

Highways Committee

19 March 2010

Unclassified Road Rear of Waldron
Street, Bishop Auckland



Proposed Prohibition of Driving Traffic
Regulation Order

Report of Ian Thompson , Corporate Director, Regeneration and Economic Development

1.0 Purpose of the Report

- 1.1 To advise Members of an objection to the proposed prohibition of driving order for the rear of Waldron Street, Bishop Auckland.
- 1.2 This report requests that Members endorse the proposal for the setting aside of the objection and allow the scheme to be introduced.

2.0 Proposal

- 2.1 To make a Traffic Regulation Order to Prohibit Driving on the access road to the Rear of Waldron Street, Bishop Auckland.

3.0 Background

- 3.1 Durham County Council were originally contacted in 2003 by the owners of number 35 Waldron Street, Bishop Auckland. The gap in the street between numbers 34 and 35 is 3m wide and bridged by an archway which leads to a narrow back street, which again is 3m wide. Vehicles accessing the rear of Waldron Street and the adjacent Edward Street need to use the archway. The residents of number 35 had concerns regarding damage which had been caused to their property by vehicles using the alleyway. The County Council offered to erect a height restriction sign on the archway provided we received written confirmation of agreement from the resident. No further contact was received.
- 3.2 In the following years, the County Council had discussions with Cunningham Lindsey Structural Engineers who were acting on behalf of the residents of number 35 Waldron Street. Copies of a structural report for number 35 Waldron Street were supplied concluding that damage to the soffit of the alleyway had been caused by vehicular impact. Again, the County Council offered to erect a height restriction sign provided confirmation of agreement was given but no further contact was received.

- 3.3 Prior to 2009, consultation exercises had been carried out with the local residents regarding the prohibition of driving through the alleyway. All of these exercises had resulted in objections being submitted which could not be resolved.
- 3.4 In December 2008/January 2009, contact was re-established by the residents of no. 35 Waldron Street and it was agreed that a further consultation on a prohibition of driving order would be undertaken. The residents of no. 35 also agreed to have height restriction signage attached to their property.
- 3.5 In February 2009, height restriction signage was erected on the soffit of the archway.

4.0 Statutory Consultation

- 4.1 An initial consultation exercise was undertaken with the local residents and 2 no. objections were received, 1 of these objections was subsequently withdrawn. The statutory consultees were also consulted and no objections were received.
- 4.2 The Traffic Regulation Order was drafted and advertised as per the requirements of the Road Traffic Regulation Act 1984 with the objection period ending 17 September 2009.

5.0 Objection

- 5.1 The resident of number 11 Edward Street has objected to the proposal at every stage of the ongoing consultation exercise.
- 5.2 The objector states that the alley is a right of way and sees no reason to close it off as height restriction signage is already present.
- 5.3 The objector had previously objected to the proposal on the grounds of limited access. The proposal is to hold the key for the bollard in the Southern Area Office and provide contact details on site.

6.0 Response

- 6.1 *There are no plans to completely prevent vehicular access through the alleyway and pedestrian access will be maintained. Evidence has been submitted detailing damage caused by use of the alleyway by inappropriate vehicles and it is this practice which we are intending to prohibit. The rear of Waldron Street is a narrow lane and there is a sharp bend into it from the alleyway which would be difficult to negotiate for any vehicle larger than a car.*
- 6.2 *There were originally no plans to issue any residents with a key for the bollard on a permanent basis. It is considered that this could lead to misuse of the system with the bollard not being erected after use. However, as part of the consultation exercise with the objector it was agreed that a key could be given on a permanent basis to minimize the disruption of the scheme.*
- 6.3 *The accident database has been checked and there have been no recorded accidents at this location since 2001.*

7.0 Local Member Consultation

7.1 The Local Members, Councillors Harrison and Zair, were both consulted and offered no objection to the proposal.

8.0 Recommendations and Reasons

8.1 It is RECOMMENDED that the Committee endorse the proposal to set aside the objection and proceed with the implementation of the Traffic Regulation Order.

Background Papers

Correspondence on Office File

Copies of correspondence have been placed in the Members' Resource Centre

Contact: Lee Mowbray Tel: 01388 602028

Appendix 1: Implications

Finance

The scheme is to be funded using the Southern Area Revenue Budget.

Staffing

None

Equality and diversity

None

Accommodation

None

Crime and disorder

None

Sustainability

None

Human Rights

None

Localities and Rurality

As detailed in the report.

Young people

None

Consultation

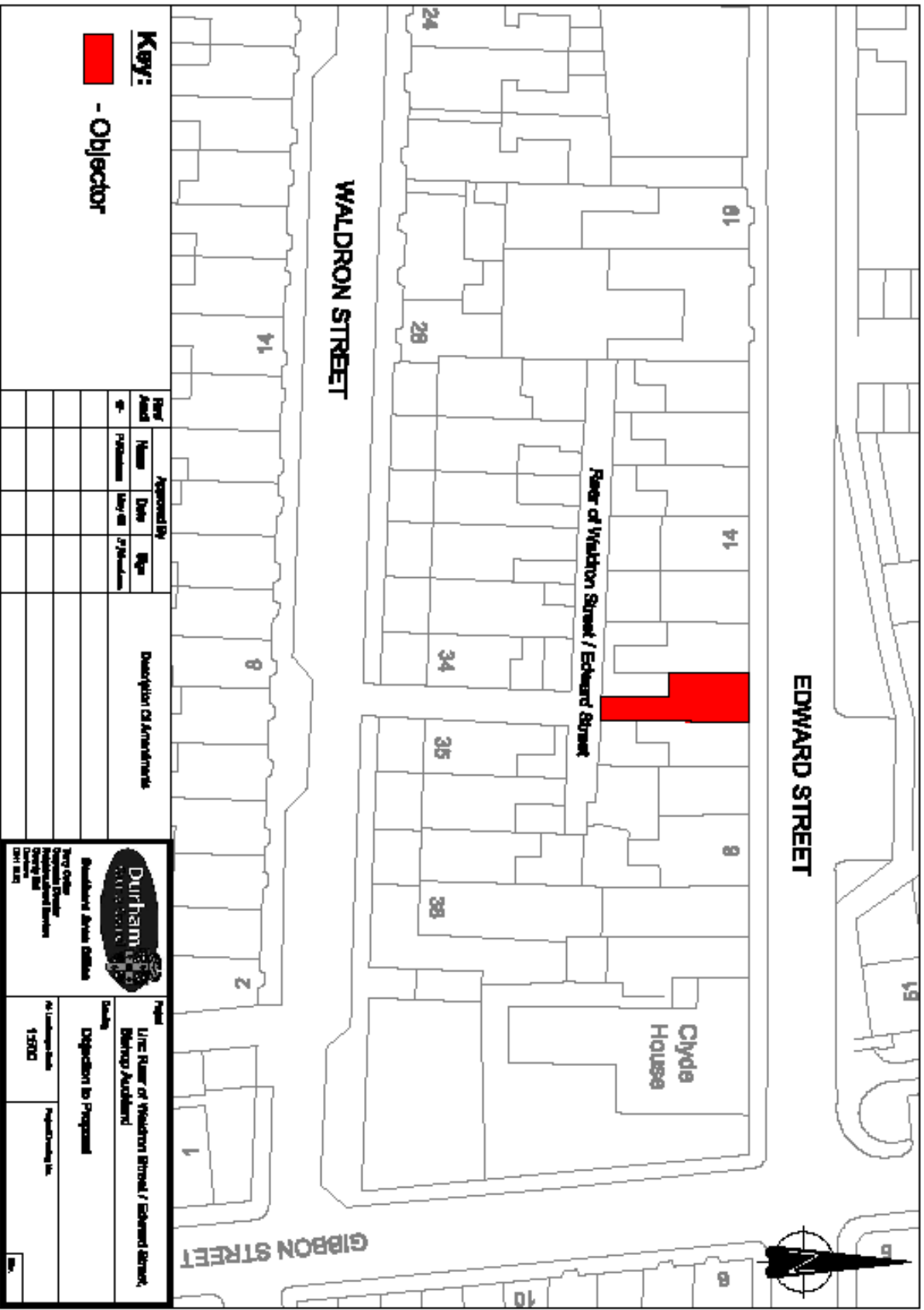
Completed in accordance with the Road Traffic Regulation Act 1984.




Alleyway between No. s 34 / 35 Waldron Street



View up Rear of Waldron Street



Key:
 - Objector

Byg Appl No.	Name of Applicant	Approved By		Description of Amendments
		Date of Approval	Sign ature	

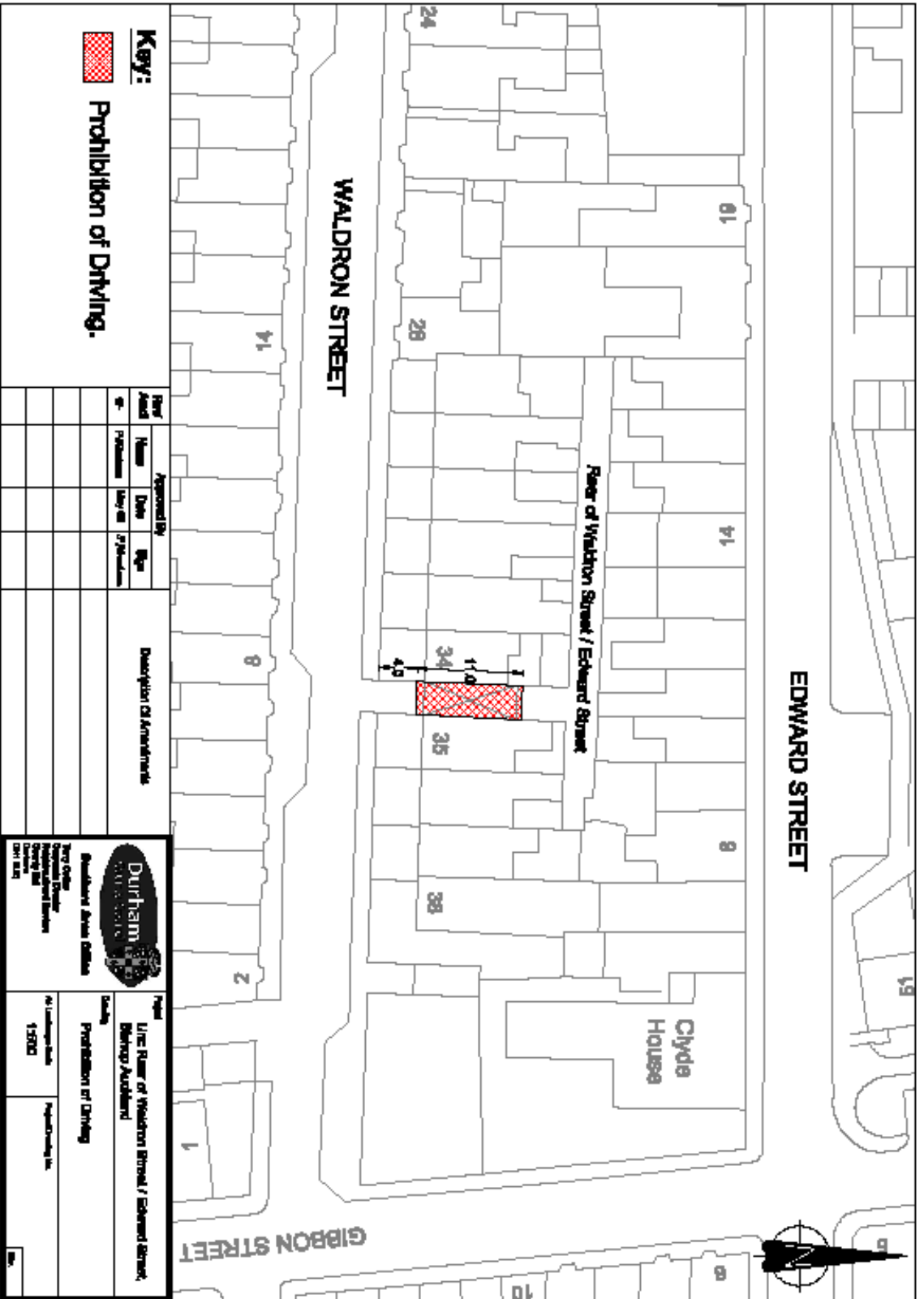


Project
 Line Rear of Waldron Street / Edward Street,
 Building Attached

Scale
 Expansion to Proposal

PL/Unapproved/Other
 1/5000

Prepared/Drawn/Iss.



Key:
 Prohibition of Driving.

Row	Item	Approved By	Date	Sign
1	Prohibition			

Description of Amendments



Project	Line Item of Waldron Street / Edward Street, Block A, Parcel 34
Fee	Prohibition of Driving
Fee Schedule	\$1,500
Project Number	