
**Decision Session - Cabinet Member for
Transport**

21st November 2014

Report of the Director of City and Environmental Services

**BETTER BUS AREA FUND –
CLARENCE STREET BUS IMPROVEMENT SCHEME**

Summary

1. The purpose of this paper is to request final approval from the Cabinet member for Transport to implement a bus improvement scheme on Clarence Street, following consultation on the scheme and work to refine costs and programme for the work since the in-principle decision to consult on the scheme was made in January 2014.

Recommendations

2. That the cabinet member approves the Clarence Street Bus Improvement Scheme, as set out here, so that the scheme can be implemented between January and March 2015.

Background

3. Appendix A of this paper shows the scheme to be implemented. It consists of:
 - A longer lane for vehicles turning left into Lord Mayor's Walk from Clarence Street, so that straight-through/ right-turning traffic is not

held up by queuing vehicles

- Changes to traffic signals so that the left turn from Clarence Street into Lord Mayor's Walk gets additional green time
- A length of cycle lane on the approach to the traffic lights at the Clarence Street/ Lord Mayor's Walk junction
- An improved pedestrian crossing adjacent to the Clarence Street bus stops

Consultation

4. Consultation on the scheme began on 25th September 2014 and concluded on 29th October 2014. 600 letters/ e-mails were delivered to households in the vicinity of Clarence Street and key stakeholders, City of York Council hosted a consultation questionnaire on its website and the council's website and York Press carried details of the proposed scheme and advertised the consultation. A specific consultation was held with York St John University, who are located adjacent to the scheme.
5. Responses to the consultation were generally positive, with respondents pleased to see a scheme which looked to improve conditions for all modes on the corridor. The on-line questionnaire received 28 responses over the consultation period.
6. Letters and e-mails received about the scheme were generally supportive. We received two e-mails suggesting how the traffic signals at the Clarence Street/ Lord Mayor's Walk junction could be rephased. York Cycle Campaign wrote generally supporting the proposed scheme, but voiced concern that replacement of the existing pedestrian traffic island with a puffin crossing could encourage motorists to speed to beat the lights. On consideration, it was decided by the CYC design team, however, that the proposed change should improve conditions for cyclists in comparison with the existing crossing island because it would remove a pinchpoint on the network where cyclists and vehicles may come into conflict presently.
7. The 28 on-line questionnaire's responses generally supported the view that Clarence Street suffered from congestion and that the proposed scheme would improve conditions for cyclists and pedestrians. There was some scepticism that the scheme would improve conditions for bus

users, however, although the overall size of the sample, at 28, is very small. Comments offered by respondees to the questionnaire varied, with a number of supportive comments and a number of comments about how the traffic signals at either end of Clarence Street could be phased. A number of the comments did not specifically deal with the Clarence Street scheme and were more generally discursive of transport policy in York.

8. Internal consultation at the Council led to some concern from Conservation officers about the impact on the tree avenue on the north side of Clarence Street. This led to some small amendments to the scheme by the design team which reduced the number of trees which would have to be removed for the scheme from 6 trees to 2 trees, both of which are currently in poor condition.
9. Generally, the response to the scheme was muted, with those who responded generally positive about the scheme. In conclusion it would appear that the scheme is non-contentious.

Cost of the scheme

10. The capital cost of the scheme is estimated to be £303,000, plus a further £30,000 contingency. This sum is comprised as shown in the table below:

Table 1: Scheme Costs

Cost heading	Estimated cost	Notes
Civil Engineering	£123,000	Changes to kerblines, new surfacing, cycle lane.
Traffic signals	£55,000	Comprises new traffic signals at Clarence Street/ Lord Mayor's Walk/ Gillygate junction, plus new pedestrian crossing adjacent to vets' surgery.
Utilities diversions	£125,000	Move BT chamber, plus movement of water pipes and electric cables.

TOTAL FORECAST COST	£303,000	
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This cost is above the originally forecast cost, in the Better Bus Area Fund Bid, which was £190,000. A review of project costs was undertaken to identify why these had risen. Table 2 (overleaf) shows the conclusions of this review.

Table 2: Changes in scheme costs

Item	2012 cost	2014 cost	Comments on increase
Utilities diversions	£60,000	£125,000	Increase due to high costs of relocating BT junction box in footway at Clarence St/ Lord Mayors Walk junction, plus costs incurred on north side of Clarence Street from constructing longer length of 2 lane highway than anticipated initially.
Civils costs	£95,000	£113,000	Increase due to longer length of scheme
Signals costs	£35,000	£55,000	Increased to reflect signals costs of PUFFIN crossing required for longer length of scheme
Additional items	£0	£10,000	Changes to scheme to accommodate cycle lane
TOTAL	£190,000	£303,000	

A further piece of analysis concluded that, despite the cost increase, which can be accommodated within the Better Bus Area Fund, the scheme was still likely to be good value for money, with a benefit to cost ratio in excess of 2:1, which exceeds the Department for Transport threshold for a “good value for money” scheme.

Programme for the Scheme

11 The programme for the scheme is:

- Decision Session meeting 21st November
- Issue TMA notice mid December (3 months notice)
- C4 returns by w/e 28th November. Raise and issue orders for Stats diversions
- Lead-in times for Public Utilities 6 weeks (allow 8 for Christmas overlap)
- Stats diversions begin circa w/c 19th January 2015
- Stats diversions completion circa 22nd February
- Construction of main works w/c 23rd February, duration approx 5 weeks, completion 3rd April.

Council Plan

12. The potential benefits of this scheme for the priorities in the Council Plan are:

- Create Jobs and Grow the Economy – improvements to bus services have a generally beneficial impact on economic growth and GVA. This scheme directly improves access to a number of key employment sites in York, including York city centre, York District Hospital, Clifton Moor, Nestle and York St John University.
- Get York Moving – improvements to the junction and highway will improve traffic flow for both bus services and other road users, including cyclists. This includes for emergency vehicles travelling westbound from York District Hospital (for example, to respond to emergency calls).
- Build strong communities – the Social Exclusion Unit identified that good bus services are an effective means of reducing social and economic isolation and hence building stronger communities
- Protect vulnerable people – improvements to Clarence Street will improve access travel to and from York District Hospital, assisting those who need to travel to the Hospital either for outpatients appointments, emergency care or to visit friends and relatives receiving care at the hospital
- Protect the environment – The measure will improve the attractiveness of bus services and will encourage modal transfer

from cars to buses, reducing vehicle emissions in the city centre. The measure will reduce congestion more generally, which will reduce emissions from vehicles standing in traffic. The scheme will result in the removal of two existing silver birch trees, although two new trees will be planted on Clarence Street to replace them.

Implications

13. This report has the following implications:

Financial

14. Provisional cost estimates suggest that the proposed works can be delivered within the allocated budget for the Better Bus Area programme as a whole, all of which is provided by the Department for Transport element of the BBAF.

15. **Human Resources** - none

16. **Equalities** - none

17. **Legal** - none

18. **Crime and Disorder** - none.

19. **Information Technology** - none.

20. **Land** - all land lies within the adopted highway.

21. **Risk Management** - no significant risks associated with the recommendations in this report have been identified.

Recommendations.

22. That the Cabinet Member approves construction of the scheme.

Reason – To enable the scheme to be implemented between January and March 2015.

Contact Details

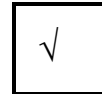
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Report Approved



Date 12 November
2014

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Guildhall (site of scheme), Clifton Ward **All**
(adjacent to scheme)



For further information please contact the author of the report.

Annexes:

Annex A Proposed scheme