

NEIGHBOURHOOD SERVICES SCRUTINY FORUM AGENDA



Monday, 23 November 2009

at 4.00 pm

**in Committee Room B,
Civic Centre, Hartlepool**

MEMBERS: NEIGHBOURHOOD SERVICES SCRUTINY FORUM

Councillors S Akers-Belcher, Barker, R Cook, Coward, Fleming, J Marshall, Rogan, Worthy and Wright

Resident Representatives: John Cambridge and Brenda Loynes

- 1. APOLOGIES FOR ABSENCE**
- 2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**
- 3. MINUTES**
 - 3.1 To confirm the minutes of the meeting held on 9 November 2009 (*to follow*)
- 4. RESPONSES FROM THE COUNCIL, THE EXECUTIVE OR COMMITTEES OF THE COUNCIL TO FINAL REPORTS OF THIS FORUM**

No items.
- 5. CONSIDERATION OF REQUEST FOR SCRUTINY REVIEWS REFERRED VIA SCRUTINY CO-ORDINATING COMMITTEE**

No items.

6. **CONSIDERATION OF PROGRESS REPORTS / BUDGET AND POLICY
FRAMEWORK DOCUMENTS**

No items.

7. **ITEMS FOR DISCUSSION**

Car Parking on Estates:-

7.1 Evidence from the Regeneration and Neighbourhoods Department – Covering
Report – *Scrutiny Support Officer*; and

7.2 Parking – Housing and Residential Areas – *Director of Regeneration and
Neighbourhoods*

8. **ISSUES IDENTIFIED FROM FORWARD PLAN**

9. **ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT**

ITEMS FOR INFORMATION

Date of next meeting –

Monday, 18 January 2010, commencing at 4.00 p.m in Committee Room B, Civic
Centre, Hartlepool

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

23 November 2009



Report of: Scrutiny Support Officer

Subject: CAR PARKING ON ESTATES – EVIDENCE FROM
THE REGENERATION AND NEIGHBOURHOODS
DEPARTMENT – COVERING REPORT

1. PURPOSE OF THE REPORT

- 1.1 To inform Members of the Forum that officers from the Regeneration and Neighbourhoods Department have been invited to attend this 'one-off' meeting to provide evidence in relation to 'Car Parking on Estates'.

2. BACKGROUND INFORMATION

- 2.1 Officers from the Regeneration and Neighbourhoods Department will be in attendance at today's meeting to give evidence as part of this Forum's 'one-off' meeting into 'Car Parking on Estates' in relation to the following issues:-
- (a) Resident parking schemes;
 - (b) Tarmac of grass verges;
 - (c) Funding streams;
 - (d) Partnership working;
 - (e) Flooding;
 - (f) Enforcement and legislation;
 - (g) Role of police and local authority;
 - (h) Footpath parking; and
 - (i) Obstruction of dropped kerbs

3. RECOMMENDATIONS

3.1 It is recommended that the Neighbourhood Services Scrutiny Forum:-

- (a) consider the views of the officers in attendance at this meeting and seek clarification on any relevant issues, where felt appropriate; and
- (b) formulates its views / recommendations in relation to the issue.

Contact Officer:- Laura Starrs – Scrutiny Support Officer
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BACKGROUND PAPERS

There were no background papers referred to in the preparation of this report.

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

23rd November 2009



Report of: Director of Regeneration and Neighbourhoods

Subject: PARKING – HOUSING AND RESIDENTIAL AREAS

1. PURPOSE OF REPORT

- 1.1 To report and advise on policy and enforcement jurisdiction in relation to parking on housing estates.

2. BACKGROUND INFORMATION

- 2.1 Parking issues within housing estates and other residential areas can often be difficult to resolve. Hartlepool, like many towns and cities have areas of housing where there is either little or no available parking space or where space is available demand often exceeds supply.
- 2.2 The situation is not unique to the area, planners designing housing estates in the 1950/60s had no idea that vehicle ownership would extend to its current level and failed therefore to prepare for the level of vehicle usage we now have to manage. The road network in many residential areas, was never designed to cope with the number of vehicles and level of car ownership now in existence. Although current sustainability and government agendas now aim to reduce car dependency, in reality car dependency is increasing. Although forward planning and strategic management of car parking has been developed to cope with increased vehicular activity to the commercial areas of Hartlepool, the geographical layout of many of the estates makes management of parking in residential areas and the options available, less viable.
- 2.3 Much investment has been provided to address car journeys by improving the highway and road networks to meet demand, however recent studies show a vehicle spends around 95% of the time parked. Less consideration has been given to how a vehicle will be accommodated during this period.
- 2.4 In Hartlepool there are also many areas of terraced housing which have no available residential off street parking. The alternative on street parking is either limited or can often be over subscribed. This leads to residents maximising alternative space and parking on grass verges, footpaths, cycle ways etc. Although this often addresses the needs of the motorist, the

inconsiderate parking on the footpath obstructs access for pedestrians and those with mobility issues, whilst damaged footpaths can lead to expensive litigation claims against the Council, and result in unsightly damaged grass verges.

- 2.5 Residents often park with little regard or consideration for neighbours blocking or restricting access and the department regularly receives requests to manage and control parking or react to complaints of obstruction.

Managing parking issues

- 2.6 The measures adopted for the control of parking are dependant on the extent or main cause of the problem. If the additional traffic is a direct result of unwanted displacement of vehicles into predominantly residential areas, then further scrutiny of the reason and problem times of congestion need to be examined. Often the attraction of nearby facilities such as retail, commercial, leisure facilities, schools etc. or the fact that the residential properties border the main town centre, can all attract additional vehicular traffic into residential areas. Where parking is required to be restricted to “residents only” and involves preventing other vehicles parking within the area then a residents only parking control scheme can be considered. This will restrict parking of vehicles to the holders of permits issued to the residents and their visitors and can often reduce the volume of vehicles at a particular location.
- 2.7 Periodic traffic management may be required to control parking demand during the day. Although to some extent parking outside schools can be managed under road safety initiatives by preventing parking by traffic regulation orders, this will inevitably displace vehicles into the nearest unrestricted areas, which can lead to inconsiderate parking and inconvenience for residents. Hartlepool Borough Council actively works in partnership with schools to produce travel plans and examine alternative modes of transport as part of the safer travel programme. The parking team are actively involved in the schools education programme which is aimed at discouraging vehicular use outside schools and improving road safety.
- 2.8 Where the parking issues are restricted to residents themselves, then a permit control scheme would not manage the problems. In such cases the only option is often to design in additional parking space by converting existing grassed areas, widening the highway by tarmacing grass verges and allowing extra parking or strengthening some footpaths and allowing some controlled parking.
- 2.9 Schemes are identified from requests via Neighbourhood Consultative Forums / Ward Members or directly from residents. Consideration is taken on cost options and need / benefit, although additional funding sources through Neighbourhood Action Plans also contribute to the overall cost of some schemes. Previous funding for such projects has also been sourced from regeneration schemes such as Single Regeneration, New Deal for Communities, providing significant financial contribution to several traffic

management and parking schemes. This funding is however now no longer an option. Where appropriate, and there is significant benefit to residents, a financial contribution may also be sought from housing associations.

- 2.10 In addition parking controls / provisions have been able to be included within a new development as part of the formal planning permission. Such an example being Davison Drive/Warren Road, where a new housing development identified a need for additional parking facilities at the nearby shops. The provision of additional parking was incorporated into the scheme via a planning agreement and the developer had to provide the additional parking space as part of the residential scheme.
- 2.11 Budget provision for additional parking bays are provided partly by the Local Transport Plan (£30,000 per annum) and local neighbourhood action plans. The north, south and central forums consider individual improvement projects and manage, cost and prioritise possible schemes. The forums are responsible for the budgets, although additional funding can sometimes be provided from the Local Transport Plan via highway improvement schemes. Examples where this sort of improvement has been carried out include Catcote Road, Duke Street and Rear of Stockton Road.
- 2.12 There are however some instances that despite every effort to best manage the parking difficulties there are no other alternatives to control the parking space. Some roads are just too narrow to accommodate parking on both sides of the road. In some cases a one way traffic scheme can make parking on both sides of the public highway both safe and practical but where this is not possible, the parking needs of the residents may be best served by allowing a degree of parking which may partially infringe on the footpath or verge.
- 2.13 Examples of the type of residential parking issues shown within Appendix A of this report.

Enforcement and legislation- role of Police and local authority

- 2.14 Parking enforcement is delivered by HBC parking team from legislation provided under the Traffic Management Act 2004. Legislation is provided under civil rather than criminal law and much of the jurisdiction previously under the Police transferred to HBC.
- 2.15 In most cases all traffic management and parking traffic regulations are controlled / enforced by HBC Civil Enforcement Officers (parking). Some areas of obstruction do however still remain under the jurisdiction of the Police and continue to be enforced under criminal law.
- 2.16 The enforcement of traffic regulation by parking staff is very factual unlike the Police who have a degree of discretion in their decision making. This is particularly evident when considering the obstructing of footpaths. The Police who have responsibility for this type of enforcement will only take action against motorists if the vehicle blocks the footpath sufficiently to obstruct access. Civil Enforcement Officers can only react to footpath obstruction

offences if the area is covered by a restrictive or prohibitive parking control, (depicted by a carriageway marking) as in such cases the restriction applies from the centre of the carriageway to the back of any footpath or verge that may be present. In this respect the restrictions, enforcement role, jurisdiction and mechanism to report concerns can be confusing to the public.

Joint initiatives

- 2.17 The Police and local authority both recognise the parking on, and in particular the obstruction of footpaths is a major concern for members of the public and to this extent both are working on a joint initiative to raise awareness in this area. Joint publicity and enforcement visits have been carried out, with notices issued to those motorists who are reported for parking inconsiderately and causing an obstruction. The success of the initiative is being evaluated, however the intention would be for HBC officers to be able to issue advisory notices to motorists on behalf of the Police who would then issue Fixed Penalty Notices to the offending motorists for further transgressions.

New legislation

- 2.18 Recent changes to the Traffic Management Act have seen the creation of several new contraventions which have assisted with the management of traffic and the control of parking. A new contravention of parking across dropped kerbs has been included under the local authorities jurisdiction. No signing or markings are required and the regulations are intended to improve pedestrian access and assist the disabled and those with mobility problems. Most of the enforcement has concentrated on pedestrian crossing points although in some circumstances this can extend to vehicular access ways and driveways where a complaint has been received.
- 2.19 Additional powers relating to moving traffic offences and the use of camera technology will compliment the parking enforcement team and enable additional enforcement once this is officially introduced by the Department for Transport.

3. RECOMMENDATIONS

- 3.1 That Members of the Forum note the content of the report and where appropriate seek clarification.

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BACKGROUND PAPERS

NONE.

7.2 Appendix A

