

AGENDA ITEM 4

APPEALS AND COMPLAINTS COMMITTEE

16 MAY 2006

REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES

PROPOSED EXTENSION TO NO WAITING AT ANY TIME RESTRICTIONS – TEESDALE AREA

1.0 SUMMARY

The purpose of this report is to seek Members' views on 20 unresolved objections received formally by the Legal Section following statutory advertising of the proposed extension to no waiting at any time restrictions in Teesdale.

It is not considered appropriate for the Head of Integrated Transport and Environmental Policy to consider the objections as he would be effectively reviewing his own decision.

2.0 RECOMMENDATIONS

It is recommended that:-

- (i) Members give consideration to the objections raised and also to the comments of the Head of Integrated Transport and Environmental Policy.
- (ii) The local Ward Councillors and the objectors be informed in writing of the Committee's recommendation.

3.0 DETAIL

- 3.1 24 hour waiting restrictions were introduced in Teesdale on 1 November 2004 on an experimental basis. The Experimental Order effected no waiting at any time restrictions for 18 months. Statutory consultation invited formal objections to the indefinite continuation of the scheme within the first 6 months of the implementation date. The Corporate Director of Law and Democracy received no such objections and as a result the experimental restrictions were made permanent as from 1 January 2006.
- 3.2 When the Experimental Order was implemented, a car park with 92 spaces was available for Teesdale employees at Medway House on Fudan Way which was not occupied at that time. The building owners agreed to manage a permit system for the car park at a cost of £60 + VAT per month. All businesses were informed of this service in October 2004 but there was zero take up of permits. Medway House is now occupied.

- 3.3 In November 2005 approval was given to extend the 24 hour restrictions in accordance with requests received from residents and businesses during the initial implementation of the experimental waiting restrictions. A plan of the advertised proposals is in **Appendix 1**.
- 3.4 The proposed extensions were advertised on site and in local press on 25 January 2006, the statutory objection period expired on 17 February 2006. 31 objections were formally received by the Corporate Director of Law and Democracy. Correspondence with the objectors has been exchanged and 11 objections have been formally withdrawn. The remaining 20 objections therefore remain unresolved for consideration by Appeals and Complaints Committee (see **Appendix 2**).
- 3.5 To overcome the objections received, it was proposed that the restrictions on the south side of Fudan Way would be removed from the scheme to accommodate parking for Teesdale employees. Plan of the amended proposals in **Appendix 3**.

Details of the Objections

- 3.6 19 of the 20 objectors are all employees of the Siemens/VAI site based at 7 Fudan Way in Teesdale. They are an engineering and construction company and employees require use of their vehicles in order to conduct site visits and attend meetings.

One objection was received from Sanderson Weatherall acting on behalf of Barclaycard which is located on Massey Road in Teesdale. The grounds for this objection are that the problem of illegal parking will be displaced to the private car park managed by Barclaycard. Sanderson Weatherall also state there are insufficient short term parking bays and customers with minor disabilities will not be able to park on the road.

- 3.7 The grounds of the unresolved objections are that no alternative parking is proposed to accommodate the displaced vehicles if the waiting restrictions were implemented. The objectors refer to inadequate provision of car parking spaces within Teesdale and how new office blocks are going to increase demand for on-street parking. The objectors suggestions to alleviate the problem of on-street parking demand include a secure overspill car park or a 'Park and Ride' system operating within the Teesdale site.

Response to the Objections

- 3.8 The specific response to Sanderson Weatherall is that as part of the October 2005 consultation to make the Experimental restrictions permanent and extend the existing restrictions Barclaycard contacted Traffic Management and asked that the whole of Massey Road be included in the proposed extension. Massey Road is not all adopted at this time and as highway authority we cannot process Traffic Regulation Orders on privately owned land. The request for restrictions to be added as far as the limit of adopted highway was thereby added to the proposals as per agreement with Barclaycard (request in **Appendix 5**). This objection has not been formally withdrawn to date.
- 3.9 The proposed, extended restrictions proposed are on adopted, public highway over which no one has specific rights to park. There is no right to stop or park on a highway although it is tolerated unless it is considered that there is an obstruction to

property or other highway users or the parking compromises road safety. Kerbside parking spaces cannot be reserved for specific businesses or individuals.

The proposed extensions are in response to requests received from residents or employees of Teesdale during the time the Experimental Order was initially introduced and as a result of the consultation exercise, which was conducted in October 2005. Both sides of Fudan Way for its entire length were specifically requested for inclusion in the proposals. However, the extent was reduced following substantial formal objections to cover the north side and junctions only of Fudan Way.

Parking on both sides of Fudan Way results in vehicles parked wholly or partially on the footway to accommodate the passage of two way traffic flow. This results in obstruction of the footway for pedestrians. Pedestrian routes should be protected to ensure people can have a choice to walk to work along an unobstructed, designated route, thereby promoting the potential for walking. The availability of car parking has a major influence on the means of transport people choose for their journeys. Planning, Policy Guidance 13 (PPG 13) states car parking takes up a large amount of space in development and is costly to business and reduces densities. PPG 13 suggests reducing the amount of parking in new development or in the expansion of existing development is essential as part of a package of planning and transport measures to promote sustainable travel choices. The Government wants to raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses and schools.

Discussion

- 3.10 The experimental restrictions have been successful in preventing the severe problems of obstructive parking that had occurred previously. However, some parking problems still remained and requests for extensions to the restrictions were reviewed. The main additions are for Stanford Close and Fudan Way.

Objections to the extended waiting restrictions on Fudan Way have been received from staff of a local office building. The objectors cite the need to use their cars for work and the lack of available parking.

In order to address the objection, the extent of the waiting restrictions has been relaxed on the south side of Fudan Way. This allows some on-street parking on a straight section of the road. It is not possible to accept parking on both sides of Fudan Way as this results in parked vehicles mounting the kerb to allow two-way traffic flows. However, the objectors are not satisfied with this concession.

There is clearly insufficient parking provided to accommodate every employee in Teesdale. The maximum parking allocation specified in PPG 13 has been provided and a Work Travel Plan is a requirement for businesses in Teesdale. The Work Travel Plans are co-ordinated by the Teesdale Business Association. It should be noted that there is a railway station within Teesdale and through bus services. The car parks and bus interchange in Stockton town centre is within walking distance. The Council has also sought to provide better access for residents and workers on Teesdale by supporting a shuttle bus and consideration of an overspill car park on land adjacent to Tees Barrage.

4.0 FINANCIAL IMPLICATIONS

It is estimated that implementing the restrictions including signing and lining works will cost approximately £4,000 to be funded from the 2006/07 Traffic Management budget. There is no requirement to re-advertise the revision to the scheme since the revision is of a lesser extent than previously advertised. A second press advert would be required stating the intention to make the Order as is usual practice.

5.0 POLICY CONTENT

The existing restrictions have been successful in addressing the issue of severe obstructive parking on the main routes through Teesdale. The proposed extension of restrictions addresses concerns from Stanford Close and employees of Teesdale businesses making a contribution to the safety and well being of Teesdale as a community.

6.0 CONSULTATION

The Officers' Traffic Group, local Ward Councillors and the Cabinet Member for Development and Neighbourhood Services indicated their support for the originally advertised proposals and also for the revised extent on Fudan Way.

Teesdale businesses were consulted on the proposal to advertise the extensions to waiting restrictions in October 2005 and no objections were raised at that time.

31 objections were received as part of the Traffic Regulation Order statutory advertising process when the proposal was advertised on site and in the Evening Gazette on 25 January 2006. 20 of those objections remain unresolved to date.

7.0 CONCLUSIONS

Parking on both sides of Fudan Way causes obstruction to two way traffic flow, pedestrian footway and access for larger vehicles. The original proposal was requested by a business of Teesdale who expressed concern at access issues for emergency vehicles. The extent of restrictions has been reduced but the objections remain upheld. Businesses on Teesdale are subject to Work Travel Plans to reduce the need for employees to drive into Teesdale.

It is recommended that the objections are over ruled and the restrictions be implemented as soon as possible to prevent obstructive parking which is a road safety concern.

Corporate Director of Development and Neighbourhood Services

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Environmental Implications

The existing waiting restrictions have reduced on street parking, there has been no evidence of displaced parking which may be indicative of the majority of commuters using more sustainable modes of transport.

Community Safety Implications

The extension of restrictions will address concerns of residents in cul de sac locations which experience parking across dropped crossings. The proposals also address issues of obstructive parking on the footway and restrictions to two way traffic flow or emergency vehicle access caused by parking on both sides of the road.

Background Papers

PPG 13

Scheme of Delegation Report SD.T.325

Scheme of Delegation Report SD.T.248

Officers' Traffic Group (23.02.2006)

Officers' Traffic Group (06.10.2005)

Education Related Item

No

Ward(s) and Ward Councillor(s)

Mandale & Victoria : Councillors Walmsley, Mrs Norton and Mrs Trainer