

Highways Committee

3 December 2015

Bishop Auckland Parking and Waiting Restrictions Amendment Order 2015



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 an objection and support received during the consultation concerning the introduction of two parking bays in James Street, Bishop Auckland.
- 1.2 To advise Members of an objection and support received during the consultation concerning the introduction of Residents Parking (Mon-Sat, 10-11am & 2-3pm) on High Bondgate.
- 1.3 To request that Members consider both the reasons for and those against introducing parking bays in James Street and residents parking in High Bondgate, that were made during the consultation period.

2 Background

- 2.1 Civil Parking Enforcement was introduced in Bishop Auckland in June 2013. There is a commitment to improving and developing parking in the town and a review was undertaken to identify where parking restrictions could be changed or removed.

JAMES STREET

- 2.2 During the consultation on some of the proposed changes, we received a letter from the owner of a newsagent that was preparing to extend the business to include a subsidiary branch of the Post Office. As the new Post Office location would be situated in a predominantly residential area, the owner was concerned that there would be no available parking space for customers and asked if DCC would consider introducing parking bays next to their premises.
- 2.3 After discussion with the owner of the proposed Post Office, DCC Traffic Section agreed to initiate a consultation with nearby businesses and residences. Initially the proposal would be to introduce two disabled bays adjacent to the Post Office to assist disabled badge holders to access the

facilities, as there was rarely any kerb space nearby to park. This would effectively replace 12 metres of unrestricted parking with two new restricted bays.

- 2.4 As a result of the consultation we received one objection from the neighbouring Off Licence/Convenience Store.
- 2.5 An effort was made to try and resolve the objection and after discussion with all parties, the proposal was modified to parking bays with a maximum 1 hour stay. The new proposal was formally advertised on street and in the press in July 2015.
- 2.6 The Off Licence owner responded to the notice and objected to the proposal to introduce parking bays.

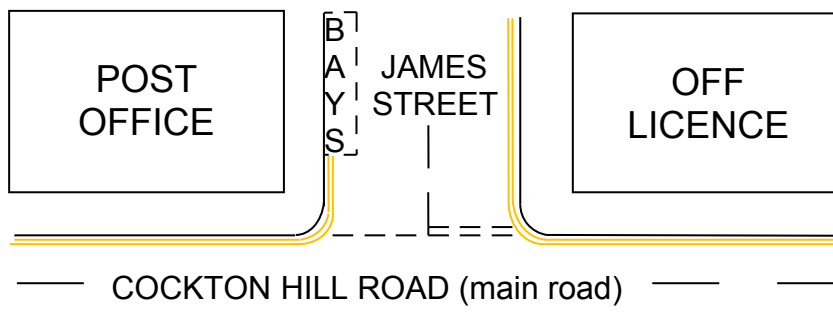
HIGH BONDGATE

- 2.7 High Bondgate is a residential street located close to the town centre in Bishop Auckland. In November 2013, consultation was undertaken regarding the introduction of a Residents Parking Zone. At this time, 9 responses were received from the 16 properties with 5 of the replies being in favour. In light of these responses, the scheme was not progressed at this time.
- 2.8 Since this consultation, the County Council have been contacted several times by the High Bondgate residents asking that we re-consult on the introduction of a Residents Parking Zone. We responded by noting that we would look to do this when we were next making changes to the restrictions in Bishop Auckland.
- 2.9 Earlier this year, consultation was once again undertaken with all residents of High Bondgate regarding the proposed introduction of a Residents Parking Zone. An initial consultation letter was sent out on 23rd July 2015 and 12 replies were received, 11 in favour and 1 opposed.

3 Location

JAMES STREET

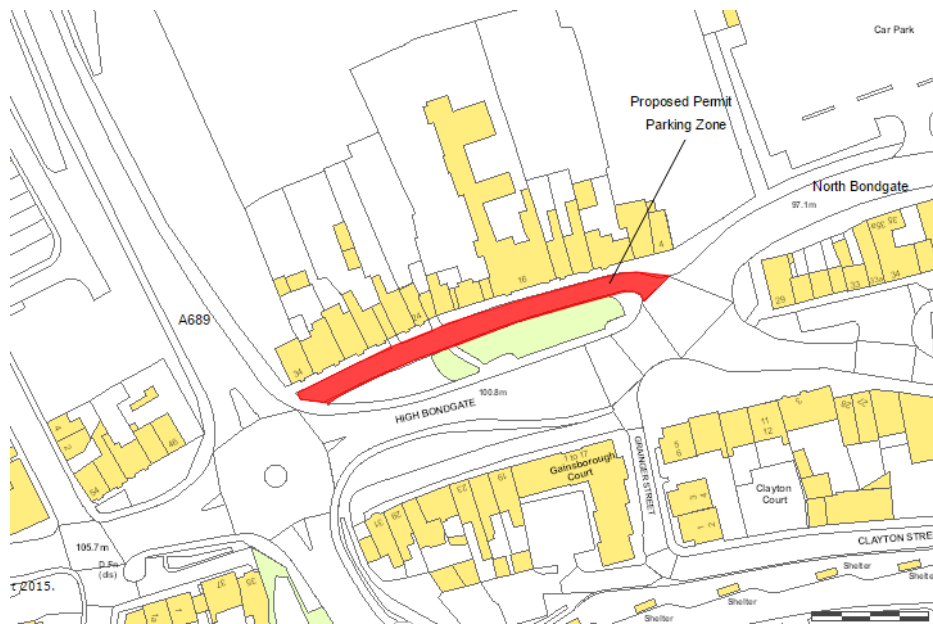
- 3.1 For clarity, the location of the proposed parking bays and existing premises are as follows;



3.2 The current parking restrictions (double yellow lines) are shown in yellow. It would not be appropriate to remove the yellow line adjacent to the Off Licence as it facilitates vehicles being able to pass one another while vehicles wait to exit at this busy junction.

HIGH BONDGATE

3.3 The location of the proposed Resident Parking zone is shown below:



4 Formal Consultation

JAMES STREET

4.1 Objection received:

The owner of the Off Licence objected to the introduction of any parking bays adjacent to the Post Office. He stated that he parks his vehicle in the location of the proposed bays and has done for a number of years and that this security camera watches over this area. He also added that blue badge holders already pull up on the yellow lines adjacent to his premises and that as disabled drivers can legitimately park on yellow lines, there is no benefit restricting both sides.

4.2 Support received:

The Post Office has now been operational for over 10 months and the owner has been regularly requesting the introduction of parking bays. He says their customers often complain about there not being any available parking close by. He says it is particularly his elderly customers and those with mobility problems that complain as they have to park away from the premises in the

residential streets. The owner states the parking bays will benefit everyone, including customers of the Off Licence.

- 4.3 Both parties have legitimate arguments and were therefore both advised separately that it would be best reasoned and concluded at Highways Committee.

HIGH BONDGATE

- 4.4 Objection received:

The objector lives at 30 High Bondgate and offers a number of reasons for opposing the scheme. They object on the following grounds:

- scheme does not guarantee a parking space.
- scheme does not cover evenings and weekends.
- scheme is inconvenient.
- various permits required for different users, eg visitors, tradesmen etc
- parking is managed adequately by residents at present, permits therefore not required.

- 4.5 Support received:

As mentioned previously 11 of the 16 properties on High Bondgate support the scheme and a number of these have actively campaigned for its introduction since it was rejected 2 years ago.

- 4.6 The objector is correct when they note that the scheme will not guarantee them a parking space outside of their home. The scheme will however guarantee that the area is clear of non-residents vehicles between 10-11am and 2-3pm, Monday to Saturday.

- 4.7 The majority of on street parking restrictions in Bishop Auckland are only active 8am – 6pm, Monday to Saturday. It is therefore anticipated that the demand for parking in areas like High Bondgate will subside outside of these hours.

- 4.8 The scheme will not address everyone's needs although it should deter parking in the area by non-residents. Parking surveys have indicated that the area is used for prolonged periods throughout the day by non-residents. Permits will be required should the residents have visitors or tradesmen who wish to leave vehicles in the area during restricted times.

- 4.9 Finally, it should be reiterated that the scheme has been progressed following several months of correspondence with residents of the street who are desperate for a scheme of this nature to proceed.

5 Local Member Consultation

- 5.1 The local members were included in the Amendment Order consultation but did not submit any comments.

6 Costs

- 6.1 James Street is estimated at around £400 for signage and road marking installation.
- 6.2 High Bondgate is estimated at £800 for signage, road marking installation and distribution of permits.

7 Options

- 7.1 The options available for James Street are;
 - 1) Do nothing, leaving the area as it is now
 - 2) Introduce two parking places, one restricted to blue badge holders only (to address issues for the elderly) and one space with a short stay (1 hour) parking restriction.
- 7.2 The options available for High Bondgate are to either introduce a residents parking area restriction or leave the area as it is.

8 Recommendations

- 8.1 The Committee should take all parties reasoning in to consideration before deciding which option to take forward.
- 8.2 It is RECOMMENDED that the Committee endorse the proposal to introduce two short stay parking places on James Street.
- 8.3 It is RECOMMENDED that the Committee endorse the proposal to introduce a Resident Parking Zone on High Bondgate.

9 Background Papers

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

Contact: Jon Hogarth Tel: 03000 263581

Appendix 1: Photographs

JAMES STREET

The photograph below shows a street view of the area and was taken in May 2015.



HIGH BONDGATE

The photographs below show High Bondgate.



Appendix 2: Implications

Finance – LTP Capital, works costs are estimated at £1200

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 – If bays were introduced on James Street, the Off Licence owner would not be able to park below his security camera.

Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489

Procurement – Operations, DCC.

Disability Issues – Blue badge holders can park on the double yellow lines so long as they are 10m away from the junction. Short stay bays could offer better access to the local services, though there is no guarantee of one being available.

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