School Cycle Parking	Lower cost of works in 2010/11	-3.00

Total Programme Change**-489.00**

Regional Funding Allocation		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 1	Transfer of funding between schemes	180.00
A19 Roundabout Improvements		-180.00

Total Regional Funding Allocation**0.00**

Cycling City Funding		
Scheme	Change	Budget Change
		£1,000's
Lendal Hub Station	Transfer of Cycling City funding to scheme	45.00
Orbital Cycle Route - James St to Millennium Bridge	Revised cost estimate following completion of detailed design for scheme	-10.00
Orbital Cycle Route - Clifton Green to Crichton Avenue	Revised cost estimate following completion of detailed design for scheme	-50.00
Cycle Route Signing	Increased cost of works in 2010/11	25.00
Scarborough Bridge Upgrade	Lower cost of feasibility study in 2010/11	-5.00
Lighting Projects - pilots on off-road routes	Lower cost of works in 2010/11	-5.00

Total Cycling City**0.00**

Grant Funding		
Scheme	Change	Budget Change
		£1,000's
Urban Traffic Management & Control (UTMC) Projects	Addition of grant funding from the 'Freeflow' project	50.00

Total Grant Funding**50.00**

CYC Capital Funding		
Scheme	Change	Budget Change
		£1,000's
City Centre Accessibility Improvements	Additional funding transferred from the Property Capital Programme	60.00
Total CYC Capital		60.00

Scheme Ref	10/11 City Strategy Capital Programme	M1 Budget	Proposed M2	Spend to	Scheme Type	Comments
		(Total)	Budget (Total)	31/10/10		
		£1000s	£1000s	£1000s		
Access York Phase 1						
AY01/09	Access York Phase 1	350.00	385.00	33.25	Study	Allocation Increased - Additional development work required before final submission of bid to DfT
	Askham Bar Expansion/ Relocation			87.87		
	A59 (Poppleton Bar)			42.20		
	Wigginton Road (Clifton Moor)			39.60		
Access York Phase 1 Programme Total		350.00	385.00	202.93		
Overprogramming		50.00	0.00			
Budget		300.00	385.00	Programme increased Overprogramming decreased Budget increased		
Access York Phase 2						
AY02/08	Access York Phase 2 Development	5.00	5.00	3.05	Study	
AY01/10	Traffic & Transport Model Enhancement	250.00	250.00	182.31	Study	
OR01/09	A19 Roundabout Improvements	1,400.00	1,220.00	183.58	Works	Allocation Reduced - Tenders for scheme are lower than originally expected
Access York Phase 2 Programme Total		1,655.00	1,475.00	368.94		
Overprogramming		0.00	0.00			
Budget		1,655.00	1,475.00	Programme decreased Budget decreased		
Multi-Modal Schemes						
PT07/06	Blossom Street Multi-Modal Scheme	200.00	230.00	73.63	Works	Allocation Increased - Additional cost of highway drainage work
MM01/08	Fishergate Gyratory Multi-Modal Scheme	50.00	50.00	10.38	Study	
PT04/06	Fulford Road - 09/10 Completion	390.00	420.00	316.11	Works	Allocation increased - Removal of bus lane; New pedestrian refuge at Barracks
MM01/10	Fulford Road (Cemetery Road to Fishergate)	80.00	80.00	3.67	Works	
Multi-Modal Schemes Programme Total		720.00	780.00	403.78		
Overprogramming		110.00	50.00			
Budget		610.00	730.00	Programme increased Overprogramming decreased Budget increased		
Air Quality & Traffic Management						
AQ01/10	Urban Traffic Management & Control (UTMC) Projects	75.00	125.00	110.53	Works	Allocation Increased - Freeflow grant funding added to programme
AQ02/10	Low Emission Strategy Development	10.00	10.00		Study	
AQ03/10	Air Quality	20.00	20.00	10.30	Works	
JS01/09	James Street Link Road Phase 2 Development	10.00	10.00	0.36	Study	
TM01/10	Car Park Ticket Machines	20.00	20.00	20.00	Works	
JS01/10	James Street Link Road Phase 1	20.00	20.00	2.60	Works	
Air Quality & Traffic Management Programme Total		155.00	205.00	143.79		
Overprogramming		16.00	0.00			
Budget		139.00	205.00	Programme increased Overprogramming decreased Budget increased		
Park & Ride						
PR01/10	P&R Site Upgrades	20.00	20.00	2.97	Works	
PR02/10	P&R City Centre Bus Stop Upgrades	20.00	20.00	31.18	Works	
Park & Ride Programme Total		40.00	40.00	34.15		
Overprogramming		0.00	0.00			
Budget		40.00	40.00			
Public Transport Improvements						
PT03/08	Haxby Station Scheme	5.00	5.00		Study	
PT01/10	Bus Location and Information Sub-System (BLISS)	75.00	75.00	11.33	Works	
PT02/10	Bus Stop & Shelter Programme	50.00	50.00	22.37	Works	
PT03/09	Dial & Ride Vehicle	170.00	170.00	171.29	Works	
PT04/10	Quality Bus Contract Scheme Development	10.00	10.00		Study	
PT05/10	Station Frontage	20.00	5.00	0.81	Works	Allocation Reduced - Minor works only in 2010/11
PT06/10	Taxi Cards	0.00	25.00		Study	New Scheme - Purchase of card readers for new stored value taxi cards for concessionary travel provision
Public Transport Improvements Programme Total		330.00	340.00	205.79		
Overprogramming		0.00	0.00			
Budget		330.00	340.00	Programme increased Budget increased		

Scheme Ref	10/11 City Strategy Capital Programme	M1 Budget (Total)	Proposed M2 Budget (Total)	Spend to 31/10/10	Scheme Type	Comments
		£1000s	£1000s	£1000s		

Walking						
PE01/10	Dropped Crossing Budget	20.00	20.00	1.01	Works	
PE02/10	Minor Pedestrian Schemes Budget	35.00	35.00	20.45	Works	
PE03/10	Clifton Moor Pedestrian Audit Schemes	20.00	20.00	0.75	Works	
PE04/09	Footstreets Review	70.00	50.00		Study	Allocation Reduced - Feasibility and some implementation in 2010/11
PE04/10	City Centre Accessibility Improvements	125.00	185.00	13.70	Study/ Works	Allocation Increased - Funding contribution from the Property capital programme
PE05/10	Howden Dike Crossing, Naburn	0.00	0.00		-	
PE06/10	Improvements to Hungate Bridge Approaches	40.00	40.00	19.27	Study/ Works	
PE07/10	Rawcliffe Recreation Ground Shared Use Path	100.00	10.00	3.42	Study	Allocation Reduced - Implementation of scheme deferred until 2011/12
PE08/10	Minster Piazza	0.00	0.00		-	

Walking Programme Total	410.00	360.00	58.59
Overprogramming	165.00	25.00	
Budget	245.00	335.00	

Programme decreased
Overprogramming decreased
Budget increased

Cycling						
CY01/09	Lendal Hub Station	256.00	256.00	207.00	Works	
CC03/09	Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Road)	560.00	350.00	60.15	Works	Allocation Reduced - Revised cost estimate for scheme
CC01/09	Orbital Cycle Route - Clifton Green to Crichton Avenue	390.00	350.00	29.06	Works	Allocation Reduced - Revised cost estimate for scheme
CC02/09	Orbital Cycle Route - Hob Moor to Water End	180.00	180.00	23.27	Works	
CY01/07	Wigginton Road Cycle Route (Hospital)	50.00	75.00	11.94	Works	Allocation Increased - Contribution to Section 278 works on Wigginton Road
CY03/09	Bootham Crossing	5.00	8.00	7.59	Study	Allocation Increased - Higher costs of feasibility and design work carried out earlier in the year
CY07/09	Beckfield Lane Phase 2	60.00	60.00	12.57	Works	
CY04/09	Station Access Ramps	217.00	200.00	0.79	Works	Allocation Reduced - Final bill from East Coast will be received in early 2011/12
CY01/10	Removal of Barriers to Cycling	20.00	20.00		Works	
CY02/10	Cycling Minor Schemes	30.00	30.00	4.18	Works	
CY06/09	Cycle Scheme Development	20.00	20.00	4.92	Study	
CC10/09	Cycle Route Maintenance	50.00	50.00	7.62	Works	
CC07/09	Cycle Route Signing	25.00	50.00	5.24	Works	Allocation Increased - Higher cost of signing for the new Coast to Coast Route (Way of the Roses)
CY03/10	Cycle Parking	10.00	10.00	5.12	Works	
CC08/09	Employment Sites Cycle Parking	10.00	15.00	10.24	Works	Allocation Increased - Higher cost of match funding to employers for staff cycle parking
CC01/08	City Centre Cycle Parking	10.00	10.00	-0.78	Works	
CY02/09	Crichton Avenue Cycle Route - Retention Costs	20.00	20.00	5.64	09/10 Costs	

Carryover Schemes

CC04/09	Scarborough Bridge Upgrade	10.00	5.00	1.52	Study	Allocation Reduced - Lower cost of feasibility study in 2010/11
CC05/09	Inner Ring Road (Crossings & Route)	10.00	10.00	3.02	Works	
CC05/08	Lighting Projects - pilots on off-road routes	10.00	5.00	1.21	Works	Allocation Reduced - Lower cost of works in 2010/11
CY10/04	Clifton Bridge Approaches	15.00	15.00	0.74	Works	
CY04/10	Water End/ Clifton Green Junction Review	5.00	5.00	2.93	Study/ Works	

Cycling Programme Total	1,963.00	1,744.00	403.97
Overprogramming	205.00	122.00	
Budget	1,758.00	1,622.00	

Programme decreased
Overprogramming decreased
Budget decreased

Scheme Ref	10/11 City Strategy Capital Programme	M1 Budget (Total)	Proposed M2 Budget (Total)	Spend to 31/10/10	Scheme Type	Comments
		£1000s	£1000s	£1000s		

Safety and Accessibility Schemes						
SA01/10	Deighton Access Improvement	200.00	160.00	157.31	Works	Allocation Reduced - Scheme cost lower than estimated as water main diversion was not required
SA02/10	Other Village Access Schemes	60.00	35.00	9.36	Study/Works	Allocation Reduced - Feasibility and design work only in 2010/11
Local Safety Schemes						
LS01/10	Local Safety Schemes - Various Locations	30.00	20.00	4.87	Study/Works	Allocation Reduced - Lower cost of works in 2010/11
Speed Management Schemes						
SM01/10	Review of Speed Limits on A & B Roads	30.00	30.00		Study/Works	
SM02/10	Speed Management Schemes - Various Locations	50.00	50.00	11.36	Study/Works	
SM03/10	20mph Limit Schemes	10.00	10.00	0.14	Works	
Danger Reduction Schemes						
DR01/10	Holtby Manor Bends	10.00	10.00	0.15	Works	
DR02/10	Reactive Danger Reduction	10.00	10.00	2.64	Study/Works	
DR03/10	Route Assessments	20.00	10.00		Study	Allocation Reduced - Implementation of schemes deferred until 2011/12
DR04/10	Safe Routes for 'Playbuilder' Schemes	30.00	30.00	3.24	Works	

Safety and Accessibility Schemes Programme Total	450.00	365.00	189.06
Overprogramming	90.00	0.00	
Budget	360.00	365.00	

Programme decreased
Overprogramming decreased
Budget increased

School Schemes						
SR03/09	Hob Moor SRS	22.00	22.00	2.57	Works	
SR06/09	Ralph Butterfield SRS	5.00	5.00	4.73	Works	
SR01/09	Haxby Road Primary SRS	10.00	14.00	5.96	Works	Allocation Increased - Higher cost of modifications to speed cushions outside school
SR02/09	Hempland Primary SRS	51.00	51.00	4.08	Works	
SR09/09	Heworth Primary SRS	30.00	30.00	5.47	Works	
SR04/09	Naburn Primary SRS	18.00	20.00	2.65	Works	Allocation Increased - Higher cost of works in 2010/11
SR05/09	Poppleton Ousebank SRS	5.00	2.00	0.05	Study	Allocation Reduced - Feasibility and design work only in 2010/11
SR08/09	York High SRS	15.00	15.00	4.41	Study/Works	
SR01/10	Acomb Primary SRS	2.00	2.00		Study	
SR02/10	Applefields/ Burnholme SRS	10.00	10.00	1.17	Works	
SR03/10	Burton Green Primary SRS	10.00	10.00	1.33	Works	
SR04/10	Danesgate/Steiner SRS	2.00	2.00	0.02	Study	
SR05/10	Fulford Secondary SRS	2.00	2.00	0.28	Study	
SR06/10	Joseph Rowntree Secondary SRS	2.00	2.00	0.03	Study	
SR07/10	Robert Wilkinson Primary SRS	2.00	2.00		Study	
SR08/10	St Aelreds Primary SRS	2.00	2.00	0.15	Study	
SR09/10	Wheldrake Primary SRS	2.00	2.00		Study	
N/A	Safety Audit Works	5.00	5.00	0.49	Works	

School Cycle Parking						
SR11/10	Fulford Secondary Cycle Parking	25.00	30.00	22.16	Works	Allocation Increased - Increased cost of new cycle parking at school
SR12/10	Elvington Primary Cycle Parking	7.00	2.00	0.07	Works	Allocation Reduced - Scheme deferred to future years
SR13/10	Other School Cycle Parking	9.00	6.00	1.77	Works	Allocation Reduced - Improvements to existing school cycle shelters

School Schemes Programme Total	236.00	236.00	57.39
Overprogramming	50.00	0.00	
Budget	186.00	236.00	

Overprogramming decreased
Budget increased

Previous Years Costs						
-	Carryover Commitments from Previous Years	60.00	60.00	52.87	-	
-	Moor Lane Roundabout - Retentions	11.00	11.00	1.25	-	

Previous Years Costs Total	71.00	71.00	54.12
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Total Integrated Transport Programme	6,380.00	6,001.00	2,122.51
Total Integrated Transport Overprogramming	686.00	197.00	
Total Integrated Transport Budget	5,694.00	5,804.00	

Programme decreased
Overprogramming decreased
Budget increased

Scheme Ref	10/11 City Strategy Capital Programme	M1 Budget (Total)	Proposed M2 Budget (Total)	Spend to 31/10/10	Scheme Type	Comments
		£1000s	£1000s	£1000s		

City Strategy Maintenance Budgets

City Walls

CW01/10	City Walls Restoration	182.00	182.00	12.94	Works	
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Total City Walls	182.00	182.00	12.94
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Total City Strategy Maintenance Programme	182.00	182.00	12.94
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Total City Strategy Maintenance Overprogramming	0.00	0.00
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Total City Strategy Maintenance Budget	182.00	182.00
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Total City Strategy Programme	6,562.00	6,183.00	2,135.45
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Programme decreased

Total Overprogramming	686.00	197.00
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Overprogramming decreased

Total City Strategy Budget	5,876.00	5,986.00
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Budget increased

City Strategy Property Capital Programme

1. The following table indicates the current budget allocations for 2010/11 and the changes proposed at Monitor 2. An update on the progress delivering the schemes is included in the following paragraphs.

Property Capital Programme	2010/11	2010/11	2010/11
	Current	Proposed Changes	Proposed Monitor 2
	£000s	£000s	£000s
Property Key Components	247		247
DDA Legislation Compliance	98	-60	38
35 Hospital Fields Road	0		0
Fire Safety Regulations	132		132
Removal of Asbestos	54		54
St. Clements Hall Refurbishment	245		245
Urgent River Bank Repairs	148		148
Acomb Office	144		144
Mansion House External Repairs	29		29
Hungate/ Peasholme Hostel Relocation	65		65
Boatyard Slipway Repairs	211		211
River Bank Repairs	717		717
Property Compliance (Asbestos & Fire Regulation)	£80k (2010/11) allocation added to Asbestos Removal (£40k) and Fire Safety Regulations (£40k) projects		
Total	2,090	-60	2,030

2. Property Key Components – Funds are being used to support schemes which deliver a significant reduction in the maintenance backlog. In 2010/11 this will include urgent repairs to North St and Fishergate towers and some outstanding work at the Crematorium. The full programme will be developed through the year as critical structural failures/ breakdowns occur across the portfolio.
3. DDA Legislation Compliance – The majority of these funds are earmarked for improvements to disabled access to council buildings. In 2010/11 the largest item is a contribution to the remodelling of the Library forecourt being part funded by the City Strategy Transport budget. It is proposed to vire £60k from the DDA budget to the Integrated Transport Capital Programme to undertake this work. The remainder will be spent to improve disabled access in the non-admin/accom portfolio.
4. Fire Safety Regulations – This is the final year of a three year programme (£300k total) to improve the fire precautions in social services-type residential

establishments. £40k of additional funding has been added to this scheme following the successful CRAM bid for ongoing Property Compliance expenditure. There are several schemes underway which will spend the allocation in 2010/11.

5. Asbestos Removal/ Compliance – The two budgets are used for statutory checks on asbestos materials in CYC premises and the removal/treatment of asbestos materials in a dangerous condition. £40k of additional funding has been added to this scheme following the successful CRAM bid for ongoing Property Compliance expenditure.
6. St Clements Hall – This allocation relates to external government funding and a CYC contribution for the substantial works to bring this building into community use as part of the Asset Transfer scheme. The building works are complete and the hall is now open. The allocation has been fully used to undertake the works.
7. Urgent River Bank Repairs – Repairs to a section of River Ouse bank near Clifton Bridge were commenced in 2009/10 but had to be suspended earlier in the year due to poor weather and high river levels. The contractor returned at the beginning of June and the work was completed at the end of July.
8. Acomb Office – This scheme provides a community building on land acquired at the rear of Acomb Explore. The scheme is currently at the planning stage to determine the size and use of the building to enable a detailed cost to be established.
9. Mansion House – Completion of repairs commenced in 2009/10.
10. Hungate/ Peasholme Relocation – The carryover funds and 2010/11 budget will be used to complete the transfer of the hostel to the new premises in Fishergate.
11. Slipways (£134k original allocation) – This allocation was provided in 2009/10 to repair the slipways to the Lendal Boatyard. The scheme was transferred into 2010/11 due to delays caused by high river levels and the weather hampering ground investigation and survey work. Works commenced in mid-August and despite some disruption due to high river levels at the start of the contract are now complete.
12. Riverbank Repairs – £717k has been allocated to repairing the river banks and island between the sluice gate and locks in the Foss Basin area in 2010/11. The site investigation and design works have commenced on this project in order to seek the necessary consents from the Environment Agency and tender the works. It is anticipated that there will be some delay in delivering the scheme due to high river levels delaying the investigations.

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 7 DECEMBER 2010

Annex of additional comments received from Members, Parish Councils and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
4	Water End/Clifton Green Review: Reinstatement of Left-Turn Traffic Lane and Chicane Trial Page 9 - 36	Cllr B Hudson Member of the Economic & City Development Overview and Scrutiny Committee	It is my view that the left hand turn needs reinstating as the original scheme has not worked. However I would not ask for the trial chicanes to be introduced.
		Cllr A D'Agorne	Please note that the statement from Cllr Scott (included in the table on page 18 of the report stating the views of the Scrutiny Committee Task Group and Ward Councillors) that: "the Council Call for Action conclusion that a point closure should be introduced - ideally by way of a rising bollard." Is incorrect - this was not the conclusion of the task group that considered the Councillor Call for Action. As para 5 of the July 6th report to the Executive states it was: " That Council Officers urgently develop new, comprehensive proposals for the Water End junctions to improve the current junction and reduce greatly traffic flows in Westminster Road/The Avenue"
		Lesley Moore Resident of Meadowfields Drive, York	I write to give my support to the above, and confirm that I am in favour of the reinstatement of the filter lane at this junction. Please add my name to the survey. Thank you.

4	Water End/Clifton Green Review: Reinstatement of Left-Turn Traffic Lane and Chicane Trial (cont.)	Max Reeves Greycliffe Gardens	<p>I understand there are proposals to remove the cycle lane and reinstate two lanes of traffic</p> <p>I fully support this measure which is well overdue to resolve the traffic delays. [I own a property in Greycliffe Gardens so can be classed as a resident] and believe a cycle lane could be incorporated through Holmstead park from the river cycle track to serve Clifton getting cyclists off this dangerous junction.</p>
5	Options to Improve the Common Road Junction with the A1079 Hull Road, Dunnington Page 37 – 50	Paul Hepworth Cyclists Touring Club, North Yorkshire	<p>I'm just reading the Agenda for Dec. 7th's City Strategy meeting, and noted the outline scheme for the above junction. If the Chair is minded to approve development of the signalled junction option, then it will be very helpful for a future detailed Report to consider the "pinch point" effect of the planned traffic island, upon any outbound cyclists travelling along the A1079.</p> <p>You will likely be aware that LTN 2/08 Infrastructure for Cyclists has some guidance on this in section 5.7 This recommends either minimum carriageway widths or other measures to deter overtaking of cyclists by motor vehicles, where a potential pinch point is created by a traffic island. I'll defer of course to any future advice that you offer on this, if the scheme progresses further.</p> <p>I'll be away on the 7th, unfortunately in my case as the Water End/Clifton Green junction is also on that meeting's Agenda!</p> <p>Officer comments</p> <p>The current report only seeks the Executive Member's in principle support for a scheme to introduce traffic signals at the A1079 Common Road junction, but the issue of adequate road width for vehicles and cyclists at traffic islands is something we would address as part of the more detailed design should a scheme go ahead in due course.</p>

5	Options to Improve the Common Road Junction with the A1079 Hull Road, Dunnington (cont.)	<p>Cllr J Brooks Derwent Ward Councillor and Dunnington Parish Council Vice Chair</p>	<p>I urge the Executive Member to accept Option 1 on page 43 and to approve in principle a road widening and traffic signal scheme for the A1079/Common Road junction at Dunnington.</p> <p>It can be extremely difficult at certain times of the day, and difficult at most other times, to make a right, York bound, turn from Common Road onto the A1079. This deters vehicles from both the south end of the residential part of the village and the industrial estate from using this junction. Heavy goods vehicles are not allowed through the village so vehicles wanting to turn left towards Pocklington and Hull are often held up by lorries waiting to turn right at the junction. Some goods vehicles go through the village, despite the ban, to avoid the difficult egress onto the A1079. I have been asked by firms on the industrial estate to push for traffic lights to help their drivers.</p> <p>The car traffic from the industrial estate finds it much easier to access the A1079 at the York Road junction since lights were installed there than at the Common Road junction and, as a consequence, the village has become a 'rat run' especially during the evening rush hour. According to a CYC survey there has been an increase of 69% in the number of vehicles leaving the village at the York Road junction since the lights were introduced. This has had a considerable detrimental affect on residents particularly those in York Street, York Road and Owlwood Lane. The introduction of a traffic signal scheme at the Common Road junction would not only make it safer and easier to access the A1079 at that junction but it would have the additional benefit of reducing traffic on the main street of Dunnington and on the route 66 cycle route which runs along Common Road and the full length of York Street and York Road. The village and its main exit route to York would become safer for pedestrians and cyclists alike.</p> <p>Please recommend the scheme.</p> <p>Thank you</p>
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7	Review of Council Subsidised Local Bus Service Provision Page 137 - 158	<p>Cllr I Gillies (Rural West York Ward)</p> <p>Officer comments</p>	<p>The two in my ward, are the number 10 Poppleton service and the 412/413 Knapton service. Since one of the services through Knapton was withdrawn residents lost the habit of bus use, but a withdrawal would result in no buses at any time, a measure I could not support. The number 10 Sunday evening service not only serves Poppleton and Dunnington but the intermediary areas, and similarly I would not want to lose that service regarding the small cost. I will also forward you Cllr. Watts's response to the number 22.</p> <p>Cllr Gillie's comments regarding the 412/413 can be discounted as they do not form part of the review (as North Yorkshire CC tendered services).</p>
		<p>Cllr J Watt (Skelton, Rawcliffe & Clifton Without Ward)</p>	<p>The 22 is Skelton's lifeline and is presumably vital to some residents in Rawcliffe. It is important that the daytime service is maintained. However, I am not sure about the Friday to Saturday evening service or the Sunday service - are these used much? It would be interesting to know what the utilisation is for these 2 non-peak services.</p>