

**PLANNING AND HIGHWAY COMMITTEE
TUESDAY 17TH March 2020**

**REPORT TO CONSIDER:
OBJECTION TO THE TRAFFIC REGULATION
ORDER (TRO) FOR THE PROPOSED COMMUNITY
PARKING MANAGEMENT SCHEME (CPMS) IN THE
ASHBROOKE PHASE 2 AREA (ST MICHAEL'S
WARD)**

REPORT TO PLANNING AND HIGHWAYS COMMITTEE:

OBJECTION TO THE TRAFFIC REGULATION ORDER (TRO) FOR THE PROPOSED COMMUNITY PARKING MANAGEMENT SCHEME (CPMS) IN THE ASHBROOKE PHASE 2 AREA (ST MICHAEL'S WARD).

1. PURPOSE OF REPORT

- 1.1. To advise the Committee regarding an objection that has been received, by the Council, in respect of the proposed TRO for the proposed CPMS that is intended in the area of Ashbrooke Phase 2, and to request the committee to not uphold the objection that cannot be resolved within the constraints of the scheme, as set out below.

2. BACKGROUND

- 2.1. The Committee will be aware that the Council propose to introduce a permit-based CPMS in this area. The CPMS has been designed following extensive consultation with elected Members, residents, businesses and other organisations in the area, and is intended to reduce the amount of indiscriminate and obstructive parking, principally by city centre workers, on the streets within the scheme.
- 2.2. On 16th January 2020 the CPMS TRO was advertised both on site and in the local press. The 21-days advertisement period gives persons who may object to the scheme, the opportunity to raise their objection formally with the Council.
- 2.3. In response to the TRO advertisement the council received one objection. The proposals are shown on plans in Appendix A, the approximate location of the objector is shown on a plan in Appendix B, with a summary of the objection in Appendix C and a copy of the full objection in Appendix D.

3. CONCLUSION

- 3.1. The Council has a duty under Section 122 of The Highways Act 1980; "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway." And "the desirability of securing and maintaining reasonable access to premises."
- 3.2. The indiscriminate parking at junctions causes difficulty for all users with reduced visibility for pedestrian and vehicular traffic attempting to negotiate the congested streets, thereby increasing danger for said road users to the detriment of highway safety.
- 3.3. Access to premises is affected by commuter parking making it difficult or impossible for residents to park their vehicles in the vicinity of their homes,

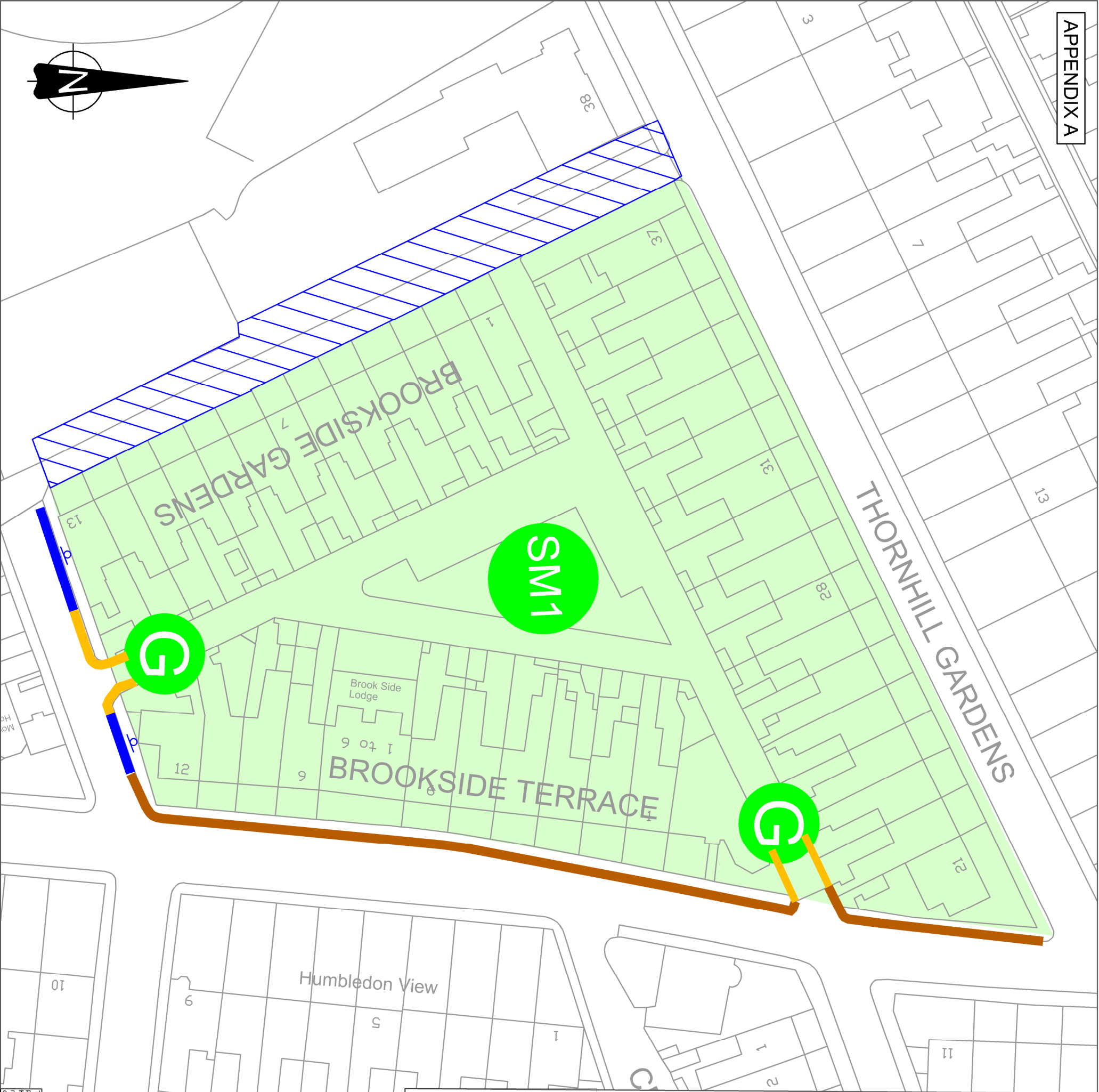
causing people to walk greater distances, often carrying goods and supervising children.

- 3.4. It is therefore considered necessary to introduce permit based parking areas, designed to deter long stay commuter parking whilst allowing residents and visitors to the area more opportunity to park within said areas. It is also proposed to introduce a number of additional restrictions, including; limited waiting, and no waiting at any time. These restrictions are considered necessary in order to compliment the permit parking areas.

4. RECOMMENDATION

It is RECOMMENDED that the Head of Infrastructure and Transportation be advised that:

- 4.1. **The objection to the TRO, for the proposed CPMS in the area of Ashbrooke Phase 2 not be upheld;**
- 4.2. **The objector is advised accordingly;**
- 4.3. **All necessary preparatory works are carried out to enable delivery of the CPMS on site.**










Example of gateway sign and buildout



Permit holders only bay sign

Key

-  Proposed No Waiting At Any Time (Double Yellow Lines)
-  Existing No Waiting At Any Time (Double Yellow Lines)
-  CPMS Zone Boundary SM1 only. Times of Operation Mon-Sat, 9am to 10am, 2pm to 3pm
-  CPMS Zone Gateway sign
-  Unadopted highway
-  Proposed Permit Holder Bay signs (example B)
-  Proposed Permit Holders Bays SM2 Mon-Sat 9am-10am, 2pm-3pm (example B)

REVISION	APPROVED	DESCRIPTION	DATE

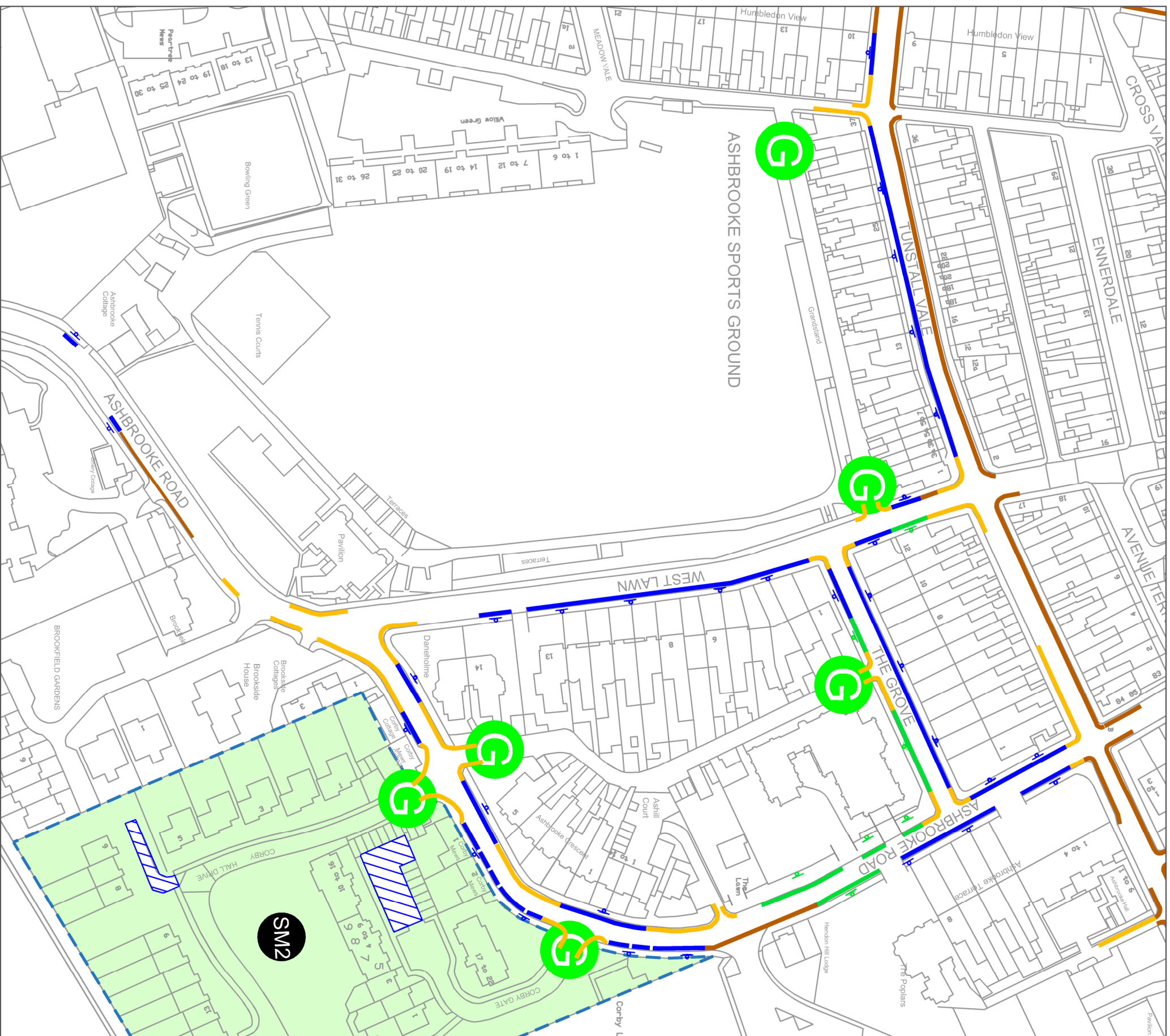
Economy & Place
Jack Crawford House
Commercial Road
Sunderland SR2 8QR

Telephone: 0191 520 5555
Fax: 0191 553 1460
Web: www.sunderland.gov.uk

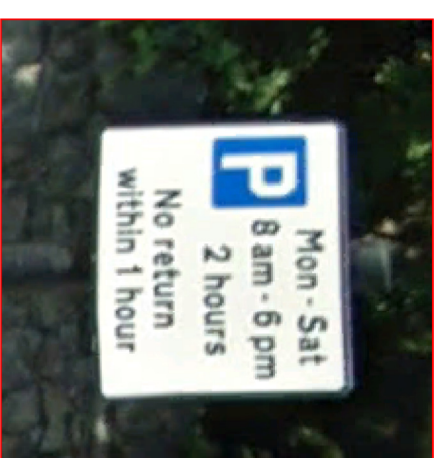


PROJECT			
Ashbrooke CPMS			
TITLE			
CPMS Proposal			
PROJECT CONTACT			
Stephen Dixon		0191 561 5032	
DRAWN BY	RO	DATE	March 2019
CHECKED BY	SD	DATE	March 2019
APPROVED BY	KH	SIGNED	DATE
CONTRACT DETAILS			
A4		NTS	
DRAWING No.		REVISION	
I&C/19/ASH/ZONE/1001		B	

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Mon - Sat 8am - 6pm 2 Hours No Return Within 1 Hour sign (example A)












Permit holders only bay sign (example B)

Permit holders only gateway
sign (example C)

1

Key

	Proposed Limited Waiting Bays 2 Hours No return within 1 hour (example A)		
	Proposed Permit Holders Bays SM2 Mon Sat 9-10am and 2 - 3pm (example B)		
	Proposed No Waiting At Any Time (Double Yellow Lines)		
	Proposed 'Limited Waiting Bay' signs (example A)		
	Proposed 'Permit Holder Bay' signs (example B)		
	CPMS Zone Boundary SM2 only Times of Operation Mon - Sat 9 - 10am and 2 - 3pm		
	Proposed CPMS gateway (Approx Location)		
	Existing No Waiting At Any Time & No Waiting - various times (Double Yellow Lines & Single Yellow Lines)		
	Unadopted highway		
REVISION	APPROVED	DESCRIPTION	DATE


Sunderland
City Council

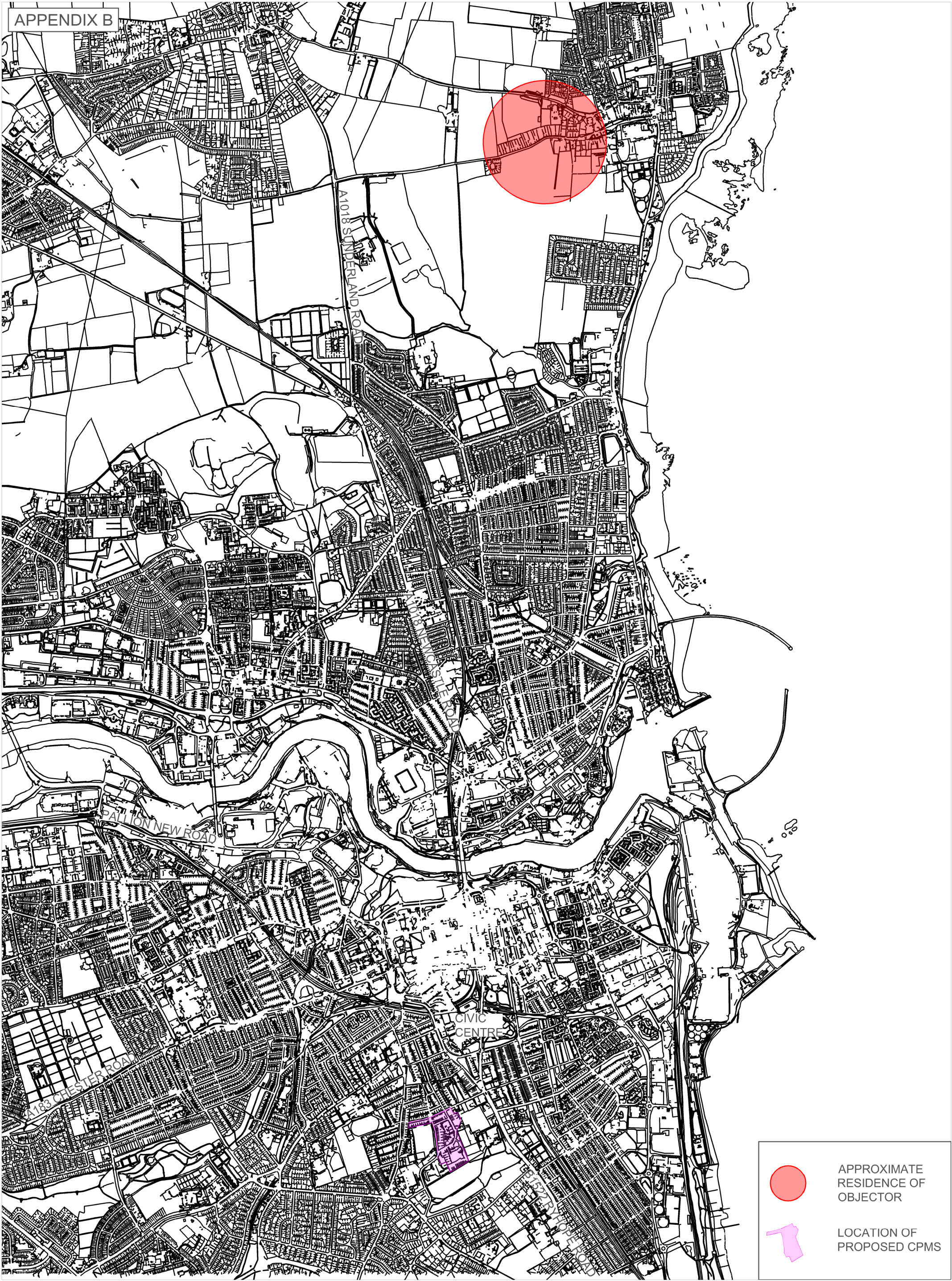
Economy & Place
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Telephone: 0191 520 5555
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Web: www.sunderland.gov.uk

PROJECT
Ashbrooke CPMS

TITLE
Proposed Ashbrooke CPMS
Restrictions

PROJECT CONTACT		CONTACT DETAILS	
SD		0191 561 5137	
DRAWN BY	RO	DATE	MARCH 2019
CHECKED BY	SD	DATE	MARCH 2019
APPROVED BY	KH	SIGNED	DATE
DRAWING No		REVISION	
I&C/19/ASH/ZONE2/001		--	



APPENDIX C

Objector	Nature of Objection	Consideration of Objection
Objector 1	<p>1. It will restrict free movement in the area, particularly to visitors.</p> <p>2. It will have a negative effect on local businesses in the area.</p>	<p>The scheme is designed to reduce long term commuter parking and is only restricted for 2 hours per day permit parking only (Monday to Saturday) between 09:00 - 10:00 and 14:00 - 15:00 outside of these hours people are free to park without a permit. Residents can also purchase a visitors permit to allow visitors to park within the restriction times. Scratch cards are also available for residents within the CPMS to purchase which allows 10 daily permits per book, adding additional parking availability for visitors to the area. Parking restrictions have also been omitted from stretches of carriageway around the area to allow for parking all hours of the day.</p> <p>The scheme is designed to reduce long term commuter parking and is only restricted for 2 hours per day permit parking only (Monday to Saturday) between 09:00 - 10:00 and 14:00 - 15:00 outside of these hours people are free to park without a permit. Limited waiting bays are proposed around these businesses and stretches of highway have been excluded from any restrictions to allow parking. Officers met with representatives of Ashbrooke Sports Ground throughout the engagement</p>

		<p>process and also carried out discussions over the phone with members of St John's Church.</p>
	<p>3. The area is lightly populated and far enough from the city centre to discourage all day parking.</p>	<p>Complaints, reports and requests were received by Sunderland City Council from both residents and local councillors regarding dangerous and inconsiderate parking around the Ashbrooke area. This included high volumes of vehicles parked in the area all day.</p>



E WAUGH

HEAD OF LAW AND GOVERNANCE

PO BOX 100

CIVIC CENTRE

BURDON ROAD

SUNDERLAND

SR2 7DN

Dear Mr Waugh,

I have recently received information through the local press that the area around Ashbrooke Road, Tunstall Vale, The Grove and West lawn are to be subject to a CPM scheme

I do not see any justification to include this area in a CPM. There is no evidence to support road tax payers being excluded from parking in this area at certain times

The area is lightly populated and far enough from the city centre to discourage all day parking as well as there being no business operations that would encourage all day parking

Introducing such a scheme is in my opinion extreme localism and rapidly turning areas of the town into ghettos and no-go zones only suitable for the free movement of locals to the exclusion of other city dwellers.

The other serious impact to be considered is Ashbrooke Sports club and activities at St Johns Church.

Ashbrooke sports club is an important facility for the city and used all year round.

If restrictions are applied on a Saturday day time, then what are players from visiting teams and clubs to do about parking. This is likely to have a serious detrimental impact on the long-term viability of the sports club

This will actively discourage sports participation at a time when lack of exercise and obesity are a serious problem in this country.

St Johns Church holds various community activities throughout the day involving a lot of elderly and retired people. Again, parking restrictions will discourage attendance at a time when community based social activities have been an important part of mental health and beating loneliness.

Yours sincerely

