

# Regulatory Committee

**Dorset County Council**



Date of Meeting	24 January 2019
Officer	Local Member – Peter Hall – County Councillor for Christchurch Central Mathew Piles - Service Director for Environment Infrastructure and Economy
Subject of Report	<b>Proposed Residents Parking Scheme, Stourbank Road, Christchurch</b>
Executive Summary	<p>The report follows the advertising of a proposed introduction of a residents parking scheme in Stourbank Road, Christchurch. The proposal is for limited parking for 1 hour with no return within 1 hour except for permit holders.</p> <p>Two objections have been received to the proposal. This report considers the objections, and whether the proposal in Stourbank Road should be implemented as advertised.</p>
Impact Assessment:	Equalities Impact Assessment: Equalities Impact Assessment: The proposed waiting restrictions will have the usual exemptions for disabled badge users who will also be able to use the parking bays free of charge and without time limit.
	Use of Evidence: Site investigations, public consultation and support of Local Member, Town and District Councils and the Police.
	Budget: The cost of making the Order is estimated at £3000 inclusive of advertising charges. This will be met from the current TRO Budget.

	<p>Risk Assessment</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:  Current Risk: LOW  Residual Risk: LOW</p>
Recommendation	That having considered the objection received, Cabinet be recommended to approve the proposed Limited Waiting except for permit holders on Stourbank Road as originally advertised.
Reason for Recommendation	<p>Prior to advertising the proposal 71% of residents in Stourbank Road supported the petition. Dorset County Council policy states at least 60% is required.</p> <p>Stourbank Road leads to a school entrance used by both vehicles, cyclists and pedestrians, the school has a sixth form and as a result both pupils and teachers are using local roads to park throughout the day time often inappropriately.</p>
Appendices	<p>Appendix 1 – Residents Parking Scheme Policy</p> <p>Appendix 2 – Stourbank Road, Plan</p>
Background Papers	The file of the Director for Environment and the Economy Consultation responses from the District and Town Councils, Dorset Police and the local County Councillor are held on file in the Environment and the Economy Directorate.
Report Originator and Contact	<p>Name: Jessica Cutler</p> <p>Tel: 01305 225719</p> <p>Email: <a href="mailto:Jessica.Cutler@dorsetcc.gov.uk">Jessica.Cutler@dorsetcc.gov.uk</a></p>

## 1. **Background**

- 1.1 Stourbank Road is located to the western side of Christchurch town centre. Stourbank Road leads off from Stour Road and an entrance to Twynham School is located at the end of the road. There are currently no waiting at any time restrictions (double yellow lines) at the entrance to Stourbank Road on both sides covering the junction entrance.
- 1.2 Concerns from residents about parking and access issues led to a petition that was sent to Christchurch Borough Council and then reported to Dorset County Council's Community Highway Officers. The Borough Council was particularly concerned that vehicles were unable to turn once within Stourbank Road due to parked vehicles. The problems have been reported as 24-hour issues.
- 1.3 In accordance with Dorset County Council's policy, petitions for residents' parking schemes must be supported by at least 60% of residents in the affected street(s) and endorsed by the relevant district/borough council. The Stourbank Road proposal meets the necessary criteria (with 71% of residents supporting the scheme) and was duly publicised.
- 1.4 Proposals were advertised for public consultation on 11 October 2018 to introduce limited waiting of one hour, no return within one-hour (Except Permit Holders) Monday to Friday, 8.00am to 6.00pm in Stourbank Road, Christchurch. The proposal would also include parking bays and access protection markings which would ease the flow of traffic and allow turning of vehicles. No road traffic collisions have been reported during the latest available five-year period (July 2013 to June 2018). In response to the consultation two objections were received, four letters of support and one letter with comments. This report considers the outstanding objections.

## 2. **Information**

- 2.1 County Council officers have proposed that limited waiting restrictions of one hour, no return within one-hour (Except Permit Holders) Monday to Friday, 8.00am to 6.00pm would be appropriate along the length of Stourbank Road as shown in Appendix 1. The restrictions would discourage staff, pupils and visitors to the school from parking in Stourbank Road and instead would encourage them to use nearby car parks and/or walk into school.
- 2.2 The proposed restrictions would improve access for large vehicles including refuse vehicles and emergency vehicles.
- 2.3 The proposal includes the installation of access protection markings across private driveways/access points, if they do not already exist. An access protection marking will also be installed at the end of Stourbank Road to maintain access to Twynham School.

## 3. **Law**

Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the County Council to make an order to restrict or prohibit vehicles from using a road in certain circumstances. The circumstances where an order may be made include:

- for avoiding danger to persons or other traffic using the road;
- for allowing certain classes of vehicles to use the road.

Sections 32, 35, 45, 46 and 47 of the Road Traffic Regulation Act 1984 allow the County Council to make and charge for parking spaces on the highway.

- 2.2 The County Council is required to advertise the draft order it intends to make to allow a period for objections and representations to be submitted. The County Council has to consider any objections received. Having done so, it can make an order in the form originally intended and advertised or alternatively, the County Council may modify the order or abandon it.

### 3. Policy Considerations

- 3.1 The current policy for Residents' Parking Schemes (attached at Appendix 1) was established in 1991. At E1.2 it states that this type of scheme (limited waiting with exemption for residents) will be in predominantly residential areas without any off-street garaging facilities, or the chance of providing some and where the areas are subjected to an appreciable amount of all day parking.

- 3.2 Paras 2 (b) and (c) state that for a potential scheme no possibility should exist for frontagers to provide parking space within their own curtilages or in the immediate area and residents should have no alternative parking facilities available.

### 4. Consultation

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme and is supported by the Local Member, Christchurch Borough Council, and the Police.
- 4.2 There have been nine responses to the public consultation process for this Order. Some of these were from the same household and are therefore classed in the below table as one response per household. There are two outstanding objections to the proposal from residents, four support letters, one set of comments. These have been summarised below:-

Name and Address	Summary of Response – Support of the proposal
Resident Stourbank Road	I support my neighbours with resident parking
Resident Stourbank Road	Full support of the proposal. Parking especially in term time is a nightmare. Several cars have also been damaged due to the high volume of parking especially during term time. When events are being held in and around Christchurch High Street non- residents park in the road.
Resident Stourbank Road	Full support of proposed residents parking scheme. We have had to pull our child from the path of vehicles mounting the narrow pavement. The number of Twynham pupils walking/cycling and drivers speeding and competing for parking spaces in the crowded and narrow street could result in a serious accident. There was a serious fire recently, had the road been congested with cars as it usually is during school hours there may well have been a very different outcome. Vans have been parking in Stourbank Road which are used by their owners for storage. The owners are not residents of

	<p>Stourbank road. These vans are left and are stationary for weeks. Number of cars and weight of traffic every morning must surely have a huge impact on the health of the large number of young children living in the street as well as those pupils of Twynham school. Resident's cars are damaged on a regular basis by those attempting to park their cars in the narrow/crowded street. The school has not increased its parking capacity accordingly, so Stourbank Road has therefore become an 'overflow' carpark for the school.</p>
<p>Resident Stourbank Road</p>	<p>Strongly support the proposal. The road is narrow and a dead end and when the school day ends there are hundreds of children walking. Sixth formers leave at the same time and trying either to turn in the road or reverse the full length of the road onto Stour Road. It's only a matter of time before something happens. I am not making a complaint about school children. When you live in a road with a school in it you know that twice a day children will be walking along the road.</p> <p>My job sometimes has me working out of hours, finishing between 9am and 3pm there is no way I can park in Stourbank I feel that as there are three public car parks within easy walking distance from the school there is no need for them to park in Stourbank Road. They can use the car parks provided. I do hope the proposal is successful.</p>
<p><b>Name and Address</b></p>	<p><b>Summary of Response – Opposing the proposal</b></p>
<p>Resident Stourbank Road</p>	<p>I object to the proposed scheme for residents parking on Stourbank Road. Whilst parking in Stourbank Road at times can be almost impossible. It is in fact the evening times that are worse. Current proposed scheme is for permit holders only between the hours of 8am-6pm mon/fri - whilst this will eliminate the school parking it will not make an impact in the evenings when it is difficult to park - in fact your proposed scheme of the turning area and white lines and parking spaces will in fact make parking harder as you will be reducing the amount of parking spaces available. I work evenings and it would be frustrating to pay for a permit to find no places to park, being female i don't want to have to park in surrounding roads and walk home in the dark alone especially after purchasing a permit. Rather than solving the parking problem this will increase the problem as neighbour's tempers will be raised if they are unable to park after purchasing a permit. The problem will push the parking onto the surrounding roads.</p>
<p>Resident Stourbank Road</p>	<p>I object to the proposed residents parking. the school should have sorted this problem when they allowed a sixth form. They will only go to surrounding roads. Pupils have all gone by 4pm however B&amp;B's up the road find it handy to park in Stourbank Road and Stour Road residents come home and park in Stourbank Road. At weekends people park up and catch the train and some people who just work in Christchurch. We've always had problems, if a parking system is being enforced make it a 24hour system. I don't</p>

	think it will work for us as in the next road (Riverlee) it's not enforced and as a pensioner why pay £70 a year extra.
<b>Name and Address</b>	<b>Summary of Response – Other comments</b>
Resident Stourbank Road	I fully support permit parking in Stourbank Road as the parking situation is ridiculous. Twynham school teachers and sixth form students think it's their own private car park. They have no respect for the residents, I am one of many who've had their car scratched. Vehicles park across driveways and dropped curbs. I am a blue badge holder and it would be 'nice' to be able to park near my house at all times instead of feeling housebound. We also had an incident in the road on Friday October 5th where five fire appliances had to attend a roof fire whereupon somebody (non-resident) was parked over the fire hydrant and had to be removed. I look forward to hearing the right result.

## 5. Officers comments on consultation response

- 5.1 Both objectors reside in Stourbank Road. Both objectors also refer the problem being pushed elsewhere. Whilst this may result in vehicles being parked in surrounding roads, Stourbank Road provides access to a school and there is a high risk of emergency vehicles not being able to access properties.
- 5.2 One objector states that the evenings are more of a problem. It is suggested that the proposed restrictions and residents parking scheme will deter non-residents from parking in Stourbank Road. It is hoped this will also deter any overnight parking by non-residents.
- 5.3 With regard to concerns about loss of parking, access protection markings will be provided for any household that currently has dropped kerbs if they do not already exist. The scheme will also include a white access protection line at the end of Stourbank Road to maintain access to Twynham School. It is illegal to park over a dropped kerb and therefore providing access protection markings will only help to enforce this. Therefore, there will be no loss of parking.
- 5.4 Parking enforcement will be monitored by Civil Enforcement Officers. If persistent unlawful parking occurs residents should contact Parking Services who can then patrol the road as necessary.

## 6. Conclusions

- 6.1 Having considered the representations and outstanding objections officers consider that the proposal will improve safety for pedestrians and road users by improving visibility on a fairly narrow stretch of road. It will also improve access for emergency vehicles.
- 6.2 The proposal is supported by the local member, Dorset police and Christchurch Borough Council.

6.3 Having considered all the responses received, it is considered that the proposals of limited waiting for 1-hour Monday to Friday 8am – 6pm except permit holders should be progressed rather than leave the situation as existing.

**Mathew Piles**

Service Director for Environment Infrastructure and Economy

December 2018

## Appendix 1

### RESIDENTS' PARKING SCHEMES

- A. The Dorset County Council has approved the principle of preferential parking in the form of two alternative systems of residents parking schemes, subject to the Criteria set out below and providing that:-
- (i) The appropriate District Council supports the scheme and satisfies the County Council that the Criteria are and will be met.
  - (ii) The appropriate District Councils reimburse the County Council the full costs incurred in the introduction of any scheme and accepts financial and other responsibility for its subsequent operations.
- B. The two systems of residents' parking schemes referred to in this document are:-
- (i) Type A – where residents have exclusive rights to park in a designated road or street and where parking spaces will be assured. In these schemes parking by others, save that for certain essential users to the area, will be prohibited.
  - (ii) Type B – where limited waiting regulations are in force to control the time available for parking. Residents are provided with exemption to enable them to park for unlimited periods but with no parking space guaranteed.
- C. GENERAL CRITERIA FOR THE ASSESSMENT OF SCHEMES

#### INTRODUCTION

1. Each scheme should be considered on its merits and have regard to the needs of road safety, vehicles loading and unloading, short and long stay visitors including doctors and nurses, and in particular access for emergency service vehicles.

#### CONSTRAINTS

2. The primary role of a highway is to facilitate movement of traffic and it is maintained by the public at large for this purpose. It should not be reserved for the exclusive use of a particular section of the community without good reason.
3. Residents' parking schemes should not apply where waiting has been prohibited or is likely to be prohibited in the foreseeable future to:-
  - (a) avoid danger to road users
  - (b) prevent damage to the road or adjacent buildings
  - (c) facilitate the movement of vehicular and pedestrian traffic
  - (d) prohibit vehicular traffic which is unsuitable for the road or adjoining property
  - (e) preserve the character or amenities of the road or area.



## D. TYPE A – RESIDENTS' PARKING SCHEME

### 1. INTRODUCTION

1.1 This type of scheme provides that parking on the public highway is allowed exclusively for the residents of properties fronting onto or directly served by the highway in question. Provision has to be made for essential visitors to the properties concerned, such as doctors etc, but is essentially preferential in its concept.

1.2 The roads or streets, the subject of these schemes, will be predominantly private residential areas where most properties served do not have off-street garaging facilities, or the chance of providing some, and are not located close to alternative off-street parking facilities. These areas will be subject to all day parking pressures by adjacent businesses such that preferential parking exists in their favour to the serious detriment of the residents.

### 2. ASSESSMENT OF SCHEME

To achieve uniformity, potential schemes should meet each of the following criteria:-

- (a) The road is a residential street and kerbside waiting is acceptable on traffic, safety and environmental grounds.
- (b) Parking of non-residents or visitors to the immediate area is not necessary to meet the needs of the area as a whole.
- (c) No possibility exists of frontagers providing parking spaces within their own curtilages or at comparable cost to themselves in the immediate area.
- (d) Residents have no alternative parking facilities available within a walking distance of 200 yards.
- (e) Adequate enforcement is available to ensure that a scheme will function.
- (f) The County Council is satisfied following an investigation of the area as a whole that an equitable balance of conflicting demands of all road users would be achieved.
- (g) The County Council is satisfied that an equitable balance of conflicting demands cannot be met by ordinary parking controls.
- (h) A sufficient number and proportion of the residents would be in favour of a scheme and would be prepared to pay such costs as were proposed.
- (i) A material factor is the availability of parking space to meet demand. If, therefore, it was judged undesirable for residents to park in a public car park, whether or not subject to a charge, then parking space would not be considered to be available. For example, the use by residents of a short term shoppers' car park would be both undesirable and counter productive.

### 3. IMPLEMENTATION OF SCHEMES

Schemes when implemented should provide for the following:-

- (a) Permits to be available to residents in the area and not only to frontagers to particular parking spaces.
- (b) The number of permits to be allocated shall not be greater than the number of spaces available.
- (c) The hours of operation to relate strictly to the periods when pressure on parking is most acute.
- (d) When the problem is created by shoppers and/or commuters, the time of operation of a scheme to be for the normal working day and no special provision for visitors to the frontagers to be made.
- (e) When the problem is created by summer tourist traffic the hours of the restriction to be adjusted accordingly and special provision made in the area for visitors to the frontagers affected. When visitors permits are issued they shall be valid for a period of three consecutive weeks and each resident shall be able to apply for two permits each calendar year, one permit valid for two weeks and the other for three weeks.
- (f) Provision to be made in the order for essential users to the area such as doctors, nurses, and health visitors to park their vehicles.
- (g) Provision to be made for the future removal of a scheme should it be found to be no longer necessary or should restrictions on waiting be subsequently required.
- (h) Such other provision as may be required by the District Council to meet particular local circumstances and subject to the approval of the County Council.

## E. TYPE B – RESIDENTS’ PARKING SCHEME

### 1. INTRODUCTION

- 1.1 This type of scheme requires that time limited waiting restrictions are already in force on the roads in question or needs to be introduced to meet the short term parking requirements of the area. Residents fronting or served by the roads in question are provided with permits which enable them to park without any time limitation.
- 1.2 These will be in predominantly residential areas without any off street garaging facilities, or the chance of providing some, located close to shopping and business areas where there is an admitted lack of short term on street parking facilities or conveniently located public off street short term parking. In addition, the said residential areas will be subjected to an appreciable amount of all day parking by adjacent businesses and commercial activities, but where there are, although admittedly more remote, long term car parking facilities available within an acceptable walking distance.

*(These will be in predominantly residential areas, located close to shopping and business areas where there is an admitted lack of short term on street parking facilities or conveniently located public off street short term parking. In addition, the said residential areas will be subjected to an appreciable amount of all day parking by adjacent businesses and commercial activities, but where there are, although admittedly more remote, long term car parking facilities*

*available within an acceptable walking distance. Justification will be established by applying the results of a parking demand survey to the flowchart set out in the Appendix)*

## 2. ASSESSMENT OF SCHEMES

To achieve uniformity, potential schemes should meet each of the following criteria:-

- (a) The road is a residential street and kerbside waiting is acceptable on traffic, safety and environmental grounds.
- (b) No possibility exists of frontagers providing parking spaces within their own curtilages or in the immediate area.
- (c) Residents have no alternative parking facilities available.
- (d) Adequate enforcement is available to ensure that a scheme will function.
- (e) The County Council is satisfied following an investigation of the area as a whole that an equitable balance of conflicting demands of all road users would be achieved.
- (f) The County Council is satisfied that an equitable balance of conflicting demands cannot be met by ordinary parking controls.
- (g) A sufficient number and proportion of the residents would be in favour of a scheme and would be prepared to pay such costs as were proposed.

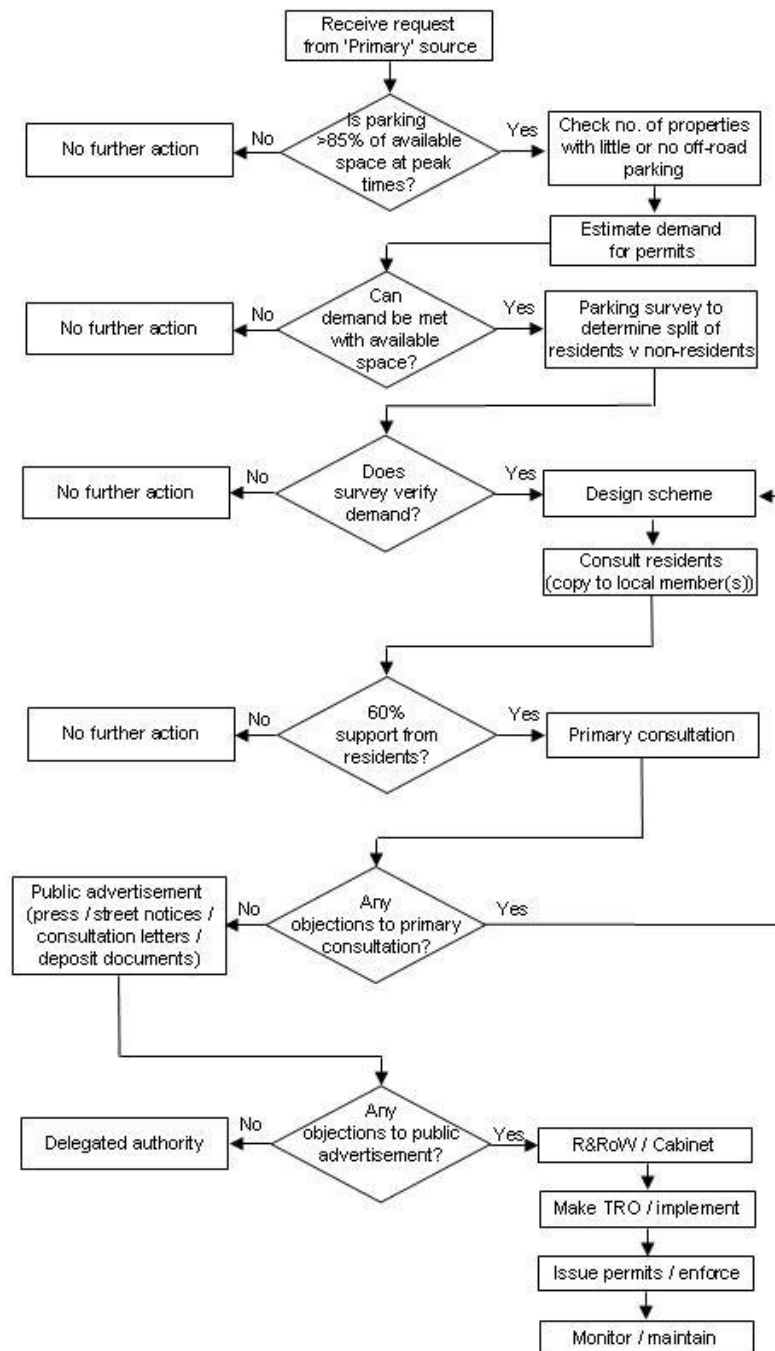
## 3. IMPLEMENTATION OF SCHEMES

Schemes when implemented should provide for the following:-

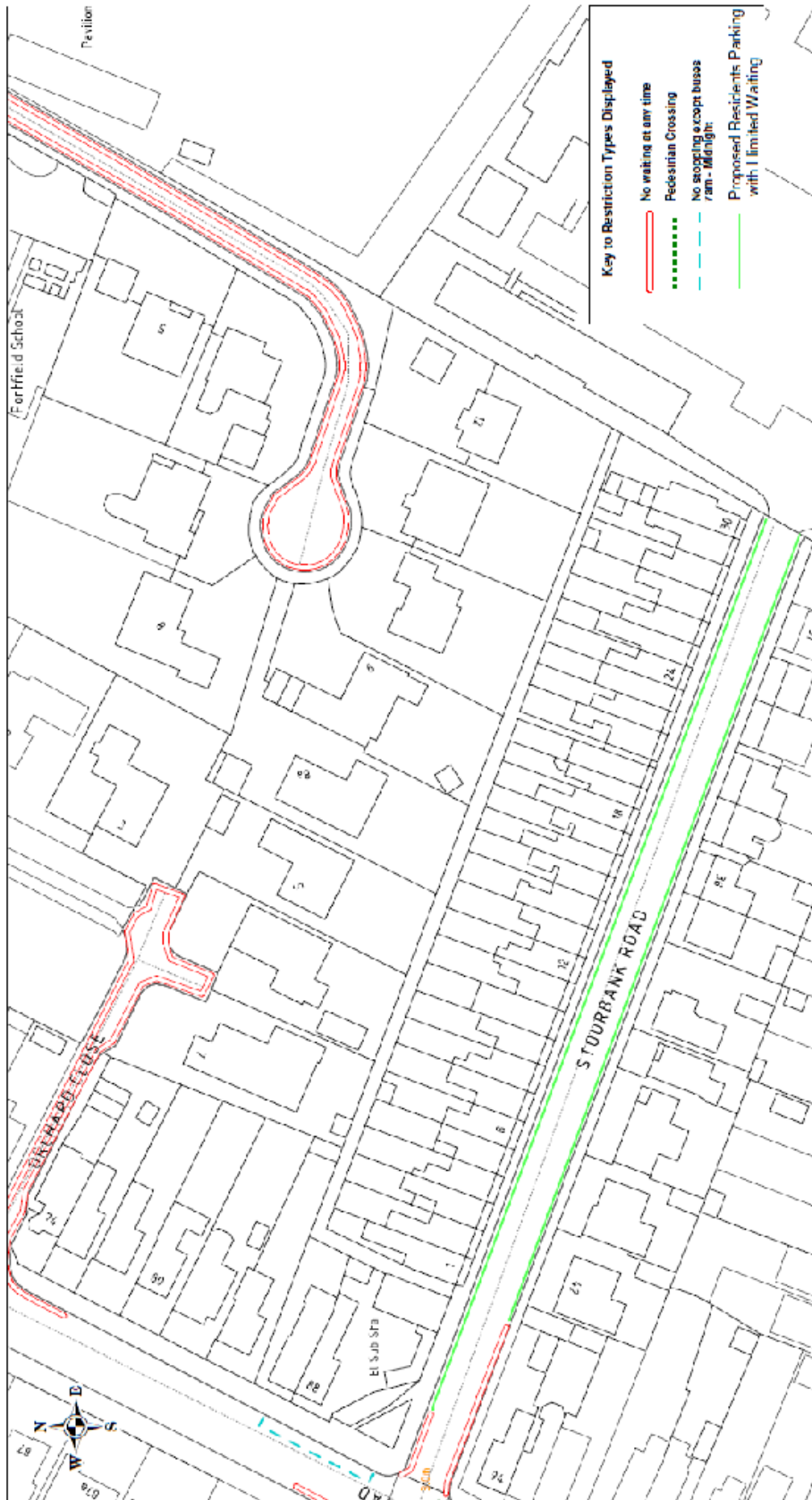
- (a) Permits to be available to residents in the area and not only to frontagers to particular parking spaces.
- (b) The number of permits to be allocated may be more than the number of spaces available.
- (c) When the problem is created by shoppers and/or commuters the time of operation of a scheme to be for the normal working day and no special provision for visitors to the frontagers to be made.
- (d) When the problem is created by summer tourist traffic the hours of the restriction to be adjusted accordingly and special provision made in the area for visitors to the frontagers affected. When visitors permits are issued they shall be valid for a period of two or three consecutive weeks and each resident shall be able to apply for two permits each calendar year, one permit valid for two weeks and the other for three weeks.
- (e) Provision to be made for the future removal of a scheme should it be found to be no longer necessary or shall restrictions on waiting be subsequently required.
- (f) Such other provision as may be required by the District Council to meet particular local circumstances and subject to the approval of the County Council.


- (g) Consideration should be given to the grouping of streets on an area basis without attempting to limit residents to parking in any particular street.
- (h) If an adjacent street has 'No Waiting' restrictions, then residents served by that street should be allowed permits to park in the area under consideration.

## Revised Residents Parking Process (DRAFT)



# Appendix 2



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<p>Stourbank Road</p>		DATE	01/03/2018
 <p><b>Dorset County Council</b></p>		DRAWING No.	
		DRAWN BY	