
Report to
Cabinet

10th May2005

Report of
Director of City Development

Title
PrimeLines Progress Report – April 2005

1 Purpose of the Report

- 1.1 This report provides a six monthly update on the design and implementation of the various sections of the PrimeLines Bus Showcase routes and identifies additional capital funding that needs to be added to the Council's capital programme.
- 1.2 In addition it also identifies other public transport related schemes which supplement and support the PrimeLines Project

2 Recommendations

- 2.1 That the Cabinet is recommended to:
 - a) approve the addition of the Stoney Stanton Corridor into the PrimeLines programme and the inclusion of £4.3m of additional funds over the next 4 years
 - b) note that £0.345m of additional funding was secured in 2004/05 for additional elements of the PrimeLines project
 - c) approve that a further £0.4m (subject to approval of the Planning and Transportation Sub Committee on 12th April) funding will be added to the PrimeLines budget for City Centre bus stops and park and ride
 - d) approve the revised final capital programme of £5.094m for 2004/5 and the capital programme of £12.321m for the 2005/06 financial year
 - e) note the progress made on the PrimeLines project so far

3 Information/Background

- 3.1 Following the bid submitted to Government in July 2003 the Department of Transport formally approved the grant of £28.48m in December 2004. Of that sum £1.8m has been allocated for the year 2004/05 with a further £8.55m allocated for 2005/06. The initial grant over the two years has been provided through both Section 56 Grant (£6.075m) and Ring fenced Supported Borrowing (£4.275m).
- 3.2 Members will recollect that in advance of the award the City Council had secured £2m from the West Midlands LTP Bus Showcase funds to enable a commencement of the project.

The remainder of these funds together with funds for the already approved East-West Showcase route have been available throughout 2004/05.

- 3.3 The scheme has been designed to produce the following benefits:
- 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.
- 3.4 In March 2004 Cabinet approved the implementation programme for the PrimeLines project subject to regular reports to the Cabinet Member. This report is the second such progress report but is being presented to Cabinet due to the wider implications relating to the capital funding.

4 Progress

- 4.1 Despite the delay in receiving formal approval from DfT for the scheme substantial progress was made utilising funds that had been made available from the West Midlands Bus Showcase funding allocation and from funds already approved for the East-West Showcase route. During the year a further allocation of £0.345 was made to Coventry for expansion of the existing showcase routes funded from expenditure shortfall from other areas of the West Midlands programme.
- 4.2 Hence since the Cabinet approval of the scheme in March 2004 the following key milestones have been achieved:
- Establishment of the Transport Delivery Unit with a staff of 4 to manage the overall programme
 - Establishment of a Project Board (Steering Group) which includes representatives of Centro, Travel Coventry and the City Council
 - Establishment of a network of working groups including all partners
 - Discussions with Warwickshire regarding a number of cross boundary issues
 - Extensive design work being undertaken by Babtie
 - Appointment of 3 framework contractors who will implement much of the work
 - Detailed design, consultation and implementation work on many sections of the project (These are described further in the annex to this report)
- 4.3 Considerable work is being undertaken to develop real time bus information. The key element of this is the decision on which form of radio/communication network is going to be used to link the buses to the control centre, and on to the information screens and to the traffic signals. As part of this work discussions are being held with CV One Limited about the concept of establishing a single 'open' control centre and with ICT Division of the City Council regarding the sharing and expansion of the Councils Fibre Network.
- 4.4 Early experience on the project and work with the contractors has identified a number of issues where lessons could be learned and efficiencies can be made. In many cases delays have been caused through the working with sub-contractors (used both by Utility Companies and Centro). The key lessons so far tackled (which were reported to the recent Babtie Partnering Board) include:
- Revised arrangements with Centro whereby shelters have been pre-ordered and stored locally with the Framework contractors having the responsibility for implementing them
 - Combined consultation between the City Council and Centro

- Discussions with Utilities about using sub-contractors to our Framework contactors to undertake work normally undertaken by the Utilities in-house contactors
- Modifications to the Council's normal 'restricted hours' working policy to provide flexibility and a significant reduction in costs
- Contractors increasingly understanding of the project that is therefore requiring less detailed design

4.5 Much of the early stages of the work have concentrated on upgrading bus stops and shelter provision and this has enabled us to obtain a much greater understanding of a number of the issues involved. This has led to a major revision of the Centro bus showcase handbook. As well as making some amendments to the current approach to the provision of facilities the amendments will include, for the first time, standards for facilities associated with the longer bendi-buses and the introduction of the concept of a 'mini stop' which can be utilised in locations where a full shelter can not be provided or where passenger demand would not warrant such a facility. There has been considerable delay in the provision of a mini stop from Centro and the shelter provider but it is hoped that early trials of this format will be introduced shortly.

4.6 Since the initial report to Cabinet significant progress has been made in many areas of the proposed network. These are set out in the Annex.

4.7 Based on the experiences learnt to date an exercise has been undertaken to 're-price' the whole project. Some elements of the programme have seen expansion whilst other elements have seen reductions. However overall the project can be seen to be on target and within the overall budget. Indeed most of the original £4m of contingency still remains to be allocated.

4.8 The one area of work where it is now considered that greater resources will need to be allocated is in terms of the Urban Traffic Control system, which will not have the capacity to handle the increased demand that PrimeLines will put upon it. It is therefore proposed to increase the allocation to that element and further reports will be presented to Members on that aspect shortly.

5 Other Public Transport Initiatives

5.1 In parallel with the engineering work considerable progress has been made on improving the level of service being delivered by the operators. All three of the major operators have now signed a concordat with the City Council and Centro to work jointly towards the delivery of a much-enhanced public bus service.

5.2 The bus companies **DeCourcey**, **Travel Coventry**, **Stagecoach** have responded very positively to this growing level of partnership and trust and their level of cooperation and investment has already exceeded the expectations that were set out in the initial proposals. Some examples of their support are: -

Travel Coventry has already invested in excess of £4m to provide:

- Re-branding of all buses within the City with the famous 'three spire' logo and Coventry Blue
- Introduction a new fleet of bendi- buses on routes 17/27 and on route 21 with further new vehicles to be introduced latter this year
- Renewal of stop plates and information signs
- A new bus guide distributed to every house in the City

- New and much improved web site
- Partnership on the revised bus routing study
- Expanded services to the Tesco Arena

StageCoach have also invested over £1m in new vehicles in the last 6 months, including:

- Doubling of services to Rugby along Binley Road
- New vehicles on Foleshill Road
- Introduction of 20 minute frequency service to Kenilworth
- Extended evening and weekend services to Nuneaton

They have also reorganised their management structure to create a separate business, StageCoach in Warwickshire as a focus for further investment in the city.

DeCourcey have also invested in excess of £1m to provide vehicles to operate the new services from Tesco and to Coventry Airport

- 5.3 Discussions with operators have now commenced regarding the services to be provided as part of the agreement for the construction of Walsgrave hospital as well as the services to be available on major event days at the Arena

6 Other specific implications

	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		✓

	Implications (See below)	No Implications
Risk Management		✓
Sustainable Development	✓	
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

6.1 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.

6.2 Best Value

In preparing the bid to Government, a detailed economic, financial and environmental assessment of the scheme had to be undertaken.

The overall economic assessment of the scheme was that it would provide a Benefit Cost ratio (BCR) in net present value terms of 1.28.

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

6.3 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

6.4 Finance

6.4.1 The overall project spend is being financed through the following individual elements:

<i>financed by</i>	<i>April 05</i> <i>£m</i>	<i>as reported Sep 04</i> <i>£m</i>
Central Govt. Allocation	28.48	31.20 (2)
Travel Coventry	6.20	6.20
Section 106 Funding (Walsgrave Hospital)	1.50	1.50
Centro – (East-West Bus Showcase Schemes)(1)	3.44	3.10
Centro –(Stoney Stanton Bus Showcase) (3)	4.30	0.0
Centro – Additional Bus Showcase (4)	<u>0.40</u>	<u>0.0</u>
	<u>44.32</u>	<u>42.0</u>

(1) Includes an additional allocation of £0.345m obtained during 2004/05

(2) Reduced by agreement of both parties as funds no longer required for City centre travel shop, Smart cards ticketing and shelter provision costs.

(3) Additional funds showcase route on Stoney Stanton Road Corridor

(4) Additional funds for further showcase work subject to approval by West Midlands Planning and Transportation Sub Committee on 15th April

The above figures will be phased over the next 4 financial years.

The overall spend across the 4 years includes an amount in the region of £1m including areas such as Programme Management which need to be classified as revenue expenditure. This will be firmed up for the next progress report.

6.4.2 The corporate capital programme for 2004/05 is currently £7.639m for this scheme. This figure did not include the section106 monies as they are to be invoiced next year. As a result of the delay in formal approval and the amendments to the funding arrangements of the £4.02m from central government, the programme and associated commitments have been rescheduled. The changes to the government fund allocation, the carry over of section 106 funds, which are not time limited, and additions to the Centro allocation have resulted to changes in the capital programme as detailed in the table below

6.4.3 The table below shows the final budget outturn for 2004/05 following the amendments outlined above.

	Budget	Actual	Carry forward
	£m	£m	£m
DfT (Section 56)	1.800	1.800	Nil
Centro	3.294(1)	3.158	0.136(2)
Total	5.094	4.958	0.136

(1) Includes £345,000 supplementary funds secured from Centro for additional elements of PrimeLines projects

(2) Funds reserved for estimated charges for outstanding works.

6.5.2 The budget for 2005/06 is therefore made up of the following elements

Amount	Source	Note
£m		
8.550	DfT s56 and SCA 2005/6	2005/6 allocation
0.136	Centro	Carry over from 2004/05
1.200	Centro	Allocation for Stoney Stanton road
0.535	Centro	Allocated for East West Showcase and other minor schemes
0.400	Centro (1)	Allocation for city Centre stops and Park & Ride East
1.500	Section 106	For "showcasing" hospital route
12.321	Total	

(1) Subject to approval of the West Midlands Planning and Transportation Sub Committee on 15th April

6.6 Legal

Except for the provision of bus stop signs, which are provided by the bus operators or Centro, the implementation of this project will largely involve the use of the Council's highway and traffic management powers. Before exercising those powers the Council is required to undertake an appropriate and genuine level of public consultation.

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 following their consideration by the PrimeLines Advisory Panel, when this has been formally established

6.7 Sustainability

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.

6.8 Impact on Partner Organisations

The project is being delivered through close collaboration between the main bus operators, Centro and Coventry City Council. This has been facilitated by a voluntary partnership, 'The Coventry Public Transport Concordat'. Further work is being undertaken within the partnership to also introduce a Statutory Quality Partnership. This would then ensure that all buses operating in the city 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, with low floor access, trained drivers, and Global Positioning System equipment.

7 Monitoring

This report is the second of regular progress reports to the Cabinet Member.

The scheme has been designed to produce the following benefits, which will be the subject of monitoring:

- 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.

8 Timescale and expected outcomes

The PrimeLines project commenced in March 2004 and is programmed to take 4 years to fully implement. This will include work on all bus boarders, shelters, low floor buses, highway improvements and Real Time Passenger Information. Completion of the original project is therefore scheduled for 2008. However the project has already seen one expansion to Stoney Stanton Road and it is likely that further expansions will be negotiated over this time frame.

List of background papers

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Papers open to Public Inspection

Description of paper

Location

Annex – Progress by schemes element.

The key issues are summarised below: -

- **Foleshill Road**

- ***Longford Square***

Consultation on Urban Design proposals for improvements to Longford Square took place in May 2004 and as part of a joint effort PrimeLines was invited to take part in presenting a scheme involving the provision of an inbound bus lane from Hurst Road to the existing bus stop. This scheme has been adopted by the Community Groups and was the subject of a draft traffic order published 4th February 2005. No objections to the order have been received and the works will begin on site during June

- ***Foleshill Road/Lockhurst Lane Junction***

Works to modify this junction and to extend the lengths of bus lane have been on-going over the spring and are now virtually complete

- ***Foleshill Road – Generally***

Work is currently being undertaken to refresh the road markings and signs throughout the route. Some adjustments to the orientation of bus shelters are also being made

- ***Tesco access***

Whilst not strictly a part of the PrimeLines project the TDU have been involved in the design and implementation of the new bus only access arrangements with the provision of an inbound bus lane across the Canal Bridge.

- **Walsgrave/Ansty Road**

- ***Far Gosford Street***

Proposals for a one-way bus traffic and bus schemes involving Sky Blue way have been developed in conjunction with the Far Gosford Street Partnership and the National Heritage Lottery bid. Extensive traffic and parking surveys were undertaken during January to assess the potential traffic impacts. The proposal is to be the subject of a public exhibition to be held in a local shop during April/May

- ***Ball Hill***

Traffic studies have been completed together with some engineering designs. These are currently being discussed with local Ward Councillors prior to public consultation with the intention that the works will commence in early Autumn.

- ***Ansty Road***

Proposals for bus lanes along Ansty Road were set out in a public consultation exercise in June 2004. This led to a large petition against the proposals, which was considered at a Cabinet Member's meeting. That resolved that extensive 'door to door' consultation should be undertaken. This was undertaken throughout December/January /February. All 515 residents of the area were visited and discussions have been held with some 240.

The over whelming reaction was that the residents had misunderstood the proposals and the consultation teams had to spend considerable time and effort to correct numerous false rumours that had been circulating. Whilst there were a number of residents who were still firmly against the proposal many did understand why the scheme was being proposed even if they were not happy with it. In the main the issue of frontage parking has been resolved to the satisfaction of local residents and a much clearer view of where residential verge parking spaces are to be provided has been taken. The one major remaining

concern is whether a single lane of general traffic would cause additional congestion. In response to that point Officers would respond to say that:

- On most days 'illegal' parking actually restricts the flow to a single lane
- The traffic flow of the road is constrained by the amount of traffic that can pass through Ball Hill
- The current traffic flows are lower than the capacity of the proposed single carriageway
- Additional capacity is being provided at junctions, particularly for right turning movements.

Having completed the round of consultations the next stage is to publish the draft traffic regulation orders. This could lead to objections and then this element of the works will be presented to the Cabinet member for final decision. In the meantime work will start on the provision of bus shelters and improved boarding points as this is not affected by the proposed traffic order works and verge parking will be formalised (with appropriate works) for the section of Ansty Road between the Forum and Dane Road where restrictions already apply.

- ***Park and Ride***

Initial feasibility studies are being drawn up for the potential of a park and ride site to be located adjacent to Junction 2 of the M6 which would serve the corridor and Walsgrave Hospital

• **Willenhall**

- ***Southern section***

Work commenced in late February on the upgrading of the bus shelters and stops along the section of route between Abbey Road and the Remembrance Road terminus. This includes the upgrading of existing outbound bus lane along London Road from Abbey Road to St James Lane and junction improvements in line with a local safety scheme at Abbey Road.

- ***Bendi-bus***

Travel Coventry introduced Bendi Buses on the 21 route last autumn, which required a number of minor changes to junctions and bus stops. Most of this work was complete prior to the introduction of the new service.

• **University**

- ***Gibbet Hill Road***

Whilst the main bus boarder upgrades on Gibbet Hill were undertaken at the time of the maintenance closure there was a delay in providing the shelters but this has now been completed.

- ***Kirby Corner***

Works to upgrade two bus stops and shelters and an uncontrolled pedestrian crossing is currently on going. These works will be complete well in advance of the Children's Games to be staged in that area in July

• **East West Bus Showcase (EWBS)**

- ***Binley Road***

The major works to deliver bus lanes on Binley Road were completed at the end of February. Whilst there were a number of delays due to problems with services the Contractor made great strides to catch up on lost time and with a relaxation of the

'restricted working hours policy' much of the loss was made up. Throughout the project the contractor and the resident Engineer from the Consultants maintained very close linkages with the local frontages and a good working arrangement was maintained at all times. The overall price for the project is likely to be £1.7m, which is £200k beneath the initial target price (excluding service diversions).

- ***Clifford Bridge Road***

The upgrading of bus stops and shelters on this stretch of route has suffered from extensive problems with major delays in the delivery of shelters and bus poles. There is still some 'snagging' to be carried out. It is the lessons learnt from this section that has largely led to the change of management arrangements between the City Council and Centro.

Works to modify the Clifford Bridge traffic signal junction are to commence August and are likely to take 5 months.

- ***Croft Road***

Works have been completed to upgrade the boarding points and stops on this important out bound pick up point

- ***Tile Hill Lane***

Work on Phase 3 of the bus stop upgrades along this route commenced in February and will take a further 6 months to complete

- ***Spon End/The Butts***

The ongoing saga of the purchase of the land from National Tyres was finally concluded in December and work has now started to implement the schemes. The Planning Committee has approved the landscaping proposals. The works are expected to be completed by September 2005

A consultation exercise on Butts Albany Road, has been undertaken with regard to the proposals which include the removal of the subway and replacement with a signalised crossing, the provision of both inbound and outbound bus lanes, the provision of traffic signals with Windsor Street and the inclusion of security and bus lane enforcement cameras. Detailed designs are now being worked up for the scheme and it is expected that traffic regulation orders will be published during the Spring.