

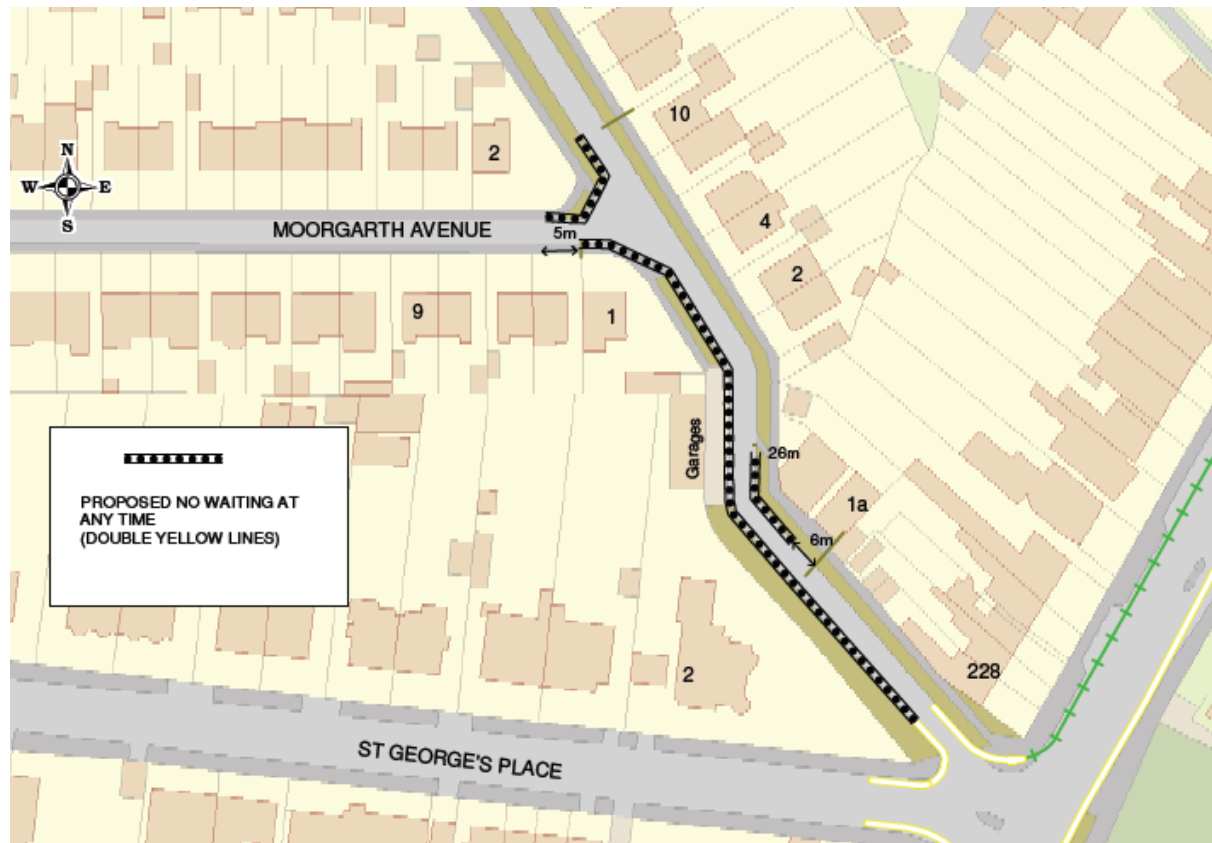
Annex K Micklegate Ward

K1

Location: Mount Vale Drive

Nature of problem and plan of Advertised Proposal

We received several requests for waiting restrictions on Mount Vale Drive around the first bend and at the junction with Moorgarth Avenue



The proposal was designed to protect the bend and prevent displaced parking moving to the other side of the carriageway between St George's Place and Moorgarth Avenue.

Representations of Objection

This proposal has received a lot of interest from residents, with conflicting opinions within the 5 objections received. Some residents view the proposal as too restrictive, others do not think it goes far enough.

Most residents who have responded consider the Council has not produced a viable proposal. The main themes of the objections are précised below, the objections in full are represented in Annex K2.

- Overall feeling that officers have not spent sufficient time evaluating the problems and designing a better solution
- Placing the restrictions on the west side is unnecessary
- Resident Parking would be a better solution
- Problem caused by commuters
- Problem will be made worse when the small housing estate is built, why not plan for the worsening problem now
- Mount Vale Drive being treated differently to other roads, which have resident parking or longer lengths of restrictions (Pulleyn Drive)
- Double yellow lines should be on the east side, full length
- Double yellow lines should be on both sides, full length
- Requests for action on street been ignored previously
- Request for additional length of restriction into Moorgarth Avenue and consideration of restrictions at junction with Towton Avenue

Officer analysis

Where the restrictions are to be placed in a residential area, we try to propose a minimum requirement to ensure vehicles can access whilst leaving on-street parking amenity for residents and their visitors/tradesman to use. We would not propose restrictions for the full length of a residential street, both sides, where the width of carriageway is sufficient for a vehicle to park and others to pass. We are given to understand that not all residents have sufficient off street parking amenity for their needs and rely on street parking availability. There is a business outlet on Mount Vale Drive that would be compromised by restrictions for the full length of the street.

The main problem of access on Mount Vale Drive reported to us was parking around the bend causing vehicles to the wrong side of the carriageway without a forward view. This has been addressed in the proposal.

Resident Parking

Other nearby streets raised and submitted neighbourhood petitions to request Resident Parking which has since been implemented. Our files have recorded two enquiries about Resident Parking in this area from residents in the last two years. Both were informed of the procedure involved and the first step would be to gather evidence of support (usually in the form of a petition). This would be a viable option for the area and the Council would be willing to consult further should evidence of support be submitted.

The way forward

The ongoing development of 12 houses on land at the north of Mount

Vale Drive has involved a temporary coning order to prevent parking in order to achieve safe passage for delivery vehicles. The coning order suspending parking on the east side only around the bend has been adequate for this purpose. Each property on the development has 2 or more parking spaces with 3 visitor spaces on site. The traffic flow on street will slightly increase, but there is no evidence at this time that any additional parking on Mount Vale Drive will occur as a result of this development when occupied.

We would agree that additional restrictions may be beneficial on Moorgarth Avenue in the junction area. It is difficult to assess and implement restrictions at the junction with Towton Avenue until the highway works necessitated by the development are in place.

From the proposal we can only implement as advertised or place a lesser restriction. Any additional restrictions recommended will involve further advertisement.

Options:

1. (i) Implement restrictions as advertised

(ii) Advertise additional restrictions in Moorgarth Avenue to a length of 10m

(iii) Officers to continue to monitor and advertise any further restrictions if necessary.

This is the recommended option because it allows us to implement restrictions to ease the access pressure whilst continued monitoring after implementation to allow officers to revise the area with a view to additional restrictions if required

2. To take no further action at this time with a view to re-advertising a proposal for waiting restrictions on both sides for the full length to include restrictions at the junction with Moorgarth Avenue and Towton Avenue

This is not the recommended option because it removes all on-street parking amenity in a residential area. This is the clear view of one objector but is likely to bring forward objections from other residents who require additional parking amenity on-street.

3. Implement a lesser restriction than advertised with restrictions on the east side of Mount Vale only.

This is not the recommended option because vehicles could displace to the other side of the carriageway around the bend area and create the same issues.

4. Implement as advertised to ease access pressure and add the area to the waiting list for Resident Parking consultation when it reaches the top of the list.

This is not the recommended action because no evidence of support has been received from residents other than those who have raised it as part of their objections.

Ward Councillor Comments:

Cllr J Crawshaw

Under ordinary circumstances we might call a community meeting to discuss this but obviously that is not possible at the current time. Having variously been contacted about a potential ResPark scheme over the past couple of years I believe there is some support locally but I am not aware of anyone having taken the next steps to gauge overall opinion in the neighbourhood. Given the length of time it currently takes to get a ResPark scheme up and running and the likely impact of the future South Bank ResPark schemes, I would favour option 4 with a view to a consultation taking place post-lockdown and residents having the option to proceed or reject a ResPark scheme at this point.

Cllr P Kilbane

I would also be in favour of Option 4. It seems likely that in the near future South Bank will have ResPark across most of that area. This will have an impact on the Mount Vale in terms of commuter parking.

At some point, post lockdown, we need to have a conversation with the residents and see what their views are on ResPark in the light of the South Bank proposals.