

At a meeting of the PLANNING AND HIGHWAYS COMMITTEE held in COMMITTEE ROOM 2 on WEDNESDAY, 15th MARCH, 2017 at 5.30 p.m.

Present:-

Councillor Bell in the Chair

Councillors Ball, Beck, Chequer, M. Dixon, English, Francis, I. Galbraith, Hodson, Jackson, Kay, Mordey, Porthouse, Scaplehorn, Taylor, G. Walker, P. Walker and D. Wilson.

Declarations of Interest

Item 7 – Objections to the Traffic Regulation Order (TRO) for the proposed Community Parking Management Scheme (CPMS) in the Seaburn Metro/Newcastle Road Corridor Area (Fulwell and Southwick Wards)

Councillor Mordey declared that he had chaired the working group which had developed the plans for the community parking management scheme.

Councillor Beck declared that she had been the lead petitioner for the scheme before she had become a councillor.

Councillor Francis declared that he was Ward Councillor for the area and had been involved in discussions with residents in relation to parking.

Councillor Bell declared that he was a disabled blue badge holder.

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Middleton and P. Smith.

Minutes of the meeting of the Committee held on 7th December, 2016.

1. RESOLVED that the minutes of the meeting held on 7th December, 2016 be confirmed and signed as a correct record.

Report of the Meetings of the Development Control (North Sunderland) Sub Committee held on 24th November, 2016, 11th January, 31st January and 22nd February, 2017

The reports of the meetings of the Development Control (North Sunderland) Sub-Committee held on 24th November, 2016, 11th January, 31st January and 22nd February, 2017 (copies circulated) were submitted.

(For copy reports – see original minutes)

2. RESOLVED that the report be received and noted.

Report of the meetings of the Development Control (South Sunderland) Sub Committee held on 22nd November, 13th December, 2016, 3rd January, 24th January, 9th February (Extraordinary) and 21st February, 2017

The reports of the meetings of the Development Control (South Sunderland) Sub-Committee held on 22nd November, 13th December, 2016, 3rd January, 24th January, 9th February (Extraordinary) and 21st February, 2017 (copies circulated) were submitted.

(For copy reports – see original minutes)

3. RESOLVED that the report be received and noted.

Report of the meeting of the Development Control (Hetton, Houghton and Washington) Sub Committee held on 24th November, 2016, 11th January, 31st January and 17th February, 2017

The reports of the meetings of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 24th November, 2016, 11th January, 31st January and 17th February, 2017 (copies circulated) were submitted.

(For copy reports – see original minutes)

4. RESOLVED that the report be received and noted.

Objections to the Traffic Regulation Order (TRO) for the Proposed Community Parking Management Scheme (CPMS) in the Seaburn Metro/Newcastle Road Corridor Area (Fulwell and Southwick Wards)

The Executive Director of Economy and Place submitted a report (copy circulated) which informed Members of the five objections received by the Council in respect of the proposed TRO for the CPMS that was intended for the area of Seaburn Metro/Newcastle Road Corridor, and which requested Members to not uphold the objections.

(For copy report – see original minutes)

Ken Heads, Infrastructure and Commercial Manager, introduced the report and advised that this area had been part of the priority list for a CPMS for a number of years. There had been a lot of work done since 2014 on the

development of this scheme and it had been identified that the most appropriate scheme would have restrictions Monday to Saturday between 9:30 and 10:30am and between 2:30 and 3:30pm as this would still allow residents to park and would allow parking for customers of local businesses but would prevent Metro commuters and hospital employees from parking all day which was the significant cause of the parking issues. The scheme would also introduce measures to reduce the problem of indiscriminate parking which caused congestion and safety issues. There had been extensive consultation with residents and there had been five objections received as a result of the consultation process. The objections were set out in the report and a plan was circulated to Members showing the addresses of the objectors.

Peter Graham, Engineer, addressed the objections and informed Members of the responses to the objections. The first permit for an address would be free with a second permit being £20, a third being £40, fourth and fifth being £60 and £80. The times of operation had been set so that the scheme would only affect long term parkers such as commuters. There would be alternate parking such as pay and display bays and one hour parking with no return within one hour bays to enable customers of local businesses to be able to park. There would also be visitors permits available to residents and businesses. There was parking available for commuters at the Stadium of Light Metro station and the hospital had previously operated a park and ride system from the Stadium of Light however this had been stopped due to a lack of use. Although Ambleside Terrace did not currently experience parking problems it was anticipated that due to the introduction of the scheme that the vehicles would be displaced into streets surrounding the scheme area and as such it was likely that Ambleside Terrace would experience parking issues if it was not included within the scheme. Streets within 500m of the streets currently affected were likely to suffer parking issues as a result of the implementation of the scheme if they were not included within the scheme.

Mr Heads advised that the system was in use for other parking management schemes across the city and that the system worked without issues in those locations. There would be benefits for all road users due to the improvements in road safety, the protection of junctions, and the implementation of H-bar markings to protect driveways.

Councillor Jackson queried whether the fee for the permits was a one off. Mr Heads advised that it was an annual fee and that the cost of the permits had been set so that the cost of the scheme was neutral. There was not an intention to make a profit from the permits.

Councillor Mordey commented that reaching this stage in the process had taken a long time and a lot of work. Schemes were only progressed where there was the support of the local community; this proposal had a lot of support from local residents and councillors.

Councillor Francis stated that he had been involved in discussions on the proposals for a number of years as Ward Councillor and he had spoken to

residents who had expressed feelings that there was a need for parking controls to be put in place in the area around Seaburn Metro station. Residents had reported that they would see cars parked all day while the owners travelled to Newcastle on the Metro and that there were even cars parked for a number of weeks where drivers were using the Metro to go to Newcastle Airport. He expressed his support for the proposals.

Councillor M. Dixon queried what feedback had been received from residents. Mr Heads advised that there was clear support for the project with the majority of residents being in support of the scheme. There had been over 70 percent of residents had responded and the majority of these had been supportive of the scheme. There had been over 1000 properties consulted and there had only been 5 objections received. Residents of some streets which were not originally to be included had requested that their street be included in the scheme.

In response to queries from Councillor Hodson Graham Brown, Engineer, advised that the time limited parking bays included in the Chester Road scheme had been increased from a 20 minute restriction to a 1 hour restriction following requests from local businesses. It was possible that there would be some issues during the early stages of the operation of the scheme and there would be a review once the scheme was operating.

Members expressed their thanks to Officers for all of their hard work in developing the scheme and having welcomed the proposal it was:-

5. RESOLVED that the Head of Infrastructure and Transportation be advised that:-
- a. The objections to the TRO for the proposed CPMS in the area of the Seaburn Metro/Newcastle Road Corridor not be upheld;
 - b. The objectors be advised accordingly;
 - c. All necessary preparatory works be carried out to enable delivery of the CPMS on site.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) R. BELL
(Chairman)