

Highways Committee

2 December 2010

**Proposed Traffic Regulation Order:
Lombard Drive, Chester-le-Street.**



Report of Terry Collins, Director of Neighbourhood Services Councillor Bob Young, Cabinet Portfolio Member.

1.0 Purpose of the report

- 1.1 To advise the Committee of representations received with regard to a Traffic Regulation Order recently proposed for Lombard Drive, Chester-le-Street.
- 1.2 This report requests that the Committee consider and determine the representations made during the informal consultation to the proposals. The Council has not received a response to the statutory consultation.

2.0 Background

- 2.1 Representations have been made by the County Division Member, Police and local residents with regard to the inconsiderate parking associated with school drop-off / pick-up times.
- 2.2 Following these concerns a waiting restriction scheme was entered onto the Local Member's Pool List of Schemes for consideration.
- 2.3 The Council, in conjunction with the Police, considered the parking / congestion issues surrounding the school and narrowness of Lombard Drive. A proposed scheme was prepared to introduce a series of restrictions along Lombard Drive including "at any time" and "8am to 6pm" restrictions. These would supplement the existing school keep clear markings. The proposed scheme, whilst aiming to reduce congestion in the vicinity of the school entrance, also included provisions at the junction of Lombard Drive and Newcastle Road.
- 2.4 An informal consultation exercise was undertaken with affected residents and the school on Lombard Drive, Chester-le-Street from 15 March to 5 April 2010, where a total of 16 properties were issued with details of the proposed scheme and their occupants invited to comment. In addition, statutory consultees such as the emergency services were also informed of the proposals and their comments invited.

- 2.5 Of the 16 letters delivered to affected residents and the school, a total of 4 replies were received from individual properties. Of the 4 replies, three were in favour, and 1 was opposed to the scheme in its original form.

3.0 Public Representations

- 3.0 The one representation to the scheme (not the full letter) is reported together with the Council's response:

3.1 Representation 1

"In conclusion, whilst we do not feel that restrictions are necessary at all in the morning, we would agree that a short period would be acceptable, say 8.15am until 9am, Monday to Friday. The reason why we would prefer an 8.15am start time is that one of our vehicles is parked outside our property overnight and always leaves between 8am & 8.10am. As there is no increase in traffic prior to 8.30am we cannot see that there is any logical reason for starting the restriction at 8am. Starting at 8.15am would allow a degree of flexibility for ourselves & the surrounding residents.

With regard to the afternoon period, a few cars are arriving at about 3pm, then the numbers increase in the next 30 minutes, but all problems have cleared before 4pm, so we cannot see why the restrictions should not just cover that period i.e. 3pm to 4pm Monday to Friday only."

Response: As a result of the consultation exercise with the residents, school and associated stakeholders, the Council has agreed to reduce the times of the waiting restrictions in the vicinity of the school to cover the school's start and finish times (i.e. Prohibition of Waiting 8am to 9.30am and 3pm to 4 pm, Monday to Friday which corresponds to the times of the School Keep Clear clearway) although this does not fully satisfy the respondent.

4.0 Statutory Representations

- 4.1 The Ambulance Service and Durham Constabulary have both offered their support to the proposals.

5.0 Local Member Consultation

- 5.1 Councillors J Cordon and P May are fully supportive of the proposals.

6.0 Recommendation and Reason

- 6.1 The Committee is recommended to endorse the revised proposal (of 8am to 9:30am and 3pm to 4pm), set aside the representation and approve the scheme.

- 6.2 The Council has amended the proposal to reflect the wishes of the respondent but also coordinate with existing restrictions. The resulting restriction should balance the needs of residents with reducing the congestion that occurs during school opening/closing times and provide a consistent period for enforcement.

7.0 Background Papers

The background correspondence is held on the Office File. Copies of correspondence have been placed in the Members' Resource Centre.

Contact: David Battensby Tel: 0191 332 4404

Appendix 1: Implications

Finance

Funding will be provided by Chester-le-Street Traffic Regulation Order Revenue Budget.

Staffing

None

Equality and diversity

None

Accommodation

None

Crime and disorder

The proposal is likely to result in a resumption of some anti-social speed related offences

Environment

None

Human rights

None

Localities and Rurality

None

Young people

None.

Consultation

Consultation, both informal and statutory, with affected residents, the school and statutory organisations.