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**BOROUGH ROAD AREA RESIDENTS' PARKING SCHEME**

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**Responsible Cabinet Member - Councillor David Lyonette, Transport Portfolio**

**Responsible Director - Cliff Brown, Director of Community Services**

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**Purpose of Report**

1. For Members to consider the objections that have been received to the publication of the traffic regulation order in relation to the Borough Road area.

**Information and Analysis**

2. A residents' parking scheme has been designed in consultation with Ward Councillors to cover the Borough Road area. The aim being to help alleviate parking problems experienced as a result of the relocation of Darlington College.
3. The residents within the limits of the scheme were consulted on a draft proposal in November 2006 via a letter drop and questionnaire.
4. As a result of the consultation replies and further discussions with Ward Councillors some amendments were made to the proposals. Ward Members were consulted on the final proposal before it was statutorily advertised.
5. A further letter was sent to all residents in August 2007 advising them of the results of the consultation, including a summary of the proposed amendments. Residents were advised of the advertising process for the legal orders and the fact that they could make further representations.
6. During the advertising period of the scheme two letters of objection were received:

**(a) Letter of objection from a resident of Lodge Street**

In summary the resident is opposed to the proposed 9am to 5pm restrictions in the back street between Lodge Street and Haughton Road. The reason for the objection is that residents require parking provision at the rear of their homes for loading and washing cars. The resident does not consider that non residents would choose to park in this back street and considers that 24 hour restrictions should apply to the two entrances only with the remainder remaining unrestricted.

## **(b) Letter of objection from a resident of Falstaff Court**

In summary the resident is opposed to the proposal because it will reduce the current level of parking restrictions in the area. In addition, it does not address the effects on residents of excessive evening parking associated with the Civic Theatre in the southern end of Borough Road.

7. More details of the objections are summarised in **Appendix 1** along with officer comments in relation to each objection.
8. The Chief Constable has been consulted and supports the proposal.

### **Outcome of Consultation**

9. The outcome of the consultation during the advertising period has been analysed in detail and the recommendations formulated in response to objections are shown in **Appendix 1**.

### **Legal Implications**

10. This report has been considered by the Borough Solicitor for legal implications in accordance with the Council's approved procedures. There are no issues which the Borough Solicitor considers need to be brought to the specific attention of Members, other than those highlighted in the report.

### **Financial Implications**

11. The cost of introducing a Residents' Parking Scheme in Borough Road area is £29,000 and will be funded by The Local Transport Plan.

### **Section 17 of the Crime and Disorder Act 1998**

12. The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely, the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. It is not considered that the contents of this report have any such effect.

### **Council Policy Framework**

13. The issues contained within this report do not represent change to Council policy or the Council's policy framework.

### **Decision Deadline**

14. For the purpose of the 'call-in' procedure this does not represent an urgent matter.

## **Key Decisions**

15. This is a key decision since the scheme has potential to be significant in terms of its effects on communities living or working in the area.

## **Recommendations**

16. It is recommended that:
  - (a) The objections be set aside.
  - (b) The proposals be implemented as advertised.

## **Reason**

17. The recommendations are supported in order to introduce a parking scheme that improves the quality of life for the community.

**Cliff Brown**  
**Director of Community Services**

## **Background Papers**

- (i) Letters of objection.

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cc

## Summary of Objections and Recommendation

Objection/Comment	From	Officer response
Residents need to be able to use back streets for washing cars and loading/unloading goods.	One Resident of Lodge Street	<p>Experience from introducing other residents' parking schemes is that displacement into back streets has happened causing annoyance and obstruction of residents' accesses.</p> <p>In this instance there is a high possibility that parking could be displaced into back streets after implementation of the scheme. Any parking in narrow back streets can cause obstruction to through traffic and residents requiring vehicular access to the rear of properties.</p> <p>Vehicles can stop to unload and there are exemptions for vehicles associated with building work.</p> <p>It is the opinion of officers that these restrictions are necessary to maintain access for residents and prevent parking displacement obstructing the highway. The resident will have more opportunity to park at the front of the house when residents' bays are introduced so may not need to park in the back street.</p>
Residents of Borough Road need protection from excessive evening parking by Civic Theatre patrons.	One resident of Falstaff Court	<p>Residents' Parking Schemes traditionally operate during times when parking charges are imposed. The Borough Road scheme has been proposed to alleviate knock-on parking associated with the College.</p> <p>On an evening the off street parking places are free and as such, patrons of the theatre are encouraged to use the off street parking facilities nearby.</p> <p>Parking Enforcement staff are presently only employed during core times and enforcement into the evening would require additional resources. The future introduction of Civil Parking Enforcement will allow increased opportunity to enforce restrictions beyond these times.</p> <p>The design of the scheme has re-visited all of the restrictions in the area. The places where people are allowed to park have been assessed in terms of road safety to ensure parking will not cause congestion or impede visibility for turning traffic. Restrictions have been proposed to prevent parking at certain locations.</p> <p>Falstaff Court residents do have private parking at the rear.</p> <p>It is the opinion of officers that the scheme will regulate parking in the area to help manage road safety concerns.</p>