

OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

Scheme of Delegation No: 215, Page 145

Officer: Richard McGuckin

PARLIAMENT STREET / PARKFIELD ROAD AREA, STOCKTON - PROPOSED RESIDENTS PERMIT PARKING SCHEME

SUMMARY

This report presents the results of a recent public consultation exercise with affected residents regarding a proposal to implement a Residents Permit Parking Scheme in the Parliament Street / Parkfield Road Area of Stockton. The roads covered within this zone are:- Lightfoot Grove, Trinity Street, Westcott Street, Parliament Street, Pearson Walk, Bickersteth Close, Chalk Close, Pearson Close, Cecil Street, and School Close. A parking survey was conducted in November 2008 and will be analysed later in this report.

The purpose of the scheme is to prevent commuters from Stockton Town Centre parking in residential streets in order to avoid parking charges, and allow these spaces to be used for the benefit of residents.

RECOMMENDATIONS

1. The results of the recent public consultation exercise be noted.
2. The Director of Law and Democracy be authorised to draft and advertise the proposed full scheme.
3. Affected residents and local Ward Councillors be informed of your recommended action.

DETAIL

Background

1. A feasibility study for a Resident's Permit Parking Scheme that covered the residential area of Parkfield, Stockton to the south of Yarm Lane was conducted in 2006. Initially, the study considered Westbourne Street, Lawrence Street, Shaftesbury Street and Outram Street to the west of Bowesfield Lane in addition to Lightfoot Grove, Trinity Street, Westcott Street and Parliament Street to the east. However the parking survey indicated that there were sufficient spare parking spaces through the working day on those streets to the west of Bowesfield Lane. As the scheme would only operate during the working day, there was no requirement for resident's permit parking in this area.
2. In June 2007, a Residents Permit Parking Scheme was proposed for the Trinity Gardens area of Stockton Town Centre only. The streets covered within the original scheme were Lightfoot Grove, Trinity Street, Westcott Street and Parliament Street. The results of the public consultation found strong opposition from Westcott Street residents and a 50/50 split in Trinity Street. Ward Councillors did not support the progression of the scheme as it would not provide sufficient parking spaces for all residents. A decision was approved not to progress this scheme further.
3. Following this decision, a number of residents from Parliament Street and the areas bounded by Bickersteth Close have continued to raise concerns regarding commuter parking in this area. In consultation with Local Ward Councillors it was agreed that a number of measures including a Residents Parking Scheme which would also incorporate the area to the south of Parliament Street would be reconsidered.

Discussion

4. An extended Residents Parking Scheme was requested for the Parkfield area of Stockton to the east of Bowesfield Lane which is popular with commuters because of its locality to the south of the town centre. The roads covered within this area are:- Parliament Street, Pearson Walk, Bickersteth Close, Chalk Close, Pearson Close, Cecil Street, School Close, Lightfoot Grove, Trinity Street and Westcott Street.
5. As the streets in the Trinity Gardens area had been involved in the previously proposed Residents Permit Parking Scheme and there had been opposition from Westcott Street and Trinity Street to the proposals, it was agreed that the consultation results for the Trinity Gardens area would also be analysed in isolation. If this area does not receive the support necessary for a Residents Permit Parking Zone to proceed, it will be excluded from the analysis of the overall area.
6. A parking survey of this area was undertaken on 19 & 29 November 2008 to determine the extent of the commuter parking problems. The parking surveys were conducted between 7.30am and 5.30pm (see **Appendix 1**). The results of the surveys are summarised as follows:

STREET	TOTAL NO OF SPACES	MAXIMUM OCCUPANCY				AVERAGE DURATION OF STAY	
		WED 19/11/08		SAT 29/11/08		WED 19/11/08	SAT 29/11/08
		Vehicles	%	Vehicles	%		
Parliament Street	53	59	111%	18	34%	6.05 hrs	3.38 hrs
Parliament Close	6	5	83%	7	117%	3.54 hrs	3.20 hrs
Lightfoot Grove	10	12	120%	9	90%	3.21 hrs	3.88 hrs
Trinity Street	13	11	85%	13	100%	3.09 hrs	4.37 hrs
Westcott Street	24	15	62%	14	58%	3.12 hrs	4.89 hrs
Cecil Street	10	8	80%	9	90%	2.95 hrs	3.30 hrs
Pearson Close	22	13	59%	16	73%	3.51 hrs	3.80 hrs
Bickersteth Close	35	38	109%	14	40%	6.16 hrs	3.79 hrs
Chalk Close	43	30	70%	26	60%	3.73 hrs	4.07 hrs
School Close	10	8	80%	3	30%	2.45 hrs	2.25 hrs

The survey revealed that Parliament Street, Bickersteth Close and Lightfoot Grove in particular were heavily parked throughout the week day, with all three reaching maximum occupancy in excess of 100% during the working day. The average duration of stay in Parliament Street and Bickersteth Close was also in excess of 6 hours, suggesting that these streets are used by commuters. Whilst other roads were not found to be as heavily parked during the week day, it is felt that these roads could be affected by the proposals if they were not included in the scheme as any displaced vehicles would merely move into these areas to park.

The opposition to the previously proposed Residents Permit Parking Scheme from residents of Westcott Street and Trinity Street centred around the proposed waiting restrictions on Westcott Street, which would reduce parking along its northern side. The survey revealed that parking on Westcott Street reached a maximum occupancy of 62% (7.30, 8.30 & 16.30) during the week day and 58% (7.30) on the Saturday. This indicates that the highest percentage of parking in this street occurs largely outside the operational hours (8am-6pm, Monday to Saturday) of the proposed scheme and a reduction in parking could be accommodated.

Proposed Measures (See Drawing TM17/3 in **Appendix 2**)

7. It is proposed to introduce residents permit parking bays on Lightfoot Grove, Trinity Street, Westcott Street, Parliament Street, Pearson Walk, Bickersteth Close, Chalk Close, Pearson Close, Cecil Street, and School Close. The scheme would apply Monday to Saturday between 8.00am and 6.00pm.
8. It is therefore proposed to introduce 8.00am to 6.00pm Monday to Saturday daytime waiting restrictions on these roads along lengths of adopted highway that are not designated as residents permit parking bays.
9. The proposed residents parking scheme will be a single zone. Vehicles displaying a valid permit will be able to park anywhere within the zone (shown on drawing TM17/3 in **Appendix 2**).
10. There are existing 7.00am – 6.00pm waiting restrictions on the north sides of Lightfoot Grove and Trinity Street which would be amended to Monday – Saturday 8.00am – 6.00pm in accordance with the standard operational hours of daytime waiting restrictions elsewhere within the Borough and the existing Residents Permit Parking Schemes in West Stockton and Victoria Estate. There are existing 24 hour waiting restrictions on both sides of Parliament Street from its junction with Bowesfield Lane for approximately 90 metres. These are historic restrictions which are no longer appropriate and shall be revoked as per the recommendation from the Officers Traffic Group and Monday – Saturday 8.00am – 6.00pm waiting will be proposed. This will unify the restrictions within the proposed zone and technically there is no requirement to sign the restrictions within the zone if the times are all the same and if gateway signs are installed. However, as in the West Stockton and Victoria Estate schemes it is recommended that additional signs are installed so the restrictions are clear and for the benefit of motorists who may not have noticed the gateway signs.
11. Following residents concerns regarding double parking on Bowesfield Lane, it is proposed to extend the 24 hour waiting restrictions on Bowesfield Lane adjacent to Ellicott Walk to its junction with Cecil Street in accordance with the existing 24 hour waiting restrictions in place on the eastern side of Bowesfield Lane. Parking will remain unrestricted on the western side of Bowesfield Lane in the vicinity of the businesses south of Edwards Street.
12. It is proposed to extend the School Keep Clear zig-zag markings on School Close in order to achieve the minimum permitted length of 25.50 metres and prohibit boarding and alighting in the vicinity of the school gates as part of an ongoing programme across the Borough.
13. Due to the limited road widths of all of the roads within the zone, it is not practicable to allow marked parking bays on both sides as it would cause two-way obstruction to traffic flow.
14. There are several private parking areas accessed off the south side of Parliament Street and the north side of Bickersteth Close which must be maintained. A number of these parking areas are owned by Tees Valley Housing and are for the exclusive use by their tenants. These spaces would not be included in the proposed Residents Permit Parking Scheme and would be subject to any separate scheme that may be implemented and managed by Tees Valley Housing. Tenants would still be eligible to purchase a permit for the proposed Residents Permit Parking Scheme, however it is not anticipated that uptake of permits will be high for these properties due to alternative parking being available.
15. There is no footway on the northern side of Parliament Street and it is thereby not appropriate to install parking bays on the north side unless works to provide a footway were conducted. However, it is thought residents would prefer to park on the south side, outside their property.

16. There are number of off-street Council owned long stay car parks (Skinner Street, Lodge Street and Parliament Street) located at the southern end of Stockton Town Centre. Alternative off-street long stay car parking is also available in the Castlegate Shopping Centre car park.
17. Construction is ongoing to build a new Mosque on the western side of Bowesfield Lane at its junction with Westbourne Street. Once complete the Mosque will provide approximately 20 in curtilage car parking spaces within their car park for visitors / worshippers. The Design & Access Statement submitted during the Planning process states that the Mosque will serve the local community and will attract a significant proportion of worshippers on foot. However, during busy periods such as Friday prayers and special events where it is anticipated that in excess of 500 worshippers will attend, additional vehicular trips may be generated which could lead to an increase in on-street parking in streets in the vicinity of the Mosque.

Response to Consultation

18. Part of the assessment criteria states that two thirds (67%) of respondents must support the scheme if it is to be implemented.
19. Letters were delivered to all properties and establishments within the proposed zone enclosing a plan, guidance notes on Resident Permit Parking schemes, a pre-paid envelope and reply form.
20. A total of 298 letters were sent to properties within the proposed zone. Of these, 102 (34%) responses were received. A total of 79 (77%) residents support the proposals, whilst 23 (23%) residents did not support the proposals.

A summary of the overall public consultation results is given in the table below:-

Street	In support of scheme	Do not support scheme	Total	Response Rate
Parliament Street	7	1	8	24%
Parliament Walk	5	2	7	39%
Lightfoot Grove	11	0	11	79%
Trinity Street	8	3	11	50%
Westcott Street	0	6	6	29%
North Green	2	0	2	40%
South Green	1	0	1	20%
Penny Lane	1	0	1	13%
Pearson Walk	6	5	11	42%
Bickersteth Close	0	0	0	0%
Bickersteth Walk	5	0	5	25%
Chalk Walk	6	1	7	47%
School Walk	10	2	12	39%
Ellicott Walk	5	0	5	33%
Parkfield Way	9	1	10	24%
Bowesfield Lane	2	1	3	33%
Churches, School etc	1	1	2	50%
Total:	79 (77%)	23 (23%)	102	34%

21. A total of 66 residents were consulted in the Trinity Gardens area (Westcott Street, Trinity Street, Lightfoot Grove and Bowesfield Lane), 31 (47%) responses were received, of which 21 (68%) residents support the proposals and 10 (34%) residents did not support the proposals.

The results for the Trinity Gardens area indicate that whilst all 6 responses for Westcott Street did not support the scheme, the response rate of residents was only 29%. However, the response rate in Lightfoot Grove was 79% with all 11 responses received being in support of the scheme. It is not practicable to remove Westcott Street in isolation from the proposed Residents Parking Scheme. See table below:-

Street	In support of scheme	Do not support scheme	Total	Response Rate
Lightfoot Grove	11	0	11	79%
Trinity Street	8	3	11	50%
Westcott Street	0	6	6	29%
Bowesfield Lane	2	1	3	33%
Total:	21 (68%)	10 (32%)	31	47%

22. The comments received as part of the consultation exercise are summarised below:-

Comment	Response
Residents do not agree with being charged for a permit to park outside their homes and see it as an additional tax.	The cost of a permit is £10 and is valid for 12 months. All money received for the permits will be reinvested into the scheme for administration and enforcement.
Residents would be paying for a permit but are not guaranteed a space in their street.	These roads are adopted highway for which SBC is highway authority, as such no-one has specific rights to park on adopted highway and SBC cannot guarantee residents a parking space on-street. There is no need to purchase a permit if they do not wish to park during the operational times of the zone.
There would be a reduction in available on-street parking opportunity, particularly in Westcott Street where there wouldn't be enough spaces for all of the cars.	It is not possible to mark bays on both sides of Westcott Street or Trinity Street which are only 5.5 metres wide. The footways along these streets range between 1.6 metres – 1.8 metres wide meaning it is also not possible to mark bays for vehicles to park partially on the footway. However, residents could park on both sides after 6.00pm when the majority of residents will have returned from work.
Could 'Residents Parking Only' signs be installed at the end of the affected streets without any lines so residents can continue to park where they currently do so?	There must be a Traffic Regulation Order in effect to enable enforcement on non-residents parking. Chapter 5 of the Traffic Signs Manual states that yellow lines must be laid throughout controlled parking zones other than at parking places which must be marked with white road markings. It is therefore not possible to consider this suggestion.

23. St Cuthbert's RC Primary School raised concerns that parents would have nowhere to park in the vicinity of the school to drop off and collect their children. However, there is a Council owned off-street car parking area located on Northcote Street less than 200 metres from the school's pedestrian entrance on Parkfield Way which would allow parents to park up and walk to the school entrance to drop off and collect their children. The school also has a Travel Plan which sets out objectives and targets "to limit the extent of congestion in the vicinity of the school entrance, and nearby, by minimising the number of car journeys to / from school" and "increase the number of children walking and / or cycling to school", and states the school will "update our Travel Plan annually and take account of pupil travel needs arising from new developments in education and transport".
24. The overall percentage of support for the scheme is 77% of respondents which therefore meets, and indeed exceeds, the two thirds majority required. It is therefore proposed to proceed with the full scheme including Westcott Street, Trinity Street and Lightfoot Grove (as shown on drawing TM17/3 in **Appendix 2**).

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 business case was submitted to the Secretary of State in January 2005. The proposals to control commuter parking in residential areas is 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.

Assessment Criteria for Residents Permit Parking Zones are detailed in the Council's Parking Plan and Cabinet Member Report SD.T.386.

Residents Parking Schemes are considered in areas where on-street parking by commuters, shoppers or patrons has a significant impact on available parking for local residents. Priority for consideration is given to areas adjacent to major establishments where patrons park on street to avoid parking charges such as near railway stations, hospitals, university buildings or town centres.

The schemes are implemented as a 'Controlled Zone' usually 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. Parking is permitted in designated bays and the remainder of kerbside space is subject to yellow lining.

The current charge for permits is £10 per year for each vehicle registered to a property within the zone. Visitors permits are also available at £10 but are limited to one per household. Business permits are charged at £50 per year.

CONSULTATION

As noted above. Tees Valley Housing were also informed of the scheme as many of the properties in this area are managed by this group, and have a number of private parking areas which are for the exclusive use by their tenants. Tees Valley Housing support the proposals and will consider the introduction of a permit parking scheme within their parking areas for their tenants only.

The Officers' Traffic Group have been consulted on the proposed scheme and raised no objection.

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

CONCLUSIONS

This scheme was prioritised from the request list, it satisfies the assessment criteria. The parking survey did not justify a Residents Permit Parking Scheme for the area on the western side of Bowesfield Lane.

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 Residents Parking Zone Scheme selection
SD.T.421 Residents Parking Scheme in Trinity Gardens / Parliament Street area

Education Related Item

No.

Ward(s) and Ward Councillors

Stockton Town Centre: Councillors P Kirton and D Coleman

Signed by the Delegated Officer Date

Richard McGuckin
Head of Technical Services

PARLIAMENT STREET / PARKFIELD ROAD AREA, STOCKTON - 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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