

**REPORT TO:** Environment and Urban Renewal Policy  
and Performance Board

**DATE:** 15<sup>th</sup> June 2011

**REPORTING OFFICER:** Strategic Director Policy and Resources

**SUBJECT:** Receipt of Petition - Russell Court,  
Farnworth, Widnes. Parking Issues

**WARDS:** Farnworth

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To report the receipt of a petition from residents of Russell Court, Farnworth in relation to car parking problems in the area and to inform the Board of what action is being taken to resolve the issues identified.

## **2.0 RECOMMENDATION: That**

- (1) Council officers, in conjunction with Halton Housing Trust (HHT), continue their efforts to resolve the reported parking problems in Russell Court through the development of new parking provision and the control of inappropriate parking; and
- (2) The residents of Russell Court be consulted on any proposals developed to resolve the parking problems.

## **3.0 SUPPORTING INFORMATION**

- 3.1 Russell Court is located off Farnworth Street, Widnes, close to the junction with Pit Lane (see appendix 1) and comprises a total of 28 Flats / Apartments arranged around a short cul-de-sac. The majority of the units are owned and managed by HHT and there is an adjacent amenity / drying area and a garage court comprising 11 garages accessed from an adjacent private street located to the north of Russell Court.
- 3.2 Residents have reported problems with car parking in the area for several years. On-street parking is very restricted due to the layout of Russell Court, which is little more than a short access-way and turning head, but it is adopted (highway maintainable at public expense). The extent of highway adoption is shown on the plan in Appendix 2 to this report. There are no waiting restrictions in Russell Court itself and one disabled parking bay has been provided. A sign has been erected in the past, possibly by HHT, stating "Parking for Residents of Russell Court Only" although this has no legal standing and cannot be enforced. The carriageway is therefore open to all highway users, for access and for considerate parking, and any enforcement of traffic obstruction issues etc. would rest with the Police.

- 3.3 Farnworth Street is narrow, with 'no waiting at any time' restrictions and many properties have no off-street parking provision of their own. The result is that Russell Court and the adjacent private street and garage court become congested with parked vehicles, making access and turning for residents of Russell Court difficult.
- 3.4 The Petition contains 29 signatures, and although it is addressed to both HHT and the Council, it was originally sent only to HHT. It was received by the Council on 23<sup>rd</sup> February which was too late for it to be considered by the last meeting of this Board. This is some time after the current parking problems had been reported to Ward Members and the Locality Area Forum (LAF). Investigations into the issues raised had therefore already begun and officers of both HBC and HHT were tasked to try to find a solution to the problems experienced by the residents.
- 3.5 Both the LAF and HHT have agreed to allocate funding to try to resolve parking problems through the construction of additional parking areas and to control inappropriate and unauthorised parking. HHT housing officers prepared an 'Options Report' in February which formed the basis for discussions with Council officers, Ward Councillors and residents. A series of meetings have been held to discuss the feasibility and cost of various options, which can be summarised as follows:
- Option A – Demolition of bin store and provision of around 8 car parking spaces and footpath, accessed from private street;
  - Option B – Provision of around 10 car parking spaces on part of land currently used as 'drying area'. Spaces would form part of garage court accessed from private street;
  - Option C – Prevention of parking on highway verges in Russell Court and provision of marked / allocated car parking bays. This option would not be legally acceptable, however vehicle access crossings and driveway parking could be investigated as an alternative;
  - Option D – Demolition of garages and additional car parking spaces provided within garage court accessed by new road off Russell Court. This option has not been progressed as neither HHT nor the residents are supportive.
- Options A and B, which have been the subject of further discussion and consideration are shown on the plan at Appendix 2.
- 3.6 At the time of writing, the development of a preferred scheme and the method and scope of consultation with residents / HHT tenants was still underway. A verbal report to update the Board on progress will be given at the meeting.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 There are no specific policy implications in relation to this report. Russell Court is adopted highway and opportunities for the creation of parking bays in the area are limited. The housing and garage court are under the ownership and control of HHT.

## **5.0 OTHER IMPLICATIONS**

- 5.1 **Resource Implications.** It is proposed that any contribution towards funding a scheme to resolve parking problems in Russell Court is determined by the LAF in accordance with established practices and procedures.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **6.1 Children and Young People in Halton**

No Implications

### **6.2 Employment, Learning and Skills in Halton**

No implications

### **6.3 A Healthy Halton**

No implications

### **6.4 A Safer Halton**

The provision of additional off-street parking in the area of Russell Court is likely to impact positively on road safety.

### **6.5 Halton's Urban Renewal**

No implications

## **7.0 RISK ANALYSIS**

- 7.1 There is a risk that if no action is taken to address resident's concerns raised in the petition, vehicles will continue to obstruct the carriageways of Russell Court and Farnworth Street causing access and turning difficulties for emergency vehicles. Any proposals to further restrict parking may lead to the displacement of parked vehicles onto adjacent residential streets with consequent 'knock-on' impacts.

- 7.2 A scheme to provide additional parking provides the opportunity to resolve the current problems and enable HHT to control access to parking areas for their tenants.

A full risk assessment is not required.

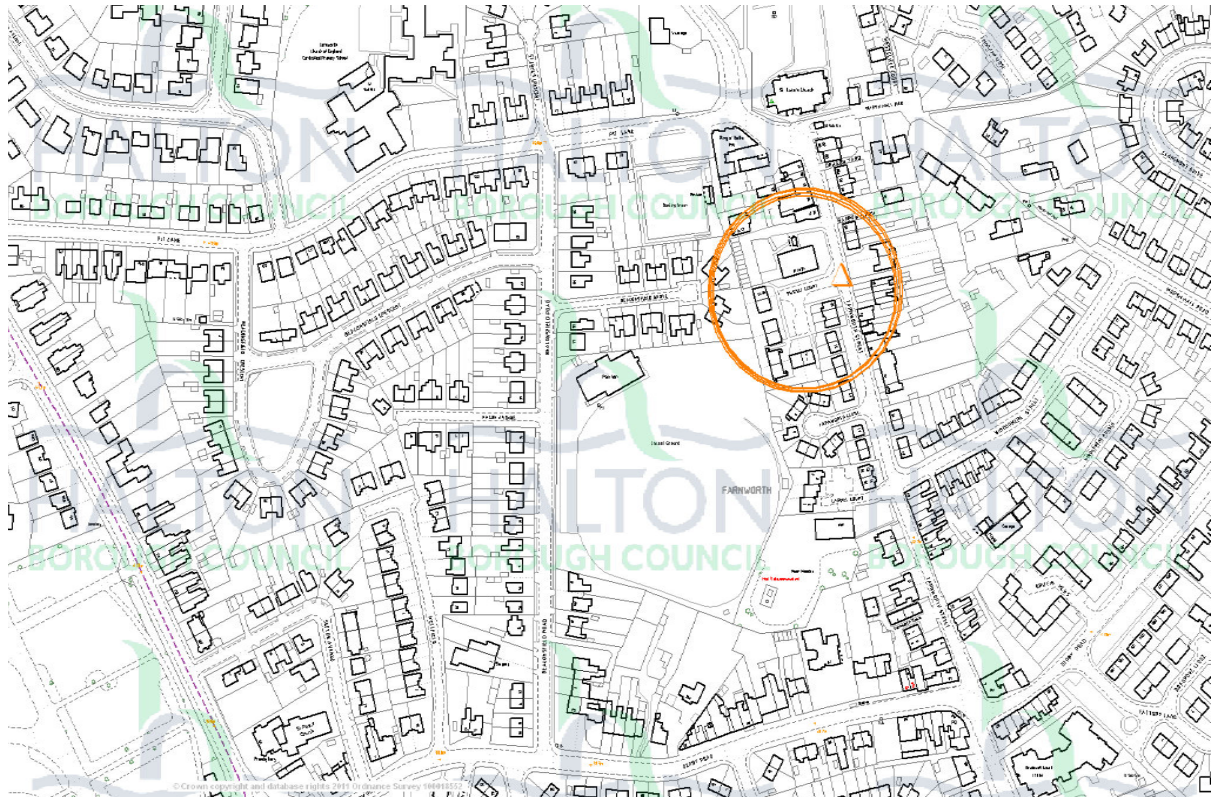
## **8.0 EQUALITY AND DIVERSITY ISSUES**

Any additional parking provision that may be provided in the area of Russell Court would include a proportion of dedicated parking bays for disabled drivers. There are currently seven residents of Russell Court who hold 'blue-badges'.

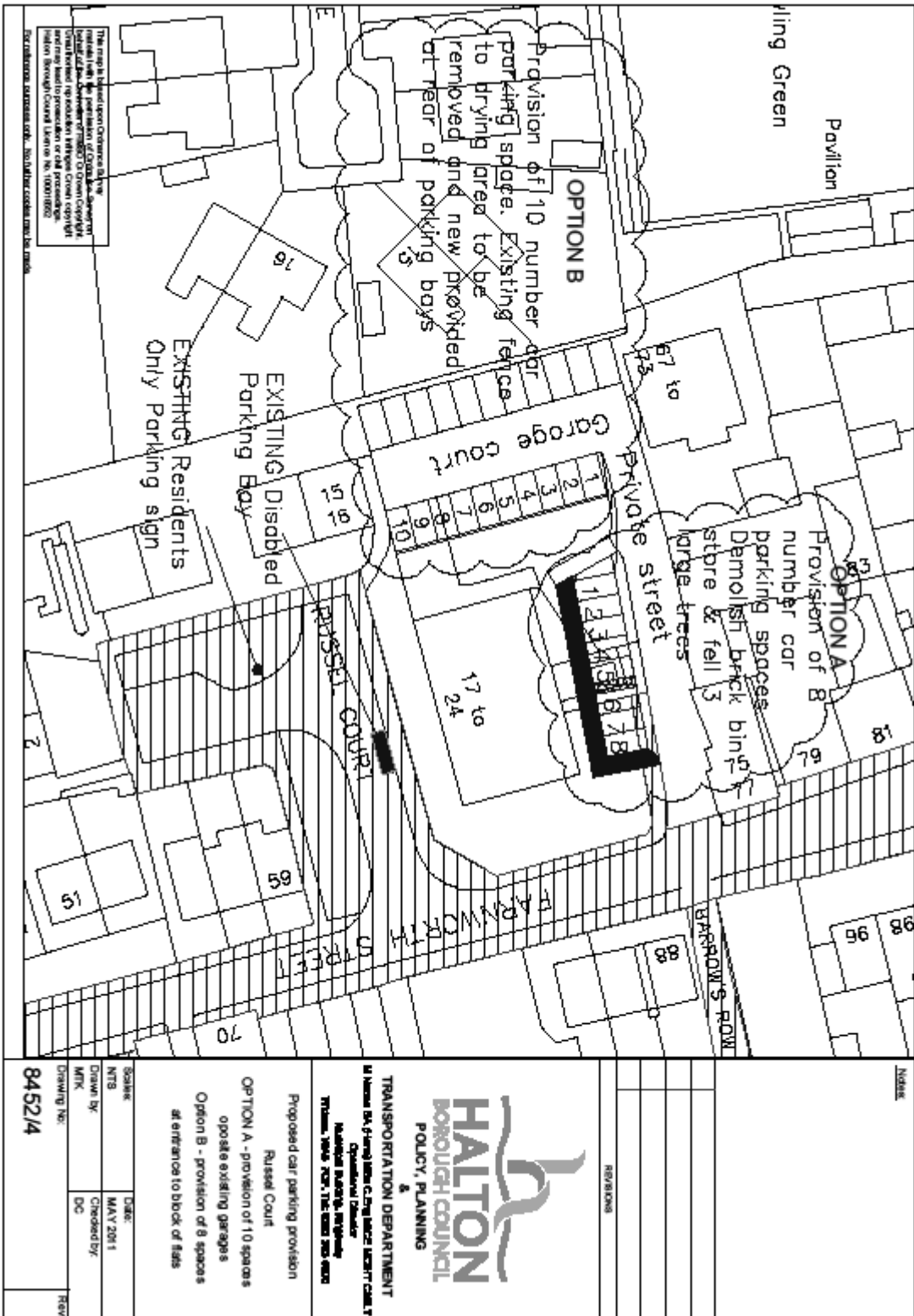
## **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Petition signed by 29 residents of Russell Court.	PP&T Dept. Rutland House Halton Lea Runcorn	Dave Cunliffe
'Options' report and plans prepared by HHT	PP&T Dept. Rutland House Halton Lea Runcorn	Dave Cunliffe


# Appendix 1 Location Plan



# Appendix 2 Proposals Plan



The Halton Borough Council is the main authority for the provision of roads in the Borough. It is the responsibility of the Council to ensure that all roads are maintained in a safe and satisfactory condition. The Council is committed to the provision of a high standard of road maintenance and to the provision of a high standard of road safety. The Council is committed to the provision of a high standard of road safety. The Council is committed to the provision of a high standard of road safety.

 <p><b>HALTON BOROUGH COUNCIL</b> POLICY, PLANNING &amp; TRANSPORTATION DEPARTMENT</p>	
<p>14 Nelson St, (Phone) 01828 520000 (Fax) 01828 520001          Operational Director          Residential Services, Engineering          Planning, Highways, Leisure and Events</p>	
<p>Proposed car parking provision          Russell Court          OPTION A - provision of 10 spaces          opposite existing garages          Option B - provision of 8 spaces          at entrance to block of flats</p>	
<p>Scale: NTS          Drawn by: MKK          Checked by: DPC          Drawing No: 8452/4</p>	<p>Date: MAY 2011          Checked by: DPC          Rev:</p>