
**Decision Session – Executive Member for
Transport and Planning**

9 February 2017

Report of the Corporate Director of Economy and Place

Better Bus Area Programme – Fourth Avenue Lay-bys

Summary

1. This report updates the Executive Member on progress with a small scheme to construct a series of lay-bys on Fourth Avenue. The lay-bys are needed because parked cars can make it impossible for larger vehicles to pass along Fourth Avenue. This disrupts bus services and makes other activities, such as refuse collection, difficult.

Recommendations

2. That the Executive Member notes progress with the scheme and supports the proposal to proceed with the scheme's construction.

Reason: To improve the reliability of bus services on Fourth Avenue and to reduce occasions when parked cars on Fourth Avenue are struck by moving vehicles.

Background

3. Fourth Avenue is a relatively narrow road, around half a mile outside of the York city walls. The available parking space on Fourth Avenue is frequently under pressure and this, combined with the restricted width of the road, can often mean that parked vehicles make it impossible for buses to pass along the road, or have difficulty accessing the bus stop outside Glenside Flats. Thus the area around Fourth Avenue was identified as a critical area for delay on the bus network in 2014.
4. The proposed scheme (shown in appendix A) provides 4 lay-bys on the northern edge of Fourth Avenue between its junctions with Fifth Avenue and Sixth Avenue. The lay-bys can accommodate approximately 9 cars and increase the effective running width of the highway on Fourth Avenue from 5m to 7m. The outbound bus stop is

also relocated approximately 60m east of its current location so that buses will always be able to dock to the kerb (rather than being sometimes obstructed by parked vehicles as they are now). Consultation with bus operators suggests that they are confident the proposed scheme will solve the problems they currently experience operating on Fourth Avenue.

5. Consultation with local residents and other stakeholders was undertaken in November/ December 2016. The consultation has revealed no opposition to the proposed scheme – indeed residents have welcomed the proposed measure because they believe it will reduce occasions when their cars and vans are struck by other vehicles. Several responding residents expressed a view that they believed a residents' parking scheme was appropriate in this area because many of the parked vehicles appeared to be left by commuters. This observation is assessed to be beyond the scope of this report, but has been reported back to the Network Management section of City of York Council.

Financial

6. The cost of the layby scheme is estimated to be £60,000, which includes the costs of relocating of the bus stop and provision of two new trees to replace trees lost some years ago. Of this cost approximately £40,000 will be funded from City of York Council's LTP budget for works to improve bus service reliability, with the remaining £20,000 provided by the Better Bus Area, which is funded by York's bus operators and the Department for Transport. It is proposed that the lay-by scheme also been combined with a more general scheme reconstructing the highway on Fourth Avenue, which has allowed a saving of some costs through more efficient use of men and equipment to deliver both schemes simultaneously.

Programme for the Scheme

7. Subject to approval the programme for the scheme is:
 - Decision Session meeting 9th February
 - Work starts w/c 20th March
 - Work finishes (including carriageway reconstruction) w/c 24th April

Council Plan

8. The potential benefits of this scheme for the priorities in the Council Plan are:
 - A prosperous city for all – improvements to bus services have a generally beneficial impact on economic growth and GVA. This scheme directly improves access to a number of key employment sites in York, including York city centre, York District Hospital, Clifton Moor, Nestle and York St John University, all of which are on the bus route which serves Fourth Avenue. Also, improvements to the highway will improve traffic flow for both bus services and other road users. The measure will improve the attractiveness of bus services and will encourage modal transfer from cars to buses, reducing vehicle emissions in the city centre. The measure will reduce congestion more generally, which will reduce emissions from vehicles standing in traffic. The scheme will provide two new trees on Fourth Avenue, replacing trees lost some years ago to disease/ damage.
 - A focus on frontline services – the Social Exclusion Unit identified that good bus services are an effective means of reducing social and economic isolation and hence building stronger communities.
 - A Council that listens to residents: this scheme will assist in addressing concerns about both poor bus reliability and vehicle strikes on Fourth Avenue that have been brought to the attention of the Council by residents.

Implications

9. This report has the following implications:
10. **Human Resources** - none
11. **Equalities** – none
12. **Legal** – none
13. **Crime and Disorder** - none.
14. **Information Technology** - none.
15. **Land** - all land lies within the adopted highway.

16. **Risk Management** - no significant risks associated with the recommendations in this report have been identified.

Contact Details

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Report Approved **Date** 23.01.17

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Heworth (site of scheme), Guildhall
(adjacent to scheme)

For further information please contact the author of the report.

Annexes:

Annex A Proposed scheme layout