

**Notice of a public meeting of  
Decision Session - Cabinet Member for Transport**

**To:** Councillor Levene

**Date:** Friday, 21 November 2014

**Time:** 5.30 pm

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

**A G E N D A**

**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 **4:00 pm on Tuesday 25<sup>th</sup> November 2014.**

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm Wednesday 19<sup>th</sup> November 2014.

## 1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

## 2. **Minutes** (Pages 1 - 4)

To approve and sign the minutes of the meeting held on 13<sup>th</sup> October 2014.

## 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 Thursday 20<sup>th</sup> November 2014**.

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit

### **Filming or Recording Meetings**

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at [http://www.york.gov.uk/downloads/download/3130/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings](http://www.york.gov.uk/downloads/download/3130/protocol_for_webcasting_filming_and_recording_of_council_meetings)

**4. Huntington Road (Sessions) Section 278 - (Pages 5 - 20)  
Permanent Traffic Calming**

The Cabinet Member is asked to consider a report provides feedback on a recent consultation exercise undertaken in relation to restoring the chicanes on Huntington Road near the new housing development on the former Session site.

**5. Clarence Street Bus Improvement Scheme (Pages 21 - 30)**

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.

**6. Urgent Business**

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – [laura.bootland@york.gov.uk](mailto:laura.bootland@york.gov.uk)

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

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Meeting	Decision Session - Cabinet Member for Transport
Date	13 October 2014
Present	Councillor Levene

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**11. Declarations of Interest**

At this point in the meeting, the Cabinet Member is asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

**12. Minutes**

Resolved: That the minutes of the Decision Session held on 7<sup>th</sup> August 2014 were approved and signed by the Cabinet Member as a correct record.

**13. Public Participation**

It was reported that there had been no registrations to speak under the Council's Public Participation Scheme.

There had been one request to speak on agenda item 4, Public Rights of Way.

Mr Judson spoke as a resident of Bishopthorpe Road in objection to the Gating Order. He advised that the gates would cause problems for access and egress, particularly for people using vehicles and those with mobility problems. He also raised concerns about the recent changes to waste collections which had taken place prior to the decision to make the gating order operative.

**14. Public Rights of Way - Proposal to restrict public rights over the alleyway between Nunmill Street and Bishopthorpe Road in Micklegate Ward, York using Gating Order legislation**

The Cabinet Member for Transport considered a report which requested approval for sealing and making operative the draft Gating Order for the alleyway between Nunmill Street and Bishopthorpe Road using Gating Order legislation. The Gating Order had been requested by Local Residents, North Yorkshire Police, the Safer York Partnership and Councillors.

Officers' outlined the report and advised that the Safer York Partnership had identified the alleyway as a high priority out of the streets waiting to be gated.

The Cabinet Member advised that while he was sympathetic to the points raised by the speaker earlier in the meeting, he was confident that the issues raised could be addressed through the design process and was minded to approve the gating order in light of the level of support for the scheme from other local residents.

Resolved: That the Cabinet Member agreed to sealing and making operative the draft Gating Order.

Reasons: (i) The council has a duty under Section 17 of the Crime and Disorder Act 1998 to implement crime reduction strategies in an effort to reduce overall crime in their administrative area. This gating scheme will support that obligation.

(ii) Two formal objections to the draft Gating Order have been received however, at the previous informal consultation stage the majority of residents who responded were in support of the scheme (see Annex 2 of the report).

(iii) With due regard to the Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010, the Council has identified that there is one positive and six negative impacts of this

gating scheme which involve mobility and access issues (Annex 3 Community Impact Assessment). Some of the negative impacts can be mitigated by design and installation options. Gating Orders may also be reviewed on a yearly basis, or on demand, which can accommodate any change in local circumstance. The positive impact of additional security to residents, increasing peace of mind and providing a safe area to the rear of properties justifies the negative impacts.

**15. City and Environmental Services Capital Programme - 2014/15 Consolidated Report**

The Cabinet Member considered the City and Environmental Services Capital Programme 2014/15 consolidated report which identified proposed changes to the capital programme to take account of carryover funding from 2013/14. The report also proposed adjustments to scheme allocations to align with latest cost estimates and delivery projections and details of outturn.

The Cabinet Member noted the report and thanked Officers across all departments for their hard work, particularly on large projects such as Access York.

Resolved: That the Cabinet Member:

- (i) Approved the carryover schemes and adjustments set out in Annexes 1 and 2 of the report.
- (ii) Approved the increase to the 2014/15 CES capital programme budget, subject to the approval of the Cabinet.
- (iii) Noted the outturn figures and scheme progress set out in Annexes 3 and 4 for the 2013/14 capital programme.

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

Cllr D Levene, Cabinet Member

[The meeting started at 4.15 pm and finished at 4.30 pm].





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**Decision Session - Cabinet Member for  
Transport**

**21 November 2014**

Report of the Director of City and Environmental Services

**HUNTINGTON ROAD TRAFFIC CALMING (NEAR THE FORMER  
SESSIONS SITE)**

**Summary**

1. This report provides feedback on a recent consultation exercise undertaken in relation to restoring the chicanes on Huntington Road near the new housing development on the former Session site.

**Recommendation**

2. That the Cabinet Member agrees to reinstall chicanes in this area, as proposed in Annex D.

**Background**

3. Ben Bailey Homes Ltd is developing the former Sessions site off Huntington Road. As part of the development work, there was a requirement to remove the existing priority give-way measures (chicanes) as they would cause problems for construction traffic and would conflict with the position of new driveway accesses onto Huntington Road as proposed as part of the new housing development.
4. The planning conditions stipulated that, as a temporary measure, speed cushions should be introduced on to Huntington Road in place of the chicanes to continue to control vehicular speeds. The temporary cushions were installed prior to the development work commencing, as required under the planning conditions, as shown in Annex A. However, in the long term it was always understood that the chicanes would be restored when most of the construction work was completed and suitable new positions had been agreed.

5. Ben Bailey Homes Ltd has a commitment to fund the introduction of the temporary and replacement permanent traffic calming measures.

### **Outline Proposals**

6. To help identify where the replacement chicanes would be best positioned, the new street layout was assessed and the proposals shown in Annex B were developed for local consultation.

### **Consultation**

7. Consultation was undertaken in February 2014 with a letter (see Annex C) and plan being sent to local residents and businesses. The consultation also included Huntington Parish Council, the Ward Members, party group representatives and relevant road user organisations. The results of the consultation are outlined below.

### **Ward Member Views**

8. Councillors Hyman, Runciman and Orrell requested that the consultation letter be sent out to a much wider area than just those properties adjacent to the scheme.

*Officer Response - After internal consultation with City of York Council's planners, it was agreed that there was no additional requirement under the planning consent for the developer of the Sessions site to do a wide scale consultation. The original traffic calming scheme had been consulted upon quite some time ago, and as the proposals are to replace the original chicanes, just in a more appropriate location, all that was considered necessary at this stage was consultation of these changes locally.*

### **Political Party Views**

9. Councillors D'Agorne, Reid and Steward offered no response to the consultation.

### **Parish Council Views**

10. Huntington Parish Council offered no response to the consultation.

### **Local Business Views**

11. Local businesses offered no response to the consultation.

### **User Group Views**

12. None have offered any response to the consultation (but it is understood that North Yorkshire Police intends to respond and this feedback will be added to the report later or given at the meeting).

### **Residents**

13. Two residential households responded to the consultation. The views were divided, with one supporting the removal of the cushions, and the other supporting their retention in place of the chicanes. More detail is given below:

- A resident of Fern Close stated that the new rubber speed cushions caused grounding problems for drivers on low sports cars. The resident also considered that lorries and vans are able to straddle them too easily, and so feels the cushions do not work in traffic calming terms.

*Officer response: The proposed removal of the cushions should resolve the problem for low cars, and chicanes are effective at slowing vehicles of all sizes.*

- A resident of Huntington Road stated that the previous chicanes caused noise pollution regularly night and day along Huntington Road, as motorists were frustrated by being held up by the chicanes, resulting in frequent use of horns to vent their frustrations.

*Officer response: This is not thought to be a significant problem, and at night the traffic flows are much less making instances of conflict and horn blowing much less likely. It is not a complaint that has regularly been made about the former layout in this area, or indeed over the rest of the scheme.*

## Safety Audit

14. A safety audit appraisal of the proposal was recently carried out and highlighted the following points:-
- The proposed layout of the chicanes in Annex B places them in an arrangement which is different to the rest of the scheme (they would be on the opposite side of the road if the arrangement was the same). The layout in Annex B has the advantage of keeping traffic on the normal (left) side of Huntington Road as it passes the new site access, which is less likely to cause any confusion for drivers exiting the side road. However, there is a concern that queuing back from either of the chicanes could make entry or exit from the side road very difficult and lead to driver frustration and possible some hazardous manoeuvres. There is also a concern that if this queuing developed at both chicanes simultaneously a grid-lock situation would occur, which again could result in some hazardous manoeuvres.
  - Given these concerns the audit team looked at the option of locating the chicanes in the same locations, but on the opposite side of the road, to create a consistency with how the rest of the scheme works. The main drawback identified is that as traffic goes around the chicanes it would be on the “wrong” side of the road, and this could be potentially confusing for drivers exiting the new side road. However, drivers should be emerging from this side road with caution, and providing they take the normal precaution in looking left and right there should not be a significant problem.
  - The safety audit team feedback goes on to say that retention of speed cushions could avoid the potential problems highlighted with chicanes. However if retained permanently, the cushions would need to be carefully placed within the available road space to ensure drivers cannot avoid the measure and stray into opposing traffic or close to the kerb where they may come into conflict with a cyclist. Adequate space should also be provided between the kerb and outside edge of the cushion to allow cyclists to avoid the measure.

## Options & Analysis

15. There are three options available:
- (a) Implement the chicane scheme as originally proposed in Annex B
  - (b) Implement the revised chicane scheme as proposed in Annex C in response to the safety audit comments;
  - (c) Leave a speed cushion scheme in place permanently.

## Analysis

16. The consultation exercise produced very little feedback, other than one expression of dislike of the existing cushions, and one view that the chicanes have some associated noise problems. This tends to imply that most people are happy to see chicanes restored in this area.
17. The chicane layout shown in Annex B has some potential problems as highlighted by the safety audit appraisal. Positioning the chicanes on the opposite side of the road, as shown in Annex D, would have less potential problems. Hence this would be the recommend option (option b)
18. The option of retaining speed cushions would be a significant change to the proposals and so would require additional consultation. It would create a permanent inconsistency in the scheme, and would probably be opposed by those not supporting more permanent vertical traffic calming measures. Also, under this option, the existing cushions would need to be replaced with ones meeting the council's recently adopted standard dimensional specifications.

## Council Plan

19. The potential implications for the priorities in the Council Plan are:
- i. **Get York Moving** - the proposals offer a suitable and recognised method of controlling vehicle speeds, making it safer for road users, whilst still allowing unrestricted movement and access in this area.
  - ii. **Protect vulnerable people** – the proposed scheme would maintain a safer highway environment, which would benefit the local community

## Implications

20. This report has the following implications:

- **Human Resources** – None.
- **Financial** – The cost of installing the permanent traffic calming measures will be met by the developer. In addition it is proposed to carry out some local road re-surfacing which would be funded through the highways maintenance budget. The surfacing will be undertaken concurrent to the s278 works to reduce disruption to residents and to reduce the overall expenditure in providing the required work.
- **Equalities** – This highway project should not adversely affect specific groups of people.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None
- **Other** – None.

## Risk Management

21. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points and set out in the table below:
22. Health and safety – the risk associated with this is in connection road safety implications of the final layout, and has been assessed at 6.

23. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon, and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Health and safety	Moderate	Remote	6
Organisation/ Reputation	Minor	Remote	2

Together these produce a risk score of 8, which being in the 6-10 category means that the risks have been assessed as being “Low”. This level of risk requires regular monitoring.

**Contact Details:**

**Report Author:**

Mark Reade  
 Engineer  
 Transport Projects  
 Highways  
 Tel: (01904) 553519

**Chief Officer Responsible for the Report:**

Neil Ferris  
 Assistant Director  
 Transport, Highways and Waste

Report approved:  Date 24<sup>th</sup> October 2014

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:** Huntington and New Earswick

**Background Papers**

None

**Annexes**

Annex A Position of temporary speed cushions.

Annex B Proposed chicane layout, as consulted on.

Annex C Consultation document distributed from February 2014

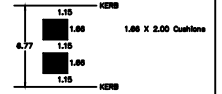
Annex D Proposed alternative chicane layout.



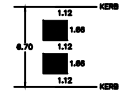
# ANNEX A

## CUSHION SETTING OUT DETAILS

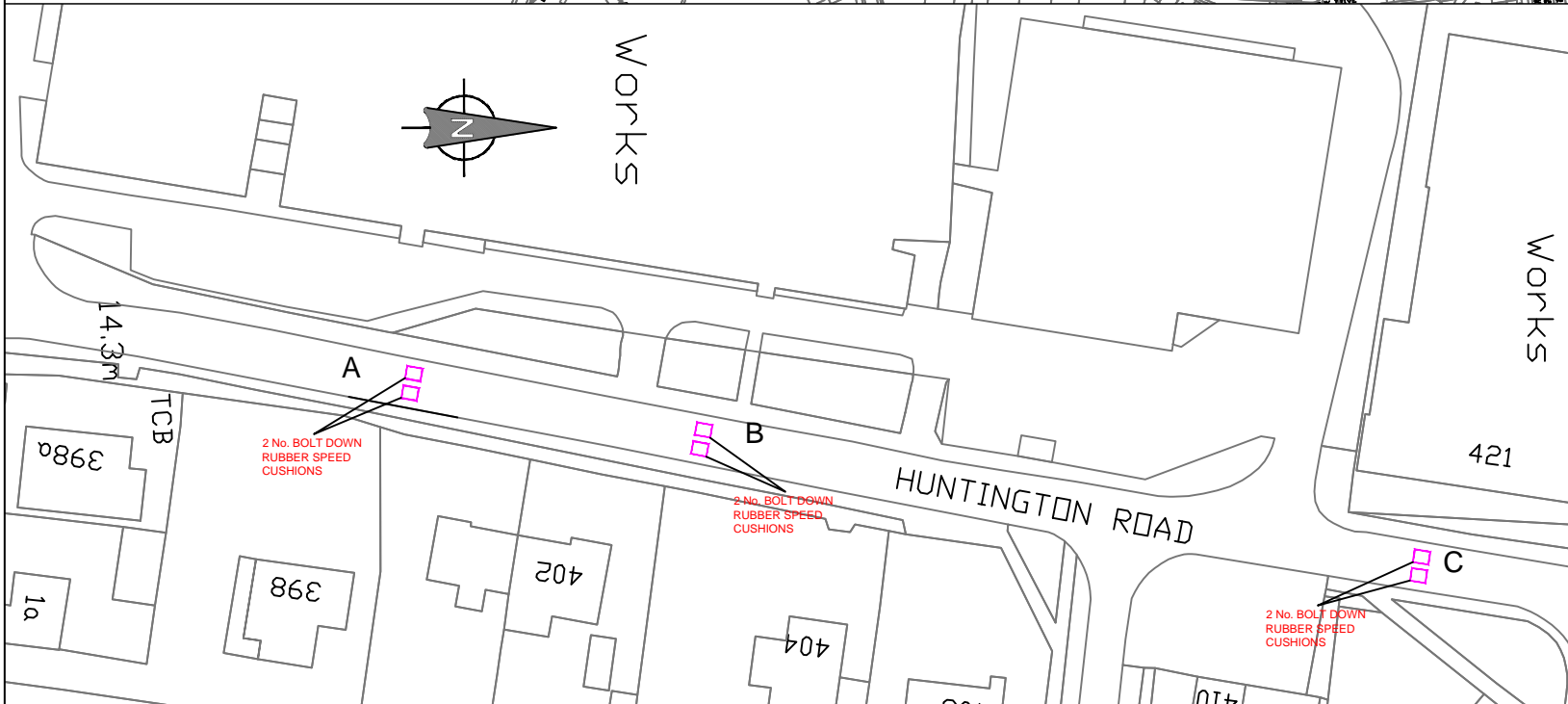
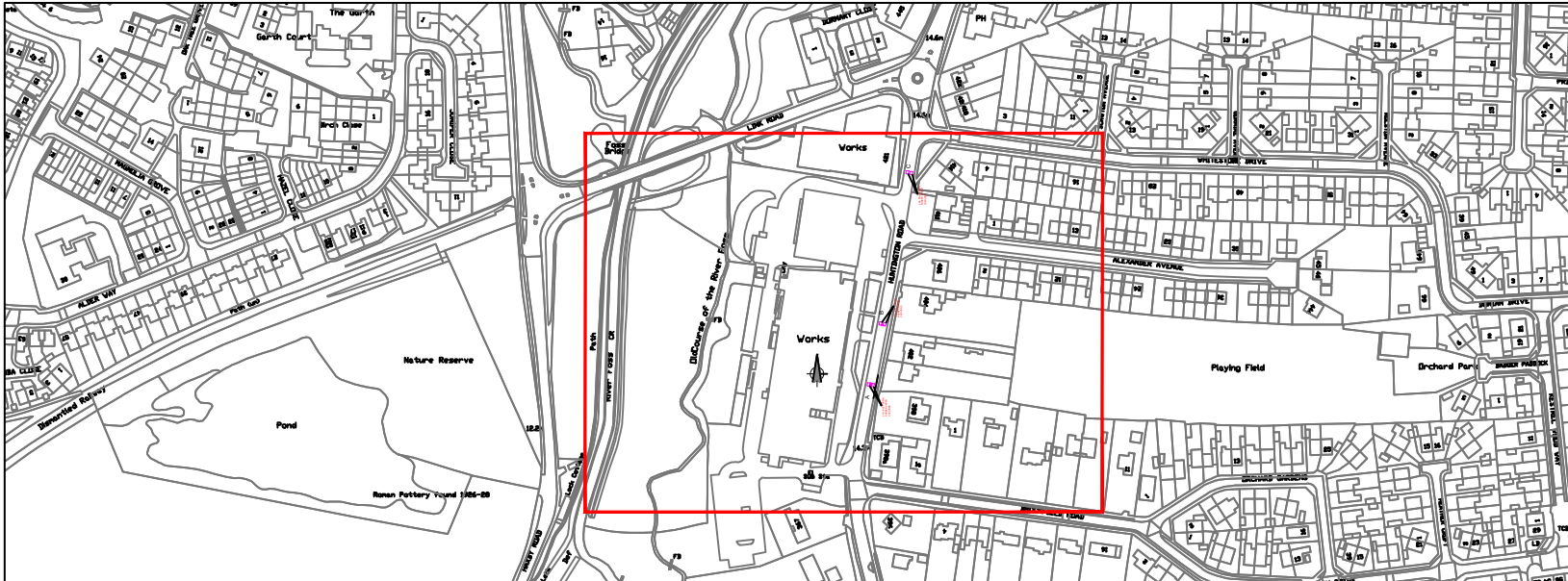
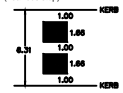
LOCATION A:



LOCATION B:



LOCATION C (near bus stop):



REV	AMENDMENTS	DATE

Huntington Road  
Temporary Measures to  
Traffic Calming  
General Layout

Drg. No. DEC/130031/100/001

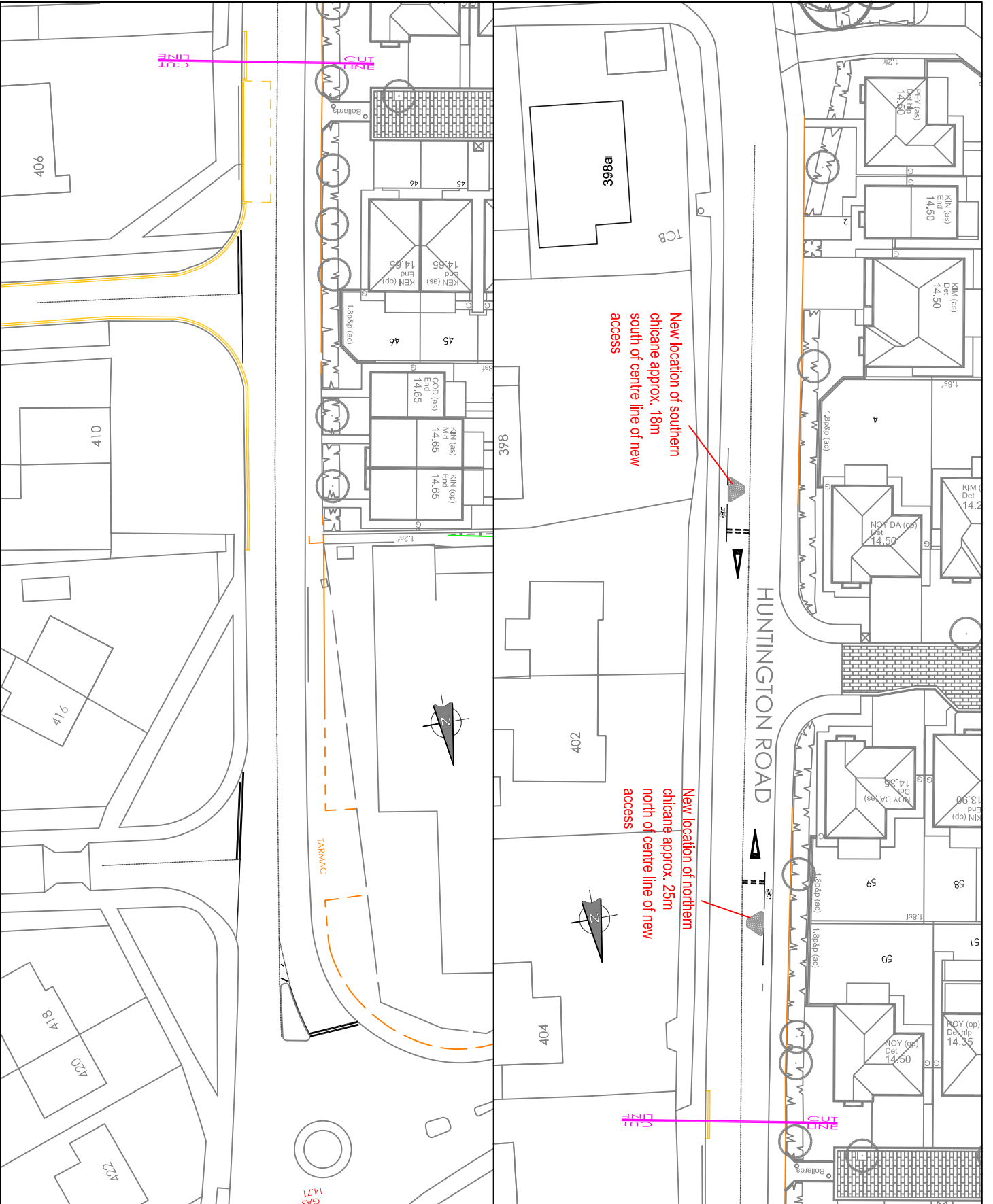
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DRAWN BY	MTReade	October 2013
CHECKED BY	..	..

DATE	October 2013	SCALE	N.T.S.
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# ANNEX B

REV	AMENDMENTS	DATE

HUNTINGTON ROAD  
SESSIONS (S278)

## PROPOSED ROAD LAYOUT

Drwg No. DEC 130031/100/003

Prepared on:	NAME	DATE
17 October 2014		
Drawn by:	NAME	DATE
Checked by:	NAME	DATE
Date:	SCALE	MS
February 2014		



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## Transport Projects

Eco Depot – Hazel Court  
James Street  
York  
YO10 3DS

Contact: Mark Reade  
Tel: 01904 55 ext.3519  
Email: mark.reamde@york.gov.uk

Our ref: MR/DM/130031/01

Date: 10<sup>th</sup> February 2014

### Huntington Road (Sessions) Reinstallation of Traffic Calming Chicanes

As you may be aware CYC have removed the existing chicanes near to your property along Huntington Road and replaced them with temporary speed cushions. This was due to the building works taking place at the old Sessions Works by Ben Bailey Homes Ltd. During their initial stages it was agreed under the Planning Application that the existing chicanes needed removing and temporary traffic calming installed, with a view to reinstating the permanent measures by first occupancy.

After much deliberation and some consultation it has been agreed that the best option for traffic calming is to reinstall chicanes but at marginally new locations.

Therefore can you look at the drawing on the reverse of this letter and reply to me at the above address/telephone number/email address, no later than Monday 24<sup>th</sup> February if you have any questions/requests/comments upon the proposed new locations of the two chicanes.

Regards

*Mark Reade*

If you would like this information in an accessible format, for example in large print, by email, or in another language, please contact 01904 551550.

Director: Bill Woolley

This information can be provided in your own language.

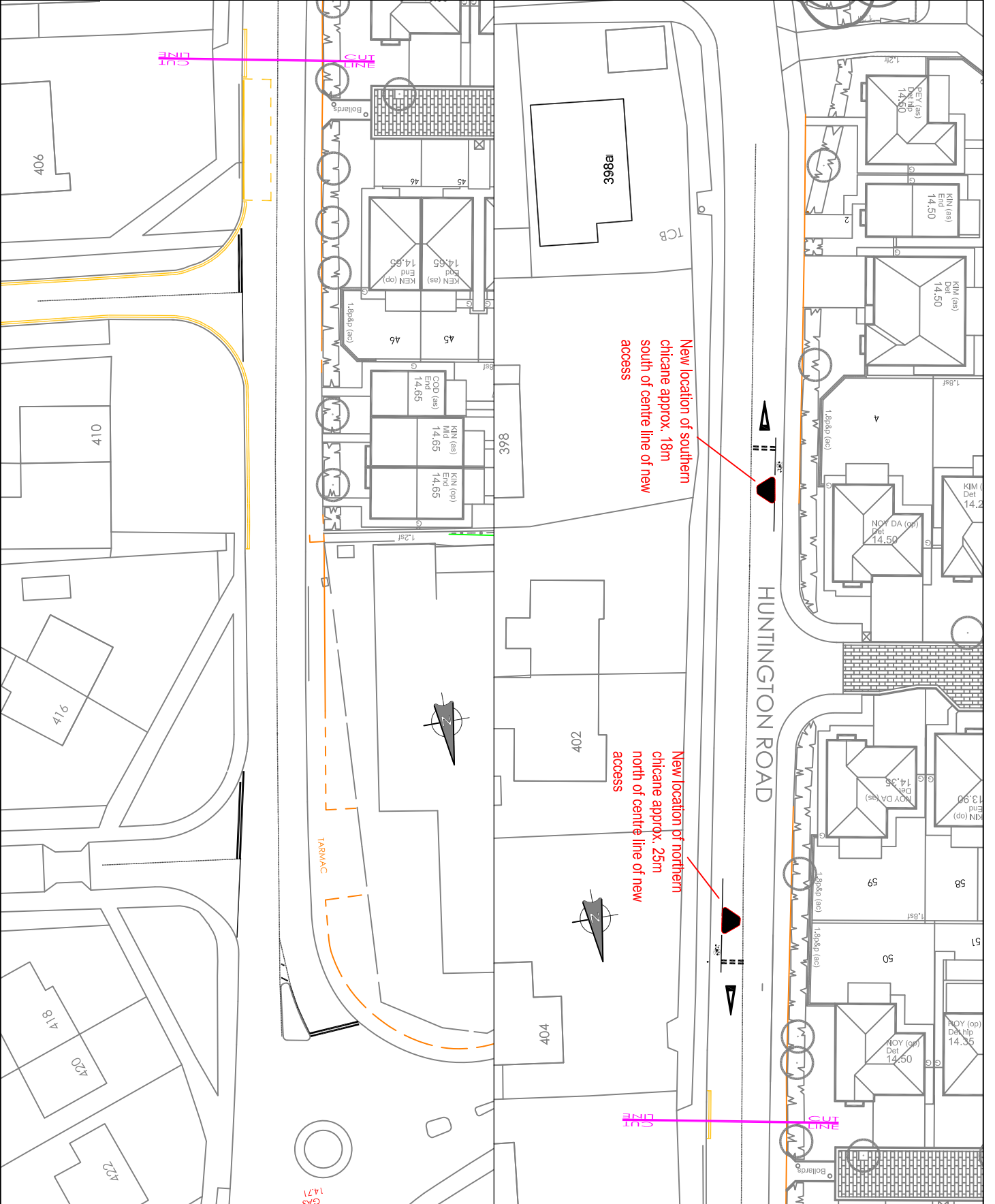
我們也用您們的語言提供這個信息 (Cantonese)

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Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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# ANNEX D

REV	AMENDMENTS	DATE

HUNTINGTON ROAD SESSIONS (S278)

## PROPOSED ROAD LAYOUT - REVISED OPTION

Dwg No. DEC 130031/100/003 Rev A

Prepared on:	NAME	DATE
17 October 2014		
Drawn by:	NAME	DATE
Checked by:	NAME	DATE
Date:	SCALE	MS
February 2014		



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**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 25<sup>th</sup> September 2014 and concluded on 29<sup>th</sup> 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**

<b>Cost heading</b>	<b>Estimated cost</b>	<b>Notes</b>
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.

<b>TOTAL FORECAST COST</b>	<b>£303,000</b>	
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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**

<b>Item</b>	<b>2012 cost</b>	<b>2014 cost</b>	<b>Comments on increase</b>
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
<b>TOTAL</b>	<b>£190,000</b>	<b>£303,000</b>	

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 28<sup>th</sup> 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 19<sup>th</sup> January 2015
- Stats diversions completion circa 22<sup>nd</sup> February
- Construction of main works w/c 23<sup>rd</sup> February, duration approx 5 weeks, completion 3<sup>rd</sup> 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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**Chief Officer Responsible for the report:**

Neil Ferris  
Assistant Director  
Transport, Highways and Waste  
Tel (01904) 551448

**Report Approved**

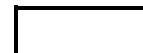


**Date** 12 November  
2014

**Specialist Implications Officer(s)**

There are no specialist implications.

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



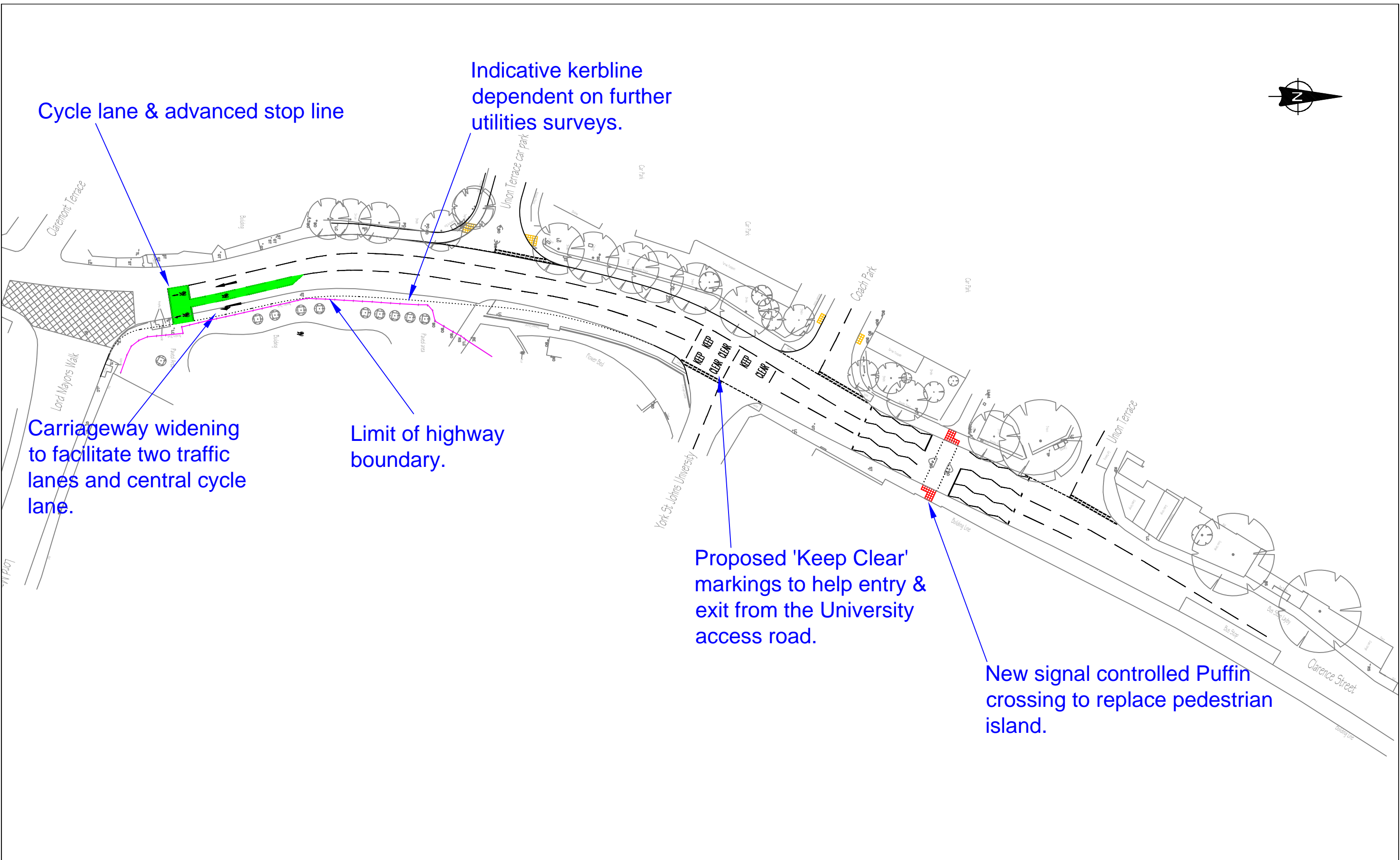
**For further information please contact the author of the report.**

**Annexes:**

Annex A Proposed scheme

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Cycle lane & advanced stop line

Indicative kerbline dependent on further utilities surveys.

Carriageway widening to facilitate two traffic lanes and central cycle lane.

Limit of highway boundary.

Proposed 'Keep Clear' markings to help entry & exit from the University access road.

New signal controlled Puffin crossing to replace pedestrian island.

	INITIAL	REV	AMENDMENTS	DATE
DRAWN BY	SJH/CMH			
CHECKED BY	SH			
SCALE	N.T.S			
DATE	Jan 2014			

BBAF – Clarence Street Bus Improvement scheme  
Option 2

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