

Report of the Director of City Strategy

An Update Report on Major Transport Initiatives in York

Summary

1. This report provides Members of the Economic & City Development Overview and Scrutiny Committee with an overview and update in relation to the major transport initiatives in the city currently being progressed.

Major Transport Initiatives

2. Separate reports on the major transport initiatives are presented to the Cabinet Member for City Strategy on a regular basis. The overall capital programme is monitored through the year with the latest report submitted to the 28 June Decision Session.

LTP3 – Progress

3. LTP3 sets out the transport strategy for the city and the measures to be progressed in the short-term (2011-2015), medium-term (2015-2021) and long-term (2021 -2031), under the following strategic themes:
 - Provide Quality Alternatives (to the car).
 - Provide Strategic Links
 - Implement and Support Behavioural Change.
 - Tackle Transport Emissions.
 - Improve Public Streets and Spaces
4. The City of York Local Transport Plan 2011 – 2031 (LTP3) was issued to the DfT in draft form, subject to adoption by Full Council, on 31 March 2011. The approved LTP3 was published, following adoption by Council, on 7 April 2011.

5. LTP3 sets out ambitious objectives over the long term, but is realistic in what is achievable over the next few years, reflecting the lower levels of funding from national government than was received for LTP2 (2006-2011). However, it is anticipated that significant improvements are still possible in the short term, as many of the measures proposed are deliverable by making better use of existing infrastructure rather than high capital expenditure.
6. Key aspects to be delivered in the short term include:
 - Significant improvements to public transport (buses) within and into York.
 - Improved air quality
 - Safer streets
7. LTP3 is also harmonised with and supportive of the Local Development Framework Core Strategy.
8. The infrastructure improvements proposed over the LTP3 period are included in the document and delivery identified in detail in the Capital Programme reports to the Cabinet Member for City Strategy Decision Sessions.

Cycling City

9. The Cycling City project was a three year programme (2009-2011) to encourage more people to cycle in the city. The programme was funded by a £3.68m grant from Cycling England (CE), which has been match-funded by the city (City of York Council and other partners). Grant funding was provided to deliver both revenue and capital initiatives. Further details were included in final report to the March 2011 Executive.
10. The programme had three main project focused areas, these were: -
 - Revenue based projects – providing the opportunities to try cycling, marketing campaigning and generally increase the acceptance that cycling was the norm for York.
 - Improvements to the existing cycling infrastructure.
 - New cycling infrastructure – essentially resolving some of the main gaps in the network, an orbital cycle route and other key capital projects such as a secure cycle hub and rail station access.

11. Current data shows that the overall cycling levels are up by approximately 15%. This is in advance of the full effects of the capital schemes being realised so additional increases can be expected over the next few years as a result of the Cycling City programme.
12. For commuting, based on four of the largest employers CYC has worked with, cycling levels increased from 17% up to approx 35%. The impact of the programme on schools is less conclusive with the annual school survey showing a plateau in the numbers cycling, however given that the surveys are undertaken during January the answers are can be skewed by the weather. Independent Cycling England data for 2009 showed about a 43% increase.
13. Promotional events have been held throughout year including two of the main events, York Cycling City Races in July 2010, the Festival of Cycling in September.
14. Smaller events and cycle rides continued through the year e.g. family cycling try out show in November and Christmas cycle ride in December. Plus many other revenue funded initiatives that have been reported on nationally. Further details of events are available on the Cycling City website at <http://www.cyclingcityyork.org.uk>
15. The final elements of the infrastructure improvements included in the programme are planned to be completed in the early summer.
16. The final three sections of the Orbital Cycle Route (James Street to Millennium Bridge, Hob Moor to Water End, Clifton Green to Crichton Avenue) were completed in May with signage to be erected in July. This route provides a high quality circuit of the city away from the inner ring road improving access to schools and employment sites.
17. The Cycling Hub providing secure cycle parking in the city centre in a converted former electricity sub-station adjacent to Lendal Bridge operated by Bike Rescue was opened in January.
18. Access for cyclists, disabled and pedestrians to the station will be transformed by the introduction of new ramps from Lowther Terrace into the long stay car park and Post Office Lane into the short stay car park. These new access points will enable cyclists to avoid the busy section of the inner ring road in front of the station. The scheme is being

progressed by East Coast with a £200k contribution from the council. The ramps are due to open in mid July.

19. An update on other schemes is included in the Capital Programme section
20. It is hoped that the a successful Local Sustainable Transport Fund bid will enable elements of the Cycling City programme to continue in 2011/12 and beyond with a wider focus on all sustainable transport modes.

Integrated Transport Capital Programme – 2010/11

21. The integrated transport programme is funded from the Local Transport Settlement, individual transport grants and developer contributions. The funding is used to deliver the infrastructure objectives of the Local Transport Plan. Details of the programme are presented to the Executive/Cabinet Member throughout the year. (2010/11 Outturn Capital Programme Report submitted to 28 June Decision Session meeting).
22. The starting budget for the 2010/11 integrated transport capital programme was £6.9m. Following in-year budget cuts announced on 10 June 2010 the budget was reduced to £5.7m. The final budget was £5.8m following the addition of grants and virements. The LTP settlement in December indicated that future years budgets would be substantially lower at approx. £2.0m per year.
23. There was an underspend of approximately £1m against the 2010/11 budget principally due to slower than anticipated delivery of the A19 roundabout improvement scheme, which was completed in early July and delays to some of the cycling schemes across the city e.g. station access ramps being delivered by East Coast.
24. An update on the principal schemes in the 2010/11 is provided in the following paragraphs:

A1237 / A19 Rawcliffe roundabout improvements

Improvements to increase the capacity of this key junction and reduce journey times on this section of York's outer ring road.

25. The £1.4m scheme to improve capacity at the junction was completed in early July. The scheme includes the widening of the A19 North and A1237 approaches to three lanes and A1237 exits to two lanes over approx.150m. The lighting

columns will be upgraded as part of the scheme to improve safety.

26. Due to traffic queuing across the A19 roundabout, particularly in the anti-clockwise direction during pm peaks, it should be noted that the full benefit of the improvements is not expected to be realised until the A59 roundabout is also upgraded.

A19 Fulford Road corridor improvements

Multi-modal transport improvements along this key corridor.

27. Major improvements have been implemented between Heslington Lane and Cemetery Road including traffic monitoring cameras at four junctions; new traffic signal equipment at three junctions; improved pedestrian crossing facilities; on-road and off-road facilities for cyclists; and city-bound bus lanes on the approaches to the Broadway and Hospital Fields Road junctions.
28. Minor improvements have also been introduced at other locations including a new pedestrian refuge crossing on Fulford Main Street; a section of bus lane on Selby Road; and gateway treatments on the B1222 at Naburn.
29. Following a review of the scheme the Executive Member approved the removal of a section of the bus lane between Fulford Cross and Hospital Fields Road. The right turn lanes have been re-instated; an additional pedestrian refuge island installed and continuous on-road cycle facilities provided.
30. Schemes for the northern section of the corridor from Cemetery Road to Fishergate School including a 20mph limit were developed and delivered in early 2011.
31. The major improvements at the southern end of Fulford Road, including improvements to the A64 interchange, are closely linked to delivery of the Germany Beck development.

Blossom Street

A multimodal scheme to improve the layout of Blossom Street for cyclists, bus services and pedestrians

32. The scheme has upgraded the layout and equipment of the signalised junction at the Queen Street/Blossom Street junction and provided a continuous in-bound cycle route on Blossom Street.
33. Subject to the availability of funding the 2nd phase from Holgate Road up to the end of phase 1 will be delivered in 2011/12.
34. Through the Cycling City York programme an advance green light for cyclists, which is the first of its kind in the UK, has been delivered on Queen Street allowing cyclists a 5 second head start on the main traffic.

Other Integrated Transport Schemes

35. Wigginton Road Cycle Route – Improvements to cycle route between Foss Island Cycle Route and Clarence Street Junction. The route was completed in early 2011 combined with access changes to the new Hospital Car Park.
36. Museum Street/Library Square – Improvements to the P&R bus stop and Library Square were completed in May. The scheme was part funded by a contribution from the Property budget to improve disabled access to the library.
37. Deighton Right Turn Lane – Provision of a right turn lane and improved crossing to the bus stop on the A19 at Deighton. The scheme was completed in October in conjunction with the drainage and resurfacing works in the area.
38. Safe Routes to School – Improved routes for pedestrians and cyclists were provided to a number of schools including Hob Moor, Hempland, Haxby Road, Naburn and York High. 140 cycle parking spaces have been provided at Fulford School.

Integrated Transport Capital Programme 2011/12

39. The original starting budget for 2011/12 was £1.9m (70% reduction on 2010/11). Carryovers and additional items will increase the budget to approximately £2.8m to be confirmed in the consolidated report to the 26 July Decision Session.

40. The significant change to the budget combined with the current overall City Strategy restructure has led to the disbanding of the Engineering Consultancy and integration of the highway design engineers into a new transport projects team within the Sustainable Transport Service. The numbers of staff in the engineering design team has been reduced and the use of consultants will be restricted to specialized areas only.
41. Owing to the level of carryover schemes and the changed priorities of the new administration it is anticipated that the original programme will need to be revised. Details will be provided in the consolidated report to the Cabinet Member for City Strategy Decision Session on 26 July.
42. The key schemes originally planned to be progressed in 2011/12 in the are indicated below. Delivery in 2011/12 is subject to confirmation of the programme on 26 July.
 - Completion of transport model upgrade
 - Public Transport schemes. Bus Location and Information Sub System improvements, City centre bus stop improvements,
 - Blossom Street – Phase 2. Extension of scheme to include Holgate Road Junction.
 - Fishergate Gyratory – Pedestrian and cycling improvements
 - Library Square Improvements – Completed
 - Rawcliffe Recreation Ground Shared Use Path – Completed
 - University Cycle Routes – Heslington Lane, University Road
 - Completion of Orbital Cycle Route – Signage to be completed
 - Station Access Ramps – To be completed mid July
 - Safety and Accessibility Schemes – Schemes to address local safety, danger reduction and speed management issues.
 - Safe Routes to School Programme – Rolling programme of improvements to improve sustainable access to schools.
 - 20mph limit pilot in South Bank area – to be extended - subject to report to 26 July Decision Session.

Access York Phase 1

43. Major scheme to deliver 3 new Park & Ride sites, capacity improvements to A59/A1237 roundabout and bus priorities on the A59 and Wigginton Road. The key milestones for the project are indicated below.

- Programme Entry awarded in March 2010.
- Major Scheme process suspended in June 2010.
- Major Scheme process restarted in October 2010. Access York Scheme Phase 1 scheme allocated to Development Pool.
- Planning permission has been obtained for all 3 sites.
- Options to buy the land for the main sites are in place and land acquisition of two smaller pieces is nearing completion.
- Detailed design for the Askham Bar site is continuing but detailed design of the other sites and A59 roundabout has been suspended pending a final funding decision.
- An Expression of Interest, for funding, was submitted on 4 January 2011 and a Final and Best funding bid is to be issued by 9 September 2011.
- An Interim Information note was submitted to the DfT on 24 June. It is anticipated that feedback will be provided in early July to enable any comments to be incorporated into the Final Bid.
- A decision on funding is expected by the end of 2011, for a potential start in April 2012.
- Subject to funding approval it is anticipated that the sites could be operational by the summer of 2014.

Subsidised Local Bus Service Provision

44. The council provides subsidies to enable a network of socially necessary public transport services to be provided to areas of the city where a purely commercial operation is not viable.
45. The council currently supports 27 services carrying approximately 850,000 passengers per year with an estimated subsidy cost of £710k in 2010/11.
46. An extensive procurement process was undertaken in 2011 with contracts for the new services awarded in July with a start date in September.
47. Owing to a 20% reduction in Bus Service Operators Grant due to start in 2012 it is anticipated that the subsidised service budget will come under additional pressure as operator costs rise and an increased number of current commercial services could become unsustainable.

Local Sustainable Transport Fund

48. The Local Sustainable Transport Fund is a £560m (over 4 years) fund available for Local Authorities to improve

sustainable transport in their areas. Access to the fund is on a bid basis.

49. City of York Council submitted a bid £4.645m on 18 April with an announcement expected in early July.
50. The bid included a number of citywide elements such as travel planning but is focussed on improvements to cycling, walking and public transport infrastructure in the northern quadrant of the city. This sector of the city, between the Ouse and Malton Road, has been targeted due to the relatively high number of trips by car to the main employment and retail sites (Clifton Moor & Monks Cross) in the area.
51. The bid includes revenue and capital elements to ensure that the maximum benefit of the city's existing sustainable transport networks are realised.
52. The key infrastructure improvements for public transport planned to be funded include upgrades to traffic signals to allow bus priority, additional real time passenger information displays at key bus stops in the city centre and key destinations.
53. Walking routes will be improved in the Clifton Moor and Monks Cross areas. A new cycle route will be provided between Rawcliffe and the University via Clifton Moor and Monks Cross including a key 'missing link' between Haxby Road and Wigginton Road along the south side of the Outer Ring Road.

20mph Limits

54. A key priority of the new administration is the provision of 20mph speed limits in residential areas.
55. A revised policy document is being prepared for submission to the October Decision Session, which will set out how the programme will be delivered.

Consultation

Not applicable as this is an item for information only.

Options

Not applicable as this is an item for information only.

Corporate Priorities

56. These transport initiatives accord with the Council's priorities relating in particular to maintaining thriving a City through support for its economy and for a sustainable city which is allowed to grow whilst maintaining York's special qualities.

Implications

57. There are no financial, human resources, crime and disorder, information technology, property or other implications directly associated with this information only report.

Risk management

58. Not applicable as this is an item for information only.

Recommendations

59. That the Committee note the present position in relation to major transport initiatives in the city.

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Report Date 30/06/11
Approved

For further information please contact the author of the report

Wards affected – ALL