

OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

Scheme of Delegation No: 203, Page 137

Officer: Mike Robinson

STOCKTON TOWN CENTRE - PROPOSED ON-STREET PARKING CHARGES

SUMMARY

This report presents proposals to introduce on-street parking charges on Church Road, Bishop Street and Prince Regent Street in Stockton Town Centre. The proposals are shown on drawings C.950.G.001 and C.950.G.002 in Appendix 1. It also recommends that further work be undertaken to review the on-street parking charges that were introduced in Phase 1 and for consideration to be given to the introduction of parking charges to the Dovecot Street / Skinner Street area of Stockton Town Centre.

RECOMMENDATIONS

It is recommended that:

- 1 The consultations that have already taken place with town centre businesses be noted.
- 2 The principle of adopting an 'inner' and 'outer' zone of parking charges be introduced for all future on-street parking charge schemes as shown on **Plan C.950.G.003** in **Appendix 1**. The parking charges are as follows:

'Inner' Zone

- (i) first 10 minutes free
- (ii) 20p for ½ hour
- (iii) £1 for an hour

'Outer' Zone

- (i) first 10 minutes free
- (ii) 20p for ½ hour
- (iii) 50p for 1 hour
- (iv) £1 for 2 hours

The maximum duration of stay to be adopted in the 'outer' zone should remain flexible and will depend on the local conditions of the area being considered.

- 3 The proposals outlined in the report for the Church Road, Bishop Street and Prince Regent Street areas of the town centre, as shown on **Drawings C.950.G.001** and **C.950.G.002** in **Appendix 1**, be approved.
- 4 The Director of Law & Democracy be authorised to process the necessary draft Order and Notices and receive any objections submitted.

- 5 The introduction of on-street parking charges be considered for Dovecot Street, Brunswick Street, Skinner Street, all of which are located in the 'outer' zone. Should a scheme be progressed then this would constitute Phase 3 of the On-street Parking Charges programme with a consultation exercise being undertaken in 2009/10.
- 6 A review be undertaken of Phase 1 of the On-Street Parking charges scheme which introduced limited waiting parking charges onto Norton Road, Park Terrace, Yarm Lane, Yarm Street, Bridge Road and Silver Street and long stay parking charges into the King Street / Bath Lane area of the town centre. A further report be brought detailing the results of this review.

DETAIL

Background

- 1 Stockton Borough Council adopted Decriminalised Parking Enforcement (DPE) powers on 5 September 2005 which transferred the traffic warden duties of enforcement of waiting/loading restrictions to Council employed Parking Attendants. 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.
- 2 The locations to be investigated for on-street parking charges were identified in the Cabinet report dated 20 April 2006. The plan which accompanied this report and which highlighted these areas can be seen in Appendix 2.
- 3 The first phase of On-Street Parking charges was implemented in the 2007/8 financial year and is detailed in the Officer Decision in Consultation with Cabinet Member Report dated 8 February 2007 (SDT.T.398). This gave approval to the installation of long stay parking charges on Bath Lane, Bath Place and King Street and 1hr limited stay parking charges on Norton Road, Park Terrace, Yarm Lane, Yarm Street, Bridge Road and Silver Street. The tariffs associated with the limited stay on-street parking were 20p for ½ hour and £1 for an hour. These have all now been implemented.

Discussion

- 4 This report details Phase 2 of the On-Street Parking Charges programme and covers the roads Church Road, Bishop Street and Prince Regent Street. It also details the results of a review of the existing parking restrictions in the Dovecot Street / Brunswick Street area of the town centre. This includes all roads bounded by Dovecot Street, Prince Regent Street, Hartington Road and Yarm Lane, including Dovecot Street itself.
- 5 During the feasibility study that has been undertaken for the On-Street Parking Charges Phase 2, it has become clear that different tariffs and maximum durations of stay are preferred in different areas due to local conditions and facilities. The preferred approach is therefore to introduce a parking strategy for the town centre that proposes an 'inner' parking zone of £1 per hour 'churn' parking and an 'outer' parking zone with reduced tariffs and set durations of stay, the maximums of which should be dictated by local conditions. This approach and how it relates to different areas of the town centre is detailed in the paragraphs below. The proposed 'inner' and 'outer' zones can be seen on **Dawing C.950.G.003** in **Appendix 1**.

Church Road / Bishop Street area

- 6 The area of Church Road that has been considered for on-street parking charges is on its north side between Gloucester House and Maritime Road. There are existing limited waiting restrictions in this location with a ½ hour maximum stay (9am to 5pm).
- 7 There are a number of businesses on this stretch of Church Road and the consultations that have been undertaken with town centre businesses have confirmed that they require a regular turnover of parking. Whereas the location of this section of Church Road is located in the 'outer' zone, the preferred maximum duration of stay is ½ hour due to the local conditions.
- 8 The area of Bishop Street that has been considered for on-street parking charges is both sides of the road and to the east of Thistle Green. There are existing limited waiting restrictions on the south side of Bishop Street in this location with a 2 hour maximum stay (9am to 5pm). These do not apply on Wednesdays and Saturdays when the limited stay areas are reserved for Market Traders with permits.
- 9 There are limited areas available within the town centre for traders to park on market days. It would therefore be difficult to relocate the market traders vehicles from the limited waiting areas on Bishop Street on Wednesdays and Saturdays. It is therefore a requirement to retain the limited waiting for Market Traders on Bishop Street in its current form.
- 10 There are no businesses near to the limited stay parking areas on Bishop Street and, unlike Church Road, they do not therefore require a regular turnover of parked cars. The proximity of the restrictions to the town centre ('outer' zone) means that they are used by visitors who wish to stay in the town centre for longer periods. Consultations that have been undertaken with town centre businesses have confirmed that the preferred maximum stay for Bishop Street is 2 hours.
- 11 Stockton Police Station is located on the north side of Bishop Street between Thistle Green and The Square and therefore Bishop Street is regularly used by the Police during their day to day operations. A request has been received from the Police for some parking to be made available for operational marked Police vehicles.
- 12 There is an area of land on the north side of Bishop Street, just to the west of its junction with The Square, that is currently used as an unofficial off-street car park. This land is unadopted highway and as such can be used freely by commuters and visitors to the town centre. There are opportunities to adopt this area of land and to introduce a traffic regulation order to make it available for operational marked Police vehicles and limited stay parking.
- 13 There is a further area of limited stay parking that exists on the north side of the access to the Police station, on the east side of Thistle Green. These limited waiting restrictions have a ½ hour maximum stay (9am to 5pm). As with Church Road, local facilities dictate that a short duration of stay is preferred for this parking bay. These facilities are Stockton Library, Stockton Parish Church and the Police Station which both benefit from a quick turnover of parking in their vicinity.
- 14 All of the areas described above are in the 'outer' parking zone where increased maximum durations of stay of 2 hours would normally be preferred. This is acceptable for Bishop Street but the parking bays on Church Road and on the Police Station access road have adjacent facilities that dictate that a shorter duration of stay

is preferred (½ hour).

Prince Regent Street

- 15 The areas of Prince Regent Street that have been considered for on-street parking charges are the existing limited stay parking restrictions on both sides of the road between Dovecot Street and Yarm Lane. These existing waiting restrictions are for a 2 hour maximum stay (9am to 5pm).
- 16 As with Bishop Street, the parking restrictions on Prince Regent Street do not require a regular turnover of parked cars. The proximity of the restrictions to the town centre means that they could be used by visitors who wish to stay in the town centre for longer periods. Consultations that have been undertaken with the businesses have confirmed that the preferred maximum stay for Prince Regent Street is 2 hours.
- 17 There are 2 existing taxi ranks within the limited waiting bays on the east side of Prince Regent Street that operate between the hours of 8pm and 4am that would not be affected should limited waiting parking charges be introduced.

Dovecot Street area

- 18 A review has also been undertaken of the existing parking restrictions on the roads bounded by Dovecot Street, Prince Regent Street, Hartington Road and Yarm Lane, including Dovecot Street itself.
- 19 There is a need for vehicles to stay for longer than 1 hour in all of the limited stay parking areas on these roads due to the nature of some of the businesses that are close by. This includes the Arc and some café / coffee shops. This has been confirmed during the consultations that have been undertaken and the 2 hour maximum stay is preferred on all the roads.
- 20 During previous consultations with town centre businesses, requests have been made for additional limited stay parking bays to be introduced in the Brunswick Street / Skinner Street area. There is an opportunity to introduce such bays in Skinner Street and Lodge Street although, due to the regularity of accesses, it is not possible to introduce any new bays on Brunswick Street.
- 21 There is also a problem with the existing limited waiting bays at the north end of Skinner Street in that they are located on both sides of the road and therefore restrict traffic flow when they are fully utilized. Opportunities exist for relocating some of the parking bays so that they are all on one side of the road thereby improving traffic flow.
- 22 Whereas the installation of parking charges are possible for all of these roads, it is not proposed as part of this Phase 2 scheme. However, it is recommended that town centre businesses be consulted on the possible introduction of such charges and that this should constitute Phase 3 of the On-Street Parking Charges programme. The roads to be included in this study are Dovecot Street, Skinner Street, Brunswick Street, William Street, Lodge Street, Albion Street and York Street.

General

- 23 All of the existing limited waiting parking bays currently operate between 9am and 5pm. This is not in line with parking restrictions elsewhere in the Borough where the

standard period is 8am to 6pm. Therefore, it is proposed for all restrictions to have their periods of operation amended to 8am to 6pm.

- 24 The adoption of the 'inner' zone as shown on **Drawing C.950.G.003** in **Appendix 1** means that any future on-street parking proposed for Stockton High Street would be of the 'churn' type charged at 20p for ½ hour and £1 for an hour (maximum stay).
- 25 Another area of the town centre that was discussed during the consultation exercise was the Cultural Quarter which is the area immediately to the east of the High Street which includes Calverts Lane and Silver Street. A request was made for the introduction of more on-street limited waiting parking in this area. This area was not investigated as part of this study but it is recommended that it be reviewed for the possible introduction of additional limited waiting parking. This area is within the 'inner' zone but it may not be appropriate for £1 'churn' parking. Also, in urban realm terms, there is a desire to restrict the number of vehicles in this area to create a pedestrian friendly environment but there may be scope to introduce additional free limited waiting parking in the evening. This area should be given further consideration as part of the development of proposals for the High Street.

Consultation with businesses

- 26 In 2006, the Town Centre Manager consulted with Stockton Town Centre businesses regarding the principal of introducing on-street parking charges. The result of this consultation exercise has been considered when producing the recommendations contained in this report.
- 27 The town centre businesses were invited to attend 2 breakfast seminars with the Town Centre Manager and technical staff on 14th and 19th August 2008 respectively where the proposal to implement parking charges on Church Road, Bishop Street, Prince Regent Street and Dovecot Street were discussed. A number of comments / concerns were raised at these meetings, all of which were recorded and these can be seen, with a response, in **Appendix 3** at the back of this report.
- 28 All of the comments received have been fully considered. All attempts have been made to deal with any issues when developing the proposed schemes that are shown on **Drawings C.950.G.001** and **C.950.G.002** in **Appendix 1**. The durations of maximum stay and the tariff levels have been set to best fit in with the needs of the businesses in each individual area of the town centre.

Proposed Measures

- 30 It is proposed for an 'inner' and 'outer' zone of parking charges to be introduced for the On-Street Parking charge schemes in Stockton Town Centre. The parking charges are to be as follows :

'Inner' Zone

- (i) first 10 minutes free
- (ii) 20p for ½ hour
- (iii) £1 for an hour

'Outer' Zone

- (i) first 10 minutes free
- (ii) 20p for ½ hour
- (v) 50p for an hour

- (vi) £1 for 2 hours

The maximum duration of stay to be adopted in the 'outer' zone should remain flexible and will depend on the local conditions of the area being considered.

31. Applying this principle has resulted in On-Street Parking Charge schemes being proposed for Church Road, Bishop Street and Prince Regent Street. Alterations and additions to the existing waiting restrictions on Skinner Street and Lodge Street are also proposed. The schemes can be seen on **Drawings C.950.G.001** and **C.950.G.002** in **Appendix 1** and can be summarised as follows:

- (i) The introduction of on-street parking charges in the existing limited stay parking bays on the north side of Church Road between Gloucester House and Maritime Road. Times of operation to be 8am to 6pm (Mon to Sat), first 10 minutes free, 20p for ½ hour (maximum stay).
- (ii) The introduction of on-street parking charges in the existing limited stay parking bays on the south side of Bishop Street between Thistle Green and the Dairy Car Park. Times of operation to be 8am to 6pm (Mon to Sat), first 10 minutes free, 20p for ½ hour, 50p for 1 hour, £1 for 2 hours (maximum stay).
- (iii) The existing unadopted area of land on the north side of Bishop Street, just west of its junction with The Square to be adopted and then to have 8 parking bays introduced for operational marked Police vehicles and 11 limited stay parking bays introduced with the times of operation, tariffs and duration of stays as in (ii) above.
- (iv) The introduction of on-street parking charges in the existing limited stay parking bays on the north side of the access to the Police station, on the east side of Thistle Green. Times of operation to be 8am to 6pm (Mon to Sat), first 10 minutes free, 20p for ½ hour (maximum stay).
- (v) The introduction of on-street parking charges in the existing limited stay parking bays on both sides of Prince Regent Street between Dovecot Street and Yarm Lane. Times of operation to be 8am to 6pm (Mon to Sat), first 10 minutes free, 20p for ½ hour, 50p for 1 hour, £1 for 2 hours (maximum stay).
- (vi) The removal of two limited waiting parking bays on the west side of Skinner Street and the addition of four new limited waiting parking bays on Skinner Street and Lodge Street as shown on **Drawing C.950.G.001** in **Appendix 1**.
- (vii) All existing restriction periods to be changed to 8am to 6pm (currently 9am to 5pm) to bring them in line with restrictions in other areas of the Borough.

FINANCIAL IMPLICATIONS

It is proposed for the scheme to be taken forward in two phases. The Prince Regent Street / Dovecot Street scheme (Phase 2A) as shown on **Drawing C.900.G.001** will be funded from the Local Transport Plan budget for 2008/9. This scheme requires 3 pay and display machines so the total cost of this scheme is as follows:

Prince Regent Street / Dovecot Street (Phase 2A)

3 No machines (purchase & install) at £3,500-	£10,500
Traffic Regulation Order	- £5,000
New sign plates and posts	- £2,000
Fees	- £2,500
Contingency	- <u>£2,500</u>
TOTAL	- <u>£22,500</u>

The Church Road / Bishop Street scheme (Phase 2B) as shown on **Drawing C.900.G.002** will be funded from the Local Transport Plan budget for 2009/10. This scheme requires 5 pay and display machines so the total cost of this scheme is as follows :

Church Road / Bishop Street (Phase 2B)

5 No machines (purchase & install) at £3,500-	£17,500
Traffic Regulation Order	- £5,000
New sign plates and posts	- £2,000
New Hard Standing	- £13,000
Fees	- £3,500
Contingency	- <u>£3,000</u>
TOTAL	- <u>£44,000</u>

The revenue costs of enforcement will be met by the income from charges.

POLICY CONTENT

On-street charging 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.

CONSULTATION

The consultation with businesses is as noted above. Councillor Coleman and Councillor Kirton, the Ward Councillors for the Stockton Town Centre Ward, have both given their support to the proposals. The Superintendent at Stockton Police and the Council's Car Parking Section have been involved in the development of the scheme and have given their support to the proposals. The Officers' Traffic Group will formally consider the scheme at their meeting on 16 October 2008.

The Traffic Regulation Order will be subject to statutory advertising on site and in local press as part of the legal process.

CONCLUSIONS

The introduction of on-street pay and display parking should concentrate on areas that will 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 this is self financing. Exemptions for blue badge holders will apply.

Corporate Director of Development and Neighbourhood Services

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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

Education Related Item?

No.

Ward(s) and Ward Councillors

Stockton Town Centre Ward : Councillors David Coleman and Paul Kirton

Signed by the Delegated Officer Date

Mike Robinson
Head of Technical Services

**STOCKTON TOWN CENTRE - PROPOSED ON-STREET
PARKING CHARGES**

I accept / do not accept the above recommendations.

Signed Date

Cllr R Cook
(Cabinet Member for Regeneration & Transport)

Comments

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