

**TRAFFIC MANAGEMENT PROPOSALS AT ST. PETERS WHARF, SUNDERLAND.****1.0 PURPOSE OF REPORT**

- 1.1 The purpose of the report is to inform Planning & Highways Committee of the objection received to the proposed parking restrictions and revocation of existing parking restrictions on Howick Road, Bonner's Field, Chandler Road and Palmer's Hill Road.

**2.0 BACKGROUND**

- 2.1 The growth potential for Bonner's Field riverside area has begun to be realised in recent years with significant investment in new development and environmental improvements. The Council's Local Development Framework and UDP Alteration No 2 encourage regeneration and economic development through housing and leisure-led developments and the area continues to benefit from Council support. As part of this development and other factors there has been a gradual rise in the demand for parking which has created problems with access and safety.
- 2.2 Howick Road, Bonner's Field, Chandler Road and Palmer's Hill Road are the access roads serving the Bonner's Raft Buildings as well as providing access to the Riverside. Instances of congestion have occurred caused by obstructive parking by students and visitors to the University of Sunderland. This situation is further heightened during Sunderland AFC football matches and other local events. This obstructive parking has at times curtailed access and egress by residents to the Bonners Raft Buildings. Furthermore, these roads are the emergency access routes to the riverside and the road linking to the Wearmouth Bridge's northern abutment. In the interest of maintaining unhindered emergency access, it is proposed that traffic management measures prohibiting waiting at anytime be introduced.

**3.0 CONSIDERATION OF ISSUES**

- 3.1 Concerns have been raised by Northumbria Police and local residents about indiscriminate on-street parking, occurring on parts of the streets known as Howick Road, Bonner's Field, Chandler Road and Palmer's Hill Road.
- 3.2 The proposed waiting restrictions identified to address the problems explained above have been considered and determined against the following requirements:-
- (a) Removal of the long-term on-street parking by commuters.
  - (b) The introduction of unrestricted parking where permissible.
- 3.3 The parking is generally attributed to commuters either working or visiting the University of Sunderland and also being used by some commuters using the Metro.
- 3.4 The need for the proposed waiting restrictions to have a minimal impact on residents and their visitors has been considered and detailed discussions with

the Developer have taken place and the extent of the proposals have been identified and widely consulted with the occupiers of Bonner's Raft Building.

3.5 The proposals developed are shown on drawing No. 09/ TM /1286/01 rev D.

#### 4.0 CONSULTATIONS

4.1 Informal consultations were undertaken in accordance with the Council's procedure; these included the emergency services. As part of the procedure a consultation pack consisting of an explanatory letter, a questionnaire, a drawing of the proposed scheme together with a pre-paid addressed envelope were posted to each property and business in the immediate vicinity of the proposals, all responses were in favour of the proposals however the following supplementary comments were received.

4.1.1 It was indicated that the section of Bonner's Field north-west is neither trafficked nor used as a through road and thus ought not to have parking restriction. The above issue was considered and although this section of Bonner's Field is presently for access to one business premises only it remains an emergency route linking North Bridge Street to Palmer's Hill Road, Howick Road and Chandler Road. Nevertheless, the proposals include an area of unrestricted highway equivalent to 14 parking places.

4.1.2 It was also indicated that the parking restrictions proposed would cause a degree of migration and may cause indiscriminate parking at or near other roads. It is acknowledged that drivers currently parking vehicles on the areas of highway that will be affected by the proposed TRO are likely to be displaced. As part of this the University of Sunderland and other businesses in the area have been brought up to date concerning the issues discussed. It is intended that further parking issues attributed to the above would be addressed progressively, targeting areas affected by parking migration as necessary.

#### 4.2 STATUTORY CONSULTATIONS

Statutory consultation was undertaken during September and October 2009 on the proposed Order, with notices being displayed on site and deposited at the relevant local and city libraries.

4.3 In total 2 representations were received in response to the proposals, one in favour, and one opposed. For the purpose of this report the response objecting to the proposals has been included as appendix A with reasons given as to why it should not be upheld.

#### 5.0 ALTERNATIVE OPTIONS

5.1 The only alternative option to address such issues is the introduction of parking restrictions during daytime only. However this would not address the indiscriminate parking during other times which would affect safety issues in line with the Councils current policy.

#### 6.0 FUNDING

6.1 The estimated cost for the works is £4,500 and funding for the scheme will be met through Section 38 / 278 Agreement under the Highways Act 1980

## 6.2 HUMAN RIGHTS IMPLICATIONS

6.3 It is considered that there are no Human Rights' implications associated with the proposals as parking on the highway other than in specific designated parking areas is not lawful and drivers have no right to park on the highway. Parking on the highway is merely tolerated by the highway authority and the Police.

6.4 It is considered that any inconvenience that may result from the introduction of the proposals would be outweighed by the road safety benefits of the proposals. The proposals have been advertised in the local press and displayed locally. Any objections will be considered in accordance with the Council's Constitution.

## 7.0 RECOMMENDATION

7.1 Therefore it is RECOMMENDED that: -

7.1.1 The Planning & Highways Committee does not uphold the objection to the proposals and supports the introduction of the traffic management scheme.

## Appendix 1 – Consideration of objections received to statutory consultation

Issue(s)	Consideration of Issue(s)
<p><i>....."residents are only allocated one space in the secure car park within the building. My partner owns a car and it is he who uses the allocated space, as I have no problem parking my car on Chandlers Road because it is visible from our flat and feel it is safe"</i></p> <p><i>"I feel that the proposal for the prohibition of waiting order is unnecessary for the Chandlers Road area and the Bonners Field area as it is an inconvenience to the residents of the Bonners Raff building and I myself have never experiences problems accessing the building and the surrounding area"</i></p> <p><i>"I believe that the prohibition of waiting on Bonners Field and Chandlers Road would Cause problems forcing all residents with more than one car into the tiny car park near the Bonners Raff building would not work"</i></p> <p><i>"I wouldn't feel happy at all leaving my car in the area you have proposed to be left free for parking (Bonners Field) as I frequently see gangs of youths drinking on the grassy area around there"</i></p> <p><i>"...you have said that the area would be available for parking early morning and evening. This would not be suitable for me as leave my car outside during the day and use it in the evening"</i></p> <p><i>"Quite simply, I feel that the area is never really congested (except for the Howick Road and parts of the Bonners Field</i></p>	<p>It is not the Councils responsibility in its role as the Highway Authority to provide secure parking for vehicles on-street or otherwise.</p> <p>Concerns were raised by residents and Northumbria Police regarding indiscriminate parking on the streets named in the proposal resulting in the obstruction of access and significantly restricting vehicular movement. Subsequent investigations by Sunderland City Council supports the claims and it is considered necessary by the Council to address this matter.</p> <p>The restrictions will prohibit parking on certain sections of highway. Drivers will have to park at the nearest available location were they feel comfortable leaving their vehicle. The prohibition of parking does not specify where alternative parking is available or where it should be sort.</p> <p>The prohibition must apply at the times that indiscriminate parking is at its greatest volume and having its greatest impact upon the highway network. The proposed restrictions cannot be made to suit the needs of individuals but must serve the needs of the majority of highway users and emergency services.</p> <p>It is not possible to provide a residents permit scheme. The Council is in the process of developing a pilot Parking Management Scheme in the Sunderland Royal Hospital and Stadium of Light areas. Until this process has been completed and the necessary policies put into place the Council is unable to provide such a scheme to the residents of the Bonners Field area.</p>

*areas on match days) and feel that this measure you propose to put in place is unnecessary”.*

*“I also feel that access to the building (in case of emergency) is never restricted by residents”.*

*“If you feel this prohibition of waiting order must be carried out, I’d like to make a suggestion, I think it would be a good idea for Sunderland City Council to issue parking permits to the residents of the Bonners Raff building for Chandlers Road and the surrounding area.*

**TRAFFIC SCHEMES**

*Column A*  
**Ref No**

*Column E*  
**Scheme Name** St Peters Wharf TRO,

*Column J*  
**Is the scheme any of the following? (Yes/No)**

YES
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Indicate 'x' for type of works included in scheme and '0' in others

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<b>Code</b>	<i>Column L</i> <b>Type of Works</b>	
(a)	permanent stopping up or diversion	0
(b)	waiting or loading restrictions	YES
(c)	one way driving	0
(d)	prohibition of driving	0
(e)	Pedestrianisation	0
(f)	vehicle width or height restriction	0
(g)	traffic calming works e.g. road humps	0
(h)	residents parking controls	0
(i)	minor road widening or improvement	0
(j)	pedestrian crossings	0
(k)	cycle tracks	0
(l)	bridge construction	0

Engineer

