

AGENDA ITEM

**REPORT TO APPEALS &
COMPLAINTS COMMITTEE**

27 JUNE 2018

**REPORT OF DIRECTOR OF ECONOMIC
GROWTH & DEVELOPMENT**

**AMENDMENT OF RESIDENTS PARKING ZONE TO LONG STAY PAY AND DISPLAY TO THE WEST OF
YARM HIGH STREET AND INTRODUCED A 3 HOUR MAXIMUM STAY ON HIGH STREET, YARM.**

1. SUMMARY

2. The purpose of this report is to seek Member's views regarding outstanding objections received following the advertising of a proposal to introduce long stay car parking facility within the resident parking scheme to the West of Yarm High Street, and to introduce a maximum waiting of 3 hours on the High Street, Yarm.

3. RECOMMENDATIONS

- (i) Members give consideration to the responses received from the public consultation and the comments of the Director of Economic Growth & Development as detailed in the report when making their recommendations.

4. BACKGROUND

5. A petition was received by Stockton Borough Council signed by 88 businesses that operate within Yarm High Street. The purpose of the petition was to outline the concern businesses had with the lack of parking for customers and its negative effect on footfall they are experiencing. The petition requested changes to the current parking provision within the Town.
6. Currently, pay and display controls on Yarm High Street operate Monday to Saturday between 9am and 5pm with the first 60 minutes free or £1 for 3 hours then £1 for every hour after. Anecdotal evidence from the businesses suggests there is abuse of the current arrangements with people using more than one free ticket.
7. Zone 'B' residents parking scheme was implemented in the streets to the west of Yarm High Street in May 2016. The parking bays allow one hour free on street parking with no return within two hours Monday to Saturday between 9am and 5pm, for which no permit/voucher is required. Residents with permits are exempt from the restrictions. Previous surveys have shown that during the day this parking is underutilised.
8. The Council continues to investigate opportunities for the provision of additional parking facilities in the town to assist in reducing pressures on parking in the High Street and surrounding residential areas and to provide support for local businesses.
9. Following receipt of the petition surveys were commissioned to ascertain the scope of the problem and whether the suggestions presented in the petition would potentially improve

the situation. The surveys conducted show that typically; at around midday during the week, the High Street car parking is at approximately 99% capacity with only 3 parking bays unoccupied out of the 306 available. Typically on a Saturday, at the same time, the High Street is at approximately 97% capacity with only 7 bays being unoccupied. The survey also found that 61 vehicles parked continuously on the High Street between 10am and 4pm which equates to approximately 20% of the available capacity.

10. Pay and display operates, Monday to Saturday between 9am and 5pm at £1.50 all day, in The Old Market, Castle Dyke Wynd and Yarm Wharf off street car parks. The survey showed all 3 off street car parks have little spare capacity between 9am and 5pm. With the Castle Dyke Wynd car park being at capacity between 9am and 2pm and the remaining car parks (The Old Market and Yarm Wharf) only having 1 space available. The same survey carried out on a Saturday showed the availability was greater with a minimum of 5 spaces available throughout the day.
11. The following table indicates the percentage of parking available on the streets identified within the summary of this report typically on a Wednesday between 12noon and 2pm, and again on Saturday between the same times.

Wednesday typically between 12-2pm			Saturday typically between 12-2pm		
Street name	Capacity	Percentage of usage (approx.)	Street name	Capacity	Percentage of usage (approx.)
Bridge Street	33	49%	Bridge Street	33	75%
West Street	51	31%	West Street	51	75%
Bentley Wynd	13	26%	Bentley Wynd	13	50%

12. Based on the findings of the above table, there should be sufficient spaces available on the identified streets to be able to facilitate the displacement from the High Street. While discussions are continuing to bring additional long stay car parks to Yarm where possible however there are no immediate sites that will become operational.

13. TRAFFIC REGULATION ORDER CONSULTATION

14. 'The Borough Of Stockton-On-Tees Yarm Town Centre West (Residents Parking Scheme)Traffic Regulation Order 2016 and The Borough of Stockton-on-Tees Traffic Regulation Order (A67 High Street Yarm) Order 2014, was advertised in the Evening Gazette on Friday 13th May 2018 with the statutory objection period ending on 5th May 2018. Following publication of the statutory Notices, the Director of HR, Legal and Communications formally received a number of objections and comments. **Appendix 2**
15. Of the 554 letters sent to businesses and residents, 16 were returned undeliverable. A total of 98 responses were received meaning an overall response rate of approximately 18%. In

total 58 responses were in support of the proposals as advertised, 18 objected and 16 raised comments but did not specify whether they were in support or objected. It is worth noting that one of those in support of the proposals also included the original petition. Details of the responses to the consultation can be seen in **Appendix 1**, however they can be summarised as follows:

16. Supporters

17. It will encourage more people to shop in Yarm as there will be a greater turnover of spaces and have a positive impact as customer complaints are regularly received about car parking and the current system is abused.

18. Objectors

19. The proposals will restrict available parking for residents and their visitors during the day with very little turnover of spaces. It has also been commented that additional land should be acquired to provide long stay car parking. Due to the conservation area it is also considered that parking meters will be out of keeping and the West Street area will be changed in character by the additional parking and traffic and the resident scheme brought in place in 2016 has been a success.
20. Concerns have also been expressed relating to limiting parking on the High Street to three hours maximum as some feel that longer parking should be available.

21. DISCUSSION

22. More detailed responses to the issues raised during the consultation can be found in the appendix to this report. However in summary as detailed in paragraph's 13 and 14 of this report the surveys conducted show that there is sufficient capacity in West Street for any displaced long stay parkers without affecting the ability for residents to park. It is also proposed to retain a section for residents only parking located north of High Church Wynd allowing for Zone B residents to park all day and visitors for 1 hour. As per shown on drawing TM17/11, **Appendix 3**.
23. The council are continuing to investigate further car long stay parking provisions around Yarm however due to commercial sensitivities; those areas cannot be identified at this time. Finally, we will work with conservational staff within the authority to ensure that the parking machines are placed in an appropriate area, discreet as possible.

24. CONCLUSION

25. Due to concerns over falling footfall local businesses in Yarm have petitioned for changes to the current parking arrangements in and around the Town Centre. Parking surveys have concluded that there is currently underutilised space along West Street that could accommodate long stay parkers who are currently parking all day in the High Street. Following a public consultation 58 responses were received in favour of the proposed changes while 18 formal objections have been received.
26. It is felt that the introduction of the controls, as detailed within this report, will help support the economic prosperity of Yarm High Street as the turnover of vehicles will be greater. In addition to this, it is expected that the level of traffic through Yarm may decrease slightly as less people will be slowing down to look for spaces to park. The council continues to pursue

other alternatives for long stay parking however to date, no formal location has been identified or is deliverable in the short term.

27. FINANCIAL & LEGAL IMPLICATIONS

28. Associated signing amendments would be required and advertising the amended traffic regulation Order would be in the region of £2500 which would be funded via the Local Transport Plan.

29. There will be associated costs to make changes to the existing machines (15) plus additional machines for the proposed plans. Each machine will cost approximately £800 to amend and there will be a requirement to install further machines in West Street. The estimated cost for the works would be in the region of £35,000.

30. POLICY CONTENT

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

32. CONSULTATION

33. Scheme approval has been given by the Director of Economic Growth and Development Services in consultation with the Cabinet Member for Environment and Transport. Statutory consultations involving advertising on site and in the local press were undertaken. This resulted in 17 objections and 58 supporting letters received. The both objectors and supporters have been invited to the Appeals Committee Meeting.

Director of Economic Growth & Development

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Environmental Implications

None.

Community Safety Implications

None.

Background Papers

Education Related Item?

No

Ward(s) and Ward Councillors

Yarm Julia Whitehill, Tony Hampton, Elsi Hampton

Yarm Town Council