

AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

17 JULY 2015

REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES

LAWSON STREET, STOCKTON – EXPERIMENTAL 2 HOUR LIMITED WAITING

1.0 SUMMARY

The purpose of this report is to seek Member's views regarding an outstanding objection received following advertising of an Experimental Order to introduce two hour limited waiting on Lawson Street, Stockton.

2.0 RECOMMENDATIONS

It is recommended that:-

- (i) Members give consideration to the objections raised and the comments of the Head of Economic Growth & Development Services.
- (ii) A recommendation on the merits of the objections is made to the Head of Economic Growth & Development Services.
- (iii) The local Ward Councillors and the objectors are informed of the Committee's recommendation.

3.0 DETAIL

3.1 At Planning Committee on 31 July 2013, consideration was given to an application to construct 117 dwellings and access roads on a site bounded by Dovecot Street, Hartington Road, St. Bernard Road and Worthing Street, planning application 13/0299/Ful refers, see drg.no. 3246/00/01 in **Appendix 1**.

3.2 A small number of objections had been raised in respect to the proposal which were mainly concerned over the impact of the development on local parking and traffic provisions. The area allowed for indiscriminate parking which several local businesses had commented was necessary to maintain their viability. Whilst this was noted, the overall site was a former housing site and it had been acquired for the purpose of re-providing housing, it was not intended to increase parking provision for the wider area. In addition, the amount of new housing was a reduction to that previously on the site, each property had its own parking and there was also additional visitor parking provided within the layout, whereas all previous parking for the properties would have been on street. In view of these matters it was considered that there was no planning justification for additional parking to be provided as part of the scheme for existing businesses within the surrounding area. Notwithstanding this, the Council's Technical Services and Housing Department had further considered the concerns raised by existing businesses out-with the application process. The Head of Technical Services had indicated that, in terms of meeting the requirements of local businesses, the existing and future provision of car parking had been considered and this would be monitored as development progressed (should it

be approved). It was likely that short stay car parking could be accommodated along with provision of restrictions to ensure a turnover that would satisfy customers accessing businesses in the area. Further to this, some long stay unrestricted parking could be accommodated on street and the Council had committed to working with the businesses in the area to provide parking where possible. The Head of Technical Services had advised that at this stage no land was available for an off street unrestricted long stay car park.

- 3.3 The Head of Technical Services reported to the Planning Committee that a meeting had been held with some local retailers and a number of ways to improve parking for local businesses would be considered out with the planning process although required due process to be undertaken and as such an absolute commitment to these being provided could not be given. The Head of Technical Services would continue to work with the applicant and local businesses to try and resolve the issue.
- 3.4 The planning application was approved, and works associated with the site commenced in March 2014. Unfortunately the developers, Southdale Homes, went into administration on 30th April 2015. Efforts by Stockton's Regeneration team and Thirteen has recently resulted in Keepmoat being appointed to resume building work although it is expected that work on site will not recommence for between 4-6 months after this, due to the legal process that is required to complete.
- 3.5 Subsequently to the Planning Committee and a further meeting with local business representatives, a scheme was developed to:-
- Introduce 2 hour limited waiting restrictions on Lawson Street to provide a frequent turnover of parking for shoppers, including no waiting at any time restrictions to protect rear access for businesses (Experimental Order).
 - Formalise the Buchanan Street Off-street car park to 2 hours maximum stay to provide additional flexible parking for shoppers. There are 13 bays and 1 disabled bay provided.
 - Amend the existing one way Order on Worthing Street and Buchanan Street to allow access for residents. (This part of the Experimental Order has now been made permanent)
- See drg.no TM2/174 in **Appendix 2 & 3**.
- 3.6 The proposals were subsequently approved by the Head of Technical Services in consultation with the Cabinet Member for Regeneration and Transport on 10 March 2014, following the usual consultation with the Ward Councillors, (Scheme of Delegation report TS/T/146 refers).
- 3.7 The proposed 2 hour limited waiting on Lawson Street and the revocation of the one way on Worthing Street and Buchanan Street was advertised in the Herald and Post and on site on 12 March 2014. The Experimental Order was brought into effect on 24th March 2014 for a period of up to 18 months. Following publication of the statutory Notices, the Director of Law and Democracy received 1 letter of objection, signed by 18 signatories.
- 3.8 The Buchanan Street Off-street Car Park (2 hour maximum stay) was advertised in the Herald and Post and on site on 20 March 2014 with the objection period expiring on 10th April 2014. Following publication of the statutory Notices, the Director of Law and Democracy received 1 letter of objection, signed by 12 signatories and 6 pp (per procuration) names from Baines Jewitt Accountants of 41-45 Yarm Lane. The objection was presented to the Appeals and Complaints Committee on 29 April 2014, the Committee recommended in favour of the proposals and also that consideration be given to relocating the point road closure on Lawrence Street further south and extending the Trinity Gardens Residents Parking Zone be investigated, in order to

potentially allow Baines Jewitt, 41-45 Yarm Lane, to purchase business permits. The recommendation was subsequently approved by the Head of Service in consultation with the Cabinet Member for Regeneration and Transport, the 2 hour maximum stay on the off street car park came into effect on 1st December 2014. A parking survey carried out in June 2015 indicated the car park was well used, between 50% and 100% capacity between 9am and 4pm, each space was used by just over 3 vehicles over the 8 hours (9am – 5pm) surveyed, with an average duration of stay of 1.5 hours.

- 3.9 A preliminary investigation into the feasibility of extending the Trinity Gardens Resident Permit Parking Zone to include the north end of Lawrence Street has been completed. The costs involved in relocating the point road closure on Lawrence Street to enable business permit bays to be provided would be approximately £5,500 plus £2,000 for the Traffic Regulation Order. A further £2,000 would be required to amend the existing Trinity Gardens RPZ Traffic Regulation Order. The business bays would not be designated for use by one business alone, all businesses in the zone would be eligible to purchase permits and use any of the business bays provided. The high costs involved, the impact on local residents and the limited number of business bays that could be provided (approximately 4 bays at the northern end of Lawrence Street) is considered to outweigh any benefits that would be achieved for one business.
- 3.10 As part of the Parkfield housing development planning approval, a condition to revoke the One Way system on Buchanan Street was included. To enable the developers to apply to discharge the condition and to meet their funding agreement the Traffic Regulation Order was required to be made permanent by 27th March 2015. As that part of the Experimental Order relating to the re-introduction of the One Way system on Leybourne Terrace and the revocation of the One Way system on Worthing Street and Buchanan Street did not receive any objections they were made permanent on 26th March 2015.
- 3.11 The part of the Experimental Order relating to the 2 hour limited waiting restrictions and No Waiting at Any Time restrictions on Lawson Street received an objection and therefore remains in effect.

4.0 DETAILS OF THE OBJECTIONS.

- 4.1 A copy of the letter of objection dated 24 June 2014 received is attached as **Appendix 4**, 41-45 Yarm Lane is a business premises occupied by Baines Jewitt Accountants. The letter and draft report was presented to the Head of Economic Growth & Development Services and Cabinet Member for Regeneration and Transport at their de-brief meeting on 3 July 2015.

CONCERN	COMMENTS
<p>1. Whilst we appreciate the Order was put in place due to the concerns of some local businesses, we note that a number of spaces are often empty. With the forthcoming restriction to 2 hours parking in Buchanan Street (behind Wentane Motors), we feel that the provision of short-term parking will far outweigh the demand and at the same time the reduction of long-term parking will have a detrimental effect on both our staff and our business.</p>	<p>1. The limited waiting restrictions were proposed in reaction to concerns from other local businesses with respect to a lack of parking opportunity for customers including Wentane Motors (100 Yarm Lane) (Note, Wentane Motors is no longer trading from this address, the site is now occupied by Five Star Car Wash), Linthorpe Carpets (94 Yarm Lane), Arra Foxx Residential Lettings and Lawson Street Health Centre. There are only a limited number of spaces available on Lawson Street, just 13, and whilst it is accepted that a number of spaces may be empty at times, this provides a frequent turnover of parking for shoppers/visitors to this area of Yarm Lane.</p> <p>Enforcement is frequent in the Stockton Town Centre area and whilst no Penalty Charge Notices have been issued for contravention of the 2 hour limited waiting restrictions on Lawson Street there have been 7 PCN's issued since January 2015 on the No Waiting at Any Time restrictions on Webster Street and Webster Street/Lawson Street Link Road which implies that the limited waiting restrictions are being generally observed and that the available parking bays on Lawson Street are being fully utilised by shoppers/visitors.</p> <p>A survey carried out in June 2015 indicated that the spaces are well used, usually between 85 -92% of capacity, just over 3 vehicles used each space over the 8 hours (9am - 5pm), with an average duration of stay of 2.2 hours.</p> <p>As noted in para 3.8 above an additional 13 bays and 1 disabled bay are available in the Buchanan Street car park which is subject to 2 hours maximum stay. This</p>

	also provides additional flexible parking for shoppers/visitors.
<p>2. We do not have sufficient parking facilities at our premises to enable all clients to be able to reliably park on site. As clients often bring substantial volumes of records they would not be prepared to park a significant distance from our offices. As meetings often last more than 2 hours, parking close to the offices will result in clients having to leave to move their vehicle.</p>	<p>2. There is long stay, pay and display off-street car parks (Skinner Street, Lodge Street, Bright Street and Parliament Street) in reasonable walking distance of 41-45 Yarm Lane (see Appendix 5). The car parks are popular with commuters, although parking opportunity is still available up to 10am in the morning, particularly on non-Market days. Surveys indicate that parking opportunity is available during the afternoon on both market and non-market days. Spaces are also available at the uncontrolled car park on the south west side of Northcote Street/Bowesfield Lane junction throughout the day. The area bounded by Bowesfield Lane, Yarm Lane, Churchyard Link Road and Parkfield Road is generally a Residential Parking zone. Additional no waiting at any time restrictions were also introduced on the east side of Bowesfield Lane south of Parliament Street as part of the residents parking zone, note Bowesfield Lane was a bus route at this time. However, residential areas to the West of Bowesfield Lane, to the rear of Baines Jewitt, are not restricted to residents only, at the present time, note there has been a request from Councillor Rose to consider resident's only parking in this area. Roads to the North of Yarm Lane and east of Hartington Road are generally restricted to two hours limited waiting (day time), Hartington Road and the area to the west are generally unrestricted, though this includes the housing development site. The Council's Regeneration Section are aware of parking issues on residential roads adjacent to the housing site. A drawing is attached as Appendix 6 showing general on-street parking opportunities in the area. Note</p>

	<p>previous parking surveys indicated that there were sufficient spare parking spaces throughout the working day on those streets to the west of Bowesfield Lane. This area was not therefore included in the Trinity Gardens Residents Parking Zone to the east of Bowesfield Lane, which came into effect in January 2013. The area to the west of Bowesfield Lane is likely to be resurveyed once the construction of a new Mosque on the western side of Bowesfield Lane (ongoing, no completion date known) and the housing regeneration to the north of Yarm Lane is completed. The recommendation not to introduce residents parking in this area will be reviewed following the new parking surveys.</p>
<p>3. Our busiest period is November to January, when staff work early (often before 7am), and/or finish late (often after 7pm). Staff work different hours, according to the particular needs of their clients, and as such are not always in a position to arrive, or leave, at the same time. There is a fear that the risk of attack will increase if staff need to walk longer distances to their cars in the dark (particularly for female staff).</p>	<p>See 2 above.</p> <p>Cleveland Police's website offers practical advice on personal safety.</p> <p>Violence is not as prevalent as the media might suggest. Fear of attack is often far greater than the actual risk, but there are simple measures which everyone should take as part of everyday life such as:</p> <ul style="list-style-type: none"> • Avoid danger spots like quiet or badly-lit alleyways. • Try to use well-lit, busy streets and use the route you know best. <p>Further advice can be found on the Cleveland Police website.</p>
<p>4. Staff often have to carry heavy cases, containing confidential information, to and from the office. There is concern that by having to transport cases further will increase the risk of attack, putting both the staff and</p>	<p>4. See 2 & 3 above. Loading and unloading heavy items is permitted on waiting restrictions, assuming that there are no prohibitions to loading in effect.</p>

<p>clients confidential data at risk. The physical weight of the documentation makes it difficult (particularly for female staff) to carry files any significant distance.</p>	
<p>5. Whilst we understand that the provision of long-term parking at Parliament Street was reviewed prior to the restriction at Lawson Street, the experience of our staff is that this car park is often full by 8.30am, and as such is not a parking solution.</p>	<p>5. See 2 above. Surveys indicate that spaces are available up to 10am, though the Wednesday market day is an exception.</p>
<p>6. Based on our observations of the level of parking in the short-term spaces under the current restrictions, and our understanding that the limit to be imposed on Buchanan Street is to be a permanent feature, our view is that there will be no continuing requirement to limit the parking on Lawson Street. We consider that a continued time limit to the parking on Lawson Street/Leybourne Terrace will be detrimental to the business and staff. As such, we hope you will consider lifting the restricted time limit.</p>	<p>6. Businesses in and around the town centre generally welcome provision of short term parking opportunity for customers, as evidenced by the High Street regeneration scheme, one of the main aims of which is to provide additional convenient limited stay parking opportunity. Indeed since receipt of this objection a further email in support for the retention of the 2 hour limited waiting parking on Lawson Street has been received from a local business on Yarm Lane. A survey carried out in June 2015 indicated that the spaces are well used, usually between 85 - 92% of capacity, just over 3 vehicles used each space over the 8 hours (9am - 5pm), with an average duration of stay of 2.2 hours. Given that Bowesfield Lane is no longer a bus route, Members may consider if appropriate to relax the no waiting at any time restrictions on the east side of Bowesfield Lane to the south of Parliament Street (see plan in Appendix 7). This would create some further long stay, on-street parking opportunity in the area, though this would be open to use by all. This would not, however, be in line with Council policies in respect that it would encourage commuter parking in a residential area close to a town centre. It should also be noted that the</p>

	no waiting at any time restrictions adjacent to Ellicott Walk were implemented in response to residents' concerns regarding double parking on Bowsfield Lane.
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5.0 FINANCIAL & LEGAL IMPLICATIONS

The estimated cost of implementing the traffic regulation Order is £500, to be funded from the Traffic Management budget.

6.0 POLICY CONTENT

The proposals are consistent with the Council's Local Transport Plan and Sustainable Community Strategy.

7.0 CONSULTATION

The police and emergency services have no objections to the proposals. The local Ward Councillors were previously consulted, no formal comments were received from the Stockton Town Centre Ward, Councillors Javed and Rose of the neighbouring Parkfield and Oxbridge Ward both expressed concerns via telephone calls with regard to reduced parking in the area generally as a result of the housing development. Scheme approval has been given by the Head of Economic Growth and Development Services in consultation with the Cabinet Member for Regeneration and Transport. Statutory consultations involving advertising on site and in the local press were undertaken. This resulted in one outstanding objection being received. The objectors will be invited to the Appeals Committee Meeting.

8.0 CONCLUSION

The proposed measures were developed in response to concerns of some local businesses to provide additional short stay parking for visitors and customers.

Corporate Director of Development and Neighbourhood Services

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Environmental Implications

None.

Community Safety Implications

None.

Background Papers

Planning application 13/0299/Ful
Scheme of Delegation Reports TS/T/146/13

Education Related Item?

No

Ward(s) and Ward Councillors

Stockton Town Centre	Councillors Di Hewitt and Paul Kirton
Parkfield and Oxbridge	Councillors Mohammed Javed and David Rose (for Info)
