

**CCfA – Broadway Shops  
Briefing Note for facilitated meeting Tuesday 20<sup>th</sup> April  
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The following items have been given further consideration:

**Westbound Bus Stop (re-location and/or shared use)**

A meeting and subsequent discussions have been undertaken involving the public transport officer responsible for bus stop arrangements in the city. His comments are as follows:

This stop is served by the following bus services:

24/26 towards the city centre. 07.46 – 18.06. This is the primary service operating to and from this stop.

55 towards the city centre.

415 towards the city centre. 19.52 – 23.52

The stop is used by a large number of older and disabled residents to access both the city centre and Broadway Shops. The stop is a timing point for most services and can therefore have buses parked for several minutes at a time throughout the day. Transdev York, operator of service 24/26, reports that its vehicles are not, at present, regularly obstructed from reaching the stop by delivery or shoppers' vehicles.

**Option A – Current situation**

The current stop location is ideally situated for pedestrian access for residents in the area and for people accessing Broadway Shops. The current location is able to accommodate a shelter. This is the preferred option.

**Option B – Shared use bus layby**

The theory behind this option would involve the multi-use of the lay-by through the implementation of a Traffic Regulation Order. The highway and traffic regulations do not allow for such arrangements, therefore it is not possible to take this option any further. Even if the legal aspect was supportive it would be difficult to recommend such, due to the foreseeable practical issues, confusion, not to mention safety concerns and expectations that would arise as to enforcement.

**Option C – Re-site the stop**

The only physically suitable location for re-siting the bus stop would be to a point midway between the driveways of numbers 66 and 68 Broadway. This would require a shortened run of Kassel kerbs and an area of hardstanding running down to the driveway of number 66 Broadway.

This option is not preferred for several reasons: it will place bus passengers further from the shops than private car passengers, thereby acting as a disincentive to sustainable travel; it is likely to be contested by frontagers of nearby properties, especially if the shelter is to be moved with the stop.

In conclusion, despite officer concerns regarding Option C, it is feasible for this to be considered further. The council would have to formally consult with affected frontagers. If this resulted in objections, then a report would have to be taken initially to a Chief Officer within City Strategy. Depending on level of support versus objection, it is feasible that such a decision would have to be referred to the Executive Member for City Strategy.

The costs involved in making such a relocation would be in the range of £2000-£3000. A decision on utilizing funding from the general bus stop improvement budget would also have to be taken into account, in formally considering the above.

### **Alteration of the end of the island**

Highway engineers have looked at the site and have provided cost estimates for the shortening of the island. These costs include the required preliminary works, earthworks, pavement reconstruction and kerbs but do not include any unknown costs associated with utility protection or diversions that may arise.

On this basis, it would cost approximately £3000, to reduce the island by 2 metres. If this was undertaken at both ends the cost would double.

By way of comparison the cost to reinstate a damaged bollard is less than £100. Such small-scale highway reinstatement has been undertaken in the past and on the basis of cost; it would continue to be the selected method, unless adequate funding could be sourced for larger scale works.

### **Signage and Traffic Regulation Order (TRO)**

The installation of two blue background (advisory) signs at either end of the island, with Entry/No Entry, was discussed at the last meeting and it was agreed could be installed. The cost for these would be £200 each.

If it is determined to pursue the relocation of the bus stop and such is approved, then it is advisable for a TRO to be progressed to regulate the use of the existing lay-by. It would make sense for this to be along the lines of:

Goods Vehicle loading only 7-9 except Sundays

60 minute limited waiting no return within the hour 9am - 10pm except Sundays.

The costs associated with advertising and installing an order would be approximately £1500.

**Post Box location, trolley bay outside Co-op.**

Officers have struggled to establish a contact at the Post Office (main York office) regarding the potential to relocate the post box. Leeman Rd sorting office appear to have no idea who would deal with that and the National property team say to contact Leeman Rd! It seems as though Leeman Rd (as the local sorting office would need to raise an order to relocate with the head office who then ok it/process it)

Discussions with the Co-Op have indicated (verbally), that they are willing to remove the trolley bay, which would give greater flexibility on the frontage in terms of installing any other features, to manage parking.