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## Meeting of Executive Members for City Strategy and Advisory Panel

15 January 2007

Report of the Director of City Strategy

### **PETITION FROM RESIDENTS OF LANGHOLME DRIVE, ACOMB, REQUESTING HIGHWAY IMPROVEMENT WORKS TO THE STREET**

#### **Summary**

1. A petition from 78 residents who live in Langholme Drive, Acomb, York was presented to the Council on 13 November 2006.
2. The petition asks that the Council look at the verges in the street, the footpath, and the width of the road and to carry out improvement works which will make access and egress of the street easier for vehicular traffic.
3. Members are asked to consider the options outlined in the report and approve the recommendation.

#### **Background**

4. A copy of the resident's correspondence and petition is attached as Annex 1.
5. A plan showing the general location of Langholme Drive is included as Annex 2. Members should note that the width of the bituminous footpaths are 1.5m, the width of the grass verge areas on both sides is 2.4m and the width of the concrete road is 5m.
6. Members will be aware that officers undertake a variety of highway inspections, including an annual inspection each year in June of all the roads, footways and verges within the Council's area.
7. This inspection together with all the safety inspection reports and other Council inspection reports is used as a database which shows the general condition of all the Council's roads and footways.
8. All those roads found to be in a poor condition from these inspection reports are subsequently reassessed in October and November to prioritise our planned programmes of work for the forthcoming financial year.
9. The June 2006 condition survey identified the condition of the highway in Langholme Drive to be as follows, carriageway grade 2, verge grade 3, footway grade3.

10. As a result of these condition indices the footways were included on the Council's Provisional List of streets to be inspected in October and/or November 2006 with a view to forming part of our 2007/08 R&R Programme. However it is unlikely that the footways will be recommended for inclusion in the 2007/8 Programme of Footway Improvements.
11. Clearly the footways are narrower than the normal 1.8/2.0m footway which the Council would normally expect and the grass verges are slightly wider than one would expect but the road being 5m wide is at the same width that most roads in the Acomb area are laid out, and certainly acceptable for a cul-de-sac.
12. The highway layout of Langholme Drive is similar to many others in the Acomb and in fact the York area and most of the properties have driveways. If the residents used their garages and driveways there should be no problem with access and even with on street parking the Council has not been made aware of any past problems.
13. The street has been inspected to establish what problems exist and to confirm the request in the petition. Currently there is some parking of vehicles on the grass verge as the road width is insufficient to allow parked cars and access when this parking is poorly managed, ie cars parked opposite each other.
14. Members may recall the damaged grass verge policy, approved 7 December 2000 (a copy of which will be available at the meeting) which identifies a policy framework for dealing with grass verges being damaged as a result of vehicle overrun or parking. The policy states that the preferred option will always be to maintain verges with grass unless circumstances dictate that other options need to be adopted. Those other options are included in the policy together with a decision making process.
15. Since the grass verge policy was adopted, some Ward Committees have promoted measures to ease residential parking problems.
16. As previously stated, York has many residential roads where road widths are 5m or less and if car ownership continues to grow, more requests of this nature can be expected. In anticipation of this, a further report and a comprehensive policy on access/parking issues in narrow streets will be brought back to Members for their consideration and approval in the near future.

## **Consultation**

17. The local ward members have been consulted on the options and prefer a variation on option 2, i.e. widen one side of the road to provide on street parking areas. The cost of this would depend on what width would be widened but typically it would cost £340 per linear metre for every metre width of widening plus all the statutory utility diversion costs. Total cost £110,000.

## **Options**

18. Option 1: Widen the existing footways to 2.0m. This would leave a verge width of 1.9m and the road, untouched at 5.0m.

19. Option 2: Widen the existing footways to 2.0m and block pave the verges. The existing kerbs would be removed and replaced with a channel to allow vehicles to easily run onto the block paving. The footway would be protected by a 'pin' kerb.
20. Option 3: Prepare a further report and a comprehensive policy on access/parking issues in narrow streets for Members to consider and approve in the future.
21. Option 4: Consider parking restrictions on one or both sides of the road.

## **Analysis**

22. Option 1: This option would improve the condition and width of the footways but would not address the damage being caused to the grass verges or resolve the issues of access. However, it would meet the Council's grass verge policy of retaining them albeit in a damaged condition.
23. Option 2: This option addresses all the issues raised by the petition. The footway would be improved in condition and width, the grass verge would be block paved to allow off road parking and would therefore improve accessibility to residents. However, this is the most expensive solution and to comply with the grass verge policy, the block paving would have to be funded by the Ward Committee or some other third party.
24. Option 3: This option accepts that any problems with parked vehicles exist in many streets in the City and is partially created by the residents, who may well have more than one car per household. Residents could be encouraged and educated to improve their parking habits and this could affect the design for an improvement scheme in the future. This option does not rule out a future scheme but it does rule out a scheme for 2007/08 pending a review.
25. Option 4: This could be considered during the next Annual Review of Traffic Regulation Orders.

## **Corporate Priorities**

Maintenance of the public highway has a direct impact on several of the Council's corporate aims and priorities:

26. Corporate Aim 1: (Environment)

Take pride in the City by improving quality and sustainability, creating a clean and safe environment.

Specific priorities:

1.1 Increase resident satisfaction and pride with their local neighbourhoods.

1.2 Protect and enhance the built and green environment that makes York unique.

1.3 Make getting around York easier, more reliable and less damaging to the environment.

27. Corporate Aim 3: (Economy)

Strengthen and diversify York's economy and improve employment opportunities for residents.

Not directly relevant to any of the specific priorities, but good quality highway infrastructure is vital to the local economy.

28. Corporate Aim 4: (Safer City)

Create a safe City through transparent partnership working with other agencies and the local community.

Specific priority:

4.7 Make York's roads safer for all types of user.

29. Corporate Aim 8: (Corporate Health)

Transform City of York Council into an excellent customer-focused "can do" authority.

Specific priority:

8.9 Manage the Council's property, IT and other assets on behalf of York residents.

## Implications

### Financial

30. The cost of carrying out Option 1 would have to be met from a future Council revenue or capital R&R budget.

31. The cost of carrying out Option 2 would have to be shared between the Council's revenue or capital R&R budget and the Ward Committee or some other third party.

32. The shared costs of Option 2 would be as follows:-

Footway Cost	£65,000 plus the cost of any statutory utility diversions funded by the Revenue/Capital maintenance budget.
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Block paving verge costs	£90,000 plus the cost of diverting statutory undertakers funded by Ward Committee or other.
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33. There are no costs associated with Option 3.

34. There are no costs associated with Option 4.

### **Human Resources (HR)**

35. There are no human resources implications.

### **Equalities**

36. There are no equalities implications.

### **Legal**

37. The City of York Council in its capacity as the Highway Authority has a statutory duty under Section 41 of the 1980 Highways Act to maintain the public highway.

### **Crime and Disorder**

38. There are no crime and disorder implications, although one might consider parking on footways and grass verges as obstructing the free flow of traffic by way of antisocial parking petty crime which could lead to disorder.

### **Information Technology (IT)**

39. There are no information technology implications.

### **Property**

40. There are no property implications.

### **Other**

41. There are no other implications.

### **Risk Management**

42. In compliance with the Council's Risk Management Strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (physical), those which could lead to financial loss (financial), and non compliance with legislation (legal and regulatory).

### **Recommendations**

43. That the Advisory Panel advise the Executive Member to adopt Option 3; to prepare a further report and a comprehensive policy on access/parking issues in narrow streets in the City.

Reason: So that the petition can be considered in relation to other similar streets in the City.

## Contact Details

**Author:**

Fred Isles  
Maintenance Manager  
Highway Infrastructure  
Tel 01904 551444

**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director  
(City Development & Transport)

**Report Approved****Date** 28.12.2006

## Specialist Implications Officer(s)

**Financial and Legal Implications**

Fred Isles  
Maintenance Manager  
Tel 01904 551444

**Wards Affected:****Acomb**

**For further information please contact the author of the report**

## Background Papers:

Damage to grass verge report, December 2000.

Copy of photographs taken

## Annexes

Annex 1 – Residents' correspondence and petition

Annex 2 – General location plan of Langholme Drive

3 January 2007

Emapcitystrategy/150107 Petition from resident of Langholme Drive

**Petition presented by Cllr Tracey Simpson-Laing on behalf of residents of Langholme Drive Acomb,**

Lord Mayor

Tonight I am presenting to Council this petition from the residents of Langholme Drive in the Acomb Ward.

Out of 86 properties, 78 have signed, 3 were vacant, and 5 did not sign.

This petition asks that the Council look at the verges in the street, the footpath and the width of the road. There have been instances when bin lorry's and emergency vehicles have had trouble accessing properties due to parked vehicles.

Whilst I recognise that the Council has process I would hope that this petition, which has such strong support does not stay in the system too long and come to Committee at the earliest possible time.

Mr C Bushby  
86 Langholme Drive  
York  
YO26 6AQ  
Tel, 781478

27-11-06 date

Ms Tracy Simpson-Laing  
Labour Councillor  
21 Salisbury Road  
Leeman Road  
York  
YO26 4YY

Dear Ms Simpson-Laing,

We would be obliged if you and/or your colleagues could find time to make a visit to Langholme Drive, Boroughbridge Road, York, before or after the cars are being used for work, then you will see why we are sending you this petition to have our street tidied up .

In the past ten years all we have had done is a thin layer of tarmac laid on the narrow footpaths which has lifted and the grass verges trimmed.

Should there be need for the fire brigade etc, to have to attend an emergency at the top of the street it would be impossible to do so at certain times of the day due to the number of cars double parked on the road causing a risk to many lives.

We suggest the unsightly grass verges be lifted and tarmac laid from the kerb to the boundary walls so that cars will be able to park off the road and leave access to the full length of the street.

Danebury Drive, which is over twice the length of Langholme Drive, has had all the paving slabs lifted and new ones relaid where necessary, all the drives from the kerbs to the boundary walls have been dug out and concreted at the cost of thousands of pounds.

- Hodgson lane, at Upper Poppleton, has had all footpaths and driveways tarmaced
- Westfield Lane and Ouse Moor lane Upper Poppleton have been resurfaced.
- Knapton Lane has had the footpaths and driveways retarmaced.
- Bell Farm estate has had a face lift at the cost of thousands of pounds.
- FTR service has had over a million pounds spent on it, but just because we are tucked away in a small corner of the city we have been neglected over the past years.
- Almsford Road has had all the drives concreted and footpaths relaid,
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On behalf of the residents of Langholme Drive, York, I hope to hear from you in the near future.

Yours sincerely,

C Bushby



MR C. BUSHBY

86 WANGHOLME DRIVE

YORK YO26 6AQ

TEL. 781478

27-11-06

MS TRACEY SIMPSON-HAING.

21 SAHSBURY ROAD.

HEEMAN ROAD.

YORK YO26 4YY.

DEAR MS. SIMPSON-HAING.

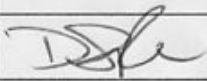
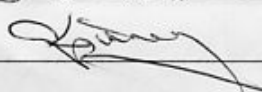
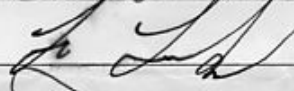
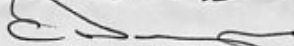


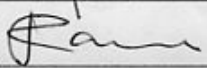
HAVING GOT 95% OF THE SIGNATURES A SUGGESTION WAS MADE BY TWO OF THE RESIDENTS WHO PREFERRED GRASS TO TARMAC, WAS TO HAVE GRASS SEED BOX'S THE SAME AS THE CAR PARK IN FRONT OF THE TYTHE BARN AT NETHER POPPLETON WHICH WOULD PREVENT THE GRASS VERGES FROM LOOKING UNSIGHTLY AND POSSIBLE TO PARK THERE ON.

ANOTHER ONE SUGGESTED, (WHICH I DONT THINK WOULD WORK OWING TO THE NUMBER OF CARS OWNED AND PARKED AT THE BOTTOM OF THE STREET) IS TO HAVE DOUBLE YELLOW LINES DOWN ONE SIDE OF THE STREET. THE MAJORITY SAID THEY WERE AGAINST UNSIGHTLY YELLOW LINES. AND WOULD RATHER BE ABLE TO PARK OFF THE ROAD.

YOURS SINCERELY

C. Bushby

Name of Householder.	Address	Signature
K Hodges	1 Langholme Drive, York	K hodges
W.J. CAMPBELL	2 Langholme Drive, York.	W.J. Campbell
D SIMKINS	3 Langholme Drive, York.	D Simkins
P. Smithwaite	4 Langholme Drive, York.	/
R & J HARRIS	5 Langholme Drive, York.	Rhc
S. GARBUJT	6 Langholme Drive, York.	S Garbutt
D. ROBERTSON	7 Langholme Drive, York.	D.R.
<del>S. JONES</del> G. GIBSON	8 Langholme Drive, York.	G. Gibson
S JONES	9 Langholme Drive, York.	S Jones
	10 Langholme Drive, York.	
J. KOUNSON	11 Langholme Drive, York.	J.K.
N. T. REMAI	12 Langholme Drive, York.	N.T.
U BOWMAN	13 Langholme Drive, York.	U Bowman
P. RUDR	14 Langholme Drive, York.	P. Rudr
K.M. O'Leary	15 Langholme Drive, York.	/
M KELLY	16 Langholme Drive, York.	M KELLY
S BAKER	17 Langholme Drive, York.	S Baker
<del>S. JONES</del>	18 Langholme Drive, York.	S. Jones
B. Marshall	19 Langholme Drive, York.	B. Marshall
R. STURLEY	20 Langholme Drive, York.	R. Sturley
J. Holtby	21 Langholme Drive, York	J. Holtby

Name of Householder.	Address	Signature
D Fulms	22 Langholme Drive, York	
<del>empty. —</del>	<del>23 Langholme Drive, York.</del>	<del>empty —</del>
B. Atkinson	24 Langholme Drive, York.	B. Atkinson
K. HARRISS	25 Langholme Drive, York.	K. HARRISS
J Dadds	26 Langholme Drive, York.	J Dadds
E. LINNEY	27 Langholme Drive, York.	
<del>empty</del>	28 Langholme Drive, York.	chris power
B I Broadley	29 Langholme Drive, York.	B I Broadley
R Boddary	30 Langholme Drive, York.	R Boddary
K Lovell	31 Langholme Drive, York.	
C. Dunnington	32 Langholme Drive, York.	
C. Edwards.	33 Langholme Drive, York.	
J. NEWTON.	34 Langholme Drive, York.	
M. Green.	35 Langholme Drive, York.	m. green.
J RAVEN	36 Langholme Drive, York.	
Tracey Walters	37 Langholme Drive, York.	T. walters
Patricia Coak	38 Langholme Drive, York.	Patricia Coak
STEVE PODGORSKI	39 Langholme Drive, York.	S. Podgorski
J CARTWRIGHT	40 Langholme Drive, York.	J. Cartwright
A. DOSWELL	41 Langholme Drive, York.	A. Doswell
DAVID JEFFREY	42 LANGHOLME DRIVE	D. O. Jeffrey

Name of Householder.	Address	Signature
A WEBSTER G BELL	43 Langholme Drive, York	
	44 Langholme Drive, York.	
X Empty	45 Langholme Drive, York.	Empty X
H.J. EDMOND	46 Langholme Drive, York.	
J STEEL	47 Langholme Drive, York.	
A WILLIAMS	48 Langholme Drive, York.	A Howley
A. HARDISTY	49 Langholme Drive, York.	A. Hardisty
X M. BAXTER	50 Langholme Drive, York.	
J TAYLOR	51 Langholme Drive, York.	J Taylor
S S BELLWOOD	52 Langholme Drive, York.	S Bellwood
	53 Langholme Drive, York.	
P. STANLEY	54 Langholme Drive, York.	
KEH TUTE	55 Langholme Drive, York.	
L. K. ELAND	56 Langholme Drive, York.	
A. HEATHCOTE	57 Langholme Drive, York.	A Heathcote
E HORSMAN	58 Langholme Drive, York.	
S.M. Sherwood-Jarrett	59 Langholme Drive, York.	
	60 Langholme Drive, York.	
X	61 Langholme Drive, York.	X
G H LITTLEDIKE	62 Langholme Drive, York.	G H Littlelike
JANE FARHURST	63 LANGHOLME DRIVE	J.F. t

Name of Householder.	Address	Signature
J. BELL	64 Langholme Drive, York	<i>J. Bell</i>
X Unoccupied	65 Langholme Drive, York.	Unoccupied X
S CAWORT	66 Langholme Drive, York.	S. Cawort
<i>Eric G. Lambert</i>	67 Langholme Drive, York.	<i>Eric G. Lambert</i>
MRS. M. NEAL MR. A. NEAL.	68 Langholme Drive, York.	M. Neal
J. Ellis	69 Langholme Drive, York.	J. Ellis
J. Wright	70 Langholme Drive, York.	J. Wright
D. QUINN	71 Langholme Drive, York.	D. Quinn
J. REID	72 Langholme Drive, York.	J. A. Reid
M. PEARSON	73 Langholme Drive, York.	M. Pearson
<del>                                    </del>	<del>74 Langholme Drive, York.</del>	<del>                                    </del>
X Ricki Grant-Shaw	75 Langholme Drive, York.	R Grant-Shaw X
C URQUHART	76 Langholme Drive, York.	C. Urquhart
H. SHUTT	77 Langholme Drive, York.	H. Shutt
M.J. CASTLE	78 Langholme Drive, York.	M.J. Castle
X WORKS AWAY.	79 Langholme Drive, York.	X
J. B. SMURTHWAITE	80 Langholme Drive, York.	J.B. Smurthwaite
K. GOMBE	81 Langholme Drive, York.	K. Gombé
Mr K. Knowles	82 Langholme Drive, York.	K. Knowles
	83 Langholme Drive, York.	
andrey Price	84 LANGHOLME DRIVE YORK	a Price
MR. TURNER	85 LANGHOLME DRIVE YORK	A. Turner
MR. C. BUSHBY	86 LANGHOLME DRIVE YORK	C. Bushby



# ANNEX 2



LANGHOLME DRIVE