

Highways Committee

29 September 2010



Objections to the Traffic Regulation Order (SEAHAM) (PROHIBITION and RESTRICTION OF WAITING and PROHIBITION OF LOADING/UNLOADING) ORDER 2010

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

1.0 Purpose of the Report

- 1.1 To advise members of 11 objections received following the formal advertising of a Traffic Regulation Order for Seaham, the effect of which would be to re-advertise existing restrictions in advance of Civil Parking Enforcement (CPE)

This report requests that members endorse the proposal to proceed with making the Traffic Regulation Order.

2.0 Background

- 2.1 CPE was introduced in Durham District in October 2008 with the intention to develop CPE in the North of the County in 2010 and the South in 2011.
- 2.2 CPE means that local authorities are responsible for enforcing on-street parking controls instead of the police. CPE gives local authorities greater control over the reduction of illegal or inconsiderate parking. This helps law-abiding drivers, and also benefits pedestrians, cyclists, the emergency services and bus passengers
- 2.3 The North of the County consists of the main town centres of Chester le Street, Consett, Stanley, Seaham and Peterlee. The area also contains numerous small to medium sized settlements.
- 2.4 If CPE is introduced the Council will be able to issue Penalty Charge Notices where a parking contravention occurs. The Penalty Charge will be recovered through the County Court process if it remains unpaid. Civil Parking Enforcement (CPE) allows the Council to link parking enforcement in car parks and on-street with other transport priorities: reducing congestion and promoting road safety
- 2.5 In accordance with Statutory Instrument 2489 (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) proposals were

formally advertised in the press and posted on street on the 4th June 2010, and maintained for 21 days.

- 2.6 Following objections to the proposed Order, amendments were made to the limited waiting restrictions and loading bays and affected frontages were then re-consulted by letter on 19th July 2010. Objections to the revised proposals were also received. Three objections were received stating concerns about potential detrimental effects on small businesses.
- 2.7 Clearly an acceptable compromise can not be reached and therefore it is proposed to pursue the original advertised proposals which reflect the current situation.

3.0 Objections

As a result of the formal advertising of the Traffic Regulation Order known as (SEAHAM) (PROHIBITION and RESTRICTION OF WAITING and PROHIBITION OF LOADING/UNLOADING) ORDER 2010, 11 objections were received. A summary of the objections is as follows.

Objectors 1-10

The objectors are concerned that they will have nowhere to park. They say the County Council is changing the parking in Seaham. They believe the car parks are full to capacity. They want free parking where they can carry out their duties to the community in a timely and safe manner.

Response

There are numerous car parks in Seaham, as shown on the attached plan. There are approx 202 spaces available for free parking. The proposed Traffic Regulation Order does not change the current restrictions and the amount of parking will not be reduced.

Objector 11.

The objector believes that the proposals are unfair and potentially detrimental to businesses. He believes that the public are being driven away towards Byron Place. He believes that to impose parking restrictions will drive people out of the area.

Response

Surveys suggest that the current loading and limited waiting bays are not regularly enforced and therefore they are occupied by people parking all day. Drivers wishing to utilise the businesses in the area inevitably find there are no spaces available for short stay or loading purposes (see photographs). The introduction of Civil Parking Enforcement will ensure that the bays are used in accordance with the Traffic Regulation Order. This means transferring long stay vehicles to more appropriate locations which will generate greater availability to short stay vehicles.

Objector 12.

A previous order for Princess Road was taken to Highways Committee on 12th June 2009. Whilst the proposals reflect the current Traffic Regulation Order the contractors have been unable to lay the correct markings because of parked vehicles. The objector has taken this opportunity to object again to the introduction of waiting and loading restrictions on Princess Road.

Response

The Highways Committee looked at the same objections and agreed to set aside the representations and proceed with the Traffic Regulation Order.

4.0 Recommendations and Reasons

- 4.1 The Committee is recommended to endorse the proposal to set aside the objections and proceed with the Traffic Regulation Order as advertised.

Background Papers

Office Files

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