

PROPOSED WAITING RESTRICTIONS ON ALDERMAN BEST WAY - OBJECTIONS – Appendix 4

Objection From:	Objection:	DBC Response:
<p>Individual who works on the site</p>	<p>I wish to object to Darlington Borough Council’s proposal to impose double yellow lines along Alderman Best Way.</p> <ul style="list-style-type: none"> • The imposition of yellow lines in the area is going against the Council’s core strategies, far from helping businesses grow and attract new ones you will be actively discouraging businesses from coming into the area not least of which because there will be no where for their employees or visitors to their businesses to park. There will be a tendency for those businesses who are currently in the area to re-locate to areas where there are better parking facilities for their staff and visitors. • You will not be emphasising the borough’s positive qualities and certainly not supporting infrastructure provision. • You will certainly not be facilitating sustainable economic growth nor meeting the needs of local businesses. • There is no justification for the imposition of yellow lines along Alderman Best Way and would ask members to vote against the proposal. In addition the fact that these will be double yellow lines makes absolutely no sense whatsoever. Why would you wish to prohibit people parking in the area outside normal business hours? • I am employed at one of the premises and travel in each day from Richmond. If I do not get in to work early enough and park on the road in one of the allotted bays I will be forced to use the car park at a cost of approximately £500 which as I am sure you will agree is a not inconsiderable amount. 	<ul style="list-style-type: none"> • All businesses on the estate were consulted and Officers had meetings with them. There were a number of objections from businesses to the original proposal, mainly from those in Pioneer Court at the northern end on Alderman Best Way. Only one objection to the revised proposal from a business and that related to them wanting more restrictions. The existing congested parking on the road is considered to deter further inward investment in Morton Palms and to be a safety concern. • The needs of local businesses have been discussed and the scheme adapted to reflect their needs. • Alderman Best Way is a public highway and as such is, in law, for the pass and repass of the public. Any parking should not interfere with this primary function. In this location double parking does. Double yellow lines are the preferred restriction as it will deter overnight heavy goods vehicle parking. • As above Alderman Best Way’s primary function is as a public highway rather than a car park. 45 car parking spaces will be retained on the road in a manner that maintains traffic flow and road safety. The highway authority does not have duty to provide free parking. It is for private businesses to accommodate their staff parking needs where possible. • The remaining on-street spaces are available on a first come first served basis. The only way we can allocate on-street spaces to individuals or businesses is through business parking permits. These would

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	<ul style="list-style-type: none"> • The imposition of double yellow lines will have a great effect of those who for example need to do the 'school run' or have to provide care for someone before they go to work. You are disadvantaging the vulnerable in society and those who care for them. • I note that certain employees of Darlington Borough Council are only charged £14.00 per month to park in town centre car parks. This is a big difference to the £41.00 you are expecting me to pay and it is not even a town centre site. The use of public transport is not an option due to poor links between Richmond and Alderman Best Way. • Because of the location of Alderman Best Way there will be no alternative parking in the area if the lines are introduced. There are car parking spaces at Morrison's and B&Q but these are for the customers of the two store and the store will, quite rightly, object to employees of the businesses on Alderman Best Way parking there to the detriment of their customers. 	<p>however be charged out at £500 a permit, the same as the off street permits.</p> <ul style="list-style-type: none"> • Permits are provided to staff who require access to their car to carry out their duties. The Council, as their employer, provides this reduced cost permit in recognition of the requirement they place on the employee to have a vehicle available for work purposes. The objector would need to discuss such an option with their employer. • The Council has constructed a 150 space off street car park accessed off Alderman Best Way which, along with the retained on street bays, can accommodate current parking demands.
Whessoe	<p>With reference to your letter today, I want to put forward the following objections for Cabinet consideration:</p> <ul style="list-style-type: none"> • Offering unrestricted spaces could mean that DBS staff, who are most affected, could decide not to participate in the permit scheme and take their chances on trying to park in the unrestricted spaces, or continue to rent spaces in Whessoe car park. This could mean that the proposed permit scheme spaces may not all be taken, leaving a short fall for the Council. Our suggestion would be to place permit restrictions on any on road spaces otherwise the whole scheme may collapse. 	<ul style="list-style-type: none"> • The original proposal was for significantly more on-street restrictions and on-street business permit bays capable of accommodating 20 permit holders. This proposal received a significant number of objections, primarily from businesses in Pioneer Court. The level of objection meant that it was necessary to reconsider the scheme and the revised scheme is considered to be a compromise.

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	<ul style="list-style-type: none">• The proposed areas of unrestricted parking are on the same side of the road and near the entrance to Whessoe car park and therefore obstructing a clear view when exiting our car park. The original proposed 20 on street permit spaces did not obstruct the view and would have given our employees a safe egress after many years of very unsafe departures. We object to the on street spaces being so close to our entrance.• The first four proposed unrestricted spaces at the top of Alderman Best Way are currently a bus stop. Arriva used to service Morton Palms but stopped a good couple of years ago, stating the volume of traffic in the area delayed their timetable. In conjunction with the planned highway improvements around Morton Palms we would like to try and encourage Arriva to reintroduce this service as a more sustainable way of travel to and from work but without a bus stop this would place obstacles in the way of this reintroduction.	<ul style="list-style-type: none">• The revised proposal provides 15m of restrictions on either side of junctions and accesses. There are currently only 5m of restrictions so the proposal will improve matters. 15m is what we typically provide at junctions as opposed to accesses and is in excess of the 10m as prescribed in the Highway Code.• Arriva do not currently have any intention of running buses into Alderman Best Way. If they indicated that they did want to run services into the estate then the bus stop would need to be reinstated.
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