

Highways Committee

5 July 2019

Crook – Parking & Waiting Restrictions Order 2019



Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Local Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships

Electoral division(s) affected:

Crook

1 Purpose of the Report

- 1.1 In accordance with part 3A of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Newton Aycliffe.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

2 Executive Summary

- 2.1 Within Civil parking Enforcement operational guidance, the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.

The County Council are proposing to introduce a number of changes to the parking and waiting restrictions within Crook following requests from businesses and residents. These changes are summarised below:

2.2 'No Waiting at Any Time' restrictions at:

- Hope Street Car Park (rear of doctors surgery)

- B6298 / Park Avenue Close junction
- Rear of Hope Street (adjacent to Dale Care)
- A690 / Dale View Junction
- Addison Street (adjacent to number 10)
- West End Villas
- Emerson Street / Dawson Street junction

2.3 'Blue Badge Parking' (max stay 3 hours, no return within 3 hours) at:

- Hope Street Car Park (rear of doctors surgery)

2.4 'Blue Badge Parking' (max stay 3 hours, no return within 4 hours) at:

- Market Place Car Park

2.5 'No Stopping Except Taxis' (Mon – Sat, 9am – 6pm) at:

- North Terrace (south side opposite TSB)

2.6 Restricted Parking (Mon – Sat, 8am - 6pm, 3 hours, no return within 4 hours) at:

- Market Place Car Park

2.7 Restricted Parking (Mon – Sat, 8am - 6pm, 30 mins, no return within 30 mins) at:

- Hope Street (adjacent to Bar 56)
- North Terrace (south side, adjacent to church)

2.8 Removal of Restrictions:

- Hope Street – Loading Bay to be shortened (adjacent to Bar 56)
- Emerson Street – NWAAT restrictions to be amended

2.9 14 objections were received during the initial consultation phase and 10 objections were received during the formal consultation phase. All objections related to Item 2.6.

3 Recommendation(s)

Committee is recommended to:

- (i) Endorse the proposal in principle to proceed with the implementation of the Crook: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

4.1 The initial consultation exercise was undertaken between the 9/3/18 – 16/4/18. The formal consultation exercise was undertaken between the 27/3/19 – 17/4/19.

4.2 Crook Market Place

The main proposed change will see the introduction of a 3 hour parking limit on the Market Place. This restriction will apply 8am – 6pm, Monday – Saturday and will have a no return within 4 hours. Parking surveys undertaken within the town in March 2017, indicated that this car park was full by 9am, with around two thirds of the vehicles remaining there the majority of the day. It is expected that the time limit will encourage a turnover of use and improve the economic vitality of the town. Displaced vehicles would be expected to park in one of the other non-restricted car parks within the town.

In addition to the above, since the date of the surveys an additional 81 staff have been relocated to the Civic Centre in the town from other County Council offices. This has placed an additional pressure on the availability of parking space within this area.

In conjunction with the above, it is also proposed to formalise the disabled parking bays on the Market Place. These bays will also be subject to a 3 hour, no return within 4 hours limit.

4.3 Hope Street Car Park

This car park is located behind the Doctors Surgery and is also very busy on a daily basis. Whilst no formal time limit is proposed for this location, it is proposed that the existing informal disabled bays and ‘no waiting at any time’ markings be formalised within the TRO to improve accessibility in this area.

4.4 B6298 / Park Avenue Close

It is proposed that ‘no waiting at any time’ restrictions be introduced on this junction to aid accessibility for the elderly residents of Park Avenue Close. Vehicles often park on the junction and obstruct the dropped kerbs at this location.

4.5 Rear of Hope Street

‘No waiting at any time’ restrictions are proposed to cover the rear access into Dale Care. There have been occasions in the past where vehicles have

obstructed the rear access and carers have been unable to access / egress the premises.

4.6 Hope Street

It is proposed that the large loading bay to the front of Bar 56 (Public House) be shortened so that an extra 2 parking spaces can be provided. These spaces would be limited to Mon – Sat, 9am – 6pm, 30 mins, no return within 30 minutes to fit in with the other restrictions nearby. The existing drop kerbs at this location would be relocated to suit.

4.7 North Terrace

At present, the southern side of North Terrace, adjacent to St Catherine's Church contains a 'no stopping except taxis, Mon – Sat, 9am -6pm' restriction. We are informed that this location is rarely used by taxis and so the intention is to remove it and provide additional 'Mon – Sat, 9am – 6pm, 30 minutes, no return within 30 minutes' bays.

One of the main criticisms of the current taxi area is that it is too far from the main shopping area of the town. With this in mind, it is proposed that space for 2 taxis be provided adjacent to the loading bay opposite the TSB bank on North Terrace. This bay will operate under a 'no stopping except taxis, Mon – Sat, 9am -6pm' restriction.

4.8 Emmerson Street / Dawson Street junction

The Central Methodist Church is located on Dawson Street and hosts a number of events / clubs on numerous nights of the week. It is proposed that the waiting restrictions on the aforementioned junction be amended to aid accessibility and visibility at this point.

4.9 West End Villas

No waiting at any time restrictions are proposed for the junctions entering West End Villas from the A689 to improve visibility and deter parking in unsuitable areas.

4.10 Addison Street

It is proposed to introduce a short length of 'no waiting at any time' restriction adjacent to number 10 / rear lane to maintain access.

4.11 A690 / Dale View junction

'No waiting at any time' restrictions are proposed for this junction to aid road safety and improve visibility. A number of vehicles regularly park on, or very close to this reasonably busy junction and it is anticipated that these restrictions will deter this.

5 **Objections – Market Place** **Initial Consultation**

5.1 Initial Consultation

- 14 responses against the proposals

The main theme running through the objections gathered during the initial consultation exercise indicated that the respondents felt that the current situation worked well. All of the objectors work in the town and use the Market Place to park on a daily basis. They feel that there are no viable alternative parking areas and they therefore feel that their only option should these restrictions be introduced would be to park in the surrounding residential streets.

It was also noted that a number of the objectors felt these proposals would hinder businesses and their staff and that ultimately the scheme would be counter-productive. They felt that the Market Place would be relatively empty if workers vehicles were removed. It was also noted that they felt the restrictions would deter customers from using the facilities and businesses in the town.

One objector also mentioned that they were opposed to parking charges being introduced.

5.2 **Response**

Prior to proposing this change, the County Council surveyed all of the car parks in Crook in an effort to better utilise the available parking space within the town. These surveys confirmed what is already evident, in that the Market Place operates at or near to capacity for the majority of the working day.

This car park is centrally located and is the most convenient for people who are both working or visiting the town. Unfortunately, around 70 of the 90 spaces are occupied by vehicles which do not move for 4 hours or more. Between 10am and 3pm, the Market Place car park runs at 90-95% capacity. It is widely accepted that an occupancy rate of around 80-85% is optimal when trying to encourage visitor usage as it

leads to them having an expectation of finding a space near to where they want to visit.

The same surveys indicated that there were an average of around 65 spaces available (in each hourly period) in the car parks near the Glenholme Boys Club and opposite the Football Club. Both these car parks can be reached on foot within 5 minutes or so from the town centre and would be a viable alternative option for parking for workers. Therefore, whilst it is accepted that the Market Place is the most convenient location for workers within the town to park it is also considered that it would be beneficial to all businesses within the town if the spaces within the Market Place were freed up for potential customers.

6 Objections – Market Place Formal Consultation

6.1 Formal Advert

- 10 response against the proposals

During the formal consultation period, the majority of the objections received came from County Council staff based in the Civic Centre. Their reasons for objection were similar to those cited by other town centre workers in the initial consultation. Comments were also received noting concern about parking availability for blue badge holders and for visitors attending the Coroner's Court.

Increased congestion and environmental pollution issues as a direct result of the proposals were also raised as a concern. Public transport was not deemed to be a feasible alternative for people travelling to the office from different parts of the County.

6.2 Response

These changes have been proposed to ensure an availability of parking spaces for people visiting the town to use the local services. The Market Place car park is full by 9am, with around two thirds of the vehicles remaining there the majority of the day.

The Market Place is the only car park within the town that would be subject to a time limit restriction. There are no plans to introduce any parking charges and there are no plans at present to introduce any restrictions on any of the other car parks within the town.

If the changes were introduced it would be expected that those working within the town would park their vehicles in one of the staff car parks to the rear of the Civic Centre, Arthur Street car park or in one of the car parks on the fringe of the town centre. The car parks at Glenholme and West Road have sufficient spare capacity on most occasions to accommodate town centre workers. These areas are a 5 minute walk from the Civic Centre and contain space for approximately 91 vehicles.

Vehicles displaying a valid blue badge may park in any of the timed parking bays for an unlimited length of time as they are exempt from the restriction. Therefore, with a blue badge a vehicles may park on Hope Street, North Terrace, Market Place etc for as long as they require without having to move their vehicle. The designated disabled bays in the Market Place will have a time limit attached to them to enable a turnover of space for blue badge holders at this location. If there is an event on at the Coroners Court, it is expected that the County Council's facilities team will make arrangements where possible to accommodate vehicles within one of the staff car parks.

The time limit on the Market Place should ensure that vehicles wishing to park there spend less time circling the area, thus reducing congestion and environmental pollution and providing more parking availability for potential customers.

7 Conclusion

(a) It is recommended that Members agree endorse the proposal in principle to proceed with the implementation of the Crook: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

Background papers

Correspondence and documentation in Traffic Office File:

\\dch-3900\arc2-sys2\$\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Crook\Traffic Regulation Orders (Parking
Restrictions)\2018 May

Contact: Lee Mowbray

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Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals

