
Director Decision Session**02 February 2015**

Report to the Director of City and Environmental Services

Burdyke Avenue – Improvement Scheme**Summary**

1. This report gives feedback on the initial feasibility work to install a parking layby at the western end of Burdyke Ave.

Recommendation**Option 4**

- a) That the Director notes the increased cost estimate of the proposals, the availability of extra funding, and gives approval to continue work on the scheme which was approved at Decision Session on 7 August 2014. Including moving forward with a full width layby and a reduced length of the parking restrictions proposed as part of the TRO review. Therefore approval is also requested to advertise a Traffic Regulation Order to install the no waiting at any time restrictions and bus stop cages. If there are no objections raised during advertising, approval is requested to implement the restrictions, as shown in Annex C.

Reason: To enable construction work to be undertaken.

Background

2. Burdyke Avenue in Clifton is a residential road used by local drivers as a through route between Crichton Avenue and Water Lane, and is part of the route for two bus services – service 6, every 10 minutes in each direction, and service 19, every 30 minutes.
3. As such, the road carries relatively high volumes of traffic in relation to its width and kerbside development. There is relatively little off-street

parking provision on the north side of the road and bus services are frequently held up because their way is blocked by parked vehicles, with other long/ heavy vehicles experiencing the same problem. The grass verges to the road are also frequently damaged, due to vehicles parking on the verges or by vehicles, including buses, mounting the kerb and driving over the verge to get round obstructing vehicles. Residents have also complained that parked cars and vans are frequently struck by vehicles travelling along the road.

4. Residents have brought the matter to the Council's attention through a petition signed by 103 residents and an exchange of views at a residents' meeting which was attended by the Head of Transport. The bus companies who operate on Burdyke Avenue (First and Reliance) have also, separately, contacted CYC to identify Burdyke Avenue as an area where their services are victim to delay from blockage of the road by parked vehicles, identifying that a measure on Burdyke Avenue could be funded from the Better Bus Area Fund (BBAF) budget allocation for small, targeted schemes to combat delays to services.
5. The petition was brought to the attention of the Cabinet Member for Transport, Planning and Economic Development along with the bus companies concerns, at a Decision Session meeting on 8 August 2014. At the meeting the Cabinet Member approved the addition of the Burdyke Avenue Improvement Scheme to the Capital Programme and vested delegated powers in officers to commence design work and undertake consultation on the scheme.
6. Alongside this scheme, officers in Network Management have been investigating the introduction of parking restrictions to help reduce parking in the immediate vicinity of the bus stops. A set of proposals were taken to an Officer in Consultation meeting on 29 September 2014 as part of a review of Traffic Regulation Orders. A decision on the scheme was deferred pending a decision on the BBAF scheme.

Investigation

7. A scheme to reduce on street parking by providing a layby within the northern verge close to the junction with St. Philips Grove has been investigated.

8. Trial holes have been carried out within the length of verge where the proposed layby is to be sited to establish the presence of public utility apparatus as shown on plans obtained from statutory undertakers. Cables and ducting owned by BT and City Fibre were discovered, which would need to be diverted to allow construction of the layby. The cost implication of this element of the works would increase the previously suggested budget from £30k to £55k.
9. The increased budget requirement has been discussed with the BBAF manager and the extra funding for this scheme could be accommodated within the 14/15 BBAF programme.
10. The parking restrictions proposed by network management form an integral part of the scheme and following discussion with network management these were included in the plans issued for consultation (shown in Annex A).

Consultation

11. A consultation letter and plan was distributed to 80 residential properties directly affected by the scheme and outside organisations including the emergency services.

Residents

12. Three responses were received from local residents.
13. All three residents raised concerns about the proposed parking restrictions potentially worsening the problem by displacing parking.
14. The resident who originally drafted the petition was one of the respondents. They commented that the proposals issued as part of the consultation did nothing to alleviate the problems raised in the petition and requested that parking was provided for the flats (numbers 9 – 87) to the rear of the properties by providing an access through from Burdyke Ave and creating a hard standing parking area within the current gardens.
15. *Officer Response:* Provision of parking behind the flats is not achievable due to a lack of suitable space to construct a vehicle access between the properties and the area to the rear of the buildings is inadequate to provide space for parking and turning vehicles. The ownership of the land is also not clear and may require agreements from multiple parties.

16. One resident objected to the scheme as the proposed layby was not directly outside their property.
17. One respondent, commented on the number of residents with multiple vehicles and suggested they would monopolise the layby if the proposals were introduced.

Outside organisations

18. Cycling organisations were generally supportive of the scheme but requested that any layby installed was wide enough to accommodate both a parked car and an opening door to reduce the chance of cyclists being struck.
19. *Officer response:* The proposed bay is 3m wide which is adequate to park a standard car and accommodate door opening.
20. **North Yorkshire Police:** Raised concerns that the removal of on-street parking will increase vehicle speeds.
21. *Officer response:* The scheme does not remove all on street parking along Burdyke Ave so an element of informal traffic calming will still be present to help keep speeds low.
22. **Ambulance Service:** No response
23. **Fire Service:** No response

Alternative Scheme

24. Following receipt of the consultation responses further discussions with the BBAF manager and Officers in Network Management were held to consider any alternative schemes, which would more fully respond to the issues raised in the petition.
25. An alternative scheme was discussed which would provide a half width layby for a longer length of Burdyke Ave to allow on street parking to take place on the northern side of the street without impeding traffic flow, a sketch plan of this proposal is shown in Annex B.

26. Further investigation into this scheme was carried out and two further trial holes were carried out to check the location of utilities within the area proposed for conversion to layby. Cables and ducting owned by BT were discovered, which would need to be diverted to allow construction of the scheme.
27. The estimated cost of the alternative scheme is £65k (£30k for utilities diversions and £30k for construction). Utilities diversion costs are based on previously supplied estimates and would need to be confirmed if this scheme is taken forward for implementation.

Maintenance Scheme

28. It was recently brought to the attention of Officers that a carriageway resurfacing scheme is planned for Burdyke Ave with a start date of 9 February 2015. Unfortunately this information was received too late to allow co-ordination of the schemes and any work approved as part of the Burdyke Ave improvement scheme will have to follow the surfacing scheme at a later date. The layby construction will not be detrimental to the resurfacing scheme.

Final Option

29. A final option (Annex C) has also been drawn up which provides the full width layby and a reduced length of parking restrictions including bus stop markings to keep St. Philip's Grove and the bus stop areas free of parking, without displacing all the parking the western end of Burdyke Avenue.

Safety Audit

30. A road safety audit is yet to be carried out on the scheme. Any significant issues raised by the stage 2 audit will be reported back at a later date.

Options

31. *Option 1:* Abandon the scheme.
Option 2: Approve the original scheme as shown in Annex A for implementation and commit to further investigation of parking problems.

Option 3: Approve the scheme as shown in Annex B for implementation and commit to further investigation of parking problems.

Option 4: Approve the scheme as shown in Annex C for implementation and commit to further investigation of parking problems.

Analysis

32. The schemes developed so far seek to address concerns raised by both residents and the bus companies running services along the route. However, the options developed with the current budget allocation fall short of the residents expectations as illustrated by the responses received during consultation. All three schemes should reduce the current delays experienced by bus services and maintain a level of informal traffic calming.
33. The alternative scheme (Annex B) allows parking on the northern side of the carriageway and provides a 5.6m carriageway to allow unimpeded two way flow for vehicles in the main running lanes. This requires consistently good parking by users to ensure the entire width is available or verges may continue to be overrun. The extra width could also encourage further parking along the southern kerb and lead to driveways being more frequently blocked. A shorter layby (Annex A + C) would allow parked cars to be removed from the running lane completely therefore reducing the length of uninterrupted parking on one side of the street.
34. The lack of off-street parking for properties on the northern side means that introducing parking restrictions without providing alternative parking nearby would be very unpopular. All three of the proposed laybys serve only to relocate the on street parking outside the running lanes but don't provide any more parking than is already available. Therefore, the introduction of the parking restrictions originally proposed would only serve to displace parking to other streets or other already over parked sections of Burdyke Ave. However, a reduced length of parking restriction to keep the St. Philips Grove junction and bus stop cages to keep these areas clear of parked vehicles would be helpful for all road users (as shown in Annex C).
35. Abandoning the scheme at this stage would leave the existing problems unsolved. There is also an expectation that the council will take action

and not doing so could damage the council's reputation with local residents and the bus operators.

Council Plan

31. The potential implications for the priorities in the Council Plan are:

- i) **Create Jobs and Grow the Economy** – delays on this link contribute to the unreliability of bus services in north York, particularly accessing employment at Clifton Moor.
- ii) **Get York Moving** – improvements to the link will reduce delays to bus services and increase use of bus services.
- iii) **Build Strong Communities** – the Burdyke Avenue improvement scheme will be first response to concerns raised by residents about problems in their local area.

Implications

17. This report has the following implications:

- **Human Resources** – None.
- **Financial** – Provisional cost estimates for the schemes suggest it can be delivered for £55k - £65k including staff fees, which would need to be funded from the Better Bus Area Programme.
- **Equalities** – This highway project should not adversely affect specific groups of people.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.

- **Land** – None
- **Other** – None.

Risk Management

18. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points and set out in the table below:
19. **Health and safety** – the risk associated with this is in connection to road safety implications if we do nothing, and has been assessed at 6.
20. **Authority reputation** – this risk is in connection with public perception of the Council if the project is not undertaken following significant concerns being raised by both residents and bus operators, and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Health and safety	Moderate	Remote	6
Organisation/ Reputation	Minor	Remote	2

21. Measured in terms of impact and likelihood, the score for each risk has been assessed at less than 16. This means that at this point the risks need only be monitored as they do not provide a real threat to the achievement of the objectives of this report.

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Report
approved:

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Date: ??th November
2014

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Clifton

For further information please contact the author of the report.

Background Papers

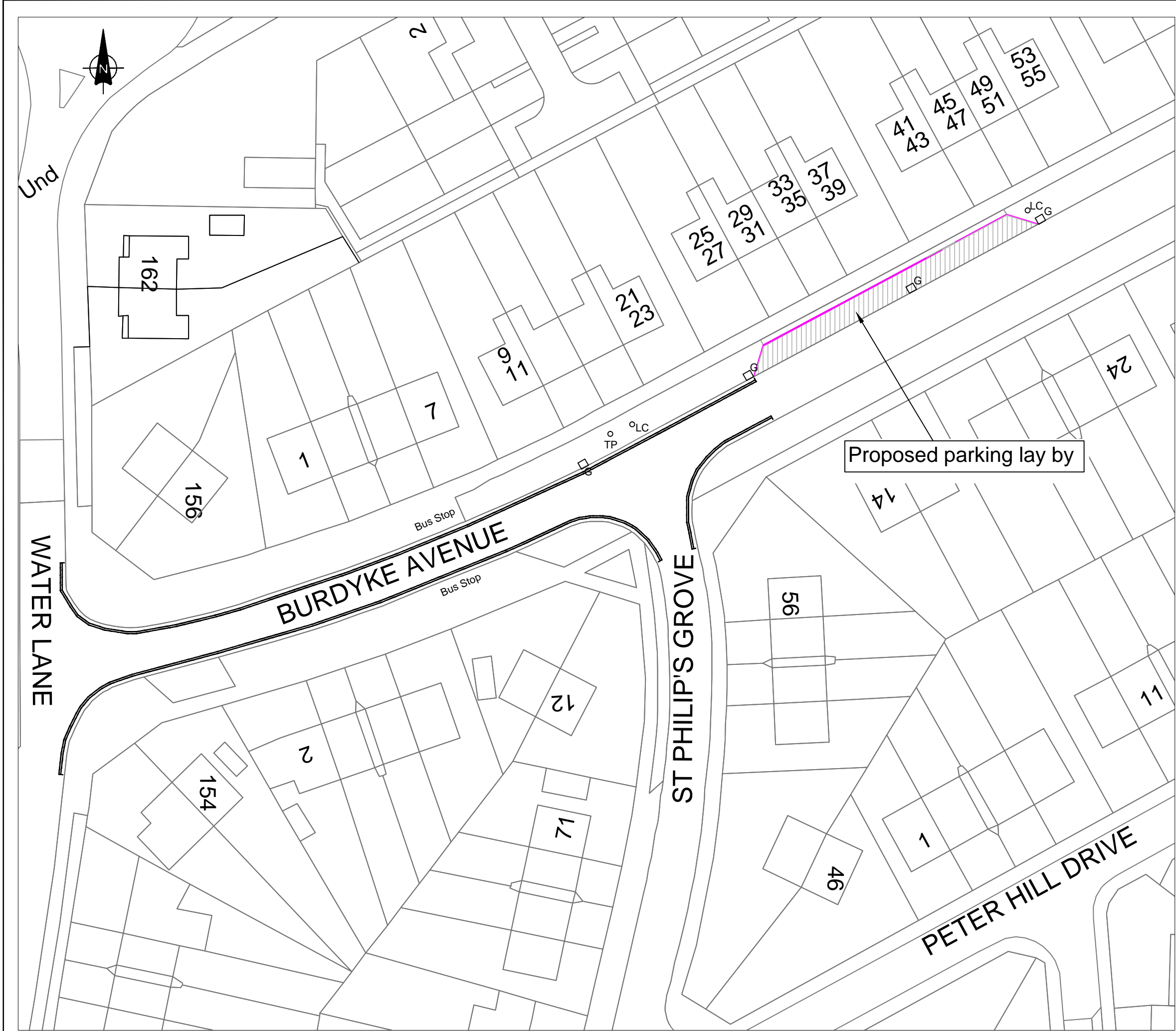
Decision Session – Cabinet Member for Transport 7 August 2014
Burdyke Avenue Improvement Scheme

Annexes

Annex A Outline scheme design.


Annex B Alternative Scheme outline design.

Annex C Reduced parking restrictions proposals.



NOTES:


KEY

 Proposed double yellow line no waiting at any time parking restrictions.

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Outline Design

Revision	By	Checked	Approved	Date	Description



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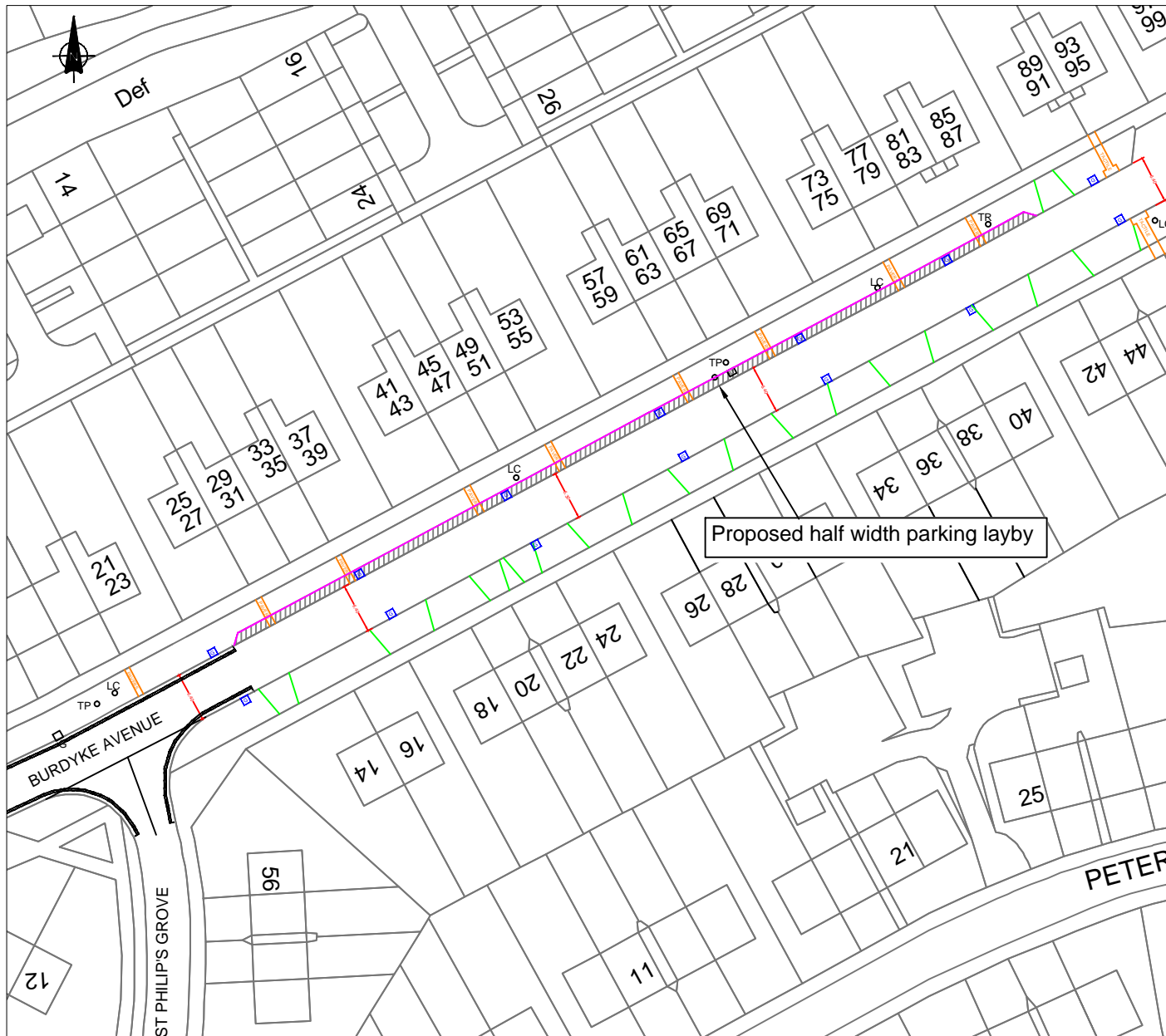
Project
BBAF
Burdyke Avenue - Improvement Scheme

Drawing
Burdyke Avenue
Layby and Parking Restrictions
Outline Design

Drawn by	BP	Date:	06/11/14
Checked by		Date:	
Authorised by		Date:	

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Outline Design

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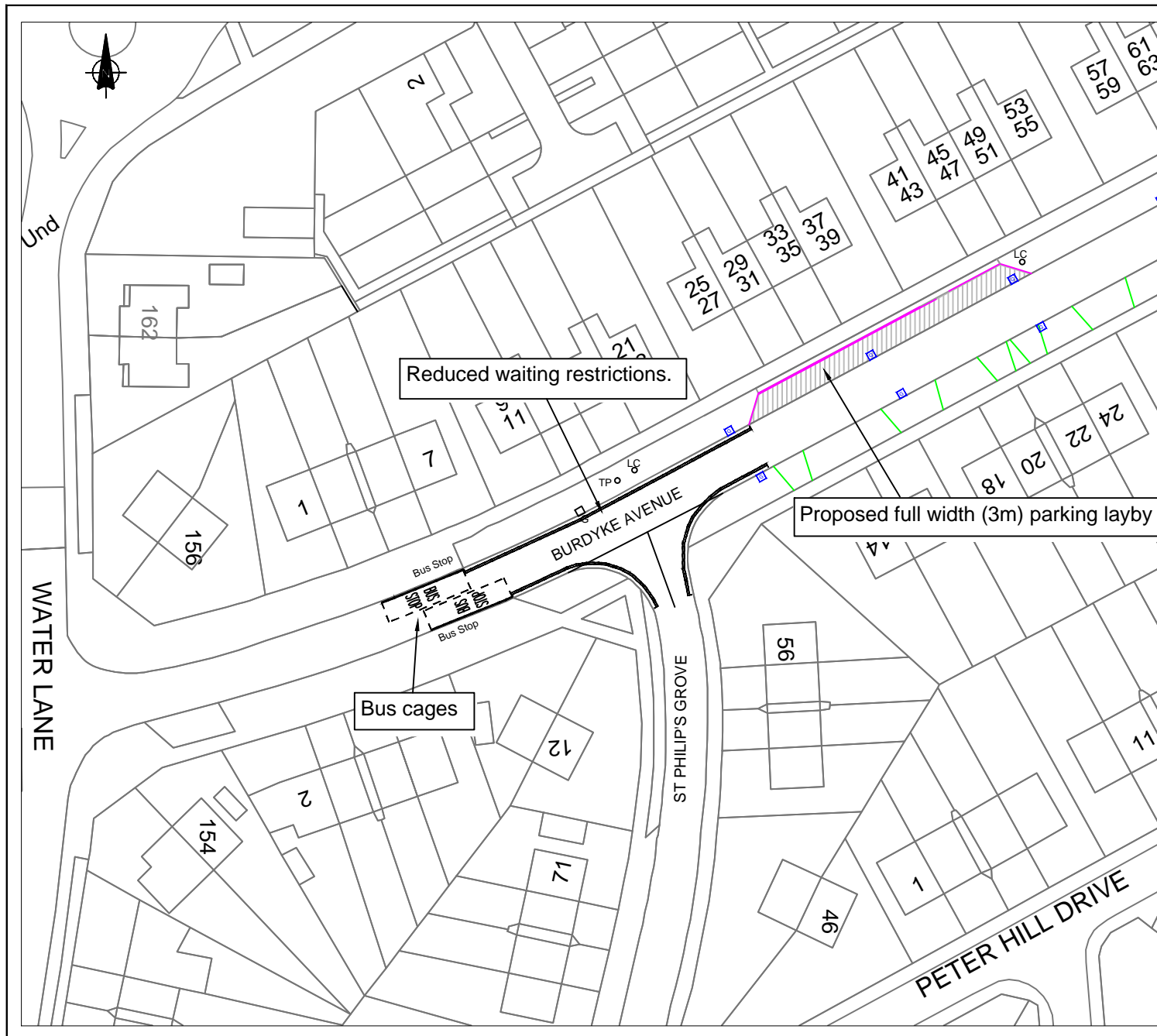
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Project
 BBAF
 Burdyke Avenue - Improvement Scheme

Drawing
 Burdyke Avenue
 Half Layby
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ANNEX B



KEY

Proposed double yellow line no waiting at any time parking restrictions.

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Project
 BBAF
 Burdyke Avenue - Improvement Scheme

Drawing
 Burdyke Avenue
 Layby and Reduced Parking Restrictions
 Outline Design

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ANNEX C