

AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

3rd MARCH 2011

REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES

CHURCH ROAD, STOCKTON – PROPOSED ON-STREET PARKING CHARGES

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 Charging on a length of Church Road.

It is not considered appropriate for the 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 the local resident / local business and also to the comments of the Head of Technical Services.
- (ii) The local Ward Councillors and the objector be informed of the Committee's recommendations.

3.0 DETAIL

- 3.1 Stockton Borough Council adopted Decriminalised Parking Enforcement (DPE) powers on 5th September 2005 which transferred the traffic warden duties of enforcement of waiting / loading restrictions to Council employed 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. Long stay parking charges were introduced on Bath Lane, Bath Place and King Street and 1 hour limited stay parking charges on Norton Road, Park Terrace, Yarm Lane, Yarm Street, Bridge Road and Silver Street.

- 3.2 Phase 2 of the On-Street Parking Charges was approved 11 September 2008. This included the roads Church Road, Bishop Street and Prince Regent Street.
- 3.3 As part of Phase 2 of the On-Street Parking Charges, short stay parking charges were introduced in June 2010 on Prince Regent Street and on Bishop Street / The Square in August 2010.

- 3.4 Whilst progressing the scheme to introduce on-street charging on Bishop Street, The Square and Church Road a number of informal objections were received from the businesses on Road. It was considered that it was highly likely that these businesses would formally object to the proposals if they were advertised as part of the Traffic Regulation Order process. It was therefore decided to progress the on-street parking for Church Road separately.
- 3.5 The suggested charges for the proposed scheme are; the first 10 minutes free of charge, then 20p for ½ hour. The charges would apply 8am-6pm, Monday-Saturday. See drawing no. TM2/102 in **Appendix 1**.
- 3.6 Due to the existing ½ hour limited waiting the turnover of spaces on Church Road is already frequent, and the businesses have concerns that charging is not appropriate given the short duration / nature of visits to many of the premises. However, other similar businesses operate successfully on metered streets in the town centre area, notably Yarm Street and, particularly, Norton Road.
- 3.7 A Notice for the proposed scheme was advertised in the Evening Gazette and on site on 16 November 2010 with the objection period expiring on 9 December 2010. Following the publication of the Statutory Notices, the Director of Law and Democracy formally received one letter of objection. Copies of the outstanding objection and a location plan are attached as **Appendix 2**.

4.0 DETAILS OF THE OBJECTIONS/RESPONSES

Objector	Concerns	Response
<p>Mr & Mrs Kapouas Kaminaki Greek Taverna 92 Church Road</p>	<p>Residents in the area already have great difficulty with the present parking restrictions. At night they park on Church Road and not in the back lane because of vandalism concerns. The restrictions mean they must be moved by 8.30a.m., under new restrictions they would have to be moved by 8.10a.m. The proposed changes will be detrimental to businesses; traders relying on quick turnover and would lose business as the presence of parking meters is a deterrent to passing motorists who will go elsewhere. Problems will arise for deliveries for shop owners. Enforcement would be more resource intensive as a greater degree of monitoring would be required. Since the closure of the club there has been no use for a taxi rank. The signs have now been removed but the road markings remain in place making the situation more confusing.</p>	<p>The proposals are designed to promote Ultra short stay parking.</p> <p>Loading can be exempt for a period of up to 20 minutes.</p> <p>The proposals are designed to make enforcement easier. Enforcement of the existing ½ hour limited waiting restrictions is resource intensive and can lead to accusations of overzealous parking attendants. A ticket based system is significantly easier to enforce and there is clarity on the driver's side with respect to the exact time they are expected to leave.</p> <p>The Council understand the possible re-opening of Harvey's as well as extra parking bays, is under consideration.</p> <p>The taxi rank will remain in place in case the club opens again in the future. The signs have been removed and arrangements have been made to burn the markings off, to avoid confusion for customers.</p>

	<p>Times are difficult for small traders this scheme would be damaging to all on Church Road.</p> <p>At present customers can park unrestricted from 5pm if this changes to 6pm then it would have a seriously detrimental effect on early evening trade.</p> <p>The Council could issue parking permits to the few domestic residents of Church Road</p>	<p>It should be noted that should Harvey's re-open and the rank be re-introduced, it will operate 8pm – 4am, that is outside of the proposed charging period.</p> <p>Other similar businesses to Church Road's operate on metered streets in the town centre area such as Norton Road, Yarm Lane and Yarm Street.</p> <p>The Council is happy to revise the hours that the charges apply to 9am – 5pm, Monday – Saturday as requested.</p> <p>Resident parking permits - See item 5.3 below.</p>
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5.0 POSSIBLE REVISIONS TO SCHEME

- 5.1 Following receipt of the objection during the statutory consultation the outstanding objector was contacted giving more background to the scheme proposals and consultation exercise undertaken, giving the option of withdrawing their objection or attending the Appeals and Complaints Committee. The objector did not wish their objection to be withdrawn. It is understood that Mr & Mrs Kapouas also reside at 92 Church Road.
- 5.2 The standard time of operation for On –Street Charging is 8am – 6pm, to overcome some of the concerns of Mr & Mrs Kapouas the Council is happy to revise the hours that the charges apply to 9am – 5pm, Monday – Saturday as requested.
- 5.3 The possibility of introducing resident parking permits has been explored. The Victoria Estate Resident Permit Parking Scheme operates to the north of Church Road, consideration has been given to extending the scheme and the provision of resident parking bays in the back alley, to the rear of Church Road. There are currently 24 hour waiting restrictions on the northern side of the back lane which allows parking directly to the rear of the properties. Whilst residents currently use this area for daytime parking the width of the road at 4 meters is not wide enough to accommodate formal parking bays. There is only one way access for vehicles parking in the lane; this is achieved by reversing into the lane, allowing for an easier exit. It would seem that the preferred option of Mr & Mrs Kapouas would be to issue permits for residents to park in the short stay bays on Church Road, in front of their properties, as they have concerns about vandalism when parking their vehicle overnight in the back lane. This option would not only reduce any potential income for the Council it would also reduce the available parking spaces for passing trade for businesses. It is therefore not recommended that the Victoria Estate Resident Permit Parking Scheme be extended to cover the residents of Church Road. Residents will of course be able to park in the layby between 4:50pm and 09:10am with the revised times of operation suggested.

6.0 FINANCIAL IMPLICATIONS

The estimated cost of 2 pay and display machines plus installation and signing and lining is £8000. The costs of advertising the Traffic Regulation Order is estimated at £1800.

Financial income projection per annum is £8520 (71 metres x 40p per day per metre x 300 charging days). The 40p figure is from actual revenue from the new meters in Prince Regent Street.

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

7.0 POLICY CONTENT

On-Street charging will lead to more appropriate use of available spaces in the town centre, and assist commercial activity of local businesses and 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.

8.0 CONSULTATION

Residents and businesses of Church Road were formally re-consulted on the proposal to introduce ultra-short stay parking charges in May 2010.

A total of 21 residents / businesses were consulted, 10 responses were received 9 of which were not in support of the proposal with only 1 in support. It is worth bearing in mind that it is unknown how many of those consulted both operate their businesses on Church Road and live in the flat above.

The Officers' Traffic Group, Ward Councillors, 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 objections being received. The objector will be invited to the Appeals Committee.

9.0 CONCLUSIONS

The introduction of on-street pay and display parking should have no significant impact on affected traders. Council enforcement of the existing waiting restrictions is resource intensive and on-street charging will mean this is less of a burden on council Enforcement Officers. 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.
TS.T.77.08 Stockton Town Centre – Proposed On-Street Parking Charges.
TS.T.46.10 Church Road Stockton – Proposed On-Street Parking Charges

Education Related Item?

No.

Ward(s) and Ward Councillors:

Stockton Town Centre : Councillors David Coleman & Paul Kirton
