

PLANNING AND HIGHWAY COMMITTEE
MONDAY 29th March 2021

REPORT TO CONSIDER:
OBJECTION TO THE TRAFFIC REGULATION ORDER
(TRO) FOR THE PROPOSED COMMUNITY PARKING
MANAGEMENT SCHEME (CPMS) IN THE ROYAL
HOSPITAL PHASE 4 AMENDMENT AREA (BARNES
WARD)

REPORT TO PLANNING AND HIGHWAYS COMMITTEE:

OBJECTION TO THE TRAFFIC REGULATION ORDER (TRO) FOR THE PROPOSED COMMUNITY PARKING MANAGEMENT SCHEME (CPMS) IN THE ROYAL HOSPITAL PHASE 4 AMENDMENT AREA (BARNES WARD)

1. PURPOSE OF REPORT

- 1.1. To advise the Committee regarding objections that have been received, by the Council, in respect of the proposed TRO for the proposed CPMS and additional restrictions that is intended in the area of the Royal Hospital Phase 4 Amendment, and to request the committee to not uphold the objections that cannot be resolved within the constraints of the scheme, as set out below.

2. BACKGROUND

- 2.1. The Council propose to introduce an extension to the existing permit-based CPMS in the Barnes area. The scheme has been designed following requests and petitions from residents and then extensive engagement with elected Members, residents and businesses in the area as well as Sunderland City Councils list of key partners (statutory consultation list). The scheme is intended to reduce the amount of indiscriminate and obstructive parking, principally by workers from the Royal Hospital, on the streets within the scheme.
- 2.2. A Public Engagement pack was sent out to residents in September/October 2019 which consisted of a letter, a drawing and a voting slip. Residents were given the opportunity to vote YES to be considered for a future CPMS or NO to not be considered for a future CPMS. The engagement drawing is shown in Appendix A.
- 2.3. The results from the public engagement were analysed and broken down into streets. Below sets out the streets and voting results:

Barnard Street – 92% of all votes were for the scheme – (23 Yes, 2 No, 0 Abstain)

Barnes Park Road – 100% of all votes were for the scheme – (3 Yes, 0 No, 0 Abstain)

Barnes View – 77.8% of all votes were for the scheme – (7 Yes, 2 No, 0 Abstain)

Chatsworth Crescent – 71.4% of all votes were for the scheme – (5 Yes, 2 No, 0 Abstain)

Chatsworth Street South -75% of all votes were for the scheme – (6 Yes, 1 No, 1 Abstain)

Cleveland Road – 68.2% of all votes were for the scheme – (15 Yes, 7 No, 0 Abstain)

Colchester Terrace (North of Cleveland Road) – 88.5% of all votes were for the scheme – (23 Yes, 3 No, 0 Abstain)

Colchester Terrace (South of Cleveland Road) – 33.3% of all votes were for the scheme – (2 Yes, 4 No, 0 Abstain)

Cranford Terrace – 66.7% of all votes were for the scheme – (2 Yes, 1 No, 0 Abstain)

Dunbar Street – 43.8% of all votes were for the scheme – (7 Yes, 9 No, 0 Abstain)

Mount Grove – 77.8% of all votes were for the scheme – (7 Yes, 2 No, 0 Abstain)

Mount Road (East of Barnes Park Road / Ormonde Street) – 67.6% of all votes were for the scheme – (25 Yes, 12 No, 0 Abstain)

Mount Road (West of Barnes Park Road / Ormonde Street) – 55.6% of all votes were for the scheme – (5 Yes, 4 No, 0 Abstain)

Oaklands Terrace – 75% of all votes were for the scheme – (6 Yes, 2 No, 0 Abstain)

Pendle Green – 66.7% of all votes were for the scheme – (4 Yes, 2 No, 0 Abstain)

The Westlands – 100% of all votes were for the scheme – (6 Yes, 0 No, 0 Abstain)

- 2.4. Discussions were held with the working group regarding the outcome of the public engagement, it was agreed that there was support for a CPMS within the majority of the streets engaged with.
- 2.5. From analysing responses from residents within the streets engaged with, it was shown that some streets/areas were not in favour of the proposals. However, it was agreed that these streets/areas would be offered a second opportunity to vote in the next public engagement, highlighting that the majority of other streets engaged with voted for a potential CPMS.
- 2.6. A second Public Engagement pack was sent out to residents in February/March 2020, which again consisted of a letter, a drawing and a voting slip. The second engagement pack showed a greater detail to the proposed CPMS including locations of signposts and restrictions. Residents were given the opportunity to vote YES include our street in the CPMS or NO do not include our street in the CPMS. The engagement drawings shown in Appendix B.
- 2.7. Again, the results from the public engagement were analysed and broken down into streets. Below sets out the streets and voting results:

Barnard Street – 92.9% of all votes were for the scheme – (26 Yes, 2 No, 0 Abstain)

Barnes Park Road – 100% of all votes were for the scheme – (1 Yes, 0 No, 0 Abstain)

Barnes View – 100% of all votes were for the scheme – (9 Yes, 3 No, 0 Abstain)

Chatsworth Crescent – 55.6% of all votes were for the scheme – (5 Yes, 4 No, 0 Abstain)

Chatsworth Street South -100% of all votes were for the scheme – (13 Yes, 0 No, 0 Abstain)

Cleveland Road – 65% of all votes were for the scheme – (13 Yes, 7 No, 0 Abstain)

Colchester Terrace (North of Cleveland Road) – 82% of all votes were for the scheme – (28 Yes, 6 No, 0 Abstain)

Colchester Terrace (South of Cleveland Road) – 33.3% of all votes were for the scheme – (3 Yes, 6 No, 0 Abstain)

Cranford Terrace – 66.7% of all votes were for the scheme – (2 Yes, 1 No, 0 Abstain)

Dunbar Street – 68.4% of all votes were for the scheme – (13 Yes, 6 No, 0 Abstain)

Mount Grove – 57.1% of all votes were for the scheme – (8 Yes, 6 No, 0 Abstain)

Mount Road (East of Barnes Park Road / Ormonde Street) – 75.7% of all votes were for the scheme – (28 Yes, 9 No, 0 Abstain)

Mount Road (West of Barnes Park Road / Ormonde Street) – 73.3% of all votes were for the scheme – (11 Yes, 4 No, 0 Abstain)

Oaklands Terrace – 83.3% of all votes were for the scheme – (5 Yes, 1 No, 0 Abstain)

Pendle Green – 77.8% of all votes were for the scheme – (7 Yes, 2 No, 0 Abstain)

The Westlands – 100% of all votes were for the scheme – (9 Yes, 0 No, 0 Abstain)

- 2.8. From analysing responses/results from residents within the streets engaged with, it was shown that the majority of residents in Colchester Terrace (South of Cleveland Road) were not in favour of being included in the CPMS. It was agreed with the working group that this section of Colchester Terrace should not be included in the CPMS. All other streets/areas engaged with showed that the majority of residents who voted were in favour of the scheme progressing.
- 2.9. Following analysis of the second engagement and agreement of the working group a final public engagement pack consisting of a letter and drawing was sent out in July 2020, advising residents that the proposals would be taken through the necessary statutory process. The final engagement drawings are shown in Appendix C.
- 2.10. From 21st December 2020 to 22nd January 2021 the CPMS Traffic regulation Order (TRO) was advertised both on site and in the local press. The advertisement period gives persons who may object to the scheme, the opportunity to raise their objection formally with the Council.
- 2.11. In response to the TRO advertisement the council received two objections to the proposed CPMS. The approximate location of the objectors are shown on a plan in Appendix D, with a summary of the objections in Appendix E.

3. CONCLUSION

- 3.1. The Council has a duty under Section 122 of 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 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 improve road safety and compliment permit parking areas.

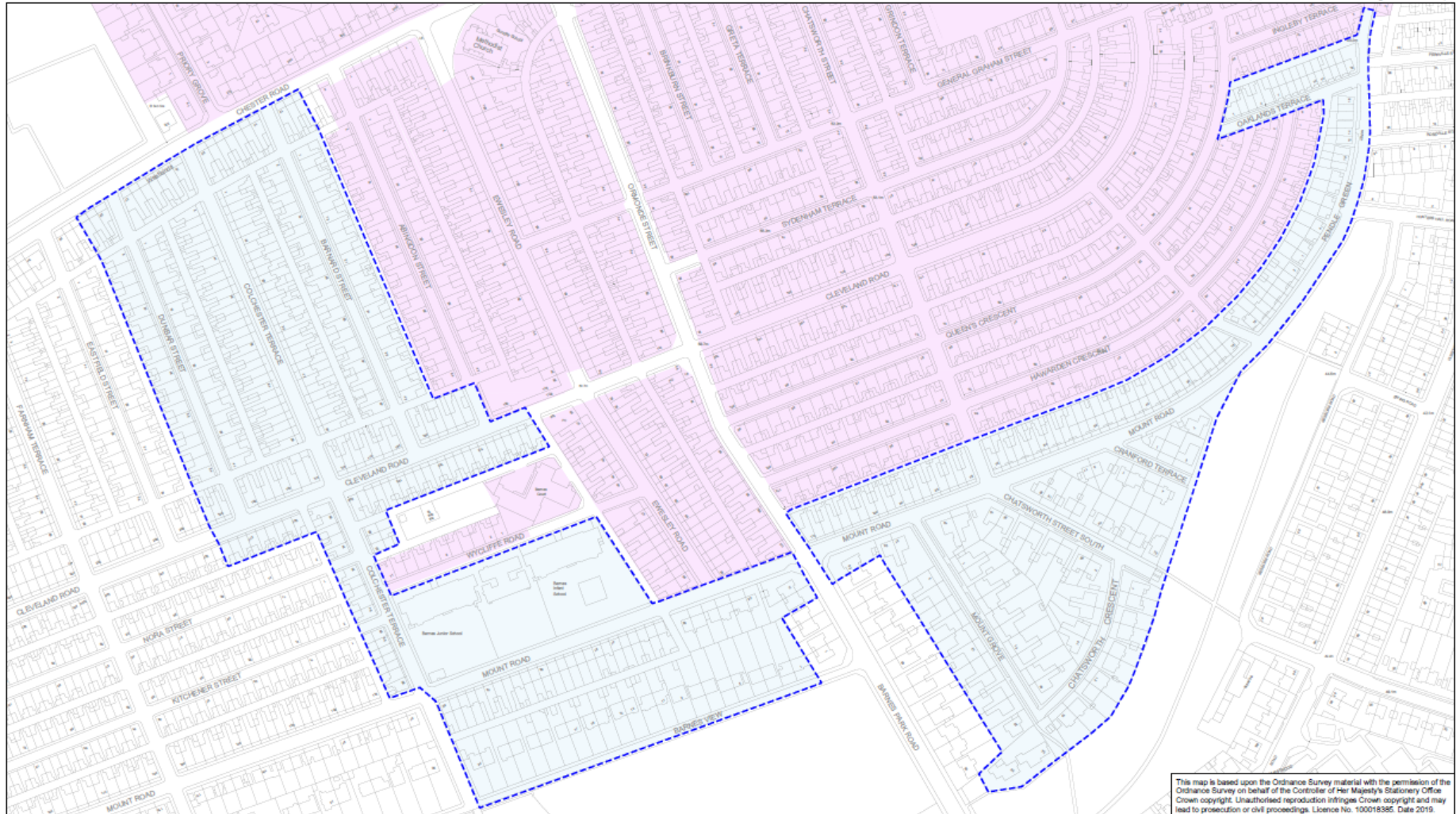
4. RECOMMENDATION

It is RECOMMENDED that the Executive Director of City Development be advised that:

- 4.1. **The objections to the TRO, for the proposed THE CITY OF SUNDERLAND (SUNDERLAND ROYAL HOSPITAL AREA) (WAITING AND LOADING AND PARKING PLACES) (AMENDMENT NO2) ORDER 2021 not be upheld;**
- 4.2. **All objectors are notified accordingly of the decision;**
- 4.3. **The Executive Director of City Development instruct the Assistant Director of Law and Governance to take all necessary steps to make and bring into effect the associated Traffic Regulation Order and;**
- 4.4. **The Executive Director of City Development take all necessary action to implement the physical works associated with Traffic Regulation Order.**

Appendix A – September/October 2019 Engagement Drawing

(See reverse for tariff of charges and FAQs)



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KEY



Public Engagement Area



Existing Royal Hospital CPMS Areas



Sunderland
City Council

City Development Directorate
Jack Crawford House
Commercial Road
Sunderland SR2 8QR

PROJECT:

Community Parking Management Scheme
(CPMS)

TITLE:

Royal Hospital Public Engagement

DRAWN BY: D. Hall

DATE: SEPT 2019

CHECKED BY: S. Dixon

SCALE: NTS

APPROVED BY: K. Heads

SHEET SIZE: A3

DRAWING NO:

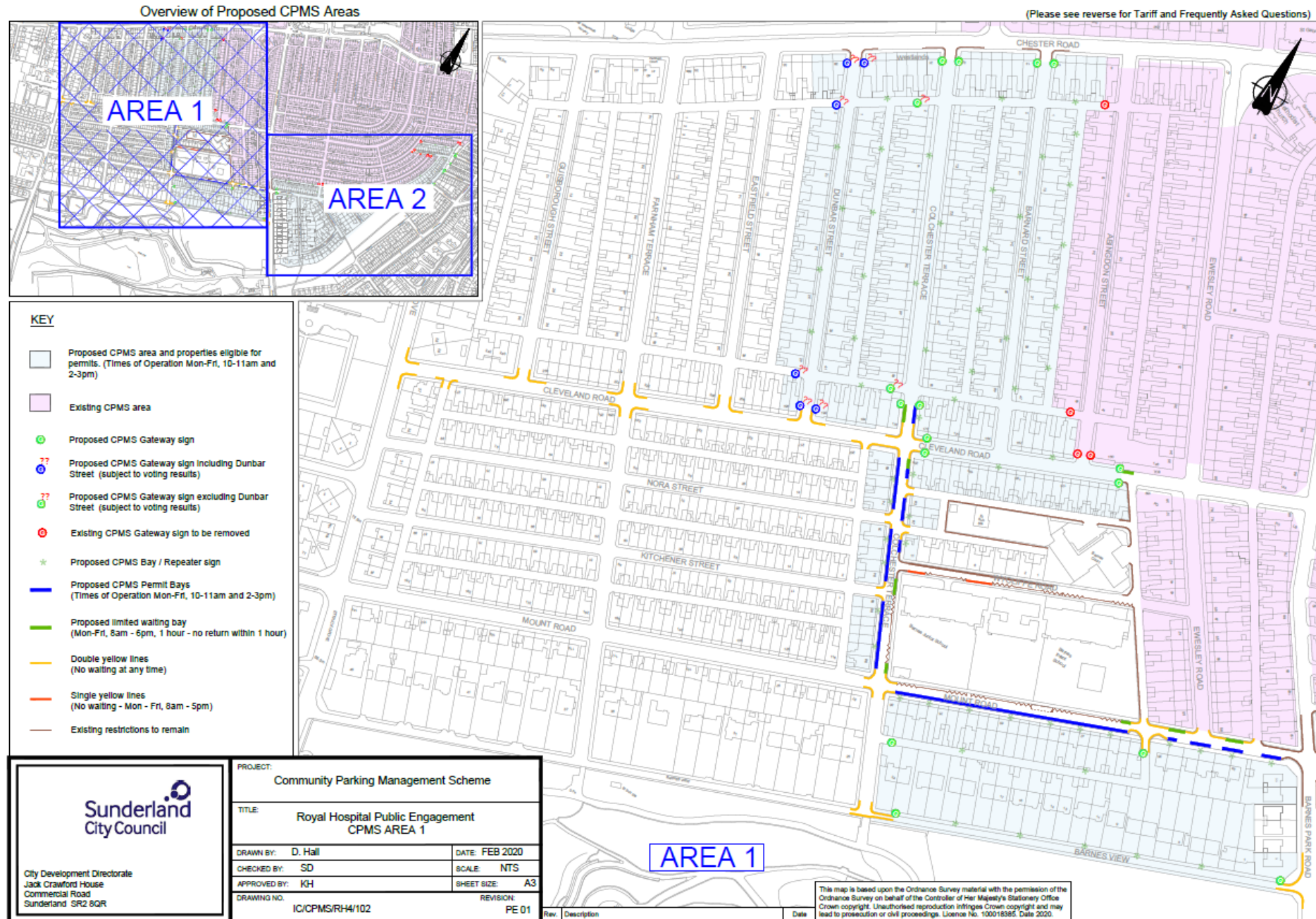
IC/CPMS/RH/001

REVISION:

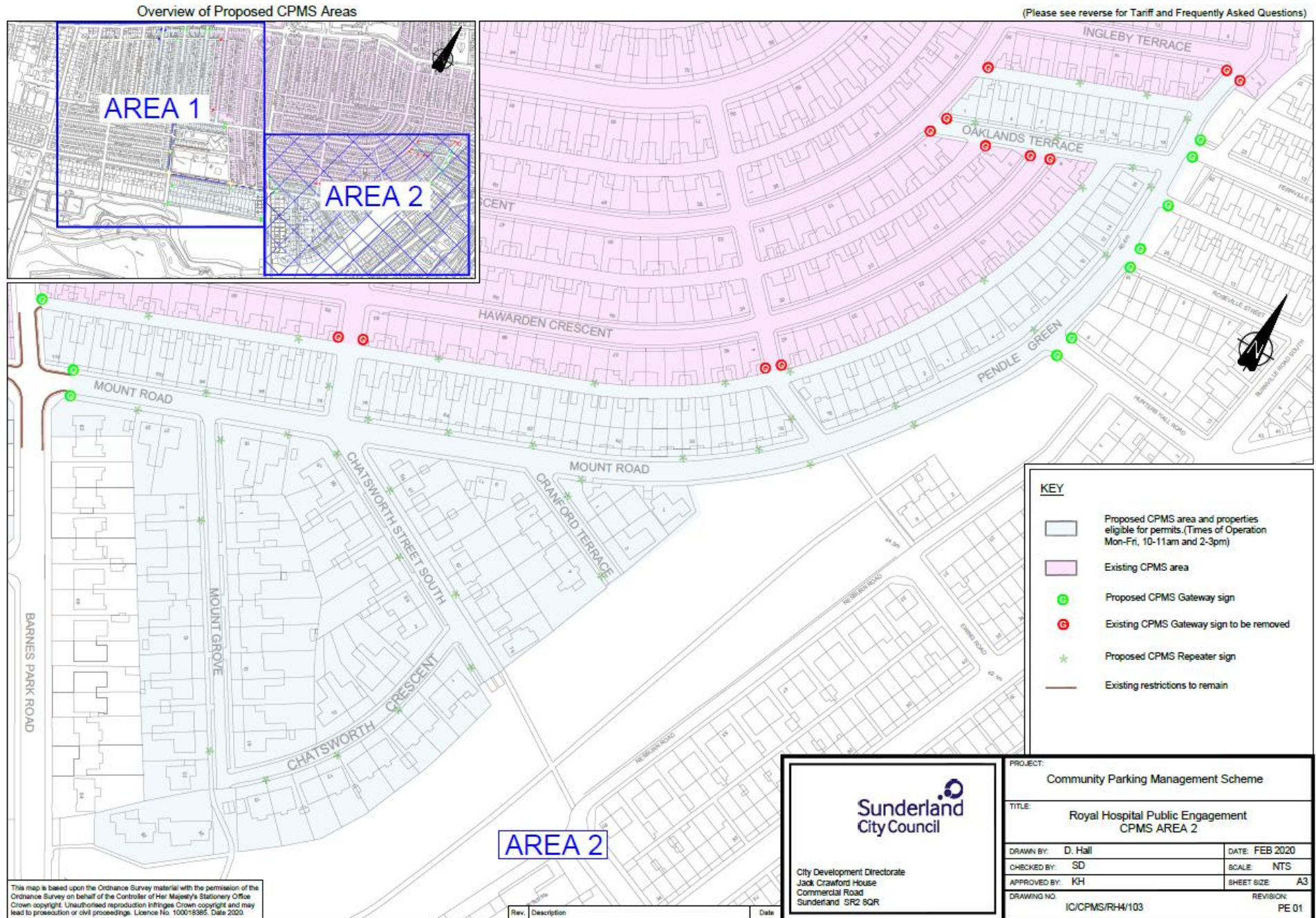
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Rev	Description	Date

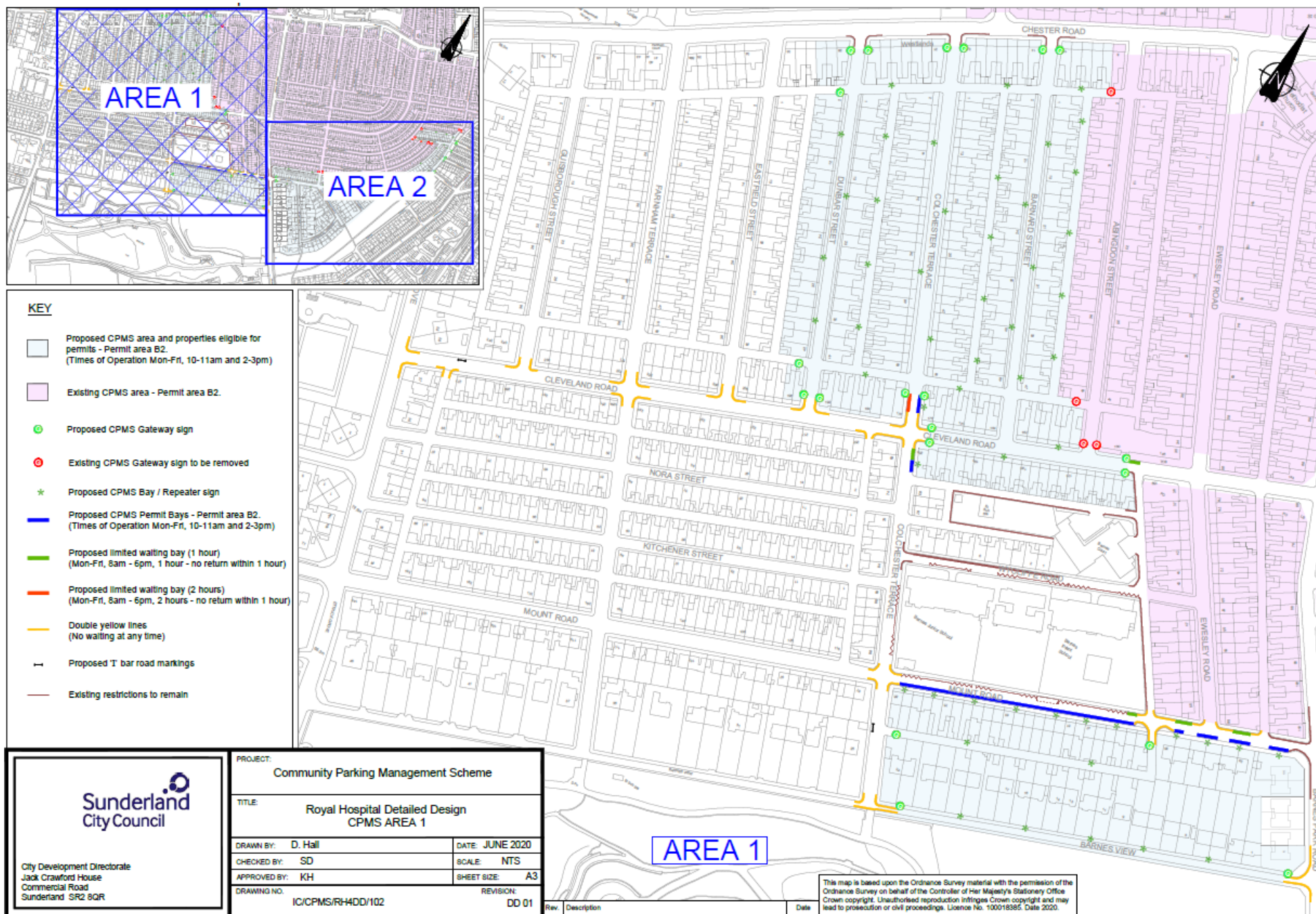
Appendix B – February/Mar 2020 Engagement Drawing (west of Barnes Park Road / Ormonde Street)



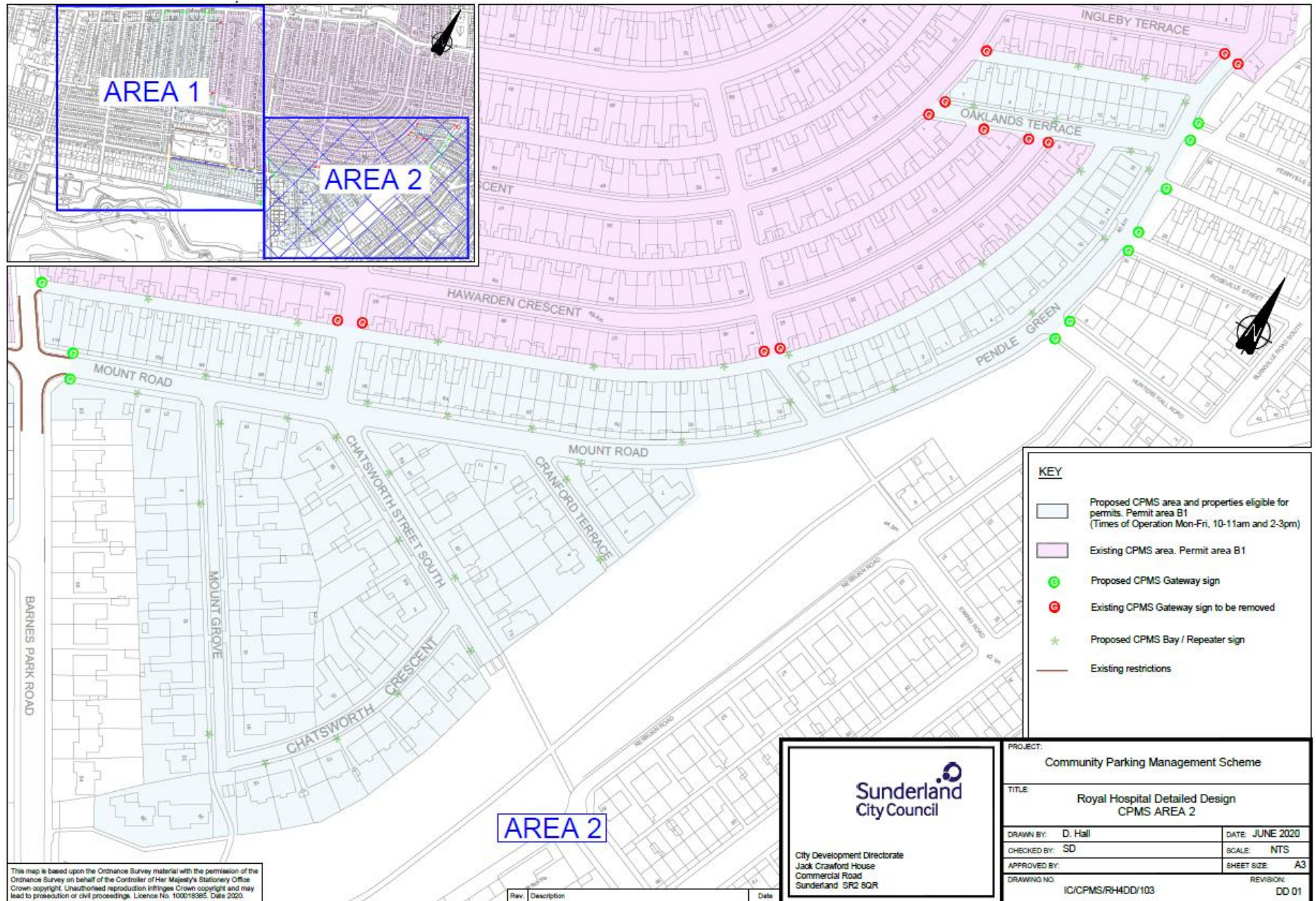
Appendix B – February/Mar 2020 Engagement Drawing (east of Barnes Park Road / Ormonde Street)



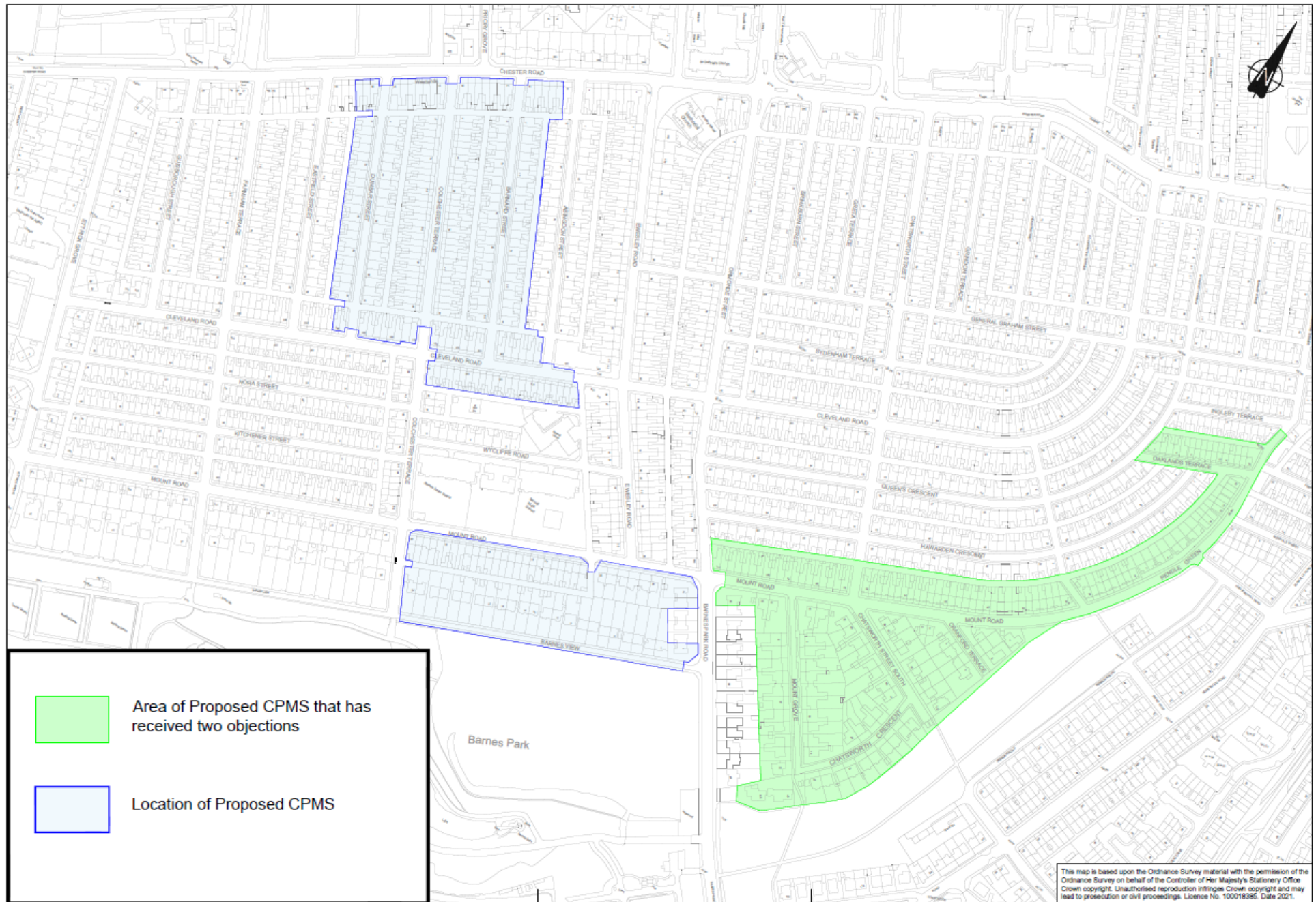
Appendix C – July 2020 Engagement Drawing (west of Barnes Park Road / Ormonde Street)



Appendix C – July 2020 Engagement Drawing (west of Barnes Park Road / Ormonde Street)



Appendix D - Approximate location of objectors



APPENDIX E

Objector	Nature of Objection	Consideration of Objection
Objector 1	<p>1. I am writing to place an objection to the proposes to parking outside my house. I have lived [REDACTED] for approximately 30 years and have never had a problem with parking. I object to the fact that I will have to pay for permits for my household's cars (we have more than 2). I object that friends and family cannot freely visit my house. I pay my road tax, pay my council tax, pay normal taxes and I completely object to yet another money-making scheme from this council.</p> <p>2. As I have previously stated - parking permits in [REDACTED] are not needed. I also object that this current notice was given in a newspaper too many people do not now get. I am completely against this process. If you pass it, I would like to see the evidence/ reasoning behind it. Please visit [REDACTED] and see that there is no problem. You are once again producing a money-making scheme for the council! I strongly urge you to reconsider these proposals to a street that has no requirement for this.</p>	<p>The scheme is designed to reduce long term commuter parking and is only restricted for 2 hours per day (Monday to Friday) between 10:00 - 11:00am and 2:00 - 3:00pm, outside of these hours people are free to park without a permit.</p> <p>Residents can also purchase a visitor's 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.</p> <p>During the engagement carried out in September / October 2019 the majority of votes returned were in favour of the scheme progressing.</p> <p>During the engagement carried out in February / March 2020 the majority of The voting results were in favour of the scheme progressing.</p> <p>The CPMS is not a money making scheme, the permit costs cover the purchase and administration of the permits.</p> <p>From 21st December 2020 to 22nd January 2021 the CPMS TRO was advertised both on site (on street furniture i.e. lighting columns etc.) and in the local press. The advertisement period gives persons who may object to the scheme, the opportunity to raise their objection formally with the Council.</p> <p>Whilst it may not appear that a parking problem exists currently, it is envisaged that if surrounding streets were included in a CPMS, parking would potentially migrate to nearby streets that do not have any parking restrictions.</p> <p>It may also be worth noting that a previous petition to extend the CPMS came from a street which is used to gain access to this street.</p>

Objector	Nature of Objection	Consideration of Objection
Ojector 2	<p>I am writing to express my objection to making [REDACTED] part of this scheme. I object very strongly to having to pay for permits to park outside of our own homes. We pay road tax and that should be sufficient.</p> <p>We do not have a problem with parking in the [REDACTED] and believe this is a completely unnecessary scheme to take yet more money from the motorists in Sunderland.</p> <p>This problem was created by extending the hospital without building a large enough multi storey car park. There is sufficient space to do this on either side of the Chester Road Entrance. The local residents should not be penalised because of this serious error of judgement.</p> <p>I trust you will seriously consider my objections and those of my neighbours.</p>	<p>The scheme is designed to reduce long term commuter parking and is only restricted for 2 hours per day only (Monday to Friday) between 10:00 - 11:00am and 2:00 - 3:00pm, outside of these hours people are free to park without a permit.</p> <p>Whilst it may not appear that a parking problem exists currently, it is envisaged that if surrounding streets were included in a CPMS, parking would potentially migrate to nearby streets that do not have any parking restrictions.</p> <p>It may also be worth noting that a previous petition to extend the CPMS came from a street which is used to gain access to this street.</p> <p>During the engagement carried out in September / October 2019 the majority of votes returned were in favour of the scheme progressing.</p> <p>During the engagement carried out in February / March 2020 the majority of The voting results were in favour of the scheme progressing.</p>