
Report to
Area Forum (North West)

19th January 2005

Report of
Director of City Development

Title
The Butts/Albany Road

1 Purpose of the Report

- 1.1 The purpose of the report is to inform the members of the Area Forum of the proposals to improve bus facilities from Croft Road roundabout to Windsor Street.

2 Recommendations

- 2.1 The Area Forum is recommended to note the contents of this report.

3 Information/Background

- 3.1 On the 31st March 2004 Cabinet gave approval to continue with the PrimeLines project, which consists of a series of five bus showcase routes.
- 3.1.1 Foleshill Road
 - 3.1.2 City Centre to Walsgrave Triangle
 - 3.1.3 Tanyard Farm to City Centre to Walsgrave Hospital
 - 3.1.4 City Centre to Willenhall
 - 3.1.5 City Centre to University
- 3.2 Work is currently underway on Tanyard Farm to Walsgrave Hospital corridor with upgrading of bus stops on Clifford Bridge Road, Tile Hill Lane and Jardine Crescent. As part of the package of work the project includes a junction improvement at Spon End/ Hearsall Lane. The implementation of the works has been delayed due to difficulties with the transfer of land, however this has been resolved and work is due to start on the carriageway/ junction work in April.
- 3.3 On the 21st July 2004 Area Forum North West received a briefing by James Russell, the City Council's Head of Planning and Transportation in the City Development Directorate on '**Update on Road Safety Schemes in the North West of the City**'. Included within the presentation was an update on the Bus Showcase scheme at Spon End/ Hearsall Lane and indicating a future scheme at The Butts/ Albany Road junction.
- 3.4 The proposed scheme should be seen in the wider context of improvements to the whole route between Tanyard Farm and Walsgrave Hospital.

3.5 A scheme has been drawn up and needs to be shared with the Area Forum before the proposals are shared with the wider community.

4 Proposal and Other Option(s) to be Considered

4.1 The main option sees: -

- provision of a bus lane inbound starting well past the junction with Windsor Street to just short of the Croft Road roundabout.
- Provision of a bus lane outbound just past the Croft Road roundabout to just beyond the junction with Albany Road
- The subway will be filled in and pedestrian facilities incorporated into the traffic signals controlling the junction
- Introduction of CCTV camera(s) at the junction of The Butts/ Albany Road to enable: -
 - a) the bus lane to be enforced
 - b) the traffic flows and the operation of the traffic signals to be monitored
 - c) the security of passengers waiting at the bus stops can be safeguarded.
- Improvements to the bus stops between Croft Road and Hearsall Common

4.2 This proposal does require road widening which will be mostly from the footway/verge between Meadow Street and The Butts. In addition, a slight realignment of the road on the outbound section will see the area, which is currently the ramp for the subway, in front of The Butts College, being incorporated into the carriageway up to the existing bus lay-by.

4.3 The frontage of The Butts College and trees fronting the road will be unaffected.

4.4 As part of the scheme the inclusion of traffic signals at the junction of Windsor Street has also been explored. The additional work required to enable the traffic signals to be installed is the widening and realignment of the junction at Windsor Street. This is likely to require the removal of two or three of the mature trees. It would also be possible to extend the bus lane closer to Windsor Street by the removal of two to three additional trees. The exact number will not be known until the detailed design stage, but it is unlikely to be more than five.

4.5 If the trees are removed they would be replaced, by semi-mature and of similar species, on the same grass verge, closer to Meadow Street.

4.6 It is expected that the removal of the trees will prompt a diverse responses and it is expected that this will be reflected in the comments when the options are displayed in public.

5 Consultation/Community Information

5.1 The purpose of this report is to bring the proposals/option into the public domain through the Area Forum prior to going public and allowing the residents to comment on the scheme.

5.2 A leaflet will be distributed around the area including the frontages on Hearsall Lane, this will contain a brief overview of the whole PrimeLines project and specific details of the options. It will also provide details of the community information event to be held in the Centro Display Bus on Meadow Street where the options will also be on display. The Centro Display Bus will be there on the 26 January between 10am – 4pm and 27 January 2pm – 8pm.

5.3 If a decision is made to proceed with this proposal it is necessary to introduce a Traffic Regulation Order to enable the bus lanes to be installed. This is subject to a formal objection process.

6 Other specific implications

6.1

	Implications (See below)	No Implications
Area Co-ordination	✓	
Best Value	✓	
Children and Young People		✓
Comparable Benchmark Data		✓
Corporate Parenting		✓
Coventry Community Plan	✓	
Crime and Disorder		✓
Equal Opportunities		✓
Finance	✓	
Health and Safety	✓	
Human Resources		✓
Human Rights Act		✓
Impact on Partner Organisations	✓	
Information and Communications Technology	✓	
Legal Implications	✓	
Property Implications	✓	
Race Equality Scheme		✓
Risk Management		✓
Sustainable Development	✓	
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

6.2 Area Coordination

The proposals will provide improved bus services into some of the priority Neighbourhoods in the city. There are no direct implications to the Area Co-ordination Service. They will however be kept informed of the proposal affecting their areas and they welcome and will provide support to the approach to consultation outlined.

6.3 Best Value

In preparing the bid to Government a detailed economic, financial and environmental assessment of the scheme had to be undertaken. Government subjected these assessments to detailed audit before the funding was released.

The assessments identified a general improvement in environmental conditions as increased bus usage reduced vehicle emissions. Accident savings amounted to a reduction of 120 accidents over the 30-year period of the assessment.

The assessments predicted:

- Bus usage would increase by 25% on each corridor
- Bus usage across the network would increase by 10% by 2011
- Public transport modal split to the City Centre would increase to 30% across the day
- There would be a significant increase in satisfaction levels of bus passenger users.

The scheme would also be programmed to integrate with a number of Corridor enhancement programmes.

6.4 Coventry Community Plan

The PrimeLines project impacts on:-

Key Theme	Priorities	First Steps
1 Jobs & Our Local Economy		<ul style="list-style-type: none"> • Improve physical access to jobs
8 Transport	We will work with providers to achieve easier, safer, sustainable and more accessible transport for everyone	<ul style="list-style-type: none"> • Increase the frequency and availability of bus services • Encourage more adults and children to walk cycle or use public transport to get to work and school • Increase opportunities for safer cycling and walking • Begin by making improvements in our priority neighbourhoods

6.5 Finance

The resources for the construction of the bus lanes has already been approved.

6.6 Health & Safety

As part of the normal design process this scheme will be 'Safety Audited' to ensure that any foreseeable hazards are eliminated or adequately mitigated. As a result the designed scheme may differ in some respects from that consulted upon so far.

6.7 Impact on Partner Organisations

The project is being delivered through close collaboration with the main bus operators, Cento, Coventry City Council. This has been facilitated by a voluntary partnership, The Coventry Public Transport Concordat. Further work is being undertaken to within the partnership to introduce a Statutory Quality Partnership. This would then ensure that all buses operating in the city would adhere to a defined standard and this would be matched with improved infrastructure on all of the bus routes. Hence every bus operating in the city would be to a common standard of low floor access, trained drivers, and GPS equipment.

6.8 Information and Communications Technology

The proposal includes the provision of CCTV camera to be used to carryout enforcement of the bus lanes, and monitor the traffic signal junction and the personal safety of passengers waiting at the bus stops.

6.9 Legal Implications

Except for the provision of bus stop signs, which are provided by the bus operators, the implementation of this project will largely involve the use of the Council's highway and traffic management powers.

The Council regulates how traffic may use roads by means of Traffic Regulation Orders made under the Road Traffic Regulation Act 1984. This lays down a statutory consultation and public notice/objection process. All implementation decisions relating to the use of the Council's powers will need to be taken by the Cabinet Member (Urban Regeneration & Regional Planning), including taking final decisions on objections to traffic orders.

6.10 Property Implication

There are no property implications in the main scheme all the road widening can be accommodated within the existing Highway boundary.

It is expected that if the option to proceed with the traffic signals at Windsor Street is too proceed a small section of land will be required from the pub to enable the works to be carried out.

6.11 Sustainable Development

The PrimeLines Bus project seeks to improve public transport to key destinations in a manner, which reduces congestion and provides better accessibility for all people. The proposal will improve the quality and reliability of the existing bus routes, thereby helping to make public transport more attractive.

7 Monitoring

The PrimeLines project includes the monitoring of bus patronage and traffic flows through the current programme of bi-annual traffic counts that are undertaken around the Core of the City Centre. Monitoring of overall vehicle speeds will now be possible through a programme of monitoring that has recently been established by the Department for Transport.

8 Timescale & Expected Outcomes

8.1 There is a provisional start date of the late summer.

8.2 Subject to further design modifications/ refinements, these works could contribute to overall PrimeLines targets by the provision of: -

Bus Stops: - Improve waiting environment (shelters) – 7 stops
Information provision - 7 stops
Number of bus stops on routes - 7

Bus Lanes:- 0.5km

Traffic Signals: - 1 updated junction including pedestrian facilities plus 1 additional junction including Selective Vehicle Detection system

CCTV: - 1 or 2 cameras for traffic monitoring/bus lane enforcement/personal safety

List of background papers

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Papers open to Public Inspection

Description of paper

Location

None