

Highways Committee

29 June 2010



Objections to the Traffic Regulation Order advertised for Framwellgate Moor Parking Area

Report of Ian Thompson, Corporate Director, Regeneration and Economic Development

1.0 Purpose of the Report

- 1.1 To advise members of 3 objections received following the formal advertisement of a Traffic Regulation Order for Framwellgate Moor Area, the effect of which would be to introduce a Controlled Parking Area

This report requests that members endorse the proposal to proceed with making the Traffic Regulation Order.

2.0 Background

- 2.1 The introduction of parking control is considered an effective tool in the delivery of the Council's transport objectives and delivery of the measures set out in the Local Transport Plan. Members are aware of and have subscribed to the introduction of parking control as stated in the adopted policies of the Local Transport Plan. The aim of this Order is to balance the conflicting demand for parking from residents, visitors and commuters and address the problems displacement can create, in areas of mixed residential and commercial businesses. Concerns have been raised by residents, via local elected members, regarding parking issues associated with long stay parking by staff and visitors to nearby workplaces such as the hospital and college in the Dryburn Area resulting in residents experiencing great difficulty parking in their street(s).

- 2.2 Initial information regarding proposals was provided to residents of the Framwellgate Moor Area in December 2008 (Controlled Parking Area). The parking restrictions will apply between 8.00am and 6.00pm, Monday to Saturday. A maximum of three Resident Permits will be issued per household. See Appendix B for the type of permits and costs.

- 2.3 Framwellgate Moor Area included the following Streets:-

Westcott Drive	Dryburn Park
Dryburn Hill	Aykley Green
St Cuthberts Av	Howlands Crescent
Durham Moor Crescent	Aykley Vale
Dunholme Close	Aykley Heads Farm

- 2.4 An exhibition was held at County Hall on the 20th and 21st March 2009, to allow interested parties to view the information and discuss proposals with officers. Following the exhibition amended proposals were sent to residents and a ballot was undertaken in March 2009. The results of the residential ballot are as indicated in the attached table.
- 2.5 Although a substantial proportion of residents within the Framwellgate Moor Area were in favour of the scheme, some streets were not, these included Holmlands Crescent, St Cuthberts Avenue, Dryburn Park and Aykley Heads Farm. As a result of the ballot these streets were not included in the final scheme.
- 2.6 In accordance with the Statutory Instrument 2489 (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) proposals were formally advertised in the press (Durham Advertiser) and posted on street on the 25th February 2010, and maintained for 21 days.

3.0 Objections

As a result of the formal advertising of the Regulation Order known as "The County Council of Durham (Framwellgate Moor Area) (Parking and Waiting Restrictions) 2010", letters of objection were received from 3 residents. A summary of the objections is as follows:

Objector 1 Dryburn Hill, Durham, DH1 5AE

The objector is concerned that he will need to park his car in his garage which he now uses for storage. He is also concerned about where he can park his car in the winter months as Dryburn Hill was not accessible during this winter. He is not against a permit parking scheme but is against paying. He would like the No Waiting At Any Time Restrictions (double yellow lines) extended to the garages behind his property.

Response

Permits are not provided free to residents as an income is required which directly contributes to operational costs. Department for Transport guidance on parking control states that, where possible, it should be self-financing. Where parking control operations are not self-financing, authorities need to be certain that they can afford to pay for it from within existing funding. Residents in Durham City currently pay £30 per annum per permit, it is intended that Dryburn Area will be the same.

The introduction of parking control will not impact in any way on parking in residential areas during winter conditions. Enforcement is suspended if winter conditions affect availability to park.

If parking controls are introduced in this area the result will be to remove commuter parking and free up approx 50 parking spaces for residents and their visitors. In an area such as Dryburn Hill it would be expected that residents and their visitors park considerably within the area. Further control of parking in the area by extending the yellow line restrictions should not be necessary, any vehicle parked causing an obstruction would be guilty of an

offence of wilful or unnecessary obstruction which would be a matter for the police. Should a persistent obstruction problem be identified then further measures can be taken.

Objector 2 Westcott Drive, Durham, DH1 5AG.

The objector would like the restrictions to operate Monday to Friday and exclude Saturday from Enforcement.

Response

The current restrictions in the Durham City area operate from Monday to Saturday. It is generally accepted as good practice to apply a consistent approach to operation times to avoid confusion to drivers. Failure to control parking in this area when parking is controlled in the surrounding areas would lead to parking by non residential vehicles on uncontrolled days

Objector 3 Dunholme Close, Aykley Heads, Durham, DH1 5WB.

The objector believes her comments and concerns have been overlooked and that the consultation process was flawed. She believes that whatever had been proposed initially would be the final outcome.

The objector claims they do not have a non resident parking problem in Dunholme Close. However, she believes that the parking down the hill by Trinity School is dangerous and should be banned.

The objector is of the view that the limited waiting bays proposed adjacent to Trinity School (a special needs facility) are to accommodate vehicles that have no connection to the school, and is concerned that once the school moves to its new premises the dangerous parking practice will continue.

The objector considers the parking on the stretch of road adjacent to the school is dangerous and that controlled parking in this area will not solve the problem unless it is policed. She claims that during the winter weather the refuse vehicles could not access Dunholme Close because of the parked cars and delivery vans to the school.

The objector disputes the need for permit only parking and believes it is merely a money making exercise. She believes that the concerns of the residents have not even been considered.

Response

An extensive consultation was undertaken. An exhibition was held on the 20th and 21st March 2009 to allow interested parties to view the information and discuss proposals with officers. After receiving Mrs Park's comments about the consultation being flawed, officers re-balloted residents in Dunholme Close to address this allegation. The result of the second ballot repeated the outcome of the first ballot with the majority of residents in favour of the scheme.

These bays are required to accommodate Trinity School, this is a special needs facility and as such has numerous specialists who visit at various times and durations to tend to the children's needs. The bays will be marked out to regulate the parking and move it away from the junction. If or when the school closes the need for limited waiting at this location will be reassessed

Enforcement of the restrictions will be undertaken by NSL, agent to the County Council. This will take the form of regular patrols by Civil Parking Officers.

The proposal to introduce permits is to solve displaced parking issues, and not a means to generate additional funding. Indeed costs to enforce such a small area would be substantially greater than revenue generated from permits.

6.0 Recommendations and Reasons

- 6.1 The Committee is recommended to endorse my proposal to set aside the objections and proceed with the Traffic Regulation Order as advertised and introduce parking controls in the areas detailed in this report. The changes to Parking Control will have a significant impact on parking demand in the area. The parking supply and demand will continue to be monitored with a view to taking any remedial action as deemed appropriate.

Background Papers

Office Files

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