

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 5 January Decision Session.

LTP3

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 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.

Integrated Transport Capital Programme 2011/12

5. The original starting budget for 2011/12 was £1.9m (70% reduction on 2010/11). Carryovers and additional items have increased the budget to £3.3m.
6. Details of the 2011/12 programme were provided in the consolidated report to the Cabinet Member for City Strategy Decision Session on 26 July.
7. The key schemes planned to be progressed in 2011/12 are indicated below and were confirmed in the report 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 (see paragraphs 8-10).
 - Fishergate Gyratory – Pedestrian and cycling improvements
 - University Cycle Routes – Heslington Lane. This scheme is currently on site and includes a small extension of the existing 20mph zone with a 20mph scheme. University Road proposals are still undergoing consultation to agree a scheme.
 - 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 to include Clementhorpe and parts of Bishopthorpe and Scarcroft Road (see paragraphs 25-29)

Blossom Street

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

8. 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.

9. Phase two of the scheme will be delivered in February March 2012, subject to final approval through OIC on 17th January 2012.
10. Scheme details include, retention of the staggered pedestrian crossing adjacent to the Reel cinema; a 1.5m near-side outbound cycle lane on Blossom Street; retention and widening of the pedestrian refuge at The Crescent; footpath widening on the corner of Holgate Road/The Mount; an inbound cycle lane on Holgate Road between St Paul's and Holgate Villas; a secondary stop line and signals (inbound only) on Holgate Road just prior to the narrowed corner beyond Lowther Terrace. These signals will permanently display an illuminated green cyclist signal ensuring that cyclists have an unhindered journey to the Holgate Road/Blossom Street junction.

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.

11. The scheme to improve capacity at the junction was completed in early July 2011, several weeks after the expected completion date. This was due to additional unforeseen ground works, omissions within the Bill of Quantities and slow progress by the contractor. The contractors are currently in dispute with CYC as to additional payments that they claim are due to them as a result of the additional works undertaken. Further evidence has been submitted by the contractor to support their claim and officers are considering a response to that evidence.

Fishergate Gyratory

12. The scheme has been split into two phases. Phase one is concerned with the walking route between St George's car park and the Barbican plus other pedestrian and cycle improvements. Phase two is dealing with the gyratory lane markings and traffic priority.
13. Phase one feasibility, design and consultation were programmed for 2011/12. The member of staff responsible for the scheme retired in December and a temporary member of staff has been employed to ensure the scheme progresses. A design proposal is being considered by the Reinvigorate design group, due to the scheme's close proximity to the City Walls, in mid January.

14. Progress against this scheme has been slower than originally anticipated due to pressure of workloads and over programming of the capital programme requiring spend on some schemes to be slipped over the year end.

Other Integrated Transport Schemes

Access York Phase 1

15. A major scheme to deliver an enhanced Park & Ride service, capacity improvements to A59/A1237 roundabout and bus priorities on the A59. 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 sites.
 - Options to buy the land for the main sites are in place.
 - Final and Best funding bid submitted to DfT on 9 September 2011. Revised bid for 2 sites (Askham Bar and Poppleton Bar) at a total cost of £21.9m. Local contribution increased to £6.6m. DfT contribution reduced to £15.3m (70%).
 - Programme Entry Status confirmed in Autumn Statement on 29th November.
 - Design for sites recommenced. Main Programme:
 - Finalise design: January to April 2012
 - Start procurement of contractor: Jan/Feb 2012
 - Tender main works: May/June 2012
 - Final Approval: October/November 2012
 - Start construction: December 2012/Jan 2013
 - Sites operational: Spring/Summer 2014.
 - Consultation on highway elements of project to start in February including attendance at Ward Committees in affected areas, exhibitions, displays, website etc. Final design to be taken to April City Strategy Decision Session for approval.

Local Sustainable Transport Fund

16. The Local Sustainable Transport Fund is a £560m (over 4 years) fund available for Local Authorities to improve sustainable transport in their areas. City of York Council submitted a successful £4.645m bid on 18 April and were awarded the funding in July 2011.
17. The objectives of the programme are to encourage more people to use sustainable transport in York, meeting the following objectives through a focus on the northern quadrant (between the Ouse and Malton Road) and city wide campaigns, improvements and engagement initiatives:-
 - Help to reduce CO2 emissions in York
 - Help to increase local economic growth
 - Help to reduce congestion through the winning of hearts and minds to influence travel behaviour and encourage modal shift for those living, working and visiting York
18. The programme is funding a number of staff posts to deliver a range of initiatives, including a Travel Plan Coordinator, Public Transport officer, Assistant Road Safety officer, Low Emissions officer and an Active Living Management officer. The first three above mentioned posts are undergoing redeployee checks, the fourth post has had the job description agreed and the final post has reached interview stage.
19. A number of pieces of work will be undertaken externally and have progressed as follows:
 - Marketing and communications advisory service (for this financial year only) – *Contract awarded to Diva Creative Ltd (based in Sheffield)*
 - Cycle Challenge York – following on from the successes of this years York Cycle Challenge – *tenders being scored.*
 - A community cycle parking scheme aimed at SMEs who are given some free cycle parking but have to pay for installation and sign up to promoting cycling to their staff, customers and surrounding community– *Contract awarded to ParkThatBike*
 - School Engagement Project (currently Bike It project) – continuation of this valuable and highly effective school engagement project around cycling– *Contract Awarded to Bike It*

- WalkIt.com – a unique walking journey planner designed for York– *Contract awarded to WalkIt.com*
 - Personalised Travel Planning – *Progressing through the procurement phase.*
20. 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.
 21. 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.
 22. Approaches to major businesses on Clifton Business Park have shown their support for an improvement link between the park, Rawcliffe and Clifton to the riverside cycle route 65. This forms part of one of the studies underway.
 23. Partnership working is going well with a number of initial works underway such as improvement to the walking and cycling route links between the two retail parks at Clifton Moor.
 24. Branding has been agreed and includes all the modes of transport this programme will be covering as well as the planning element and how it all integrates together.



20mph Limits

25. A key priority of the new administration is the provision of 20mph speed limits in residential areas.

26. A revised policy document is being prepared for submission to a Decision Session, which will set out which roads are automatically included and those that are not Roads that are automatically presumed to be included and those that are not, exemptions to the policy and how they will be considered and dealt with, additional measures required (subject to the results of the trial sites), existing 20mph zones, signing of schemes, existing signs, conservation, consultation, marketing strategy, monitoring and evaluation, and how the programme will be delivered. The report has been delayed as a result of further consultation and clarity required regarding signing schedules.
27. Two pilot schemes have been agreed for implementation. The first is an extension of a scheme in the south bank (agreed but not yet implemented) to include Clementhorpe and parts of Bishopthorpe Road and Scarcroft Road. In particular average speeds on parts of Bishopthorpe Road are well above 24mph and additional measures will be trialled as part of the scheme to reduce speeds further. The resident consultation required to proceed with the scheme has been delayed until further clarity around signing has been received from the DfT (Department for Transport).
28. The pilot scheme in Murton has been delayed whilst additional funding streams are explored that will support additional measures required to reduce speeds closer to 20mph.
29. It is anticipated that issues causing delay will be resolved during 2011/12 in order that progress can be made on both pilot sites and roll-out across the city during 2012/13.

Better Bus Fund

30. The Better Bus Fund is a sister fund to the LSTF. All Local Authorities can bid for a maximum of £5million from the £50million fund. The investment is to support improvements to the bus network which will deliver benefits for the bus passenger and economy and reduce carbon emissions.
31. All bids must be submitted by 24th February 2012 and can be made up of capital, revenue, or a combination of the two.
32. Bids will only be considered if they are supported by key bus operators. Proposals that receive the support of all bus operators in the area will be preferred and proposals must not favour one particular bus operator.

33. Whilst match funding is not a prerequisite, preference will be given to bids which have an element of match funding either from the Local Authority or bus operators.
34. The proposal is to undertake works on a spine route that has been highlighted by operators as a location of unpredictable delay, namely Stonebow-Pavement-Coppergate, linked to the adjoining stretch of Clifford Street-Ouse Bridge-Micklegate-George Hudson Street-Rougier Street-Station Avenue.
35. It is proposed to work with operators to identify improvements in the following areas:
 - reliability of traffic movements
 - restriction and enforcement
 - highway and waiting facility/interchange improvements
 - carbon/emission improvements
36. Strategic modelling work is being undertaken that will identify traffic redistribution patterns as a result of restrictions and highlight junctions where improvements will be required in order to support the alterations to the spine.

Consultation

37. Not applicable as this item is for information only

Options

38. Not applicable as this item is for information only

Council Plan

39. These transport initiatives accord with the Council's priorities relating in particular to Get York Moving in delivering an effective transport system and creating jobs and growing the economy by supporting connectivity.

Implications

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

Risk management

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

Recommendations

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

Reason: To keep the committee up to date with progress

Author:

Ruth Stephenson
Head of Sustainable Transport
Tel: 551372

Chief Officer Responsible for the report:

Richard Wood
Assistant Director Strategic Planning
and Transport

Report
Approved



Date 12 .01.2011

For further information please contact the author of the report

Wards affected – ALL