SUNDERLAND WEST AREA COMMITTEE

REPORT BY THE EXECUTIVE DIRECTOR CITY SERVICES

14 MARCH 2012

LAKESIDE TOWERS RESIDENTS PARKING PROPOSALS

1.0 PURPOSE OF REPORT

1.1 The committee's Work Plan identifies 'Traffic and Parking' as a key priority. An issue has arisen regarding parking problems at Lakeside and their effect on the local road network.

1.2 During discussions between the City Council and GENTOO, it has been indicated that GENTOO may provide 50% funding towards a capital scheme to increase parking provision within the development. This report details options and provides a basis to open correspondence with GENTOO in respect to matched funding.

2.0 BACKGROUND

2.1 The provision of available parking space for residents is currently inadequate to serve the numbers of flats; this has been exacerbated when the blocks were renovated and demand has increased.

2.2 This has led to the receipt of a number of requests for service which are predominately in relation to indiscriminate parking within the site access roads. This situation has resulted in accessibility problems for refuse vehicles and emergency vehicles.

2.3 Whilst the problem is recognised to have an impact on the adopted highway it is not considered appropriate to utilise Local Transport Plan funding to provide residential parking on private land.

2.4 There is an opportunity to fund the provision of additional parking provision from alternative funding sources. Previous discussions between Ward Councillors and GENTOO identified the potential to match fund the improvements.

3.0 DESIGN CONCEPTS

3.1 Four design options have been developed to provide additional parking provision within the site. Each option is described in detail with Appendix A together with a feasibility cost estimate based on known criteria and defined risk items. Appendix A also includes a number of sketches that identify the location and design intent of the proposal.

3.2 The following table provides a summary of the provision and costs associated with each option;

Option No.	No of Spaces	Total cost	Cost per Space
1	15	£34,500	£2300
2	13	£30,500	£2350
3	26	£66,000	£2540
4	31	£71,500	£2160

3.6 These proposals could be mixed and matched to provide the most effective solution both in terms of additional numbers and distribution within the site.

3.7 The need for a Section 278 to allow modification to the adopted highway in Options 1 and 4 will add to the complexity of the delivery process and will introduce additional legal costs and process.

3.8 A design cost has been included within the estimates as the potential workload is significantly greater than other minor works.

4.0 CONCLUSIONS

4.1 The provision of additional residential spaces can be practically delivered through a number of options.

4.2 While formalising parking on the highway footways (Option 1) serves some purpose, it does not significantly add to the available kerbside space to produce greater availability.

4.3 The provision of additional spaces within a hardened verge on Amsterdam Road (Option 4) will enhance numbers without reducing carriageway space. However, it could be considered that this facility is positioned too far away from the properties to be truly effective.

4.4 It is therefore considered that the most effective way in providing additional space is through the delivery of Option 2 or 3.

4.5 Option 3 provides the most amount of spaces in a defined location. However, the cost per space is also the greatest, due to the level of new construction. There are also some risk elements, specifically in relation to the provision of positive drainage. A contingency sum has been added to the initial estimates to cover any requirements for modification to the existing drainage system or provide attenuation within the proposals.

5.0 RECOMMENDATIONS

5.1.1 West Area Committee considers whether it wishes to progress any of the proposals, which could progress for SIB funding to alleviate the residents parking issues, subject to match funding from GENTOO;

5.1.2 An approach to GENTOO is made to identify the availability of match funding for the scheme; and

5.1.3 Streetscene is instructed to complete the detailed design of the proposals and confirm the costs of the construction works.

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Annex 2

PROPOSAL OPTION DETAILS AND ASSOCIATED DRAWINGS

Option 1 – Footway reconstruction

Description
15no. spaces created by modifying the existing adopted flagged footway into a longitudinal parking area, delineated by white lining. The existing footway will be removed and reconstructed to adoptable carriageway specification, using reinforced concrete.

Assumptions
The parking area will be constructed on adopted land, making the Council responsible for the maintenance thereof. A Section 278 Agreement under the Highways Act will be needed to formalise the conversion of footway into parking area with all the inherent fees involved (10% of scheme cost and £750 Legal fees).

Risks
If utilities are present in the footway then protection/diversion of utilities may be required dependant on depth and location. A provisional sum of £1000 has been included in estimate for this eventuality.

Potential Savings
Flexible construction materials could be considered for the surfacing, but such materials would be different from the existing surface finishes in the area.

Cost
The estimated construction cost for this scheme is approximately £32,000. When the design cost of £2500 is included the scheme total is £34,500. This equates to £2300 per parking space.

Option 2 – Additional spaces to rear of footway, Aldenham Tower

Description
13no. spaces can be created by converting a portion of private open space into a reinforced concrete hard standing, positioned at the back of the footway and delineated by white lining. Access will be over the existing adopted footway, which will require strengthening and replacing of existing 100mm face kerbing.

Assumptions
It is assumed that no utilities are located within this 'green area'.

Risks
If utilities are found in the 'green area' or the adopted footway they may need protection/diversion. A provisional sum of £1000 has been included in the cost estimate for this eventuality.

Potential Savings
Flexible construction materials could be considered for the surfacing, but such materials would be different from the existing surface finishes in the area.

The depth of construction (currently 250mm Type 1 sub-base, 150mm reinforced concrete) could be reduced in the parking area. This may, however, lead to future maintenance issues.

Cost
The estimated construction cost for this scheme is approximately £28,000. When the design cost of £2500 is included the scheme total is £30,500. This equates to £2350 per parking space.

Option 3 – New car park adjacent to Aldenham Tower

Description
A formal 26 space car park created by converting a portion of private open space area into a reinforced concrete hard standing, delineated by white lining. Access will be from a new formed entrance into the parking area.

Assumptions
It is assumed that no utilities are located within this 'green area'.

Risks
Any utilities found in the 'green area', or the new entrance location, may need protection/diversion. A provisional sum of £1000 has been included in the cost estimate for this eventuality.

There may be insufficient street lighting in the area to properly light the car park to required standards. Additional street lighting may be required.

There is a need for positive drainage infrastructure in the parking area. A suitable outfall manhole will need to be located and consent obtained from NWL to discharge into this position. A provisional sum of £5000 has been included in the cost estimate for this eventuality.

Potential Savings
Flexible construction materials could be considered for the surfacing, but such materials would be different from the existing surface finishes in the area.

The depth of construction (currently 250mm Type 1 sub-base, 150mm reinforced concrete) could be reduced in the parking area. This may, however, lead to future maintenance issues.

Cost
The estimated construction cost for this scheme is approximately £61,500. When the design cost of £4500 is included the scheme total is £66,000. This equates to £2540 per parking space.

Option 4 – Spaces within highway verge, Amsterdam Road

Description
31no. spaces can be created by modifying the existing adopted verge into longitudinal parking area, delineated by white lining. The existing verge will be dug out and replaced with reinforced concrete hard standing to adoptable standards.

Assumptions
The series of existing street lighting is present to the rear of the verge, it has been assumed that the positions do not impact on the design or construction of the parking bays. There is no evidence of utilities in the verge (apart from street lighting).

The parking area will be constructed on adopted land, making SCC responsible for maintenance thereof. Also a S278 Agreement will be needed to formalise the conversion of verge into parking area, with all the inherent fees involved (10% of the cost of the scheme and £750 Legal fees)

Risks
It is considered unlikely that any utilities (apart from street lighting) are present in the verge; therefore no provisional sum in the estimate has been included for protection/diversion.

The existing street lighting may need repositioning outside of the proposed parking bay area. No provisional sum in the estimate has been included for this eventuality.

Potential Savings
Flexible construction materials could be considered for the surfacing, but such materials would be different from the existing surface finishes in the area.

Cost
The estimated construction cost for this scheme is approximately £67,000. When the design cost of £4500 is included the scheme total is £71,500. This equates to £2160 per parking space.