

AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

31 MARCH 2010

REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES

ON STREET PARKING, STOCKTON BOROUGH – CHARGING REGIME ON PRINCE REGENT STREET, STOCKTON

1.0 SUMMARY

The purpose of this report is to seek Members' views on an unresolved objection received following the statutory advertising of a proposal to introduce on-street parking charges on Prince Regent Street, Stockton and revoke the relevant Traffic Regulation Order relating to the existing 2 hour limited waiting restrictions.

It is not considered appropriate for the Acting Head of Technical Services to consider the objection as he would be effectively reviewing his own decision.

2.0 RECOMMENDATIONS

It is recommended that:-

- (i) Members give consideration to the objection raised by a local resident and also to the comments of the Acting Head of Technical Services.
- (ii) The local Ward Councillors and the objector be informed of the Committee's recommendation.

3.0 DETAIL

- 3.1 Stockton Borough Council adopted Decriminalised Parking Enforcement (DPE) powers on 5 September 2005 which transferred the traffic wardens duties of enforcement of waiting / loading restrictions to Council employed Neighbourhood Enforcement Officers. Policies approved in the Parking Plan and Financial Case that accompanied the DPE application to the Secretary of State included the future introduction of on-street parking charges in Stockton Town Centre.

The first phase of on-street Parking charges was implemented in the 2007/08 financial year. This gave approval to the installation of long stay parking charges on Bath Lane, Bath Plane and King Street and 1hr limited stay parking charges on Norton Road, Park Terrace, Yarm Lane, Yarm Street, Bridge Road and Silver Street.

Phase 2 of the on-street Parking Charges programme proposed to introduce on-street parking charges on Prince Regent Street, Church Road and Bishop Street. These proposals are detailed in the Officer Decision in Consultation with Cabinet Member Report dated 7 October 2008 (TS.T.77.08) and can be seen in **Appendix 1**.

- 3.2 The areas of Prince Regent Street that have been considered for on-street parking charges are the three existing 'limited stay' parking bays between Dovecot Street and Yarm Lane. The existing waiting restrictions associated with these bays are a 2 hour maximum stay with a 2 hour no return period and are currently in operation Monday to Saturday between 9am and 5pm.
- 3.3 The proposal to introduce parking charges in this area would not alter the existing 2 hour maximum stay waiting restrictions and would remain Monday to Saturday only. However, the current operation hours are not in line with daytime waiting restrictions elsewhere within the Borough where the standard period is Monday to Saturday 8am to 6pm. Therefore, it is proposed for all restrictions to have their periods of operation amended to 8am to 6pm.
- 3.4 A Notice for the proposed scheme was advertised in the Evening Gazette and on site on 27th November 2009 with the objection period expiring on 18th December 2009. Following the publication of the Statutory Notices, the Director of Law and Democracy formally received one letter of objection. A copy of the objection letter can be seen in **Appendix 2**.

4.0 DETAILS OF THE OBJECTION

4.1 Mr D Jones, Flat F, 37 Dovecot Street, Stockton-on-Tees, TS18 1LH

Detail of the objection dated 13 December 2009

"My address is Dovecot Street but my front door is on Prince Regent Street (to the left of Domino's Pizza shop) which disqualifies me from applying for a Residential Parking Permit. I have lived at my current address for four years and have always had problems parking, but was aware of the difficulties when I moved in. However, with the proposed Pay and Display parking, and with the rejection of the permit, I will not have anywhere to park my car within ten minutes walking distance of my home.

I have already written to my Councillor to explain how I feel about the situation. I feel I have been unfairly overlooked and forgotten about."

4.2 Response to objection

The areas of Prince Regent Street considered for on-street parking charges are the three existing 'limited stay' parking bays between Dovecot Street and Yarm Lane. The proposal to introduce parking charges in this area would not alter the existing 2 hour maximum stay with a 2 hour no return period waiting restrictions that are in place within these bays. The proposed restrictions would remain Monday to Saturday only. However, their periods of operation would be amended to 8am to 6pm to be brought in line with daytime waiting restrictions elsewhere within the Borough.

Parking will remain unrestricted between the hours of 6pm to 8am on a Monday to Saturday and anytime on a Sunday or Bank Holiday. This means a vehicle would be able to park within the bay for any length of time and without charge during this time.

There are existing 2 hour limited waiting parking bays on William Street, Brunswick Street, Albion Street, Skinner Street and Dovecot Street which will continue to allow parking without charge for up to 2 hours, Monday to Saturday between 9am and 5pm. There are future proposals to introduce additional 2 hour limited waiting parking bays on Skinner Street and Lodge Street and amend the operation hours of all bays in this area to 8am to 6pm Monday to Saturday (see **Appendix 1**). However, the proposals will not include the introduction of parking charges to these bays. The nearest existing limited waiting bays without a charge are an within 5 minutes walk from Mr Jones' property.

With reference to the request for a Residential Parking Permit, unfortunately there is no Residents Parking Scheme in operation in this area meaning that no such permit exists for this area.

Residents Parking Schemes are usually only considered in residential areas where on street parking by commuters, shoppers or patrons has a significant impact on available parking for local residents. Parking is only permitted in designated bays and the schemes are implemented as a 'Controlled Zone' operating Monday to Saturday between 8am and 6pm. Residents and their visitors must purchase a permit if they wish to park within the zone during specified hours. Given that this property lies within the designated 'Town Centre' boundary, it is considered a predominantly commercial area and it is therefore unlikely that a Residents Parking Scheme would be considered in this area of Dovecot Street / Prince Regent Street.

5.0 FINANCIAL IMPLICATIONS

The estimated cost of processing the Order, all associated signing and lining works and the purchase and installation of the Pay & Display meters is £22,500.

6.0 POLICY CONTENT

On-street charging on Prince Regent Street will lead to more appropriate use of available spaces in the town centre, will assist commercial activity of local businesses and will improve the vitality of the town centre. The proposals are in accordance with the Council's Parking Plan and the business application for Decriminalised Parking Enforcement.

7.0 CONSULTATION

As noted above, the Officers' Traffic Group (Item no 180/08), Ward Councillors, Acting Head of Service and Cabinet Member for Regeneration and Transport were also consulted. Statutory consultations involving advertising on site and in the local press were undertaken; this resulted in one outstanding objection being received. The objector will be invited to the Appeals Committee.

8.0 CONCLUSIONS

The introduction of on-street pay and display parking on Prince Regent Street should assist town centre traders and will also control commuter parking. Council Enforcement of waiting / loading restrictions is resource intensive and on-street charging will mean associated costs are offset.

It is requested that the Committee recommend the objection is over-ruled and the restrictions are implemented as detailed.

Corporate Director of Development and Neighbourhood Services

Contact Officer : **Kevin Ellison**
Telephone : **01642 526751**
Email Address : **kevin.ellison@stockton.gov.uk**

Environmental Implications

The proposals will assist in applying demand management measures to central area parking, thereby reducing the impact of the motor vehicle on the environment.

Community Safety Implications

None

Background Papers

SD.T.398 Proposal to introduce on-street parking charges and taxi rank amendments.
Scheme of Delegation Reports TS.T.77.08 & TS.T.102.08

Education Related Item?

No

Ward(s) and Ward Councillors:

Stockton Town Centre Ward : Councillors D Coleman and Paul Kirton