
Meeting of Executive Members for City Strategy and the Advisory Panel

16 March 2009

Report of the Director of City Strategy

Rowntree Avenue Petition

Summary

1. This report informs the Advisory Panel of the receipt of a petition requesting the City Council to provide lay-by parking facilities in Rowntree Avenue. The report recommends the matter be referred to the local Ward Committee for funding consideration.

Background

2. The petition requesting the City Council to provide lay-by parking facilities in Rowntree Avenue has been signed by over 60 local residents.
3. Rowntree Avenue (see Annex A) is a predominately straight road with a long bend at one end. The road is narrow, lightly trafficked, approximately 5m in width and there are verges and footpaths on both sides of the road. Although there are driveways to many properties parking still takes place along much of the length of the road. Problems of obstruction occur in the main on the section of road between Link Avenue and the bend where there are a number of flats and also on the bend itself. Vehicles parked diagonally opposite each other form a chicane that is too tight for larger vehicles, such as the refuse vehicle, to pass between, occasionally the gap is so small that even a car has difficulty in negotiating the route. As the area is predominately residential the bulk of the vehicles parked in the street are likely to belong to local residents and their visitors.
4. The Highway Authority does not have a duty to provide parking facilities, this is and always has been the responsibility of the vehicle owners. The cost of converting part of a verge to carriageway standard construction is around £135 per square metre, therefore a lay-by for 2 vehicles would cost somewhere in the region of £3500 plus the cost for diverting / protecting any statutory undertakers equipment, which normally runs into many thousands of pounds. There are in the region of 25 to 30 properties between the Link Road and the bend that do not have a driveway or off street parking facilities hence, the overall cost of carrying out the works requested would be likely be over £40,000 plus the cost of dealing with any statutory undertakers equipment. During 2008 footway works were carried out along Rowntree Avenue and residents were offered discounted cost vehicle crossings to their properties and around 20 residents took up this offer. For information, there are around 50km of similar narrow roads in the authority area many of which are parked on extensively, hence the City of York Council has not allocated funds to a budget for the provision of parking lay-bys in residential areas.

5. The use of long lengths of waiting restrictions in residential areas can be considered, but are rarely well received by many local residents because they are a permanent inconvenience rather than the intermittent inconvenience of poor informal parking. The use of restrictions tends, therefore, to be targeted at key areas, such as junctions, when the intermittent problems become an ongoing problem throughout the day.
6. A Policy of dealing with access and parking in narrow streets was considered by this committee in March 2007 in relation to maintenance of damaged verges by parked vehicles. One of the options put forward was for such requests to be funded by a third party, such as a Ward Committee, this approach has been successful in other areas of the city. At this stage the extent of lay-by facilities wanted / required on Rowntree Avenue is not known.

Consultation

7. No consultation has been carried out. However, if the recommendation put forward were approved residents would be included in the legal consultation required for Traffic Regulation Order.

Options and Analysis

8. The options available are:
 - A. Note the petition and take no further action. This option is not recommended, as there may be ways of bringing about improvement.
 - B. Include this area for further parking observation for the consideration of introducing waiting restrictions at key locations in the next review of Traffic Regulation Orders. On its own this option is likely to only lead to improvements close to junctions.
 - C. Forward the request for a lay-by to the local Ward Committee for them to consider funding. This option is likely to bring about the greatest level of improvement providing the funding request to the local Ward Committee is well supported by residents.
 - D. Combine options B and C. This option has the potential to bring about improvements along the length of the street with minimal detriment to local residents. However funding for lay-by provision may not be secured.

Corporate Priorities

9. Considering this matter is part of our focus to meet the needs of our communities.

Implications

10. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

Risk Management

11. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Recommendations

12. That the Advisory Panel advise the Executive Member to approve Option D above.
13. That the lead petitioner be informed of the decision taken.

Reasons:

To bring to the attention of the local Ward Committee the local residents concerns and their request for possible funding to resolve the problem for the local community.

To further investigate the need for waiting restrictions in consultation with residents with a view to any proposals being included in the next review.

Contact Details

Author:

Alistair Briggs
Traffic Engineer
Network Management
Tel No. 01904 551368

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development and Transport)

Report Approved



Date 13/2/2009

Wards Affected: Clifton

All



For further information please contact the author of the report

Background Papers: None

Annexes:

Annex A: Plan of the area