

Highways Committee

16 October 2014



BULLION LANE, CHESTER-LE-STREET PERMIT PARKING ORDER

Report of Ian Thompson, Corporate Director Regeneration and Economic Development Councillor Neil Foster, 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 Chester-le-Street, the effect of which would be to introduce Permit Parking on Bullion Lane.
- 1.2. To request members consider the objections made during the consultation period.

2. Background

- 2.1 The introduction of parking control is considered an effective tool in the delivery of the Council's transport objectives 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.
- 2.2 Requests were received from residents of Bullion Lane, asking that the County Council give consideration to the introduction of residents parking permits. The concerns of the residents centred around the difficulty they were experiencing trying to park near their properties during the day. It was claimed that this difficulty was as a result of long stay parking by non-residents, most notably commuters using the nearby railway station.
- 2.3 The aim was therefore to find a proposal that balanced the conflicting demand for parking from residents, visitors and commuters whilst being mindful of the problems parking displacement can create.
- 2.4 Surveys were carried out at Bullion Lane by an external contractor on the 28th and 29th November 2013 to obtain parking occupancy figures. The survey results showed that Bullion Lane met the County Councils criteria for permit parking. Surveys were also carried out at the same time on Station Lane/View, and Elm Street however these streets did not meet the criteria.

- 2.5 Proposals were sent to residents and a ballot was undertaken on the 10th January 2014. As part of this exercise Station Lane/ View was included in the ballot despite not meeting the current criteria as it did show a relatively high level of commuter parking occupancy. The prospect of parking displacement into this area was considered likely, hence its inclusion within the scheme at this point.
- 2.6 Concerns had also been raised relating to commuters parking around the junction with Station Lane / View, obstructing the visibility for other road users. It was therefore proposed that some 'No Waiting At Any Time' restrictions be laid at this location.
- 2.7 The ballot results were **Bullion Lane** – In Favour – 12, Against – 4, Not responded – 9. **Station Lane/View** – The response rate was less than 50% so therefore did not meet the criteria to progress any further. Therefore Bullion Lane was only included in the final scheme.
- 2.5 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 19th June 2014, and maintained for 21 days.

3 Objections

- 3.1 As part of this process 6 objections were received.

4 Objection 1 - 5

- 4.1 The objectors commute to the Train Station and park in Bullion Lane. The objectors state that residents that voted no will have to pay for permits, as only 7 people voted for the Permit Scheme. They mention that the road is wide enough to accommodate parking on both sides, and that other streets in the area are not. They claim that as a result of the scheme vehicles will disperse into surrounding streets causing greater problems. They state that outside normal office hours the street is empty and therefore residents on the north side are parking on their drives and residents on the south side are aged people bungalows who don't have vehicles. They believe the train station does not provide sufficient parking and that the Council should look at alternative parking on the empty allotments or the site where the garages were demolished.
- 4.2 **Response** – Following 3 separate requests from residents at Bullion Lane a survey was carried out to show if the owners/ occupiers of the properties on Bullion Lane and their visitors have difficulty finding reasonable convenient parking spaces for significant periods of the day. The survey showed that more than 40% of kerbside space was occupied by non-residents for over 6 hours in the survey period and more than 85% of kerbside space was occupied by any vehicle during the same 6 hours. Therefore a ballot was carried out on the 10th January 2014. The results of the ballot were 12 for the scheme, 4 against and 9 residents did not vote, therefore a majority of the residents voted for the scheme to be implemented.

It is likely that if this Order is progressed then it could displace vehicles into adjoining streets.

The train station provides 24 free parking spaces, and there are various Council car parks within Chester-le-Street with a cost starting at £1.10 all day.

Unfortunately we cannot look at allocating parking on the allotments or the demolished garages as this is out of the remit of this Order.

Commuters to the train station are often parking around the junction with Station Lane/ View limiting the visibility, therefore as part of this Order we are proposing to introduce No Waiting At any Time restrictions around the junctions.

5 Objection 6

5.1 The objector is a resident of Bullion Lane and believes the road is wide enough to allow parking. They believe the restrictions will affect the viability of the Train Station. They believe that we should restrict parking down one side and make it free for residents. They also mention the need for development of additional parking for the train station.

5.2 **Response** – Please see response to Objector 1 - 5.

Permits are not provided free to residents as the income is required to contribute towards the operational and enforcement costs. Department for Transport guidance on parking controls states that, where possible, it should be self-financing. Where parking controls operations are not self-financing, authorities need to be certain they can afford to pay for it within existing funding.

13.0 Local member consultation

The Local Members have been consulted and offer no objection 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 Chester – le-Street Parking & Waiting Restrictions Order.

15 Background Papers

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

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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.