

**PLANNING AND HIGHWAYS COMMITTEE
TUESDAY 13TH JUNE 2017**

**REPORT TO CONSIDER:
OBJECTIONS TO TRAFFIC REGULATION ORDER FOR
PROPOSED PHASE 4 COMMUNITY PARKING
MANAGEMENT SCHEME IN THE SUNDERLAND ROYAL
HOSPITAL AREA
(BARNES, PALLION AND MILLFIELD WARDS)**

REPORT APPROVAL FORM

TITLE OF COMMITTEE/MEETING	Planning & Highways	
DATE OF COMMITTEE/MEETING	13 th June 2017	
REPORT TITLE	REPORT THE FORMAL OBJECTION TO THE PUBLICATION OF PROPOSALS FOR THE TRAFFIC REGULATION ORDER ASSOCIATED WITH SUNDERLAND ROYAL HOSPITAL COMMUNITY PARKING MANAGEMENT SCHEME PHASE 4	
AUTHOR	[REDACTED]	
CHECKLIST		
CABINET REPORTS Have you prepared a briefing note for the Chief Executive and Portfolio Holder? This must be submitted with the final report for the Director's approval.	No	Date provided
CABINET REPORTS Has a Sustainability Impact Appraisal been completed?	NO	Date provided
Have Efficiencies been considered ? If yes are they included in the report	Efficiencies Considered	Included in the Report
	N/A	
RISK – Have all significant risks been identified in the report?	N/A	
EQUALITY – Has this report been equality proofed?	N/A	
FINANCIAL VERIFICATION Director of Financial Resources	N/A	
VERIFICATION OF OTHER DIRECTORATES	N/A	
AREA COMMITTEE If yes please identify Area Committee Sunderland East & Sunderland West		No comments to date
OFFICER ATTENDING	[REDACTED]	
APPROVED BY HEAD OF SERVICE		

REPORT TO PLANNING AND HIGHWAYS COMMITTEE

OBJECTIONS TO TRAFFIC REGULATION ORDER FOR PROPOSED COMMUNITY PARKING MANAGEMENT SCHEME IN THE SUNDERLAND ROYAL HOSPITAL AREA (BARNES, PALLION AND MILLFIELD WARDS)

1.0 PURPOSE OF REPORT

- 1.1 To advise the Committee regarding two objections that have been received, by the Council, in respect of the proposed Traffic Regulation Order (TRO) for Phase 4 of the Community Parking Management Scheme (CPMS) that is intended for the area of Sunderland Royal Hospital (SRH), and to request the Committee to not uphold those objections that cannot be resolved within the constraints of the scheme, as set out below.

2.0 BACKGROUND

- 2.1 The Committee will be aware that the Council introduced a permit-based CPMS in the area of SRH, known as CPMS Phase 1, Phase 2 and Phase 3 (CPMS1, CPMS3). Following the success of CPMS1, 2 & 3, and in accordance with the Council's commitment to the area, the Council intends to introduce CPMS Phase 4 (CPMS4). CPMS4 has been designed following extensive consultation and partnership working with elected Members, a local residents association, businesses and other stakeholders including SRH management, in the Hospital area, and is intended to reduce the amount of commuter parking, principally by hospital staff and commuters, on the streets within the scheme.
- 2.2 On 11th May 2017 the CPMS4 Traffic Regulation Order (TRO) was advertised both on site and in the local press. The 21-days advertisement period gives persons and organisations who may object to the scheme the opportunity to raise their objections formally with the Council.
- 2.3 In response to the TRO advertisement the Council received three objections and three supporting statements. The location of each objector is shown on a plan of the area in Appendix A, with a summary of the objections in Appendix B and copy of the full objections in Appendix C, with a copy of supporting statements in Appendix D.

3.0 CONCLUSION

- 3.1 The Council has a duty under Section 122 of the Road Traffic Regulation Act 1984; "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 and obstructive parking at junctions causes difficulty and reduces 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 for residents to park their vehicles in the vicinity of their homes, causing people to walk greater distances, often carrying goods and supervising children. Trading levels for local shops and services are considered to be adversely affected, because passing customers cannot easily park in the vicinity and are more likely to shop elsewhere. Commercial and to a lesser extent residential premises experience difficulty receiving deliveries or servicing the premises due to indiscriminate and obstructive parking.
- 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, no waiting at any time and no waiting no loading at any time. These restrictions are considered necessary in order to compliment the permit parking areas.

4.0 RECOMMENDATION

4.1 It is RECOMMENDED that:

- (i) The objections to the Traffic Regulation Order, for the proposed Phase 4 Community Parking Management Scheme in the area of Sunderland Royal Hospital not be upheld.
- (ii) The Council continues to monitor the parking situation within vicinity of Sunderland Royal Hospital and seek to address displacement and any other identified issue within a future phase.
- (iii) All objectors be advised accordingly of the decision.
- (iv) The Head of Streetscene instruct the Head of Law and Governance to take all necessary steps to make and bring into effect the associated Traffic Regulation Order.
- (v) The Head of Streetscene take all necessary action to implement the physical works associated with Sunderland Royal Hospital Community Parking Management Scheme Phase 4.

APPENDIX A

CPMS4 Proposals and Location of Objectors

Times of Operation

Previously proposed changes to operational times are not required as the reduced extent can be adequately enforced within the existing times.

Key:

- Proposed extent of Permit Areas, Eligible Properties & Permit Identifier - Permit Holders Only Mon to Fri, 10am to 11am and 2pm to 3pm
- Existing scheme extent & Permit Identifier - Permit Holders Only Mon to Fri, 10am to 11am and 2pm to 3pm
- Existing Waiting Restrictions
- Reduce Length of Existing Waiting Restrictions
- Proposed No Waiting at Any Time (Double Yellows)
- Proposed No Waiting Mon to Fri, 8am to 9am and 4pm to 6pm, (subject to separate Order)
- Existing Permit Holders Only Parking Bays - Mon to Fri 10am to 11am and 2pm to 3pm
- Proposed Permit Holders Only Parking Bays - Mon to Fri, 10am to 11am, 2pm to 3pm
- Convert existing Limited Waiting to Pay & Display, 60p per hour All Days, 8am to 6pm (subject to separate Order)
- Existing Bays to remain unchanged
- Proposed Limited Waiting - Mon to Fri, 8am to 6pm, 1 Hour, No Return Within 1 Hour
- Proposed Limited Waiting Mon to Sat, 8am to 6pm, 2 Hours, No Return Within 2 Hours
- Proposed Gateway Sign OR Existing Gateway Sign to Remain
- Existing Gateway Sign to be removed

OBJECTOR 2
Arlington Street

Majority Petition for inclusion
of Ingleby Terrace

OBJECTOR 3
West Mount

Majority Petition for inclusion
of Hawarden Crescent

OBJECTOR 1
Hawarden Crescent

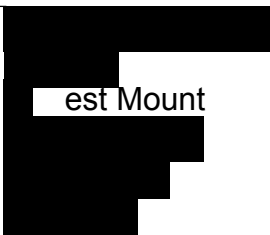
Limited waiting bays
to be removed.

PROJECT	DATE	REVISION	DATE
Sunderland City Council			
Economy and Place Directorate Jack Crawford House Commercial Road Sunderland SR2 8DR			
Telephone: 0191 520 5555 Fax: 0191 553 1460 Web: www.sunderland.gov.uk			
PROJECT Royal Hospital Community Parking Management Scheme Phase 4			
TITLE Traffic Regulation Order Scheme Detail			
PROJECT OFFICER	P.J. Graham	CONTACT DETAILS	0191 5611621
DRAWN BY	P.J.G.	DATE	May 2016
CHECKED BY	KH	DATE	Nov 2016
APPROVED BY	P.J.G.	SIGNED	P.J.Graham
DATE	Nov 2016	SCALE	NTS
PROJECT NO.	TRIS/14/000675/003	REVISION	01

APPENDIX B – Objection Summary and Consideration of Objection

	Objector	Nature of Objection	Consideration of Objection
1.	<p>[REDACTED] Hawarden Crescent</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>1) The lady is strongly opposed to the inclusion of Hawarden Crescent, the street originally voted against inclusion in the 'official poll' but the decision was later overturned due to a majority petition, even though the lead petitioner does not live in Hawarden Crescent.</p> <p>2) It is claimed that the lead petitioner was bullying and coercing residents into signing the petition.</p>	<p>1) Hawarden Crescent did originally voted against inclusion (50.7% against based on a 67.4% return), however following the announcement of the results and on reflection, residents of Hawarden Crescent submitted a majority petition (58 of 113 properties or 51.3% of all properties) wishing to overturn the original vote and have their street included. The submission of this petition, and another from Ingleby Terrace, was discussed with Barnes Ward Councillors and later the Working Group, made up of elected ward members and representatives from the Barnes, Pallion and Millfield Residents Association, the decision was to uphold the petitions and extend the scheme to include Hawarden Crescent and Ingleby Terrace. The lead petitioners address is Ewing Road, however their property has equal frontage onto Hawarden Crescent, accounting for this the petition would be 59 of 114 properties or 51.8% of all properties.</p> <p>2) All 114 affected properties were written to, advising of the decision to uphold the petition. Whilst the objector may have perceived the manner of the lead petitioner to be 'bullying and coercing' no other resident has made this claim.</p> <p>For clarity the objector's</p>

			<p>Place voted in favour, with support dropping off at the northernmost properties, whilst the majority of Arlington Street voted against it was evident that the eastern half of the street was predominantly in favour of inclusion, the result being that we needed to locate gateway signs prior to the junction of Arlington Street/Fordland Place.</p> <p>In determining gateway locations we must take account of physical constraints; footway width, location of utilities etc. location of windows, as well as neighbouring trees/foliage that may block visibility of the signs. When assessing this particular location it was observed that there were a number of utilities at the junction itself and relatively dense foliage along the northern boundary, it was therefore concluded that the boundary of 46 Fordland Place & 21 Arlington Street / 48 Fordland Place & 20 Arlington Street was the most appropriate location for gateway signs.</p>
		<p>2) Including this part of the street means that this part of the street would be Arlington Street in Fordland Place, would the gable ends of other streets name need changing?</p>	<p>2) It is quite common for properties to have boundaries on multiple streets, in this instance the gables of Fordland Place are onto Arlington Street but the postal address remains Fordland Place. There would be no need for a change of street name, simply that the relevant section of Arlington Street is properly referenced within the required legal Order. To clarify; the frontage of the</p>

		3) As the street objected and you are boundary tampering we will take this further (ombudsman / MP/ Councillors etc.)	gentleman's property would not be within the permit area, but the gable of Fordland Place would be. 3) See 1 & 2 above. Subject to the resolution of committee, the next level of challenge would be to the High Court, challenges do however be made on matters of procedure and propriety i.e. that the Council has failed to follow proper procedure.
3.	 <p>est Mount</p> <p>The objection is accompanied by a 1024 signature petition, as well as staff and patients surveys, and signatures from 26 nearby residents opposed to the scheme.</p>	<p>1) The plans seem to show that only two spaces have been made available for visitors to the dentists. This is not sufficient to allow the business to function, there are 5 surgeries within the practice, serving 7,000 patients.</p> <p>2) Residents in the street deliberately park their cars on street each morning,</p>	<p>1) The proposals are intended to balance competing parking demands within a relatively small cul-de-sac. A large proportion of the parking that currently occurs could not be accommodated in a formal manner.</p> <p>West Mount itself has a theoretical parking capacity (where vehicles are parked not causing an obstruction) for a maximum 10 cars. At 15.5metres in length the area designated as limited waiting is capable of accommodating 2 to 3 cars, representing 30% of the overall capacity. Comparably the Dental Practice accounts for only 7% of the street frontage and number of properties.</p> <p>The dentists would also be able to purchase Scratch Card Permits (£10 per book of 10, single day), which would enable their customers to park within the permit holders bays. These permits are non-registration specific and could therefore be re-used within the same day.</p> <p>2) Parking surveys would confirm that some residents do move their cars onto the</p>

		<p>moving them from private driveways to do so, reducing the capacity and exacerbating the parking issues. Residents also place 'illegal' traffic cones on the highway to deter customer parking.</p> <p>It is anticipated that residents will continue their existing behaviour and park their vehicles in the permit bays, leaving no additional space for dental customers. The proposed changes will make the situation worse.</p>	<p>street on a morning, which they freely admit to. The residents state that moving their car onto the street is the only way they can ensure they can get off their driveway, as people regularly park in a manner that makes egress/access from/to a driveway impossible. Residents state that they would much prefer to park on their drive.</p> <p>The proposals are designed to regularise parking within the street, creating parking where it would not cause an obstruction (see 1 above), residents should be able to freely use their own drives.</p> <p>There is no evidence to suggest that residents will continue their existing parking behaviour, the majority of residents have clearly stated that they would prefer to park on their own drive.</p>
		<p>3) The surgery has actively tried to resolve the parking issues, specifically regarding long stay staff parking. Arrangements have been made to secure off street parking for 10 staff vehicles from September 2017, at a cost of several thousand pounds per annum. This off street solution alleviates the issue so the merits of the permit scheme are questioned.</p>	<p>3) The proposed addition of off-street parking for staff is welcomed. Removal of 10 vehicles from West Mount and nearby streets would without doubt help to alleviate the issues, but it would not fully address the balance within the street.</p> <p>It is suggested that the combination of off-street staff parking, with limited waiting and permit bays on street, would significantly improve the situation for residents and patients alike.</p>
		<p>4) The practice has been established for over sixty years and respects the rights of the residents,</p>	<p>4) For balance; residents have shared similar accounts of abuse from patients and staff. The matter of anti-</p>

		<p>parking has never proven an issue until recently. Several homeowners have been verbally abusive to staff and patients, which has been referred to the Police.</p>	<p>social behaviour is not strictly a highway matter, however we understand that parking can be a highly emotive issue, particularly in situations such as this.</p> <p>The scheme itself is designed to try and better balance the competing highway needs within a very limited space.</p>
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APPENDIX C

Objections in Full

Tel: [REDACTED]
Email: [REDACTED]

[REDACTED] Hawarden Crescent
[REDACTED]
[REDACTED]

12th May, 2017.

Mr E. Waugh
Head of Law and Governance
P.O. Box 100
Civic Centre, Burdon Road
SUNDERLAND SR2 7DN

Dear Sir,

With reference to the notice in the Sunderland Echo of Thursday May 11 regarding the Sunderland Royal Hospital parking scheme, I wish to register my strongest possible objection to the inclusion of Hawarden Crescent under Schedule 23.63.

There was an official, properly conducted, poll in this area, as a result of which residents rejected inclusion in the scheme. Subsequently, one individual who does not even live in Hawarden Crescent hand-delivered letters through each door indicating in strongly worded terms that we should support his request for a new petition. I did not sign, and shortly afterward received another letter, the tone of which concerned me sufficiently for me to contact my three local councillors.

Councillor Galbraith visited me, read the letter and noted its tone, and assured me that no further action would be taken in view of local response to the official poll. I was therefore astonished to receive a notice that we were to be included after all, and I emailed Julie Elliott, MP, and the three councillors. As a result of Julie Elliott's follow-up, I received a copy of a letter from Mark Jackson to someone called Rachael, stating that 'residents of Hawarden Crescent and Ingleby Terrace took it upon themselves to gather support...'.

This is not the case. One bullying individual coerced residents into a fresh petition – his personal petition, not the official Council one which was impartial and unthreatening. It is entirely possible that people signing felt under a certain amount of duress: Councillor Galbraith can confirm the nature of the wording.

I would not object if each household were to receive a free, house-specific rather than vehicle-specific, permit. As it is, the charge for a visitor permit appears no more than a revenue-raising gambit for the Council, in an area where most residents are on modest or low incomes, and with a high proportion of retired people. As a single person who is unable to drive for optical reasons, am I to tell my visitors that they cannot spend a day with me and must move their cars? Or am I to turn down visits or trades appointments unless I can pay £40 a year in case someone wants to call during certain times?

This is still a very quiet road, and any reconsideration of the parking scheme should be left for at least a further year. My objections, however, are on grounds of cost, discrimination, and, most of all, because the Council, breaking a promise, has condoned giving in to bullying when an official decision had already been made.

Yours faithfully,
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 30 May 2017 09:50
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Arlington Street - Royal Hospital Area CPMS4 Objection
Attachments: __Hospital CPMS4 Final TRO.pdf

[REDACTED]

Apologies, please see if the attached works. If not you may need to download a PDF viewer onto the device that you are attempting to view the attachment. Please also accept this email as formal receipt of your objection.

In response to your objection I would offer the following comments:

When assessing the voting results, particularly towards the edge of a scheme, we look at the voting patterns for particular streets as well as trying to achieve a logical boundary and where we can physically fit gateway signs. In this instance Fordland Place voted in favour, with support dropping off at the northernmost properties, whilst the majority of Arlington Street voted against it was evident that the eastern half of the street was predominantly in favour of inclusion, the result being that we needed to locate gateway signs prior to the junction of Arlington Street/Fordland Place.

In determining gateway locations we must take account of physical constraints; footway width, location of utilities etc. location of windows, as well as neighbouring trees/foliage that may block visibility of the signs. When assessing this particular location it was observed that there were a number of utilities at the junction itself and relatively dense foliage along the northern boundary, it was therefore concluded that the boundary of 46 Fordland Place & 21 Arlington Street / 48 Fordland Place & 20 Arlington Street was the most appropriate location for gateway signs.

It is quite common for properties to have boundaries on multiple streets, in this instance the gables of Fordland Place are onto Arlington Street but the postal address remains Fordland Place. There would be no need for a change of street name, simply that the relevant section of Arlington Street is properly referenced within the required legal Order. To clarify; the frontage of your property would not be within the permit area, but the gable of Fordland Place would be.

With reference to your objection; I can advise that objections to the scheme are to be considered by Sunderland City Council's Planning and Highways Committee on the evening of 13th June 2017, scheduled to be held at 17:30 in Committee Room 2, Civic Centre, Burdon Road, SR2 7DN. Members of the public are permitted to attend committee, whilst as an objector you are entitled to address the committee to present your objection, should you so wish.

In any instance you will be advised of the resolution of the committee in due course. In the event that you intend to speak at committee I would be grateful if you could let me know, so that we can allow sufficient time within the agenda for the evening.

Regards,

[REDACTED]

[REDACTED]

Economy and Place Directorate
Sunderland City Council
www.sunderland.gov.uk

From: [REDACTED]
Sent: 29 May 2017 15:03
To: [REDACTED]
Subject: Re: Arlington Street

*****This message originates from outside your organisation. Do not provide login or password details. Do not click on links or attachments unless you are sure of their authenticity. If in doubt, email 'Ask.ICT@Sunderland.gov.uk' or call 561 5000 *****

I cant open attachments to your E-mail. We wish to object to the Council (obviously to suit their own agenda)using Arlington Street for your street parking scheme. Especially as tennant's of Arlington Street voted against the scheme for their street. There seems to be no logic to split a street up and call it another name for 25metres(aprox). So the gable end of the western end of the eastern section of Arlington Street would become Arlington Street in Fordland Place and so every cross street would have a gable end in the other street and so would the name have to be changed as well ?? As our street has objected to the parking scheme and if you carry on with this boundary tampering we will take this further (ombudsman/MP/Councillors etc.)

From: [REDACTED]
Sent: 25 May 2017 09:31
To: [REDACTED]
Subject: Arlington Street

[REDACTED]

As discussed, please find attached a copy of the scheme and site notice. The address for objections is towards the bottom of the Notice.

Regards,

[REDACTED]

[REDACTED]

Economy and Place Directorate
Sunderland City Council
www.sunderland.gov.uk



Sunderland City Council: Sunderland Home Page

www.sunderland.gov.uk

The Sunderland City Council website is for anyone living, working, visiting or wanting to invest in Sunderland - a great city by the sea with a balanced way of life ...



30th May 2017

Elaine Waugh
Head of Law and Governance
Sunderland City Council
PO Box 100
Civic Centre
Burdon Road
Sunderland
SR2 7DN

Dear Ms. Waugh,

RE: WESTMOUNT – OPPOSING THE PERMIT PARKING CONSULTATION

I am in receipt of the above letter to ascertain whether there is community support to progress a Community Parking Management Scheme (CPMS).

In your letter it states that CPMS within the city do not provide 'resident only parking' but are designed to deter long stay commuter parking, give some preference to residential parking and improve the turnover of space for visitors.

The letter gave two options for consideration:

- Option A is to convert all of West Mount into a permit area;
- Option B is to section the street into the mentioned sections, with limited waiting parking bays for patients of the practice.

My immediate response is that Option A is not a viable option for Westmount Dental Surgery and Option B places so much limitation on the amount of spaces available for visitors to the practice that it will have a detrimental effect on the practice. On looking at the plan of the proposal, it seems that there will be a maximum of two spaces made available to visitors of the practice. This is simply not satisfactory to allow business continuity. We have five fully operational surgeries within the building and I feel this action will severely affect our Dental Practice and our 7000 patients.

It is my understanding that Sunderland Council have received complaints from the residents of West Mount in relation to the parking in the street. If there are any parking issues within the street, they would be greatly alleviated by residents of the street utilising their own personal drive ways to full effect. I have previously mentioned that the residents of the street

deliberately move their cars from their driveways first thing in the morning to park on the street. There is also illegal positioning of traffic cones on the pavements to act as deterrents for people parking. The last time I checked, West Mount is a public road. I feel that our business is being targeted as the source of the problem, when I feel the residents are contributing greatly to the congestion of the street.

We have actively tried to relieve the parking issues within the street and as a practice have secured some private local off street parking for the staff of the practice, which will commence in September 2017. This means that Westmount Dental Surgery will have ten allocated private parking spaces away from the practice. This will reduce the number of cars parked on a long stay basis in the street Monday through to Friday. Details of this parking arrangement can be made available at your request. This arrangement has cost the practice near £10,000 per annum but we are committed to try and alleviate this problem and have procured this off our own back. It is a cost which will have a serious impact on the business, but it is a worthwhile investment to allow us to continue to provide services for dental health to our patients.

The implementation of two 'permit holding only' times seems very illogical and appears to be a deterrent only to the Westmount Dental Surgery. It seems to be specifically targeting long stay parkers and I feel only the Practice is affected. Our Off Street Parking arrangement alleviates this issue, so I question its merit. The introduction of double yellow lines on the west side of the street means that there will be insufficient parking to allow everyone adequate parking space. Given the attitude and behaviour of the neighbours, I can anticipate that they will park in the permit only areas, first thing every morning, to prevent patients parking there. The national average of cars per household is two, as there are fourteen houses in the street, there should be a provision of twenty eight spaces to provide adequate parking space. As the residents fail to utilise their own drive ways for personal use, the proposed changes are actually going to worsen the current parking situation.

Many residents of the street will not be affected by any changes implemented as part of the proposed changes, however, the access to a much needed dental care services is going to be impacted greatly. Access to all healthcare services should be made as easy as possible to promote health monitoring for all. The parking limitation is likely to hinder patients from attending the practice.

Although we respect the rights of the residents, the dental practice has been established for over sixty years and parking has never proven an issue until recently. I would like to use this opportunity to highlight that several home owners within the street have repeatedly verbally abused our staff and patients, which is highly unacceptable. This matter has been addressed with the police, however I do feel it is important that you are made aware of the abusive and racist behaviour of the residents.

Since my last letter, I have spoken with you in relation to the survey which took place on Westmount over a series of days. You highlighted that it showed the majority of cars parking on the street were in fact cars belonging to the residents of the street. With this in mind, I

must reinforce that if the residents utilised their personal drive ways, there would be a lot less congestion on the street.

I strongly feel that with our new parking arrangements and residents using their drive ways that the only people parking in the street will be patients of the practice, who usually have a turnaround of one hour. I believe that the implementation of a 'two hours, no return in 1 hour' zoning for the entire street would be more appropriate, or something similar. The residents would be able to utilise their drive space for personal use, some of which are able to house up to three vehicles and the practice staff will use the allocated off street parking arranged and hopefully the limited time for parking would prevent people from hogging the street parking. I feel this is very reasonable and think it should be considered.

We have completed research into the topic and have engaged with staff, patients, visitors and neighbours, with the results in Appendix 1 and Appendix 2.

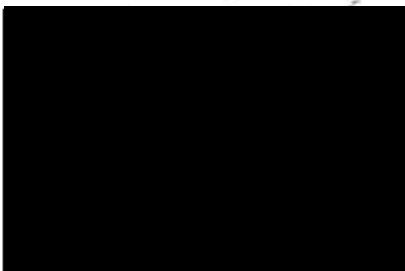
In the attached petition of signatures, we have 1024 respondents who would like to oppose the changes in parking within the West Mount area.

We also have signatures from twenty-six neighbours who would also like to oppose the proposed changes in parking within the West Mount area.

I have included all of the evidence as part of this letter.

I look forward to your response.

Yours Sincerely



Appendix 1 - Staff Survey

QUESTION	ANSWER	AMOUNT	COMMENTS	AMOUNT
Do you currently drive to work?	Yes	18		0
	No	3		0
Do you feel that your health and safety would be compromised if you had to park elsewhere?	Yes	19	Late nights walking to car Wouldn't want to walk far in the dark Wouldn't feel safe walking to car late at night	4 2 1
	No	2		
Will this affect your daily routine?	Yes	17	Childcare routine will be affected Leaving earlier and getting home later will affect family Would be late for work due to nursery opening times Leaving home earlier and arriving home later Would be difficult to fulfil contracted hours Additional child care costs	2 3 1 2 2 1
	No	4		0
Could the change in parking arrangements make you consider seeking alternative employment	Yes	18	Unable to go home at lunch to look after elderly grandparents Would feel unsafe Wouldn't be able to fulfil contracted hours Couldn't guarantee parking, public transport from Gateshead Couldn't guarantee parking, public transport from Sunderland Don't want to pay for parking Stressful trying to find parking in rush hour Leaving home earlier and arriving home later	1 1 1 1 2 1 1 1
	No	3		0

Appendix 2 - Patient Questionnaire – Core Question Results

QUESTION	ANSWER	AMOUNT
Would walking from alternative parking areas cause you concern?	Yes	15
	No	2
If yes [to above] what kind? [one person ticked medical and safety]	Medical	4
	Safety	12
	N/A	2
Would this make attending the practice difficult?	Yes	16
	No	1
Would you be forced to seek alternative dental care?	Yes	13
	No	14
ADDITIONAL COMMENTS		AMOUNT
Difficulty in walking distance and rely on being able to park close to practice		1
Wife has mobility issues, walking is near impossible		1
Father suffers from mental illness and relies on close parking		1
Mother has physical impairment and relies on close parking		1
I feel safe parking outside the practice		1
I don't know the area well		1
I suffer from panic/anxiety attacks when in unfamiliar areas		1
I am vulnerable to feeling threatened in unfamiliar situations and around strangers		1
I would feel threatened walking from another car parking area		1
I don't want to have this care taken away from me		1
I am a nervous patient and struggle to gain rapport with dentists		1
I struggle to walk long distances and inclines		1

APPENDIX D

Supporting Statements

Subject:

FW: Form submission from article 'Hospital parking management scheme' on
www.sunderland.gov.uk

From: [REDACTED]

Sent: 17 May 2017 12:38

To: [REDACTED]

Subject: Re: Form submission from article 'Hospital parking management scheme' on www.sunderland.gov.uk

*****This message originates from outside your organisation. Do not provide login or password details. Do not click on links or attachments unless you are sure of their authenticity. If in doubt, email 'Ask.ICT@Sunderland.gov.uk' or call 561 5000 *****

Hi,

I write in support of phase 4 of the hospital management scheme.

I live in Howarth Street, Millfield and for years we have had hospital workers parking in this street, lately some of the contractors working at the hospital. Since Sorley Street had the parking management scheme people from Sorley St have been parking their 2nd and 3rd cars in our street.

We live on the corner of Howarth Street and Clifford Street and there are usually cars parked at the side of my house. I don't know if Clifford St is included in the scheme but I welcome this scheme.

Regards

[REDACTED]

----- Original message -----

From: [REDACTED]

Date: 17/05/2017 11:51 (GMT+00:00)

To: [REDACTED]

Subject: RE: Form submission from article 'Hospital parking management scheme' on
www.sunderland.gov.uk

[REDACTED]

The principles of operation and a plan of Phase 4 can be found via the following link: [CPMS4](#)

Should you wish to write an email of support I'd be grateful if you could reply to this email, stating your reasons for supporting the scheme and where you live.

Regards,

[REDACTED]

[REDACTED]

Economy and Place Directorate
Sunderland City Council

From: No Reply

Sent: 12 May 2017 10:38

To: PMS

Subject: Form submission from article 'Hospital parking management scheme' on www.sunderland.gov.uk

Online Form Submission

Form: EMAILCONTACT (id: 11838)

Article: Hospital parking management scheme (id: 9472)

Name	[REDACTED]
Email Address	[REDACTED]
Comments/Questions	Hi can you tell me if there is a link to view phase 4 of the hospital parking management scheme and where comments in support can be written. Thanks

The user 'anonymous' was viewing

<http://www.sunderland.gov.uk/index.aspx?articleid=9472&formid=11838>

29 May 2017

Mrs E Waugh
Head of Law and Governance
PO Box 100
Civic Centre
Burdon Road
Sunderland
SR2 7DN

Dear Mrs Waugh

Sunderland Royal Hospital Parking Management Scheme Phase IV

I am writing to you in my capacity as Chair of the Barnes, Pallion and Millfield Residents' Association to express the support of the Association for the proposed City of Sunderland (Sunderland Royal Hospital Area) (Waiting and Loading and Parking Places) (Amendment) Order 20 published on 11 May 2017 ("Sunderland Royal Hospital Parking Management Scheme" or "the Scheme").

The Residents' Association was delighted to see the proposal for the above order being advertised; the culmination of many years of hard work and efforts from the officers of Sunderland City Council, Councillors across the Barnes, Pallion and Millfield wards, and the Residents' Association itself. Members of the Association appreciate the close working relationship that has been built up with the Council and its officers over the time that we have been working to get the Scheme fully implemented, and I would like to take this opportunity to formally thank the Council and its officers for their determination, support and efforts towards implementation of a large and complex scheme, despite significant resource constraints.

The Association fully supports the proposed order, as during the eight years since the planned introduction of the first phase of the Sunderland Royal Hospital Parking Management Scheme, parking problems within streets close to the hospital, but outside of the Scheme area, have increased substantially. The Residents' Association believes that implementation of the above named proposed order will go some significant way to alleviating those problems for Barnes, Pallion and Millfield residents, and deliver a significant improvement to the safety, health, and amenity of those residents.

We believe that if the Scheme were to be supported and implemented by the Council, then those residents with cars would find it easier to park when they get home from work, or with shopping, elderly relatives, or children. Those without cars would benefit from their friends and neighbours being able to park more easily and more appropriately close to their homes. Tradesmen or deliveries would be able to access residents' property far more conveniently.

It's also worth noting that there has been a number of anti-social behaviour incidents associated with the hospital workers parking in our streets, from litter and inconsiderate parking to instances of damage to hospital workers cars. We believe that implementation of the above named order would go some way to alleviating these problems.

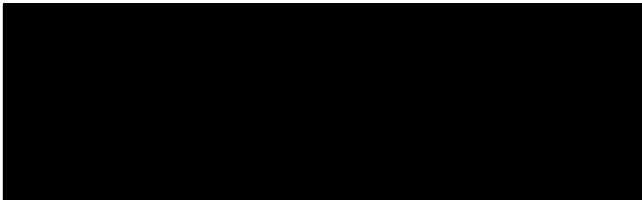
To illustrate the difficulties the residents have increasingly faced, I would like to give just one example of a residents' comments to the Association at the time of the consultation on the

Scheme amendment in 2016, which gives a real sense of the impact the parking problems on residents' lives *"I have had lots of problems with people parking at my door. One girl in particular was parked at my door for 12 hours on Thursday and does this on a regular basis. I have my 91 year old disabled Mother living with me and as you can imagine, getting her in and out of the house is a chore in itself, without having to walk her halfway along the street to get to the car especially in the wind and rain. I spoke to this girl yesterday, who informed me that she will park at my door every day if my car is not there. I told her of my issues, to which she replied was not her problem"*

I know from residents of streets that have had the scheme implemented already that they are thrilled with it, and have found it a real enhancement to their quality of life, and as a result the Association fully supports the implementation of the above named order.

I would also like to take this opportunity to note that in the event that the order is required to be discussed at committee, then I would welcome the opportunity to speak on behalf of the Scheme at that committee.

Kindest regards,



Chair
Barnes, Pallion and Millfield Residents' Association

From: [REDACTED]

Sent: 07 June 2017 13:44

To: Committees

Subject: For attention of Ms E. Waugh

*****This message originates from outside your organisation. Do not provide login or password details. Do not click on links or attachments unless you are sure of their authenticity. If in doubt, email 'Ask.ICT@Sunderland.gov.uk' or call 561 5000 *****

Dear Madam,

I set out below a copy of a letter with regard to the forthcoming meeting of the Planning and Highways Committee which I would be obliged if you would give your urgent attention. The original will be sent by post today.

Dear Madam,

Re, The Planning and Highways Committee Meeting, 13th June 2017

I write with regard to the above meeting and the agenda item relating to Phase 4 of the Royal Hospital CPM Scheme and the objection to the proposed Scheme relating to West Mount of which I am a resident.

I appreciate that the time for making comments on the proposed Scheme has now expired. However it is only in the last few days when the agenda for the meeting has been published that I have become aware that the West Mount Dental practice has made an objection and the nature of it. There was no means before now for me to have known this or been aware of it and it therefore appears only right, fair and equitable in the circumstances that I, or any other resident, should be allowed to comment on the objection. I would therefore be obliged if you would confirm that the contents of this letter will be placed before the Committee when they consider the Scheme and the objection to West Mount being included in it.

If the Committee wished I could reply in detail to each and every point and comment made by the objector. However by this letter I would simply wish the Committee to bear in mind the following main overriding point –

The dental practice states that it has been established for over sixty years and that parking has never proven an issue until recently. That is correct but, it fails to acknowledge that the parking and traffic problems are solely due to the present proprietor of the practice. For 51 of those years there have never been problems or issues with parking or traffic in the street. The practice was a very small local practice with, at the most, one or two dentists and they and the residents of the street existed quite harmoniously together. Nine years ago the present proprietor Mr Quraishi purchased the practice and began considerably expanding it, increasing the dentists, staff and patients exponentially in what was a relatively quiet and predominately residential

area thereby causing the problems that both the residents and the practice alike are now suffering. It is therefore extremely ironic for the dentist to now object to the present reasonable proposals by the Council to help alleviate the situation which he alone has caused.

Yours sincerely,

[REDACTED]

[REDACTED]