

OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

Scheme of Delegation No: 203, Page 137

Officer: Mike Robinson

WEST STOCKTON TOWN CENTRE – PROPOSED RESIDENTS PERMIT PARKING SCHEME

SUMMARY

This report presents the results of the public consultation exercise, carried out to determine the public consensus for a Residents Permit Parking Scheme in the area west of Stockton town centre. It also seeks to confirm your approval for the scheme as shown on **Drawing No TM14/55/C Appendix 1** to be implemented this financial year and to be funded out of the Local Transport Plan budget – allocation.

RECOMMENDATIONS

- 1 The results of the consultation exercise be noted.
- 2 Approval be given to the scheme, as shown on **Drawing No TM14/55/C in Appendix 1**, to be funded from the Local Transport Plan budget allocation.
- 3 Approval be given to the Director of Law and Democracy to process the necessary Traffic Regulation Order.
- 4 The local Ward Councillors and affected residents be informed of your decision. Residents be sent a letter and plan of the revised scheme and information regarding statutory consultation to be taken.

DETAIL

Background

- 1 A temporary Residents Permit Parking Scheme was introduced in June 1998 to protect residential areas around Stockton town centre from commuter parking during construction of the Wellington Square development. This scheme covered three zones, Victoria Estate, north of Wellington Street and south of Wellington Street (west of Stockton town centre). The temporary scheme allowed residents to have parking permits free of charge.
- 2 On completion of the Wellington Square Development it was proposed to make the Residents Permit Parking Scheme permanent. A residents consultation exercise was undertaken which showed strong support for the continuation of the scheme, however, the principle of charging for the scheme was not accepted by the majority (70%) of residents and the scheme was withdrawn in April 2003. However, following requests from local residents the Victoria Estate scheme was re-introduced permanently in 2005.

- 3 Frequent requests for similar schemes are received from residents who perceive that a residents parking zone would address the problems created by non-resident parking.
- 4 Assessment criteria for Resident Permit Parking Zones are detailed in the Council's Parking Plan and Cabinet Member Report SD.T.386. Following acceptance of the Cabinet Member Report, a request list for Resident Permit Parking schemes was established.
- 5 Two areas from the list that satisfied the agreed criteria were prioritized for investigation. The two areas, Parkfield and Hardwick, have already been investigated. A third site, west of Stockton town centre, was held in reserve to be investigated if one of the original schemes was not progressed. These sites were selected because the aim of such schemes is to address the problem of commuter parking in residential streets during the working day such as in town centre areas and near University or Hospital sites.
- 6 The current charge for permits is £10 per year for each vehicle registered to a property within a zone. Visitors permits are also available at £10 but are limited to one per household, although special events could be catered for by advance notification to the car parking office. Business permits (one per business located within the zone) are charged at £50 per year.
- 7 Following a decision not to proceed with the Parkfield scheme, a feasibility study was subsequently undertaken for the area west of Stockton town centre, which covered the area north and south of Wellington Street. The streets covered within this zone were; Bright Street, Russell Street, Palmerston Street, Sydney Street, Cobden Street, Millbank Court, Vane Street, Wellington Street, Hutchinson Street, Derby Street, Mill Street West, Carlton Close, Corporation Street, Stamp Street, Durham Street, Burgess Street, Howden Walk, Bishopton Lane, Balaclava Street, Nolan Place and North Street/South Back Bishopton Lane.
- 8 Proposals arising from this study were subsequently approved in principle as a basis for a public consultation exercise (Cabinet Member Report TS.T.29.07).
- 9 The measures that were proposed and on which residents have been consulted are described in detail in the Scheme of Delegation report TS.T.29.07 and are summarised as follows:-
 - (i) The introduction of Resident Permit Parking Bays on the streets within the study area.
 - (ii) Introduction of a Traffic Regulation Order to allow enforcement of 24 hour restrictions on Victoria Street.
 - (iii) Extend the Monday to Saturday 7.00am – 6.00pm restrictions on Milbank Court.
 - (iv) The introduction of business parking bays in North Street/South Back Bishopton Lane.
 - (v) All of the areas not included in the restrictions described above will have 8.00am – 6.00pm (Monday to Saturday) waiting restrictions installed.

Response to Consultation

- 10 Letters were delivered to all residents and businesses within the zone enclosing a plan, guidance notes on Resident Permit Parking schemes, a pre-paid envelope and a reply form.

These reply forms were designed to give the residents the opportunity to provide a Yes or No response to the question of whether or not they supported the scheme.

- 11 A total of 476 letters were sent to residents within the zone in the initial round of consultations. Of these 144 (30%) responses were received. A petition was also received from residents of Russell Street/Palmerston Street in support of the scheme, 21 residents signed the petition, of these 12 residents were new and had not already completed a reply slip. However, they were included in the total residents supporting the scheme. A total of 108 (69%) residents support the proposals, 48 (31%) of which did not support the proposals. A summary of the comments received on these reply forms, with a response can be seen in **Appendix 2**.

- 12 As a result of the initial consultation exercise the scheme was reviewed and the following amendments were proposed with those affected residents being re-consulted.

- (i) On Bright Street the resident parking bays be moved from the south side to the north side. A loading bay be provided on the south side to accommodate large delivery vehicles for The Arc and local businesses. Daytime restrictions and associated No Loading restrictions on the remaining southern length of Bright Street.
- (ii) The introduction of 30 minute limited waiting bays in Cobden Street to provide customer parking for local businesses.
- (iii) Proposal to replace existing loading bay with resident permit parking bays on Alma Street.
- (iv) Proposal to introduce resident parking bays on the west side of Innkerman Street and daytime restrictions on the east side.
- (v) Proposal to introduce resident permit parking bays on the north side of Bishopton Lane near Stockton Station.

- 13 Those residents affected by the amendments were consulted by area.

A total of 52 residents were consulted in the Bright Street area, 14 (27%) responses were received of which 12 (86%) residents support the proposals and 2 (14%) did not support the proposals.

A total of 32 residents were consulted in the Bishopton Lane area, 9 (28%) responses were received, of which only 1 (11%) resident was in support and 8 (89%) did not support the proposals.

- 14 The revised figures below include new respondents from the second round of consultation in the Bright Street area (first round of consultation here discounted) and excludes the area north of Bishopton Lane. A total of 444 residents were consulted within the scheme's new proposed area, 133 (30%) responses were received of

which 98 (74%) residents support the proposals and 35 (26%) did not support the proposals. See table below.

	Area north and south of Wellington Street and north of Bishopton Lane	Bright Street area	Area north of Bishopton Lane	Area north and south of Wellington Street excluding area north of Bishopton Lane
Total letters sent	476	52	32	444
Total responses received	156 (33%)	14 (27%)	9 (28%)	133 (30%)
Total in support	108 (69%)	12 (86%)	1 (11%)	98 (74%)
Total against scheme	48 (31%)	2 (14%)	8 (89%)	35 (26%)

- 15 There were also a number of telephone calls received during the public consultation exercises. Any points that were raised during these discussions have been included in **Appendix 2**.

Proposed Measures

- 16 Given the lack of support, the proposals to include the area to the north of Bishopton Lane as part of the Residents Permit Parking Scheme be withdrawn.
- 17 As a result of the public consultation exercises the scheme was reviewed and it is proposed to include the following in the scheme. These amendments are included on the attached plan **TM/14/55/C, Appendix 1**.
- (i) The introduction of two additional 30 minute limited waiting parking bays at the southern end of Cobden Street to provide customer parking for local businesses.
 - (ii) The introduction of 8.00am – 6.00pm daytime restrictions on Victoria Street to allow greater flexibility for evening parking for residents.
 - (iii) Amendment of the Monday – Saturday 7.00am – 6.00pm restrictions on the east side of Millbank Court to Monday – Saturday 8.00am – 6.00pm in line with residents parking.
 - (iv) Introduction of resident permit parking bays on the west side of Millbank Court.
 - (v) The existing parking bays in Cobden Street be included in the scheme.
 - (vi) Introduction of resident permit parking bays in the turning head on Durham Street. Residents currently use this area for parking and turn vehicles on Stamp Street.

- (vii) Given the lack of support, the residents parking bay on the eastern end of North Street/South Back Bishopton Lane be withdrawn.
- (viii) The existing parking bays on South Back Bishopton Lane be included in the scheme.

18 It should be noted that affected, existing parking bays currently in housing land will be converted to adopted highway and included within the Residents Parking Scheme.

FINANCIAL IMPLICATIONS

The estimated cost of advertising the new Traffic Regulation Order and to sign and line the scheme is approximately £20,000. This is to be funded from the Local Transport Plan budget allocations.

POLICY CONTENT

The Council's Parking Policy was approved by Cabinet in November 2004 as part of the business case application for the take up of Decriminalised Parking Enforcement powers.

The proposals to control commuter parking in residential areas are consistent with the Local Transport Plan and Agenda 21. It is also in accordance with the Community Plan in securing a safe and attractive environment for current and future generations.

CONSULTATION

As noted above. The Officers' Traffic Group have also been consulted on the proposed scheme. The Traffic Regulation Order will be subject to statutory advertising on site and in the local press as part of the legal process.

Ward Councillors have been consulted, Councillor Coleman has indicated his support of the scheme. No response has been received from Councillor Kirton.

CONCLUSIONS

The assessment criteria for progression of the scheme was that two thirds of respondents within the zone had to support the proposals. This has been achieved so it is recommended that the scheme is approved and the necessary Traffic Regulation Order progressed.

Corporate Director of Development and Neighbourhood Services

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Environmental Implications

Resident parking schemes may encourage commuters to use alternative means of transport which will reduce peak hour congestion.

Community Safety Implications

The scheme will address residents concerns relating to road safety and commuter parking.

Background Papers

SD.T.386 Resident Parking Zone scheme selection
TS.T.29.07

Education Related Item?

No

Ward(s) and Ward Councillors

Stockton Town Centre : Councillors D Coleman and P Kirton

Signed by the Delegated Officer Date

Mike Robinson
Head of Technical Services

**WEST STOCKTON TOWN CENTRE – PROPOSED RESIDENTS
PERMIT PARKING SCHEME**

I accept / do not accept the above recommendations.

Signed Date

Cllr R Cook
(Cabinet Member for Regeneration & Transport)

Comments

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Comment	No	Response
Has had difficulties on many occasions to park outside or near their own house due to commuter parking.	6	No-one has a right to park a vehicle outside their property and this scheme addresses the problem of commuter parking.
Happy to be able to park all day without any time restrictions.	1	Scheme would operate Monday – Saturday, 8.00am – 6.00pm. The scheme allows residents only to park within these times with the use of a valid permit which only costs £10 per year, assuming spaces are available.
Are the streets going to be zoned for residents only, to prevent residents from other streets parking elsewhere?	2	No. The scheme will be classed as one zone, it would be impracticable to zone each street and it also allows flexibility for residents.
In full support of the scheme and happy to pay.	8	
Supports the scheme if the permits are free, also objects to paying for visitor permits, think they should be free too.	5	No-one has a right to park a vehicle outside their property but what this scheme is doing is dedicating areas for residents to park. The issue of visitors passes must be carefully managed and the charging for these is necessary. The payment for both resident and visitor permits is only £10. All money received for the passes will be re-invested into the scheme through enforcement.
On occasions, is it okay for frequent visitors to park all day and over night?	1	The visitors permit gives residents the flexibility of allowing visitors to stop over night on occasions.
Parking onto the footpath is causing damage.	1	Although not encouraged it is an accepted practice for vehicles to park onto the footway where the road and footpath width dictates. This scheme should improve the situation as parking will only be allowed on one side of the road.
Supports the scheme but parking attendants need to be seen in the area more often.	1	The money received for the permits will be re-invested into the scheme through enforcement by enforcement officers.
The area has old and registered disabled residents and there is no provision for disabled parking within the scheme.	1	The Council could give consideration to an Advisory Disabled Bay within the residents parking bay if this could be accommodated and if the criteria is met.

Comment	No	Response
Last time the Residents Permit Parking Scheme was in operation I received a parking ticket whilst displaying a valid permit as the parking bays were all full in Durham Street.	1	No-one has a right to park outside their own property but the scheme has been designed to maximise the number of residents' bays within each street. Despite displaying a valid parking permit if a vehicle is parked illegally they will incur a penalty notice.
The designated turning head on Durham Street is used for parking by residents and Stamp Street is used for turning vehicles. If this area is not available for residents to park then there will be more vehicles trying to park on Durham Street.	1	The scheme has been reviewed and the turning head will be used as a residents parking bay, this will accommodate an additional two vehicles.
In support of the scheme providing the flats above Nelson Terrace shops are included in the scheme.	3	The flats are included as part of the scheme and will be eligible for a permit.
Can the whole of Bishopton Lane be included to prevent workers parking?	2	The residential/commercial area of Bishopton Lane near to the railway station was included in the scheme and, as insufficient support for the scheme was received, it will not be included for further investigation.

Comments Not In Support	No	Response
Feels the freedom of having friends and family visiting would be taken away and objects to paying for a permit.	1	Although it is current policy for only one visitor pass to be issued per property it is possible to obtain additional visitor passes on special occasions. Each request will be assessed according to its merit and the operation of the available parking bays.
Most homes in the area already have allocated parking.	1	The area consists mainly of terraced houses with no parking facilities, there is only a limited number of properties with driveways/garages.
My garage backs onto Derby Street, parking bays might cause a problem with access.	1	There are no parking bays planned for Derby Street so garage access will be maintained.

Comments Not In Support	No	Response
Object to parking bays being provided on Bishopton Lane at the rear of the property and being forced to park at the rear because of restrictions to the front. Has concerns over vehicle safety.	2	A review of the original proposals was undertaken and additional parking bays were proposed to the front of the properties. Following a lack of support it was decided to withdraw the area north of Bishopton Lane from the scheme.
The proposed parking bays on the north side of North Street would prevent safe access for large delivery lorries. They would be better positioned on the south side.	1	There is an existing loading bay and disabled parking on the south side of North Street. After further consideration it was decided to withdraw the eastern section of North Street from the scheme.
I object to paying, I am a pensioner and cannot afford to pay £10 to park outside my own house.	4	Whilst we understand the financial difficulties some residents may have the payment for a permit is only £10 and is valid for 12 months.
Don't think there is a parking problem and against paying for a permit.	6	The area west of Stockton Town Centre was highlighted for a Resident Permit Parking Scheme following numerous complaints and concerns regarding commuter parking in the area. The payment for a permit is only £10. All money received for the permits will be re-invested into the scheme through enforcement.
The proposals have a serious detrimental effect on the Masonic Hall's charitable efforts. There is no provision to cater for our 300+ membership, no provision to cater for visitors and the indicated costs are outrageous.	1	The Masonic Hall has its own private car park to accommodate staff/visitors. There is ample parking available for members and visitors in the neighbouring Wellington Square Car Park. However, the scheme has been reviewed and the proposed 24 hour waiting restrictions, on Victoria Street have been amended to 8.00am – 6.00pm. This will give extra flexibility for parking on an evening.
An unnecessary scheme for the area around Durham Street/Corporation Street/Derby Street. We don't have a problem with commuter parking and never have. It is a tax on those least able to afford it as the scheme covers some of the least affluent areas of Stockton.	1	If any streets in the proposed zone were excluded from the scheme it is likely that they would attract displaced commuter parking from around the area and cause parking problems for residents. Whilst we understand the financial difficulties some residents may have the payment for a permit is only £10 and is valid for 12 months.

Comments Not In Support	No	Response
<p>There is not enough parking places in the Milbank Street/Sydney Street area which already causes friction between residents and no new spaces provided in the proposals. I would be glad to pay for a permit if more spaces were made available.</p>	1	<p>The scheme has been reviewed and it is proposed to provide additional resident parking bays on Milbank Court. It is also proposed to change the 24 hour waiting restrictions on Victoria Street to 8.00am – 6.00pm restrictions, this will give extra flexibility for parking on an evening.</p>
<p>We have three vehicles in our household and would lose the ability to park if we accept the proposals.</p>	1	<p>A residents permit can be purchased for each vehicle registered at the property plus one visitors pass.</p>
<p>Is concerned about the loading bay on Alma Street being replaced by a resident permit parking bay, this could have an effect on deliveries for my furniture business, Arrowsmiths, and the pub next door.</p>	1	<p>It was agreed to divide the space available into a loading bay and resident permit parking bay. However, due to the lack of support, the area north of Bishopton Lane has been withdrawn from the scheme. Further discussions have taken place with Mr Arrowsmith and he is more than happy to retain the existing loading bay with no changes.</p>
<p>As garage owners on Innkerman Street we are concerned that the parking restrictions will affect our business and are against the scheme.</p>		<p>Due to the lack of support, the area north of Bishopton Lane has been withdrawn from the scheme.</p>