

## Highways Committee

9 April 2014



### **CROOK PARKING & WAITING RESTRICTIONS ORDER**

---

**Report of Ian Thompson Corporate Director, Regeneration and Economic development**

**Councillor Neil Foster, Cabinet Portfolio Holder Regeneration and Economic Development**

---

#### **1. Purpose**

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Crook
- 1.2. To request members to consider the objections made during the formal consultation exercise.

#### **2. Background**

- 2.1 Following successful implementation of Civil Parking Enforcement in Durham District in 2008 and County Durham North in 2011, the County Council expanded this practice into the South of the County in June 2013. Enforcement of all waiting restrictions within the town was undertaken by the County Council from this time.
- 2.2 The County Council were contacted by the Crook Community Partnership (CCP) on behalf of a number of business owners in the town. The business owners were concerned that the existing restrictions were having a detrimental effect on trade within the town.
- 2.3 Discussions between the County Council, the CCP and the business owners took place and a plan of proposed restrictions was drafted up for the town.
- 2.4 Initial consultation letters, plans and response cards were delivered to all properties to be directly affected by the proposals. This letter was delivered on the 20<sup>th</sup> September with responses to be returned by the 11<sup>th</sup> October 2013.

2.5 The scheme was advertised formally on site and in the local press on 15<sup>th</sup> January 2014 until 5<sup>th</sup> February 2014.

### **3 Objection 1**

3.1 The objector states that parking restrictions are detrimental to business and that they will likely displace customers to supermarkets.

### **4 Response**

4.1 At present there are various restrictions within the town centre that have been implemented over many years to control traffic movements and parking. Whilst it may be true to say that inappropriate restrictions could be detrimental to the local economy, this is not considered to be the case in this instance. There has been a lengthy consultation exercise with several interested business owners from within the town. It is anticipated that the restrictions proposed will improve vehicular turnover and thus improve the accessibility within the town for potential customers.

### **5 Objection 2**

5.1 The objector states that parking permits for business owners should be issued.

### **6 Response**

6.1 The aim of the County Council is to provide a vibrant town centre where potential customers can easily access shops and services. It is anticipated that the restricted waiting bays we propose to implement will go some way towards meeting this objective and we would not look to reserve a bay for an individual business. The majority of the on-street areas will be free of restrictions on Sundays and between 6pm-9am on every other day of the week.

### **7 Objection 3**

7.1 The objector feels that they will lose business as there is no parking directly to the front of their premises on Hope Street.

### **8 Response**

8.1 To achieve a vibrant and viable town centre, the correct balance of kerb space usage is required. In this case we have tried to maximise the amount of short stay parking in the town centre but we have remained mindful that other users need to be supported. In the case of this objector, it is proposed to locate a loading bay to the front of their premises. At present, the majority of the southern end of Hope Street is

covered by a 'no waiting 9am – 6pm' restriction. In the new proposals, there is potential for approximately 15 vehicles to park within 60 metres of this business and we therefore consider this to be a reasonable solution.

## **9 Objection 4**

- 9.1 The objector is opposed to the creation of limited waiting bays to the rear of Hope Street. They fear that these bays will impede the way they operate their business and can see no real need for them.

## **10 Response**

- 10.1 During the initial consultation exercise with the local business owners, the rear of Hope Street was identified as an area where additional parking capacity could be achieved. At present the area is unrestricted and in the proposal there is a mixture of unrestricted, 30 minute parking and loading only restrictions.
- 10.2 Whilst it is accepted that these bays will not be used as regularly as those to the front of Hope Street, they are still considered to be a convenient parking area that is close to the likely destination of any visitor to the town centre.

## **11 Objection 5**

- 11.1 Two objections were received from residents who live on the periphery of the Town Centre. Whilst they concede that the scheme is good for local business owners they are concerned as to where residents will be able to park. Initial enquiries as to whether residents parking permits could be introduced were also received.

## **12 Response**

- 12.1 The section of North Terrace near the residential properties is currently subject to a mix of restrictions, namely Monday – Saturday, 9am-6pm, 30 minutes, no return within 30 minutes and 'no waiting 9am-6pm'. It is proposed to leave the existing 30 minute parking bays as they are and amend the 'no waiting 9am-6pm', so that it can be used by taxis during the day and is unrestricted after 6pm.
- 12.2 In this instance we are not amending the restrictions immediately to the front of the residential properties and as such we would expect the residents to park their vehicles as they do at present. Residents would be permitted to park in the parking bays to the front of their properties all day on a Sunday and between 6pm-9am every other day of the week.

12.3 The current County Council guidance for residential permits does not encourage the allocation of on street limited waiting areas for permit usage. Should displaced long term non-residential parking become an issue within residential areas of the town then consideration may be given to implementing permit zones.

### **13.0 Local member consultation**

The Local Members have been consulted and offer support to the proposals.

### **14.0 Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Crook Parking & Waiting Restrictions Order.

### **15 Background Papers**

Correspondence and documentation on Traffic Office File and in member's library.

---

**Contact: Lee Mowbray Tel: 03000 263588**

---

---

**Appendix 1: Implications**

---

**Finance** – LTP Capital

**Staffing** – Carried out by Strategic Traffic

**Risk** – Not Applicable

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

**Accommodation** - No impact on staffing

**Crime and Disorder** - This TRO will allow effective management of traffic to reduce congestion and improve road safety

**Human Rights** - No impact on human rights

**Consultation** – Is in accordance with SI:2489

**Procurement** – Operations, DCC.

**Disability Issues** - None

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