



Highways Committee

Date Friday 5 July 2019

Time 9.30 a.m.

Venue Committee Room 2 - County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meetings held on 1 February, 1 March and 20 March 2019 (Pages 3 - 20)
4. Declarations of Interest, if any
5. Crook - Parking & Waiting Restrictions Order 2019 - Report of Corporate Director of Regeneration and Local Services (Pages 21 - 36)
6. Sedgefield – Parking & Waiting Restrictions Order 2019 - Report of Corporate Director of Regeneration and Local Services (Pages 37 - 66)
7. Newton Aycliffe – Parking & Waiting Restrictions Order 2019 - Report of Corporate Director of Regeneration and Local Services (Pages 67 - 88)
8. Willington - Parking and Waiting Restrictions Order 2019 - Report of Corporate Director of Regeneration and Local Services (Pages 89 - 108)
9. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Lynch

Head of Legal and Democratic Services

County Hall
Durham
27 June 2019

To: **The Members of the Highways Committee**

Councillor C Kay (Chair)
Councillor S Morrison (Vice-Chair)

Councillors D Bell, H Bennett, G Bleasdale, J Chaplow,
J Considine, S Dunn, D Hicks, K Hopper, S Hugill, K Liddell,
O Milburn, R Ormerod, J Rowlandson, P Sexton,
J Shuttleworth, A Simpson, K Thompson, J Turnbull and
M Wilson

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2 - County Hall, Durham on **Friday 1 February 2019 at 10.30 a.m.**

Present:

Councillor C Kay in the Chair

Members of the Committee

Councillors D Bell, H Bennett, J Considine, D Hicks, S Morrison (Vice-Chairman), R Ormerod and P Sexton

1 Apologies

Apologies for absence were received from Councillors G Bleasdale, J Chaplow, K Hopper, S Hugill, K Liddell, O Milburn, J Shuttleworth, A Simpson, J Turnbull and M Wilson.

2 Substitute Members

There were no substitute members present.

3 Declarations of Interest

Councillor J Considine informed the Committee that, as one of the local members, she had come to a provisional view to support the application. However, her view was not conclusive and Councillor Considine wished to listen to the proceedings of the meeting prior to making an informed decision at the conclusion of the debate.

The Legal Advisor informed the Committee that under the circumstances it was acceptable for Councillor Considine to participate in the decision making process.

4 Proposed creation of public bridleway using compulsory powers Highways Act 1980 Section 26 - Red House near Oxen Law, Muggleswick

The Committee considered a joint report of the Corporate Director of Regeneration and Local Services and Head of Legal and Democratic Services regarding a proposal to create a public bridleway under Section 26 of the Highways Act 198 at Red House near Oxon Law within Muggleswick parish (for copy see file of Minutes).

The Senior Rights of Way Officer provided the Committee with a detailed presentation of the area which was located on the tops of the North Pennines Area of Outstanding Natural Beauty. The route was popular with walkers, horse riders and cyclists. As part of the presentation the Committee viewed a location plan and video which showed the route from A to B. Photographs of the farm track, fence, grassed field, Oxen Law and footpath no. 22 through the farm were also shown. Strava heat map data (Strava is a mobile application which recorded user activity on trails) was shown from the previous two years which evidenced the importance of the Waskerley Way and Red House Route. The heat maps showed that people were still using Red House, even though people had been challenged at times, using the route.

The route linked the minor highway network between Tow Law and Castleside with the Council owned Waskerley Way which formed part of the C2C (Coast to Coast) cycle route. Problems arose when people were being challenged and gates were being locked. The highway status of a section of unclassified road (UCR) 18.3 from near Oxen Law to Red House had been vociferously challenged by the owner since at least 2014. Investigations resulted in it being concluded that the route should not have been shown on the list of streets within Muggleswick parish.

A number of accommodation providers, in particular Bee Cottage B&B had reported a decline in their business due to the difficulty for cyclists to gain access to/from the C2C via Red House in recent years.

Consultations had been carried out with relevant landowners affected. Those objecting included the private landowner who was represented at the meeting by their legal representative; and a rights of way/highways campaigner who considered that the Council could not create a bridleway over land that was already recorded as a highway. The local parish council, Muggleswick Parish Council, had expressed concern over the potential health and safety implications of horses passing through a working farm.

In terms of the objections, the highways/rights of way campaigner stated that a bridleway could not be created on a route already shown on the list of streets and that the Council should not consider as incorrect the depiction of the route as a highway on the list of streets. It had been explained to the objector that the Council would be removing the route from the list of streets before any order was made therefore avoiding the legal problem highlighted. The Council's highway record for the section of track had been provided which detailed how the records point to a mapping error from the 1970s.

Cycling, walking and horse-riding representatives had expressed their support for the proposal along with Lanchester Parish Council, one of the local County Councillors, Councillor Jude Considine. DCC land managers for the Waskerley Way length of the route were also agreeable to the proposal.

The Committee were informed that the proposed creation of any highway must connect two places of public resort, normally another highway. The Waskerley Way was not a highway/public right of way, so the proposed bridleway could not terminate at a point on the railway path and would need to continue to another highway. This meant that the proposal not only included the section marked A to B on the report, from the point where unclassified road 18.3 terminated at the Lanchester/Muggleswick parish boundary, along a farm track to Red House and the Waskerley Way but also to B-C, along the line to unclassified road 17.2 at Waskerley Village. These points were shown on the plan at Document A of the report. The bridleway would be at a width of 3 metres.

The Committee were appraised of the relevant legal framework for which the statutory provision was contained in Section 26 of the Highways Act 1980.

The Committee then heard from a supporter for the proposal who was a part-time farmer from the Consett area, with two-rights of way running through his own farm. The supporter was also a trustee of Project Genesis and a keen cyclist. He had been involved in setting up the C2C in the early 1990s which had won a global tourism award. He had never witnessed any conflict with livestock nor any farm machinery along the route. The route served as a quiet, short, well surfaced link to other circular routes, which crossed the A68 on a level gradient with good sightlines. The supporter then referred to the 'alternative routes' one of which was rutted and foot deep with water, destroyed by 4x4 vehicles. Another route via Whitehall accessed directly onto dangerous roads and was not suitable in the slightest. All are in any case counterintuitive for those accessing the C2C.

The supporter felt that the order was necessary to confirm the vital link which was a safe connection to a series of routes and circular routes for walkers, which also served the needs of cyclists and was of both strategic and local significance.

The Committee heard from the representative of the landowner who explained that Red House was a livestock farm, part of a large farming enterprise. The reasons for objection included the disruption and the effect on the value of the property which would be substantial, conflict with agricultural vehicles and livestock, biosecurity issues and the fact that there were alternative routes nearby which negated the need to use the route through Red House. Additional documentation had been circulated to the Committee prior to the meeting from the landowners Chartered Surveyor. The document detailed the impact of the proposal presented to the Committee and the impact of three alternative routes. Detail was also provided of the impact in terms of a valuation of Red House Farm and the compensation that would be claimed from the Council should the proposal outlined in the report be agreed.

The legal representative for the landowner explained that the emotive element for the Committee was the 'question of need' and given the existence of nearby access routes into Waskerley Way it was felt the need had not been demonstrated. The

existing access was in an extremely poor condition and had not been maintained. The legal representative failed to see the equality in the proposal as presented.

The County Council's Legal Advisor explained that the local search made in respect of the purchase in the 1970's was not an issue for the Committee. The matter was a separate issue for the landowner to pursue if he felt it advisable to do so. The Legal Advisor referred the Committee to the references in Paragraph 15 of the report, that whilst article 1 to the first protocol (peaceful enjoyment of property) and article 8 (right to respect for family, private life and home) were engaged, it was important to note that these rights were not qualified, not absolute, which meant that they could be interfered with in so far as such interference was in accordance with domestic law and was necessary in a democratic society for the protection of the rights and freedoms of others. It was also considered that any interference occasioned by the making of a Creation Order was both in accordance with domestic law (the Highways Act 1980) and was in the public interest as it is necessary in a democratic society for the protection of the rights and freedoms of others, namely the public who wish to use the way. Relevant in-play was qualified and there was sufficient justification.

The Senior Rights of Way Officer informed the Committee that the alternative routes referenced by the landowners representative had been considered and were deemed to be longer, less direct, hillier and would require the construction of a new track and other works making them an inferior and more expensive option.

Councillor J Considine addressed the Committee as the local member and explained that she had received representations from residents within her electoral division, including cyclists and walkers. Councillor Considine appreciated the impact and was sympathetic of the situation as presented by the landowner but preferred to support the recommendation detailed in the report having listened to the representations made.

Councillor P Sexton explained to the Committee that he was a keen cyclist and familiar with the area. Councillor Sexton felt that the assessment of the proposal was incorrect and that the Council had not demonstrated the need for the proposed route. It had been stated that the Red House route was more suitable for a 'wider audience', however, Councillor Sexton felt that if an individual was going out to exercise on a bike the proposed creation of the route defeated the object. Councillor Sexton noted evidence of tyre tracks on the route, which demonstrated off-road and farm activity. Having listened to the representations made by the legal representative of the owner, Councillor Sexton felt that he could not support the proposal.

Councillor Sexton also queried if the road was owned by the landowner which could potentially result in trespassing in the area. The Senior Rights of Way Officer confirmed that a highway can cross private land.

Councillor R Ormerod felt that the countryside should be open to as many people as possible and felt that the proposal provided for this with any necessary compensation claim open to the landowner.

It was explained by the Council's legal representative that the compensation aspect was not decided upon by the Committee, it should not be a factor in terms of decision making. Councillor Sexton explained that knowing the routes and the nearby alternatives, he failed to see the need for the creation of the new bridleway.

The Chair asked Councillor J Considine that given her earlier representations in support of the recommendation, was she minded to move the making of a creation order in accordance with the recommendation detailed in the report. Councillor Considine moved the recommendation contained in the report.

Councillor R Ormerod seconded the proposal.

Resolved

(i) That the Committee agree to the making of a Public Bridleway Creation Order under the provisions of Section 26 of the Highways Act 1980 (combined with a Definitive Map Modification Order) for the length shown A, B to C on the plan shown at Document A of the report.

(ii) The Order subsequently being confirmed as an unopposed Order or referred to the Secretary of State for determination in the event of objections.

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2 - County Hall, Durham on **Friday 1 March 2019 at 9.30 a.m.**

Present:

Councillor S Morrison in the Chair

Members of the Committee

Councillors D Bell, G Bleasdale, S Dunn, A Gardner, D Hicks, K Liddell, O Milburn, R Ormerod, A Simpson, J Turnbull and M Wilson

Also Present

Councillor D Freeman

1 Apologies

Apologies for absence were received from Councillors J Considine, S Hugill, C Kay, P Sexton and J Shuttleworth

2 Substitute Members

There were no substitute members present.

3 Minutes

The minutes of the meetings held on 20 and 23 November 2018 were agreed as a correct record and signed by the Chair.

4 Declarations of Interest

There were no declarations of interest in relation to any items of business on the agenda.

5 Bishop Auckland - Parking & Waiting Restrictions Order 2019

The Committee considered a report of the Corporate Director of Regeneration and Local Services which proposed a number of changes to a Traffic Regulation Order covering Bishop Auckland (for copy see file of Minutes).

The Committee were informed that five separate areas had been reviewed as part of the traffic regulation order, with the proposed changes to three areas, attracting objections. The areas which had attracted objections were as follows:

Rear of the Newgate Centre, Tenters Street

A request had been received to introduce a loading only area in a bid to address obstructive parking and improve access for HGV's to the rear of the Newgate Centre. The proposal was supported from the local County Councillors, Bishop Auckland Town Council and Durham Constabulary. There had been six objections to the proposal.

The Committee were informed that the Newgate area was a retail area. Five objections related to the loss of free parking around the area. The proposed restrictions would enable current and potential new businesses to have access to the loading area of the Newgate Centre, which was currently unrestricted. Vehicles were often parked at the location and blocked access to the loading area. Some vehicles were believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day. Also included within the proposals were limited waiting parking bays to allow customers to park and use the local businesses, a disabled bay and taxi only parking bays. It was felt that vehicles blocking access to the loading area did have a detrimental effect on the businesses within the Newgate Centre and Newgate Street and could deter potential new businesses from taking residence within the area. Alternative parking was available in the surrounding area as well as the Newgate Centre car park and car parks on North Bondgate, Tenters Street and Kingsway.

Councillor O Milburn queried the use of the multi-storey car park at Newgate. The Strategic Traffic Manager confirmed that the car park used to be a Durham County Council car park and was now leased to Newgate Centre. The top level was very rarely used and the cost of parking was reduced to encourage use, however, it was a very large car park and available to use.

Councillor Turnbull queried if the management of the Newgate Centre could ask staff/business owners to utilise the multi-storey car park. The Strategic Traffic Manager confirmed that this arrangement could be offered.

The Strategic Traffic Manager informed the Committee that the Council were currently in discussion to introduce a further car park on Kingsway.

Durham Road

A request was received from Durham Constabulary to introduce formal restrictions on Durham Road to address obstructive parking, improve visibility and safety issues. There was support from Durham Constabulary and the local County Councillors. There had been two objections to the proposals.

The Committee were informed that the proposal was to introduce a double-yellow line restriction on the north and south sides of the road. Vehicles currently parked on the unrestricted sections of Durham Road forcing overtaking vehicles to cross the solid white lines. The no waiting at any time restrictions would reduce the need

to undertake this manoeuvre. The restrictions were required on both sides of the carriageway to ensure vehicles were not forced across the solid white lines. 21 respondents were in favour of the proposals and 2 were against the proposal, feeling that it was an inconvenience which provided no benefit. The other objector felt that the problem relating to speeding vehicles was near the dip (Durham Chare area).

Councillor Gardner explained to the Committee that he travelled the route regularly and fully supported the proposal as the present situation needed addressing.

Referring to the objections relating to Durham Road, Councillor Dunn explained that properties on Durham Road were large, detached properties with large drives and adequate access. Councillor Dunn fully supported the request by the Police.

Gib Chare/Castle Chare

A request was received from a local County Councillor in a bid to address obstructive parking and improve pedestrian access to Castle Chare located near to a historical fountain and pedestrian routes. The proposal was supported by the local County Councillor and Durham Constabulary. There was one objection to the proposals.

The Clerk informed the Committee that Councillor Zair was unable to be present at the meeting but wished for the following statement to be read out:

In relation to Gib Chair/Durham Chair, I submitted a petition from residents of the Dell and the Willows regarding obstructions to their drives. I receive complaints about cars and vans parking within The Dell and the Willows. Once the new restrictions come into place and things do get worse, I hope that residents parking can be implemented.

For anyone who knows the area between Castle Chair and the Historic Fountain there were a series of steep steps surrounded by trees. Whilst there have been pruning works carried out I feel that a handrail needs to be fitted for people's safety, particularly for use during wet weather and with Autumn when the steps are extremely slippery. Councillor Zair also wished for the installation of some lighting to make this area safer because it was extremely dark.

Moved by Councillor J Turnbull, Seconded by Councillor S Dunn and

Resolved

The Committee endorsed the proposal as presented and recommended to the Corporate Director to proceed with the implementation of the Bishop Auckland: Waiting and Parking Restrictions Order.

6 Durham City North East - Parking & Waiting Restrictions Order 2019

The Committee considered a report of the Corporate Director of Regeneration and Local Services which proposed the introduction of permit parking at Gilesgate and St.Giles Close in a bid to address obstructive parking and improve parking availability for residents. Following this, a request had also been received from the Fowlers Yard working group to address obstructive parking and improve the loading and unloading facilities. There was support from both local County Councillors and Durham Constabulary in relation to both proposals (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that there were no objections received relating to the proposal at Fowlers Yard, however, there had been several objections to the Gilesgate/St.Giles Close permit parking proposal.

The proposed restrictions relating to the introduction of a permit parking scheme would improve the parking availability for residents of Gilesgate and St Giles Close. The area was at present, unrestricted, meaning that vehicles could be parked at the location without time limit. Some vehicles were believed to be staff commuting to work or students who parked their vehicles in this location for the full duration of the day. Within the proposals there were times that only residents with permits would be able to park their vehicles, reducing the amount of all-day parking in this location. The majority of residents had replied in favour of the scheme with 26 responses in favour and a total of 7 against. The request was received, by way of the introduction of 'permit parking' from local residents in a bid to address long stay commuter parking in the area. A survey was conducted, in line with Council policy to determine if the area was suitable for permit parking and the relevant criteria was met. Six objections were submitted at the informal stage of consultation and one objection was submitted at the formal stage. The objections received at both stages were summarised to the Committee and were detailed in the report.

Councillor Freeman informed the Committee that Gilesgate was the only area outside of the parking zone which created a problem for residents. 26 people supported the proposals from a limited number of properties which demonstrated clear support for the proposals to go ahead. The scheme was much needed and would be most welcomed. The objection came from someone who was not a resident and operated a business of holiday lettings. Councillor Freeman also queried why three parking permits were offered to households and felt that two permits would be sufficient.

The Committee then heard from a local resident. The resident lived at 147 Gilesgate, who explained that one of the objections detailed in the report related to his representations but was not an objection. The resident gave examples of vehicles that had been parked in the area for 3 weeks, without ever moving once. Other spaces were taken up by commuters and students. The resident was delighted that the overall majority.

The Strategic Traffic Manager informed the Committee that that three permits were offered for areas further outside the City Centre, two permits were offered within the City Centre itself and didn't see the reduction in permits as being an issue. However, the expectation for residents, was that three was a maximum of three but they didn't have to accept three.

Councillor R Ormerod expressed his support for the proposals relating to Fowlers Yard and was happy that a solution had been found with the Peoples Theatre which was run entirely by volunteers

In relation to Gilesgate, Councillor Ormerod had sympathy with the residents, given that there were no restrictions currently. There was no perfect solution but felt that permit parking was the best option.

Councillor Dunn applauded officers for the scheme but felt that permits should be limited to two permits per household in the area. There was a clear need for people to get to St. Giles and deposit for a certain length of time. There were HMO's in the area, some with around six students. Durham University encouraged students not to bring cars, however, it could not prevent them from doing so. The scheme would restrict the impact of people living in the location.

Moved by Councillor R Ormerod, Seconded by Councillor A Simpson and

Resolved

That the Committee endorse the proposal, as amended and recommend the implementation of the Durham City North East: Waiting and Parking Restrictions Order to the Corporate Director of Regeneration and Local Services.

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber - County Hall, Durham on **Wednesday 20 March 2019 at 1.00 p.m.**

Present:

Councillor C Kay in the Chair

Members of the Committee

Councillors D Bell, G Bleasdale, J Chaplow, J Considine, S Dunn, K Hopper, S Hugill, K Liddell, O Milburn, S Morrison (Vice-Chairman), R Ormerod, J Rowlandson, P Sexton, J Shuttleworth, J Turnbull and M Wilson

Also Present

Councillor D Freeman

1 Apologies

Apologies for absence were received from Councillors D Hicks and A Simpson.

2 Substitute Members

There were no substitute members.

3 Declarations of Interest

There were no declarations of interest in relation to the item of business on the agenda.

4 Proposed reinstatement of bus stop on Hallgarth Street, Durham

The Committee considered a report of the Corporate Director of Regeneration and Local Services following a consultation regarding the proposed reinstatement of a bus stop at the southern end of Hallgarth Street, near Mountjoy roundabout, Durham City (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the County Council had been approached by Arriva who were proposing to re-route their southbound bus services on the Durham to Coxhoe corridor via Hallgarth Street. The reason behind the proposal related to the bus operator experiencing delays on the current exit route along Church Street.

Arriva felt that the re-route would save in the region of three minutes, improve punctuality and reduce the delays experienced at present. If the proposal were agreed, the exit service would travel down Hallgarth Street as opposed to Church Street. The inbound loop of the service would remain the same. The proposal would result in six bus services per hour being re-routed along Hallgarth Street.

There were currently no restrictions on bus vehicles along Church Street and Hallgarth Street. Both streets had restrictions on lorries and heavy goods vehicles. Bus companies were at liberty to use either street to but needed a bus shelter.

The Strategic Traffic Manager informed the Committee that the County Council worked regularly with all bus companies regarding the viability of their services. In this instance the outbound bus service was unreliable which was essentially due to the area being congested at Church Street upon exiting the city centre. Statistics had also shown that it was one of the most unreliable services in the North East. If the County Council didn't do something about the situation, the next port of call for bus companies would be the possibility to curtail elements of the service to local communities.

In terms of consultation the County Council had consulted on a number of matters including the placing of a bus stop sign, bus timetable, introduction of a bus stop clearway marking, the removal of three parking spaces and a raised kerb.

Six neighbouring properties, the local members and the local community association had been consulted and responses received. Responses had also been received from households slightly further away. Many of the comments were not related to the bus route or shelter and touched upon other elements such as pollution. The Strategic Traffic Manager informed the Committee that pollution and other factors were not in relation to decision. The remit of the Committee was whether to re-instate the bus shelter. Whether the bus service travelled up or down the street was a matter for the bus companies.

For completeness, all the objections had been summarised in Appendix 2 of the report. Of those responses which related to the reinstatement of the bus shelter, 10 responses related to the loss of three parking bays. The Strategic Traffic Manager advised that parking along Hallgarth Street was intermittent and there were 72 parking bays over the entire length of street.

Two objections related to the obstruction of a driveway. The Committee were informed that the driveway in question was protected by a keep clear marking and a double-yellow line, therefore there would be no impact on the drive itself in terms of an obstruction.

An objection had been received regarding the obstruction of the road. However, the Strategic Traffic Manager explained that there would be six buses per hour as

opposed to three parked vehicles and the proposal would result in less of an obstruction to vehicles.

Concerns were expressed regarding the access to a care home and the impact on the road for vehicles to pass and repass would be less.

An objection had been received regarding the cost of the scheme, although the Strategic Traffic Manager felt that the costs were fairly minimal in comparison to other Highways works and to clarify the current brick bus shelter was already owned by the Council.

In conclusion, the Strategic Traffic Manager advised that Arriva's proposal to reroute their services via Hallgarth Street would significantly improve punctuality of the service and therefore regain passenger confidence in those services and help protect bus service provision to the communities currently served on the Durham to Coxhoe corridor and beyond.

It was felt that there were no material grounds preventing the resumption of the location as a bus stop and although the rerouted bus services would add six vehicles per hour to Hallgarth Street, any marginal increase in congestion on Hallgarth Street would be offset by equivalent gains from the reduced movements on Church Street.

The Committee were recommended to resolve to endorse the proposal to reinstate the bus stop on Hallgarth Street in support of the Council's commitment to improve and promote more sustainable forms of transport.

Cllr Freeman one of the local members for the area explained that he had spoken to many residents from Hallgarth Street who had indicated that there was no demand in the street for the reintroduction of the bus stop. Arriva had referred to the levels of congestion in Church Street, the present bus route. He felt that the County Council should be trying to resolve congestions problems in Church Street, rather than adding more congestion problems in neighbouring streets. Councillor Freeman considered that it was unlikely that Arriva would see any actual benefit to reduce journey times. Hallgarth Street was severely congested at certain times of the day so it was perfectly possible that buses would become delayed in Hallgarth Street as they were in Church Street. The narrowness of street, which was very tight had seen a substantial amount of damage to cars. The area already experienced poor air quality and stationary buses would add to the problem. The loss of three parking spaces would be to the detriment of local residents who experienced problems with pay and display parking in the area. Relocating the bus stop would result in students who were currently picked up at Church Street having to cross two very busy roads to access the bus stop.

In response the Strategic Traffic Manager agreed with Councillor Freeman that there was absolutely no demand from residents. The proposal was simply a journey

time saving measure for bus services to people who lived outside the Durham City area and on the Coxhoe corridor. Councillor Freeman had suggested that both streets experienced congestion issues. However, even if both streets were free flowing the fact remained that the journey time would less. There were, at times, large number of queuing vehicles at the Church Street traffic lights given its layout. There were also many people utilising the crossing points at the location. The County Council had conducted much analysis with the bus company and both parties felt confident that the three-minute delay would be realised and that six buses per hour wouldn't cause any specific congestion.

The Committee then heard from a local resident. The resident explained that Hallgarth Street was a built-up street, where people lived for 52 weeks of the year. By comparison, Church Street had large open spaces to either side with a predominantly student population who only lived there half a year. The effect of pollution in both streets was very different due to the built up style of Hallgarth Street which almost formed a tunnel in which pollution built up. Adding diesel buses on this route would be extremely detrimental to the area. The resident referred to the photograph that had been shown to the Committee and considered that it did not reflect the true reality of Hallgarth Street, given that it was quiet, with no standing traffic and a minimal amount of parked vehicles. The street very rarely looked as depicted on the photo and felt that this was an unfair reflection of the street. It never looked like that. Standing traffic could often be witnessed in street all of the time and particularly at peak times of the day where the situation was far worse. The resident also explained that there were far more vehicles making deliveries given the increase in online shopping. The resident felt that buses would be further delayed taking the route. The Council had a certain obligation to the people of Durham City. The bus stop hadn't been used for 30 years or more, essentially for all the reasons stated, although the reasons were more acute now than they had ever been in 30 years.

Councillor J Shuttleworth informed the Committee that he knew the area well and could recall when buses used street. What had changed since that time was the increase in vehicles and the restrictive parking. Councillor Shuttleworth also felt that the picture shown to the Committee was deceiving and did not reflect the true reality of the problems experienced by local residents.

Councillor O Milburn queried how many bus stops would be lost on the route. The Strategic Traffic Manager confirmed that no stops would be lost as there were other bus services that utilised the bus stops at Church Street.

Councillor P Sexton asked if there was any evidence to suggest that the proposal would save time, other than the route being shorter. The Strategic Traffic Manager informed the Committee that the County Council had looked at route with Arriva over the entire route on every part of the corridor to the bus station. It was one of the worst performing routes, regionally. The largest, most unreliable section was the journey from Durham Bus Station to end of Church Street. It was evident that

services lost time regularly, not just at peak hours. The traffic lights at the Public House at the end of Church Street could be changed in the future but at this moment in time, there were no other gains to that would achieve the desired effect. Ticket machine data, GPS tracking data had been consistent in backing up the unreliable section of the service. Arriva had undertaken test runs and bus drivers had said they would prefer to drive down Hallgarth Street as opposed to Church Street.

Councillor S Dunn referred to the photo of Hallgarth Street and agreed with the other comments made that it didn't fairly reflect what the street looked like. Councillor Dunn travelled down the street all the time, understood the traffic flow and had also lost a wing mirror whilst stationary. Councillor Dunn also pointed out that Hallgath Street was used by various size vehicles such as prison vans, trucks and coaches. Councillor Dunn was speaking as one of the local member for Coxhoe and was speaking on behalf of residents of his area. Councillor Dunn agreed with the point made by the local resident that bus services shouldn't be allowed to ruin local communities. Kelloe was very deprived area where a lot of people didn't have cars. Kelloe had already lost out to a diluted service. Parts of West Cornforth were no longer served because of the bus company trying to save time on routes. Public transport was hugely important for people to go about their everyday lives in smaller villages and were used for shopping, doctors, hospital appointments, schools and work. The proposal presented would make a huge difference to his community. Three minutes did not sound like a lot time but would make a difference and was the solution that the bus operator and County Council had come to. Councillor Dunn felt it would be better if the County Council had a more strategic solution to put in place traffic sensors on buses and traffic lights and autoroute queues to avoid delays, technology which he felt had been available for a long period of time and moved the recommendation.

Councillor R Ormerod felt that the proposal had nothing to do with welfare of Hallgarth Street and explained that it was about convenience for Arriva and their profits, which was understandable and what any business should expect to do. However, Councillor R Ormerod felt that Durham County Council should be standing up for the people. He did not agree with the debate on the timings and felt that if the bus timetable was not realistic then it could be looked at without the need to bring forward the proposal which would be to the detriment of Hallgath Street.

Councillor J Turnbull sympathised with residents living at Hallgath Street and recalled a bus service that travelled the street many years ago. Councillor Turnbull felt that the bus operator was selective with their services, sometimes to the detriment of others and in some cases had left other customers stranded or cut-off. Councillor Turnbull felt that the route would not serve to be any quicker and suggested that the service would inevitably get held up at Milburngate roundabout and more specifically, at the SCOOT controlled Leazes Bowl roundabout.

Councillor O Milburn expressed concern about Arriva considering withdrawing services, having suffered from this previously in the community she represented where attempts were made to reorganise a service resulted in the loss of another and was concerned that Councillor Dunn's communities could be affected in the same way and seconded the recommendation. Councillor Milburn did wish to place on record that she had great sympathy with people living at Hallgarth Street and felt it was very polluting to have buses running through city centres in this way. Councillor Milburn asked officers if there was anything to be gained by getting Arriva to run more efficient engines on this route.

The Strategic Traffic Manager informed the Committee explained that the starting discussion with Arriva was regarding the cutting of services. It was only once the discussion developed into the more granular detail that the proposed solution came forward. Whilst there had been a lot of discussion in the Committee regarding pollution, the Strategic Traffic Manager explained that encouraging more people to use buses had to be the way forward to reduce pollution. The bus operator would ultimately decide what type of bus to use and as the fleet improves, with stop/start technology there would be potential benefits, however the decision made today would not have any impact on the situation.

The Strategic Traffic Manager referred to the point made by Councillor Dunn that he chose to travel the proposed route and fellow residents had made that choice because of the issues experienced at Church Street.

Councillor J Chaplow asked if the service could not exit through the Whinney Hill area of the city onto the roundabout. The Strategic Traffic Manager informed the Committee that there were services that exited through Whinney Hill, however, the road was narrower and more congested and personally could not advocate that option.

Resolved

Upon a vote being taken the Committee resolved not to endorse the proposal and would not wish to see the bus stop at Hallgarth Street reinstated.

Highways Committee

5 July 2019

Crook – Parking & Waiting Restrictions
Order 2019



Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Local Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships

Electoral division(s) affected:

Crook

1 Purpose of the Report

- 1.1 In accordance with part 3A of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Newton Aycliffe.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

2 Executive Summary

- 2.1 Within Civil parking Enforcement operational guidance, the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.

The County Council are proposing to introduce a number of changes to the parking and waiting restrictions within Crook following requests from businesses and residents. These changes are summarised below:

2.2 'No Waiting at Any Time' restrictions at:

- Hope Street Car Park (rear of doctors surgery)

- B6298 / Park Avenue Close junction
- Rear of Hope Street (adjacent to Dale Care)
- A690 / Dale View Junction
- Addison Street (adjacent to number 10)
- West End Villas
- Emerson Street / Dawson Street junction

2.3 'Blue Badge Parking' (max stay 3 hours, no return within 3 hours) at:

- Hope Street Car Park (rear of doctors surgery)

2.4 'Blue Badge Parking' (max stay 3 hours, no return within 4 hours) at:

- Market Place Car Park

2.5 'No Stopping Except Taxis' (Mon – Sat, 9am – 6pm) at:

- North Terrace (south side opposite TSB)

2.6 Restricted Parking (Mon – Sat, 8am - 6pm, 3 hours, no return within 4 hours) at:

- Market Place Car Park

2.7 Restricted Parking (Mon – Sat, 8am - 6pm, 30 mins, no return within 30 mins) at:

- Hope Street (adjacent to Bar 56)
- North Terrace (south side, adjacent to church)

2.8 Removal of Restrictions:

- Hope Street – Loading Bay to be shortened (adjacent to Bar 56)
- Emerson Street – NWAAT restrictions to be amended

2.9 14 objections were received during the initial consultation phase and 10 objections were received during the formal consultation phase. All objections related to Item 2.6.

3 Recommendation(s)

Committee is recommended to:

- (i) Endorse the proposal in principle to proceed with the implementation of the Crook: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

4.1 The initial consultation exercise was undertaken between the 9/3/18 – 16/4/18. The formal consultation exercise was undertaken between the 27/3/19 – 17/4/19.

4.2 Crook Market Place

The main proposed change will see the introduction of a 3 hour parking limit on the Market Place. This restriction will apply 8am – 6pm, Monday – Saturday and will have a no return within 4 hours. Parking surveys undertaken within the town in March 2017, indicated that this car park was full by 9am, with around two thirds of the vehicles remaining there the majority of the day. It is expected that the time limit will encourage a turnover of use and improve the economic vitality of the town. Displaced vehicles would be expected to park in one of the other non-restricted car parks within the town.

In addition to the above, since the date of the surveys an additional 81 staff have been relocated to the Civic Centre in the town from other County Council offices. This has placed an additional pressure on the availability of parking space within this area.

In conjunction with the above, it is also proposed to formalise the disabled parking bays on the Market Place. These bays will also be subject to a 3 hour, no return within 4 hours limit.

4.3 Hope Street Car Park

This car park is located behind the Doctors Surgery and is also very busy on a daily basis. Whilst no formal time limit is proposed for this location, it is proposed that the existing informal disabled bays and ‘no waiting at any time’ markings be formalised within the TRO to improve accessibility in this area.

4.4 B6298 / Park Avenue Close

It is proposed that ‘no waiting at any time’ restrictions be introduced on this junction to aid accessibility for the elderly residents of Park Avenue Close. Vehicles often park on the junction and obstruct the dropped kerbs at this location.

4.5 Rear of Hope Street

‘No waiting at any time’ restrictions are proposed to cover the rear access into Dale Care. There have been occasions in the past where vehicles have

obstructed the rear access and carers have been unable to access / egress the premises.

4.6 Hope Street

It is proposed that the large loading bay to the front of Bar 56 (Public House) be shortened so that an extra 2 parking spaces can be provided. These spaces would be limited to Mon – Sat, 9am – 6pm, 30 mins, no return within 30 minutes to fit in with the other restrictions nearby. The existing drop kerbs at this location would be relocated to suit.

4.7 North Terrace

At present, the southern side of North Terrace, adjacent to St Catherine's Church contains a 'no stopping except taxis, Mon – Sat, 9am -6pm' restriction. We are informed that this location is rarely used by taxis and so the intention is to remove it and provide additional 'Mon – Sat, 9am – 6pm, 30 minutes, no return within 30 minutes' bays.

One of the main criticisms of the current taxi area is that it is too far from the main shopping area of the town. With this in mind, it is proposed that space for 2 taxis be provided adjacent to the loading bay opposite the TSB bank on North Terrace. This bay will operate under a 'no stopping except taxis, Mon – Sat, 9am -6pm' restriction.

4.8 Emmerson Street / Dawson Street junction

The Central Methodist Church is located on Dawson Street and hosts a number of events / clubs on numerous nights of the week. It is proposed that the waiting restrictions on the aforementioned junction be amended to aid accessibility and visibility at this point.

4.9 West End Villas

No waiting at any time restrictions are proposed for the junctions entering West End Villas from the A689 to improve visibility and deter parking in unsuitable areas.

4.10 Addison Street

It is proposed to introduce a short length of 'no waiting at any time' restriction adjacent to number 10 / rear lane to maintain access.

4.11 A690 / Dale View junction

'No waiting at any time' restrictions are proposed for this junction to aid road safety and improve visibility. A number of vehicles regularly park on, or very close to this reasonably busy junction and it is anticipated that these restrictions will deter this.

5 **Objections – Market Place** **Initial Consultation**

5.1 Initial Consultation

- 14 responses against the proposals

The main theme running through the objections gathered during the initial consultation exercise indicated that the respondents felt that the current situation worked well. All of the objectors work in the town and use the Market Place to park on a daily basis. They feel that there are no viable alternative parking areas and they therefore feel that their only option should these restrictions be introduced would be to park in the surrounding residential streets.

It was also noted that a number of the objectors felt these proposals would hinder businesses and their staff and that ultimately the scheme would be counter-productive. They felt that the Market Place would be relatively empty if workers vehicles were removed. It was also noted that they felt the restrictions would deter customers from using the facilities and businesses in the town.

One objector also mentioned that they were opposed to parking charges being introduced.

5.2 **Response**

Prior to proposing this change, the County Council surveyed all of the car parks in Crook in an effort to better utilise the available parking space within the town. These surveys confirmed what is already evident, in that the Market Place operates at or near to capacity for the majority of the working day.

This car park is centrally located and is the most convenient for people who are both working or visiting the town. Unfortunately, around 70 of the 90 spaces are occupied by vehicles which do not move for 4 hours or more. Between 10am and 3pm, the Market Place car park runs at 90-95% capacity. It is widely accepted that an occupancy rate of around 80-85% is optimal when trying to encourage visitor usage as it

leads to them having an expectation of finding a space near to where they want to visit.

The same surveys indicated that there were an average of around 65 spaces available (in each hourly period) in the car parks near the Glenholme Boys Club and opposite the Football Club. Both these car parks can be reached on foot within 5 minutes or so from the town centre and would be a viable alternative option for parking for workers. Therefore, whilst it is accepted that the Market Place is the most convenient location for workers within the town to park it is also considered that it would be beneficial to all businesses within the town if the spaces within the Market Place were freed up for potential customers.

6 Objections – Market Place Formal Consultation

6.1 Formal Advert

- 10 response against the proposals

During the formal consultation period, the majority of the objections received came from County Council staff based in the Civic Centre. Their reasons for objection were similar to those cited by other town centre workers in the initial consultation. Comments were also received noting concern about parking availability for blue badge holders and for visitors attending the Coroner's Court.

Increased congestion and environmental pollution issues as a direct result of the proposals were also raised as a concern. Public transport was not deemed to be a feasible alternative for people travelling to the office from different parts of the County.

6.2 Response

These changes have been proposed to ensure an availability of parking spaces for people visiting the town to use the local services. The Market Place car park is full by 9am, with around two thirds of the vehicles remaining there the majority of the day.

The Market Place is the only car park within the town that would be subject to a time limit restriction. There are no plans to introduce any parking charges and there are no plans at present to introduce any restrictions on any of the other car parks within the town.

If the changes were introduced it would be expected that those working within the town would park their vehicles in one of the staff car parks to the rear of the Civic Centre, Arthur Street car park or in one of the car parks on the fringe of the town centre. The car parks at Glenholme and West Road have sufficient spare capacity on most occasions to accommodate town centre workers. These areas are a 5 minute walk from the Civic Centre and contain space for approximately 91 vehicles.

Vehicles displaying a valid blue badge may park in any of the timed parking bays for an unlimited length of time as they are exempt from the restriction. Therefore, with a blue badge a vehicles may park on Hope Street, North Terrace, Market Place etc for as long as they require without having to move their vehicle. The designated disabled bays in the Market Place will have a time limit attached to them to enable a turnover of space for blue badge holders at this location. If there is an event on at the Coroners Court, it is expected that the County Council's facilities team will make arrangements where possible to accommodate vehicles within one of the staff car parks.

The time limit on the Market Place should ensure that vehicles wishing to park there spend less time circling the area, thus reducing congestion and environmental pollution and providing more parking availability for potential customers.

7 Conclusion

(a) It is recommended that Members agree endorse the proposal in principle to proceed with the implementation of the Crook: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

Background papers

Correspondence and documentation in Traffic Office File:

\\dch-3900\arc2-sys2\$\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Crook\Traffic Regulation Orders (Parking
Restrictions)\2018 May

Contact: Lee Mowbray

Tel: 03000 263693

Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.

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Crook Parking & Waiting Restrictions Order 2019

Highways Committee
5th July 2019

Altogether better



The purpose of the Traffic Regulation Order for the Crook is to introduce the following:

- 'No Waiting at Any Time' restrictions at:
- Hope Street Car Park (rear of doctors surgery)
- B6298 / Park Avenue Close junction
- Rear of Hope Street (adjacent to Dale Care)
- A690 / Dale View Junction
- Addison Street (adjacent to number 10)
- West End Villas
- Emerson Street / Dawson Street junction

- 'Blue Badge Parking' (max stay 3 hours, no return within 3 hours) at:
- Hope Street Car Park (rear of doctors surgery)

- 'Blue Badge Parking' (max stay 3 hours, no return within 4 hours) at:
- Market Place Car Park

- 'No Stopping Except Taxis' (Mon – Sat, 9am – 6pm) at:
- North Terrace (south side opposite TSB)

- Restricted Parking (Mon – Sat, 8am - 6pm, 3 hours, no return within 4 hours) at:
- Market Place Car Park
-
- Restricted Parking (Mon – Sat, 8am - 6pm, 30 mins, no return within 30 mins) at:
- Hope Street (adjacent to Bar 56)
- North Terrace (south side, adjacent to church)

- Removal of Restrictions:
- Hope Street – Loading Bay to be shortened (adjacent to Bar 56)
- Emerson Street – NWAAT restrictions to be amended

Altogether better

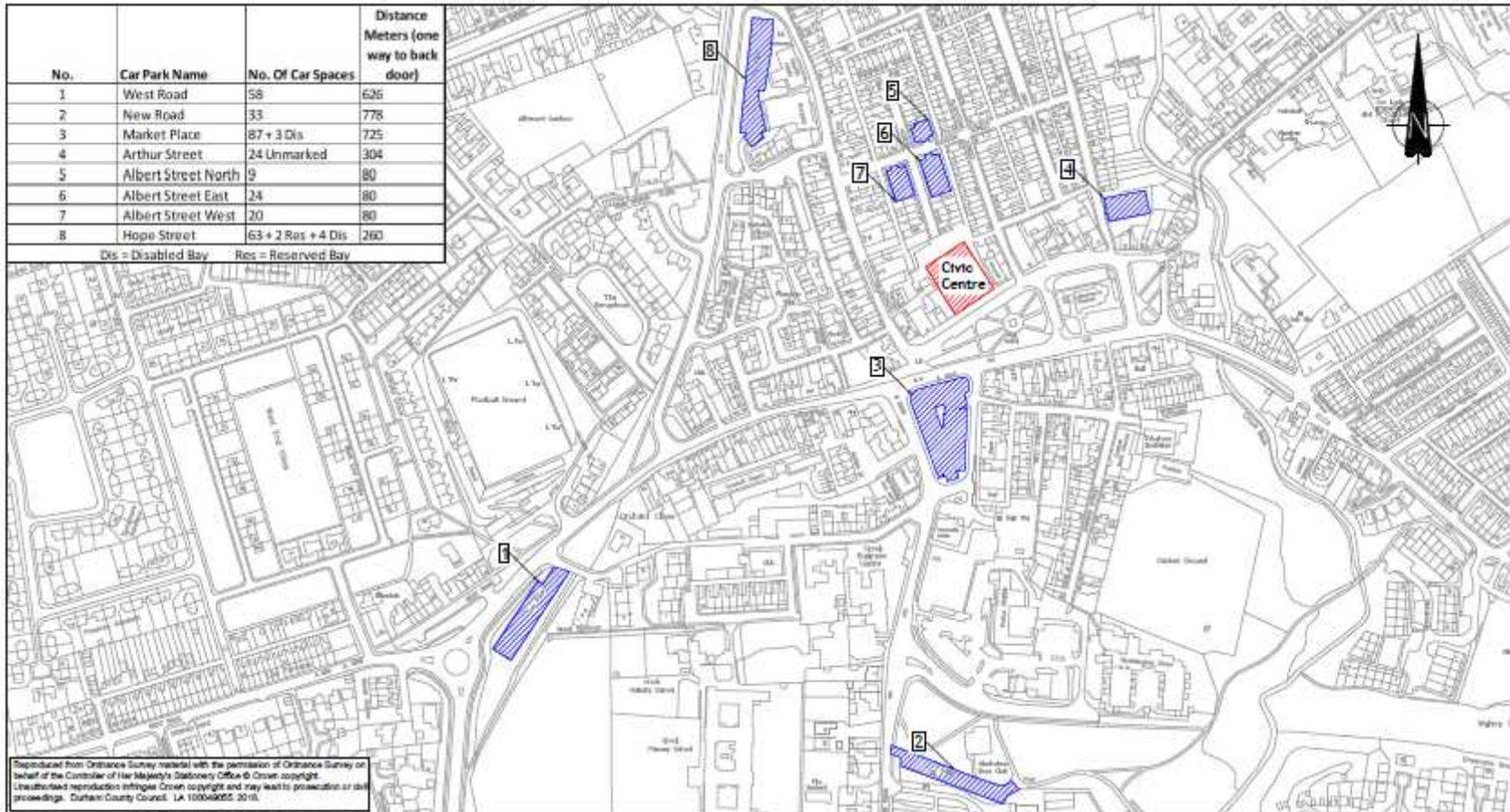


Crook Market Place



| No. | Car Park Name | No. Of Car Spaces | Distance Meters (one way to back door) |
|-----|---------------------|--------------------|--|
| 1 | West Road | 58 | 626 |
| 2 | New Road | 33 | 778 |
| 3 | Market Place | 87 + 3 Dis | 725 |
| 4 | Arthur Street | 24 Unmarked | 304 |
| 5 | Albert Street North | 9 | 80 |
| 6 | Albert Street East | 24 | 80 |
| 7 | Albert Street West | 20 | 80 |
| 8 | Hope Street | 63 + 2 Res + 4 Dis | 260 |

Dis = Disabled Bay Res = Reserved Bay



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| | | | | | |
|---|--|-------------------------------------|------------------------------|---|------------------------------|
| Crook Car Parks Key:  Civic Centre  Staff/Public Car Parks | Rev/ Andt Name Date S. Tunney 27/03/18 | Approved By Name Date Sign | Description Of Amendments |  STRATEGIC TRAFFIC MANAGEMENT COMPUTERS DIVISION OF ENGINEERING & LOCAL SERVICES COUNTY HALL, DURHAM, DL1 1TA | Project Crook Car Parking |
| | | | | | Drawing Detailed Drawing |

PATH: \\path-3900\arc2-1925\TRAFFIC\ADT REGULATION DESIGN & IMPLEMENTATION\PM\Crook\Car Park Surveys March 2017

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Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Local Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships

Electoral division(s) affected:

Sedgefield

1 Purpose of the Report

- 1.1 In accordance with part 3 of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Sedgefield.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

2 Executive Summary

- 2.1 Within Civil parking Enforcement operational guidance, the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.

2.2 Traffic Regulation Order (TRO) Proposals:

2.21 Rectory Row

The traffic regulation order (TRO) is to remove a section of 'restricted waiting 8am-6pm' restrictions (single yellow lines) and remove a section of 'no waiting

at any time' restrictions (double yellow lines) on Rectory Row to improve unrestricted parking availability in the area.

2.22 Spring Lane

The traffic regulation order (TRO) is to introduce 'no waiting at any time' restrictions (double yellow lines) to reduce obstructive parking, improve the visibility and road safety around the junction of Spring Lane.

2.23 The Square/ High Street

The traffic regulation order (TRO) is to remove a section of 'restricted waiting' restrictions and introduce 'limited waiting Mon-Sat 9am-6pm 2hrs no return within 2hrs' parking bays to improve the parking availability in the area and allow a high turnover of vehicles to improve the local economy on The Square.

To also introduce 'limited waiting Mon-Sat 9am-6pm 2hrs no return within 2hrs' parking bays on the High street on an unrestricted section of highway to improve the parking availability in the area and allow a high turnover of vehicles to improve the local economy.

To also amend the existing 'limited waiting' parking bays on the High Street from '2hrs no return within 2 hrs' to 'Mon-Sat 9am-6pm 2hrs no return within 2hrs' to harmonise restrictions within the town.

2.24 North End/ White House Drive

The traffic regulation order (TRO) is to amend the existing 'no waiting at any time' restrictions to 'no waiting and no loading/unloading at any time' restrictions (double yellow lines) to reduce obstructive parking and improve road safety on the junction of North End/ White House Drive.

2.3 Non-Traffic Regulation Order (TRO) Works:

The following works are not included in the legal TRO and no action needs to be taken by members. The information has been provided for members as objections have been received during the TRO consultation process and will be detailed in this report.

2.31 Rectory Row – Non-TRO Works

Two pedestrian buildouts are being introduced to improve the safety of pedestrians during school pick up and drop off time. This will improve the visibility and distance to cross Rectory Row for school children, parents and other pedestrians.

White lining will be introduced to mark out unrestricted parking bays on the north side of Rectory Row with only hatching required on the south side, this is

mandatory to go in next to the pedestrian buildouts to show the edge of the carriageway for vehicles and in the interest of road safety.

2.32 Rectory Row & Stockton Road Junction – Non-TRO Works

The introduction of a pedestrian buildout will reduce the road width and crossing distance for pedestrians crossing Rectory Row and will also include a layby to maintain parking availability. The works are to improve road safety for all road users.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Sedgfield: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

4.1 Requests have been received to address ongoing obstructive parking, visibility, safety issues within the town.

4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages from January 2019 to April 2019.

4.3 There were objections received at this point from directly affected frontages. Support was received from Durham Constabulary and Local County Councillors. A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.

4.4 The proposals were advertised formally on site and in the local press between 31st May 2019 – 21st June 2019.

4.5 There were 14 objections in total during the consultation period. 4 relating to the legal Traffic Regulation Order and 10 relating to other highway works which will form part of the wider project.

4.6 Rectory Row

Requests have been received from the Local County Councillors and the Town Council to increase parking availability on Rectory Row. The TRO (Traffic Regulation Order) will include the removal of single and double yellow lines to give additional parking along the road.

There is support from Durham Constabulary for these works. There have been 2 objections to the proposals.

Objection 1 & 2 (Objected at the informal consultation stage)

Objector 1 & 2 are residents of Rectory Row and have also objected at the informal consultation stage.

They objected to the proposals but provided no further comments.

Response

The proposals were sent out to statutory consultees as required by the relevant legislation, plans and letters were sent to all directly affected frontages and formally advertised online and on site as per the legal requirements

The proposed removal of single and double yellow lines along Rectory Row is to improve parking availability for residents and visitors to the town. The location will be unrestricted so that vehicles can park in these locations for an unlimited duration, which should also benefit the residents.

Without any detail from the objector, it is difficult to comment specifically on the objection.

4.7 Spring Lane

A request was received from a local County Councillor to improve the visibility and road safety around the junction of Spring Lane. The TRO will include the introduction of double yellow lines to reduce obstructive parking around the junction.

There is support from Durham Constabulary. There has been 1 objection to the proposals.

Objection 1 (Objected at the informal consultation stage)

The objector is a local resident of West End near to the junction of Spring Lane and has also objected at the informal consultation stage.

They initially called Durham County Council to discuss the proposals as they were concerned where the double yellow lines would end. It was explained that the restrictions will not go as far as their property. At that point the resident was not wishing to object to the proposals.

During the consultation period the objector returned a response then objecting to the proposals. They wanted someone to visit the site to see if vehicles park on the corner which they claim they do not. They continue to enquire what alternative parking will be offered.

Response

The proposals were sent out to statutory consultees as required by the relevant legislation, plans and letters were sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The proposals were requested by the local County Councillor due to numerous reports of obstructive parking and visibility issues at this location. Members from Durham County Council traffic team have visited the site and deemed the proposals necessary in the interest of road safety to improve the visibility when exiting Spring Lane onto West End.

There is alternative unrestricted parking available in this area and it is not considered necessary to have a further site visit as requested by the objector.

4.8 The Square/ High Street

A request was received from the local County Councillor and Town Council to improve parking availability on The Square. The proposed changes will include the amendment of the current 'restricted waiting 8am-6pm' restrictions (single yellow lines) and the introduction of 'limited waiting 2hrs no return within 2hrs Mon-Sat 9am-6pm' bays. These changes are proposed to allow a higher turnover of vehicles to hopefully boost the local economy and improve parking availability in the town.

There are existing 'limited waiting 2hrs no return within 2hrs' bays on the High Street there was a request to harmonise the restrictions to be in line with others in the area. Therefore, the existing restriction will be amended to 'limited waiting 2hrs no return within 2hrs Mon-Sat 9am-6pm'.

There is also support from Durham Constabulary. There has been 1 objection to the proposals.

Objection 1 (Objected at the formal consultation stage)

The objector is a local resident and a member of the Town Council who has objected at the formal consultation stage.

They state they are objecting to the proposed limited waiting bays on The High Street as they consider the area should be left as existing without restrictions.

They continue to state that any restriction will only cause current users who are mainly people who work locally to park round access roads to The Square, which will affect residents and businesses causing even more problems that are experienced at present.

Response

The proposals were sent out to statutory consultees as required by the relevant legislation, plans and letters were sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The proposals were requested by the Town Council to improve the turnover and availability of parking for visitors and customers to use the local shops and businesses. If the location is occupied by vehicles commuting to work, where the vehicle is left there for the full duration of the day then this will impact on the income to the local economy and have a negative effect of the productivity of the local businesses.

There is alternative unrestricted parking available in this area for commuter parking.

4.9 North End/ White House Drive

A request was received from a local County Councillor to improve road safety and reduce obstructive parking on the junction of North Road and White House Drive. The proposed amendments include the alteration of the current 'no waiting at any time' restriction (double yellow lines) and the introduction of 'no waiting and no loading at any time' (double yellows with kerb ticks).

There is support from Durham Constabulary. There has been 1 objection to the proposals.

Response

The proposals were sent out to statutory consultees as required by the relevant legislation, plans and letters were sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The proposals are to reduce obstructive parking on the junction of North End and White House Drive. Members from Durham County Council traffic team have visited the site and deemed the proposals necessary in the interest of road safety to improve the visibility, accessibility and reduce obstructive parking for road users and pedestrians.

Objection 1 (Objected at the formal consultation stage)

The objector is a local resident who has objected at the formal consultation stage.

They state that the proposals will only push the problem of cars parking in Sedgefield further out into residential areas causing problem for residents and in particular White House Drive, the objector also is concerned that wagons will still continue to load and unload in the area of the restrictions as they have no alternative point to do so.

5 Non-TRO Works (Information provided for members reference and no action is required)

These works are to be carried out at the same time as the introduction and amendments of the TRO restrictions in Sedgefield to reduce the impact on residents and visitors to the town.

The works are not included in the legal TRO and no action needs to be taken by members. The information has been provided for members as objections have been received during the TRO consultation process and will be detailed in this report.

5.1 Rectory Row

Sedgefield Primary School and concerned parents have made several requests over the years for road safety improvements to be made on Rectory Row. They are concerned about the potential for child pedestrian and vehicle conflict at the Burton Mews / Rectory Row junction.

Two pedestrian buildouts are being introduced to improve the safety of pedestrians during school pick up and drop off time. This will improve the visibility and distance to cross Rectory Row for school children, parents and other pedestrians.

White lining will be introduced to mark out unrestricted parking bays on the north side of Rectory Row with only hatching required on the south side, this is mandatory to go in next to the pedestrian buildouts to show the edge of the carriageway for vehicles and in the interest of road safety.

There is support from Durham Constabulary. There are 4 objections relating to the intended works.

Objection 1 (Objected at the informal consultation stage)

Objector 1 is a resident of Rectory Row and has objected at the informal consultation stage. Their objection is not relevant to the proposed TRO scheme.

They state that they are concerned about the drainage outside no.8 due to camber of the road and that puddles already form.

Response

The proposals for both the TRO (removing 'restricted waiting and no waiting at any time' restrictions (double and single yellow lines) and the pedestrian build out and white lining works) were sent out together to inform residents of the combined works. The buildouts and white lining works are down to a Durham County Council traffic officers' decision if it is to be introduced for road safety or improvement works and is within their delegated powers.

During the design stage when preparing to introduce a pedestrian buildout there will be surveys undertaken along with guidance from Durham County Councils drainage team to determine gully (drain) locations and will then be included in the scheme, this should address any drainage issues highlighted by the objector.

Objection 2 (Objected at the informal consultation stage)

Objector 2 is a resident of Rectory Row and has objected at the informal consultation stage. Their objection is not relevant to the proposed TRO scheme.

They state that they are objecting to the white lining works proposed outside no's. 1-5 Rectory Row. They continue to state that their neighbours from numbers 2,3 and 5 are also in agreement with the objection.

Objector 2 states that they will be formally objecting to the white lining in front of their property.

Response

The proposals for both the TRO (removing 'restricted waiting and no waiting at any time' restrictions (double and single yellow lines) and the pedestrian build out and white lining works) were sent out together to inform residents of the combined works. The buildouts and white lining works are down to a Durham County Council traffic officers' decision if it is to be introduced for road safety or improvement works and is within their delegating powers.

Durham County Council traffic officers have determined that the white lining on the south side of Rectory Row outside the residential properties are not required in regard to road safety and would only be added with the resident's support to formalise parking. Therefore, this section of white lining will be omitted from the proposals.

However, the white lining for marking the unrestricted parking spaces and to show the edge of the carriageway is still required on the north side of Rectory Row as a road safety measure due to the direction of moving traffic towards the buildouts, there is also a requirement for white hatching to either side of the crossing points.

Objection 3 (Objected at the informal consultation stage)

Objector 3 is a resident of Rectory Row and has objected at the informal consultation stage. Their objection is not relevant to the proposed TRO scheme.

They state that they are against the introduction of the pedestrian buildouts and white lining. They believe the introduction will reduce easy access for their elderly parents and result in them having to park further away from their property.

The objector continues to state that the proposed markings were not in place when they purchased the properties and they allege that the markings will impact on any future sale of their property and value.

They also state that the white lining is not in keeping with the conservation area of the village green. They state that no other properties around the village green or in fact Sedgefield have such markings.

Response

The proposals for both the TRO (removing 'restricted waiting and no waiting at any time' restrictions (double and single yellow lines) and the pedestrian build out and white lining works) were sent out together to inform residents of the combined works. The buildouts and white lining works are down to a Durham County Council traffic officers' decision if it is to be introduced for road safety or improvement works and is within their delegating powers.

The introduction of the pedestrian buildouts is in the interest of pedestrian safety as located so close to a school and is the only available route when exiting the school by foot or vehicle. The proposals are in place to improve the overall safety of all road users.

The white markings will be omitted near to properties 1-5 Rectory Row as they are not required for road safety, however white hatching next to the buildouts and the markings on the north side are mandatory to show the edge of the carriageway and gives additional unrestricted parking availability.

With the removal of single and double yellow lining from Rectory Row and the introduction of the buildouts and white lining that the available parking spaces have been increased to benefit the residents and visitors to the town.

Objection 4 (Objected at the informal consultation stage)

Objector 4 is a resident of Rectory Row and has objected at the informal consultation stage. Their objection is not relevant to the proposed TRO scheme.

They state that the proposals are a good layout but without permit parking makes it impactable. They allege that on the 9th Feb 2019 at 7.30pm there were 25 vehicles parked around Rectory Row.

They continue that there is a lack of parking and the shape of the raised pavement and restriction zone outside no.8 is too much and unnecessary.

Response

The proposals for both the TRO (removing 'restricted waiting and no waiting at any time' restrictions (double and single yellow lines) and the pedestrian build out and white lining works) were sent out together to inform residents of the combined works. The buildouts and white lining works are down to a Durham County Council traffic officers' decision if it is to be introduced for road safety or improvement works and is within their delegating powers.

Residential permit parking will only be considered for residential streets within commercial areas which are subject to a high demand for long stay commuter parking, Rectory Row is not deemed within the direct commercial area and therefore would not be considered. Durham County Councils Parking Policy section 14 7.52 also states 'Permit parking areas will not be used to address problems associated with school gate parking'.

In a location such as Sedgefield where available parking is limited permit parking would not be a viable option as these restrictions result in displacement of parking affecting neighbouring streets and can impact on a town's vitality and economic wellbeing.

The pedestrian buildouts have been deemed necessary to improve the safety of pedestrians and school children during drop off and pick up times and will also formalise parking in the location. The buildouts have been designed to have the least amount of impact on current available parking.

The two buildouts on the south side of Rectory Row are to be introduced over the current 'School Keep Clear Mon-Fri 8am-6pm' restriction where vehicles are not permitted to park during the restricted duration. It is advised that vehicles should not be parking within 10m of the junction with Burton Mews in the interest of road safety, therefore the buildouts should not have any impact on parking in this location.

The two buildouts on the north side of Rectory Row are to be introduced over the current single and double yellow lines where vehicles are not permitted to park on the restrictions between 8am-6pm, these restrictions will be removed as part of the TRO and white lining introduced to increase unrestricted parking availability in the area.

5.2 Rectory Row & Stockton Road Junction

Reports have been received from residents regarding obstructive parking and road safety issues around the junction of Rectory Row and Stockton Road. Sufficient evidence has been received by Durham County Council to amend the road layout in the interest of road safety.

The introduction of a pedestrian buildout will reduce the road width and crossing distance for pedestrians crossing Rectory Row and to also including a layby to maintain parking availability. The works are to improve road safety for all road users.

There is support from Durham Constabulary. There are 6 objections relating to the intended works.

Objection 1

Objector 1 is a resident of Rectory Row. They state that they live opposite to the junction and cannot recollect any problems with regards to parking or accidents. They believe that there is nothing wrong with the current layout, so why spend money fixing a problem that doesn't exist.

They continue to state that they believe only one resident is in favour of the scheme and is simply undemocratic for one individual to get his own scheme adopted.

They state that the new proposals do not show how many parking spaces will be available, seems like one or two. They continue to state at the moment there is space for up to three vehicles. The objector then states if residents cannot park here they will have to park on the main road? They continue to allege that the scheme is likely to decrease safety for both vehicles and pedestrians at this junction.

The objector also states that the main road is at its narrowest point near to the junction and cars parked in the new bays will restrict the view of vehicles exiting Rectory row, they allege this will decrease road safety.

The objector then finishes their objection by stating why not block off Rectory Row from the junction with Stockton Road which will allow parking spaces for residents, they allege this will stop the rat run of vehicles taking a short cut.

Objector 2

Objector 2 is a resident of Malton Terrace, opposite to the junction. They state that the extension will displace vehicles to Stockton Road, which the allege is very narrow and will slow traffic flow on a very busy road. The continue to state that the visibility will be limited and the safe passage of traffic very

difficult. The objector believes that it would be more hazardous for cars turning right onto Stockton Road and that parking on Rectory Row will increase.

They also state that the proposals will add to the problems with parking in Sedgefield and increase the potential for accidents. They feel that by parking on Rectory Row causes no risk or obstruction and benefits the residents of the village.

Objector 3

Objector 3 is a resident of Rectory Row. They state that they believe the footpath doesn't need extending. They continue to state that they have lived at this location for twelve years and allege that in that time there have been no accidents involving cars or pedestrians and feel that it is a waste of resources and money with the plans at the request of just one resident.

Objector 4

Objector 4 is a resident of Rectory Row. They allege that there has never been an incident in the area, why spend money on something that is not needed. They believe that vehicles exiting Rectory Row will have obscured vision and can cause accidents and put lives at risk.

They continue to state that the current view is clear and safe and believe the proposals make the junction dangerous. The objector then alleges that any kind of changes that prevent drivers seeing each other and pedestrians would be a ludicrous decision. They also state that the proposals are directly opposite to the Golden Lion car park and will cause confusion for motorists, and that any pedestrians trying to cross Stockton Road will be unable to see approaching vehicles.

Objector 5

Objector 5 is a resident of Rectory Row. They state they are unaware of any accidents at the junction and have never had problems with cars parking on the footpath or on the road. They continue to state that the proposals will be opposite to a pub car park entry and exit and by altering the area as proposed could in fact cause potential problems. They also believe that there could be visibility problems for vehicles exiting Rectory Row.

Objector 6

Objector 6 is a resident of Rectory Row. They state the current layout is very open and provides excellent visibility. They continue to allege that the proposed layout will reduce the visibility and risk people turning right onto

Stockton Road into the path of cars travelling south. They are also concerned that there will be one less space for vehicles to park on the new layout.

Response

The request to improve the area was passed to Durham County Council traffic officers along with photographic and video evidence of the road safety concerns from several residents. Proposals were then drafted.

The proposals were sent out to all directly affected frontages to receive comments and feedback prior to introducing the pedestrian buildout and layby. This was an exercise to inform residents and to find out if they also had any evidence and concerns. There were four residential properties in favour of the scheme.

The works will be carried out in conjunction with the TRO scheme to reduce impact on residents and visitors of the area. The decision to introduce the buildout has been made by Durham County Council traffic officers under their delegated powers. The evidence gathered was enough for Durham County Council traffic officers to make a decision that changes to the area were required due to road safety concerns.

The proposals will allow 2-3 vehicles to park in the layby adjacent to Stockton Road, the design has been checked to ensure there will be improved visibility and tested on an AutoCAD programme (AutoTrac) to ensure large vehicles will be able to turn to both the east and west when exiting Rectory Row without issue.

There is alternative unrestricted parking available in this area if the layby is full. The proposed buildout will also improve the visibility and reduce the distance to cross Rectory Row for pedestrians. The buildout will also narrow the carriageway to reduce undertaking and entering Rectory Row on the wrong side of the carriageway which is a safety concern.

There was video evidence provided showing a vehicle travelling east on Stockton road turning right into Rectory and past an oncoming vehicle on the wrong side of Rectory Row forcing a second oncoming vehicle to mount the footpath. This evidence proved that the road width is too wide, allowing vehicles to park on either side reducing space for vehicles entering Rectory Row. The proposals will stop this happening and improve safety for all road users.

6 Conclusion

6.1 It is recommended that Members agree to endorse the proposal in principle to proceed with the implementation of the Sedgfield: Waiting

and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

7.1 Correspondence and documentation in Traffic Office File

\\dch-3900\arc2-sys2\$\TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Sedgefield\Traffic Regulation Orders (Parking Restrictions)\2018 December

Contact: Peter Broxton

Tel: 03000 263986

Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

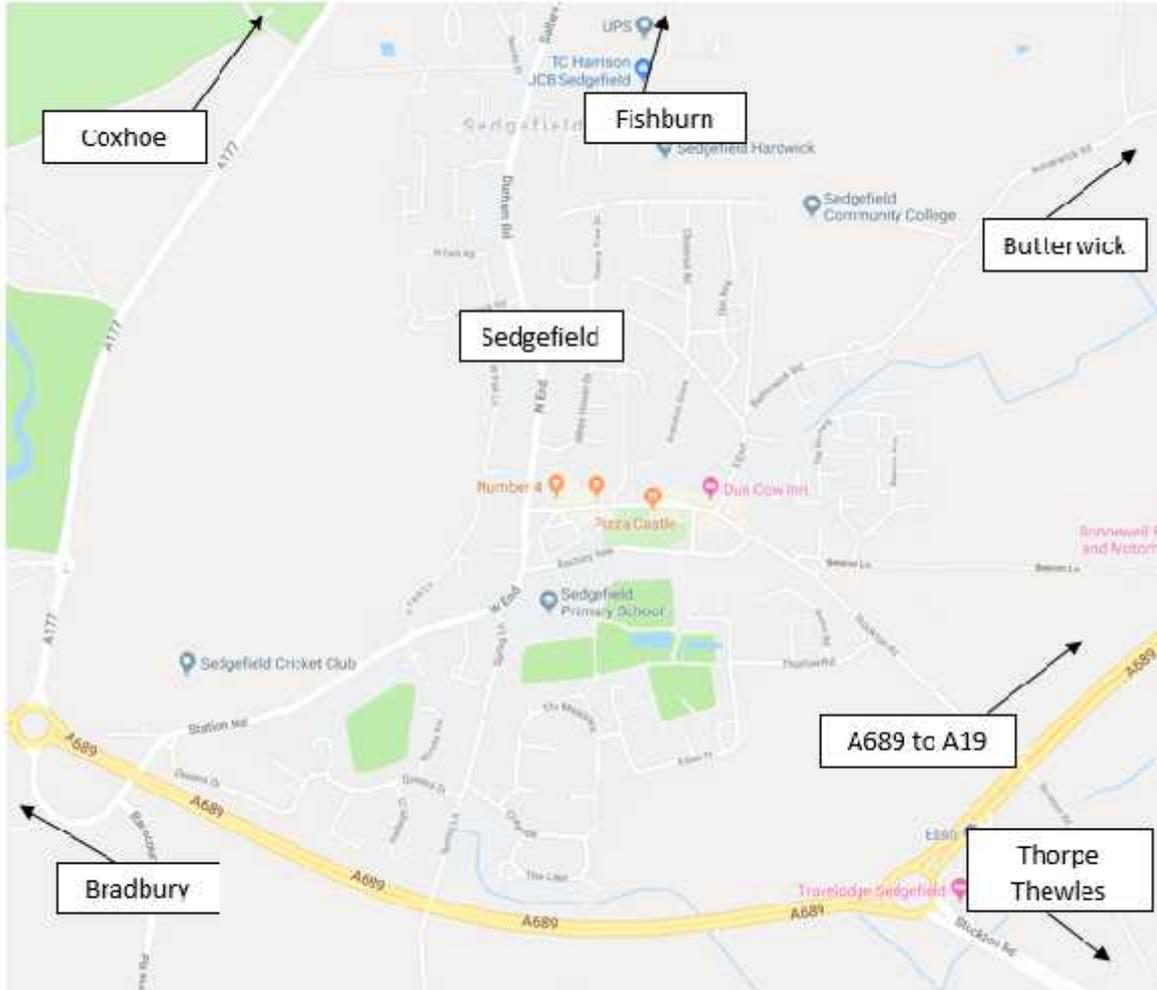
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



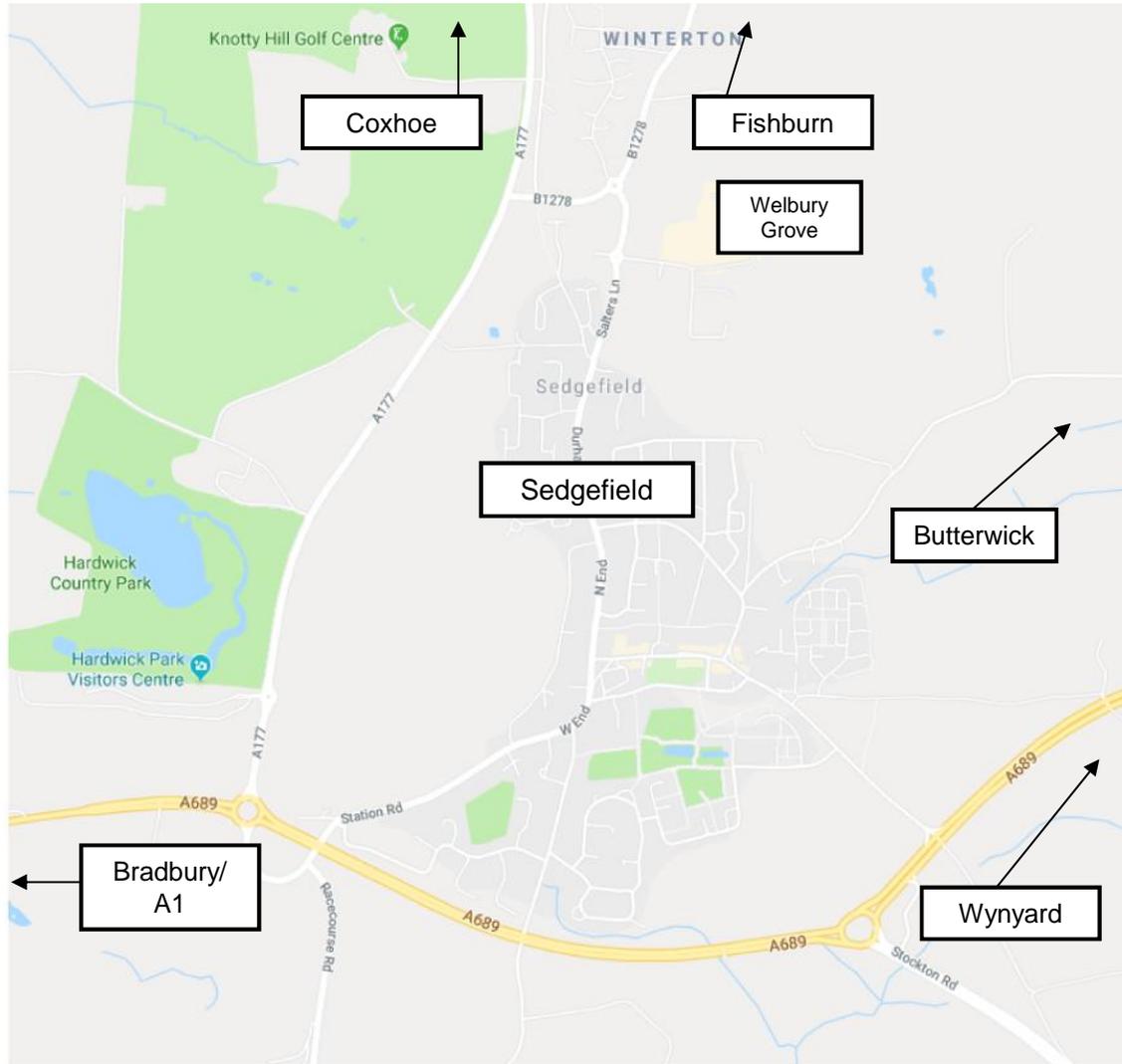
Sedgefield Parking & Waiting Restrictions Order 2019

Highways Committee
5th July 2019

Altogether better



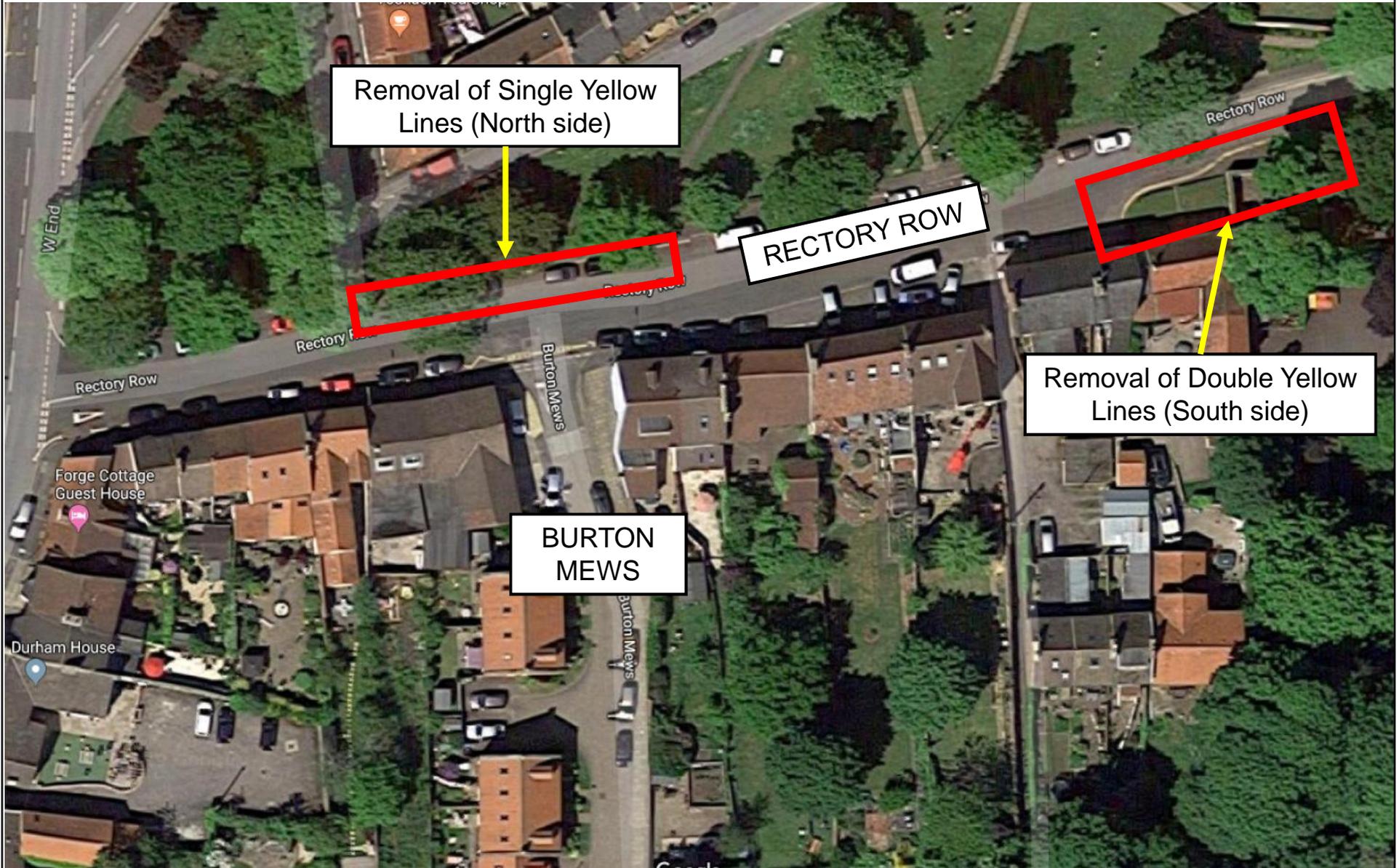
Location Plan – Newton Aycliffe Area



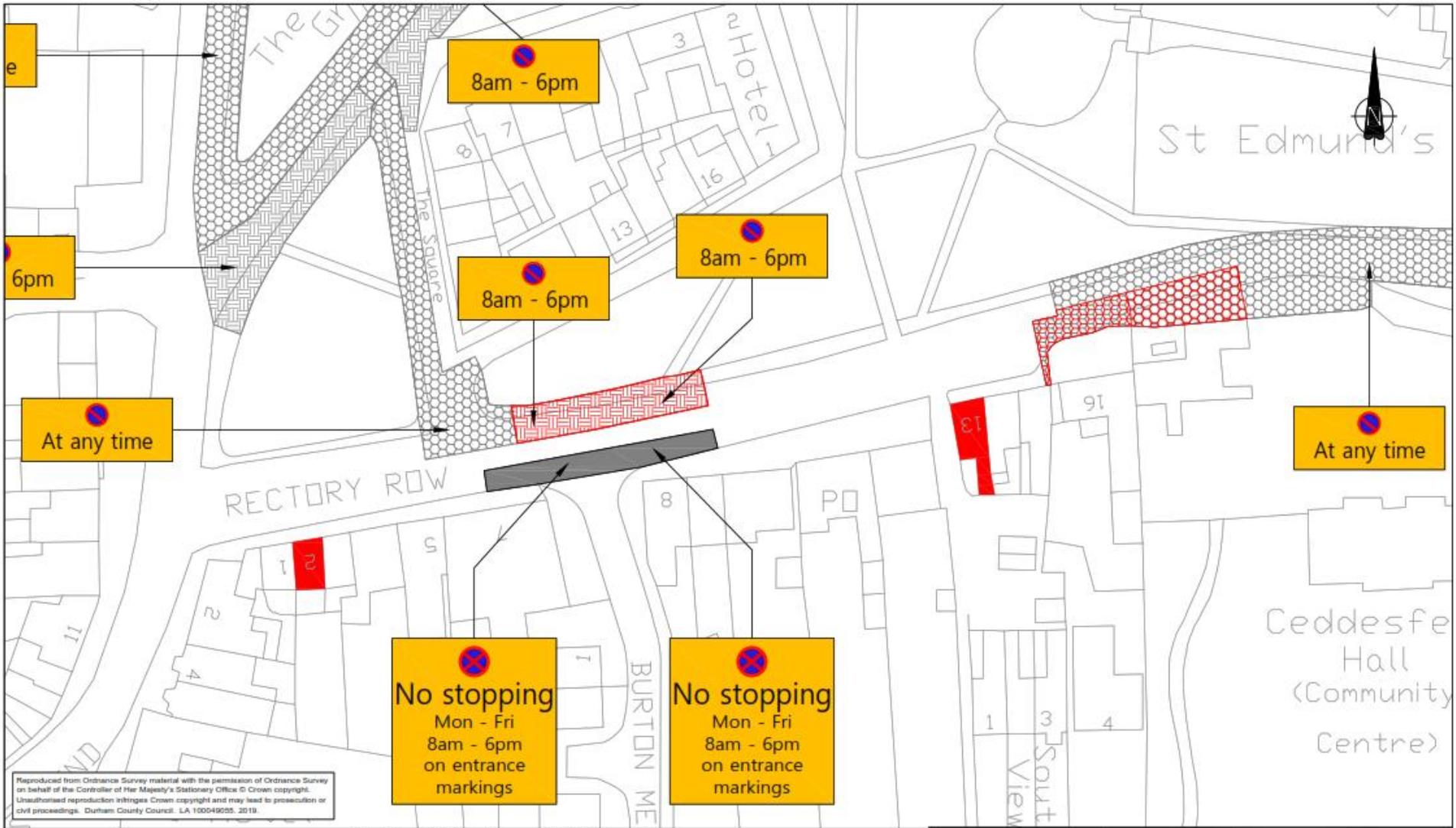
Altogether better



Rectory Row – Removal of Single and Double Yellow Lines



Proposals and Objectors – Rectory Row with 2 Objections for the TRO



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- Objectors
- Proposed Removal of No Waiting At Any Time
- Proposed Removal of Restricted Waiting
- Existing No Waiting At Any Time
- Existing Restricted Waiting
- Existing No Stopping

PATH:

| Rev/ Andt | Drawn By | | Approved By | | | Description Of Amendments |
|--------------|-----------|---------|-------------|------|------|---------------------------|
| | Name | Date | Name | Date | Sign | |
| | P.Braxton | June 19 | | | | |
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Durham
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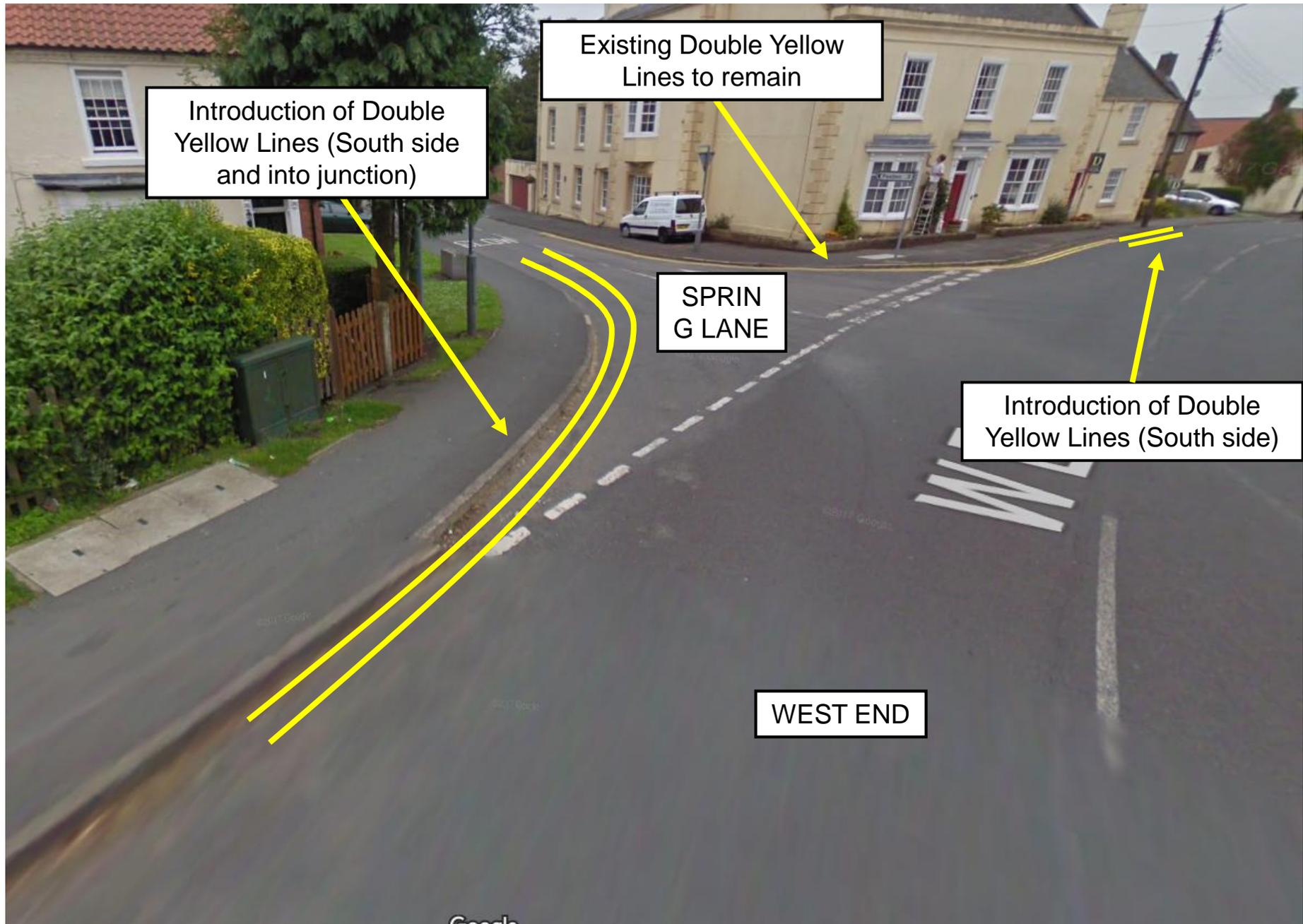
**STRATEGIC
TRAFFIC
MANAGEMENT**

**CORPORATE DIRECTOR OF
REGENERATION & LOCAL
SERVICES**

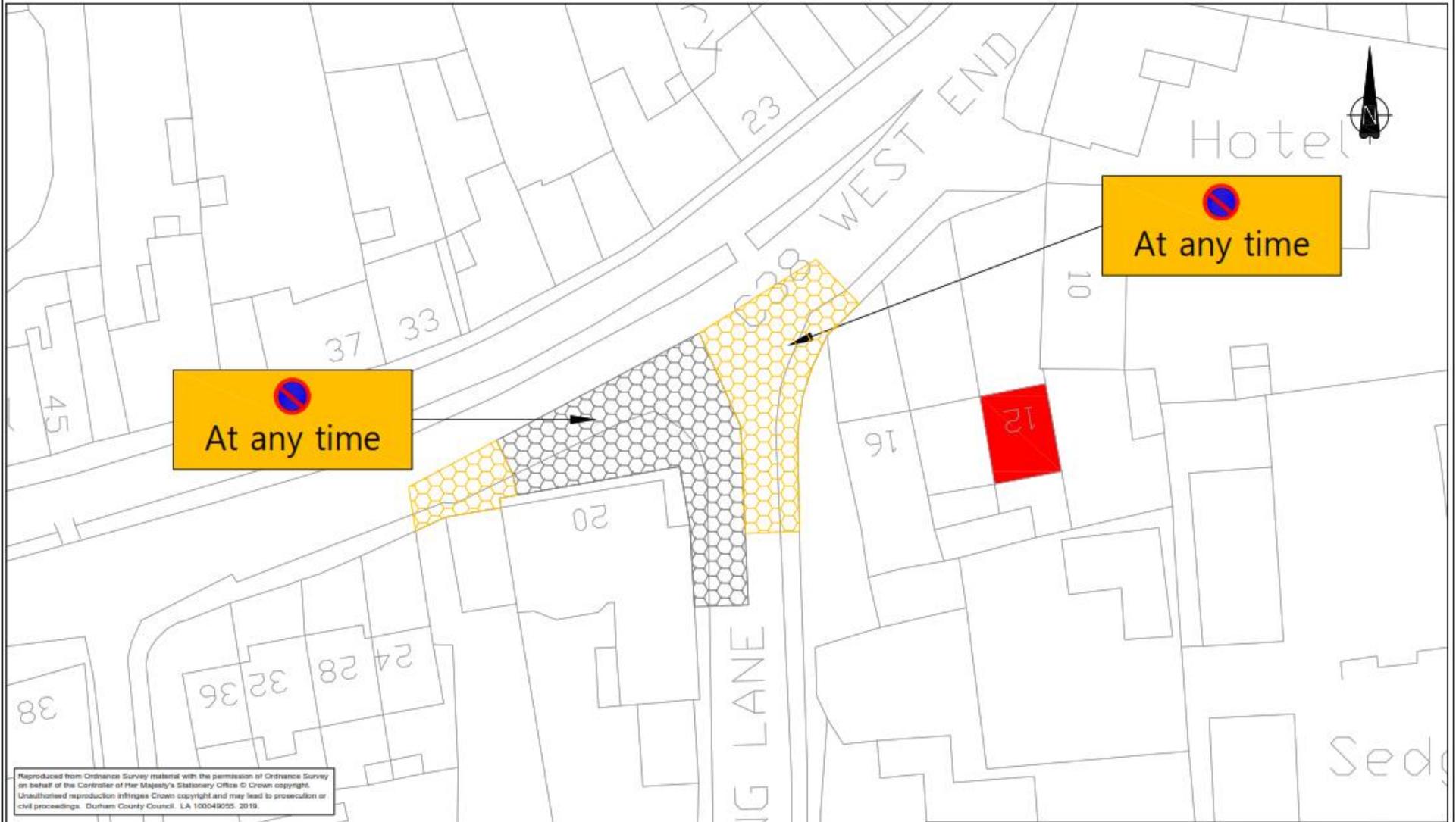
COUNTY HALL, DURHAM, DH1 5UQ

| | |
|--|---------------------|
| Project Sedgefield Traffic Regulation Order | |
| Drawing Rectory Row Legal TRO | |
| Scales NTS | Project/Drawing No. |
| | Rev. |

Spring Lane – Introduction of Double Yellow Lines



Proposals and Objectors – Spring Lane with 1 Objection



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- Objectors
- Proposed No Waiting At Any Time
- Existing No Waiting At Any Time

| Rev/ Andt | Drawn By | | Approved By | | | Description Of Amendments |
|--------------|-----------|---------|-------------|------|------|---------------------------|
| | Name | Date | Name | Date | Sign | |
| | P.Braxton | June 19 | | | | |
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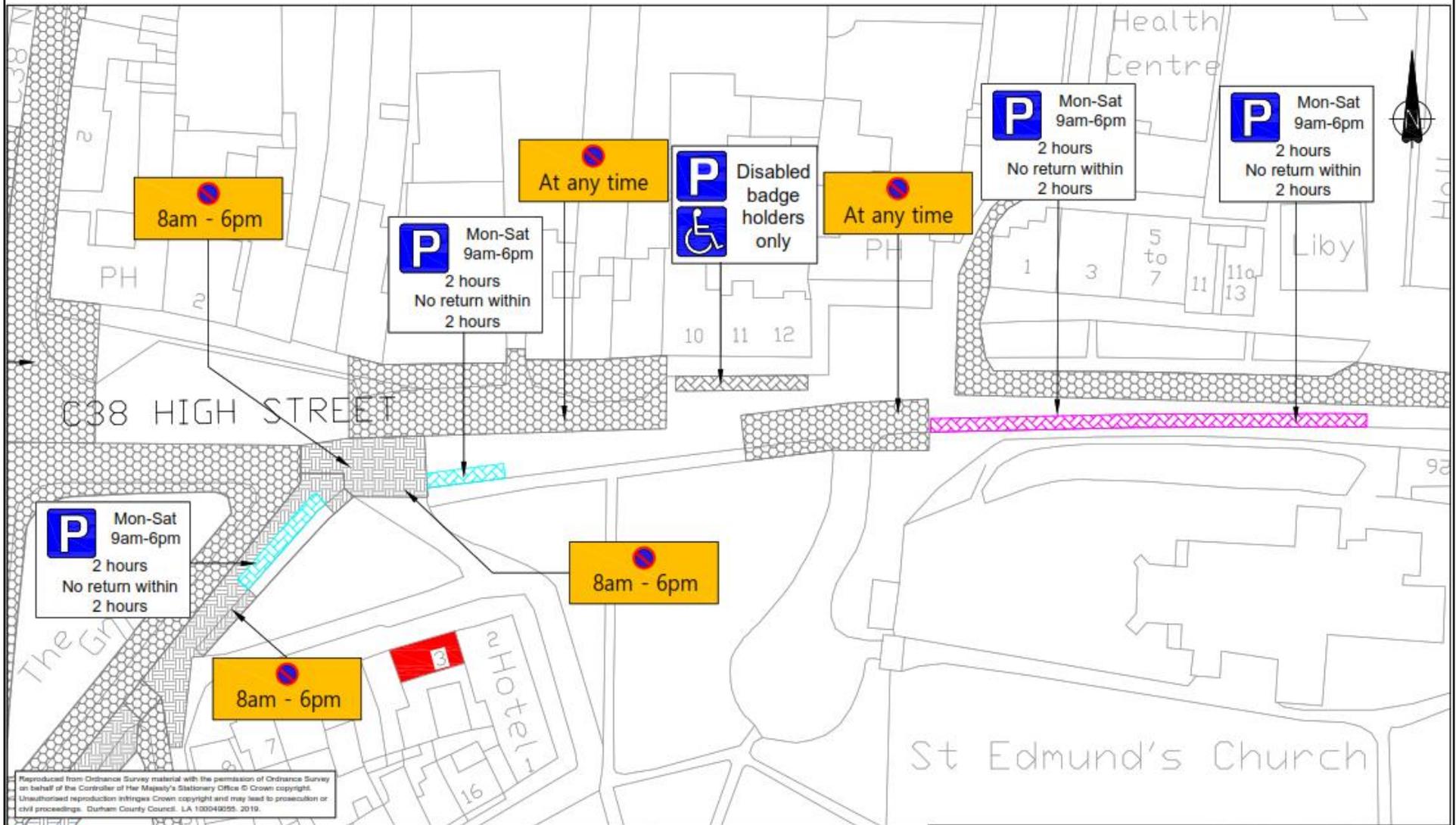
| | |
|--|---------------------------------|
| Project Sedgefield Traffic Regulation Order | |
| Drawing Spring Lane Legal TRO | |
| Scales NTS | Project/Drawing No. Rev. |

PATH:

Spring Lane/ High Street – Removal of Single Yellow lines and Introduction of Limited Waiting bays and Amend Exiting Timings of Limited Waiting bays



Proposals and Objectors – The Square/ High Street with 1 Objection



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| | |
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| | Objectors |
| | Amendment the timings on existing Restricted Bay |
| | Proposed Restricted Bay |
| | Existing No Waiting At Any Time |
| | Existing Restricted Waiting |
| | Existing Restricted Bay |

| Rev/Andt | Drawn By | | Approved By | | | Description Of Amendments |
|----------|-----------|---------|-------------|------|------|---------------------------|
| | None | Date | None | Date | Sign | |
| | P.Braxton | June 19 | | | | |
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CORPORATE DIRECTOR OF REGENERATION & LOCAL SERVICES

COUNTY HALL, DURHAM, DH1 1TA

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| Project Sedgefield Traffic Regulation Order | |
| Drawing The Square/ High Street Legal TRO | |
| Scales NTS | Project/Drawing No. Rev. |

PATH:

North End/ White House Drive – Amend Double Yellow Lines to Double Yellow with Kerb Ticks

Amend existing 'No waiting at any time' to 'No waiting and no loading/unloading at any time' restrictions (double yellow with kerb ticks)

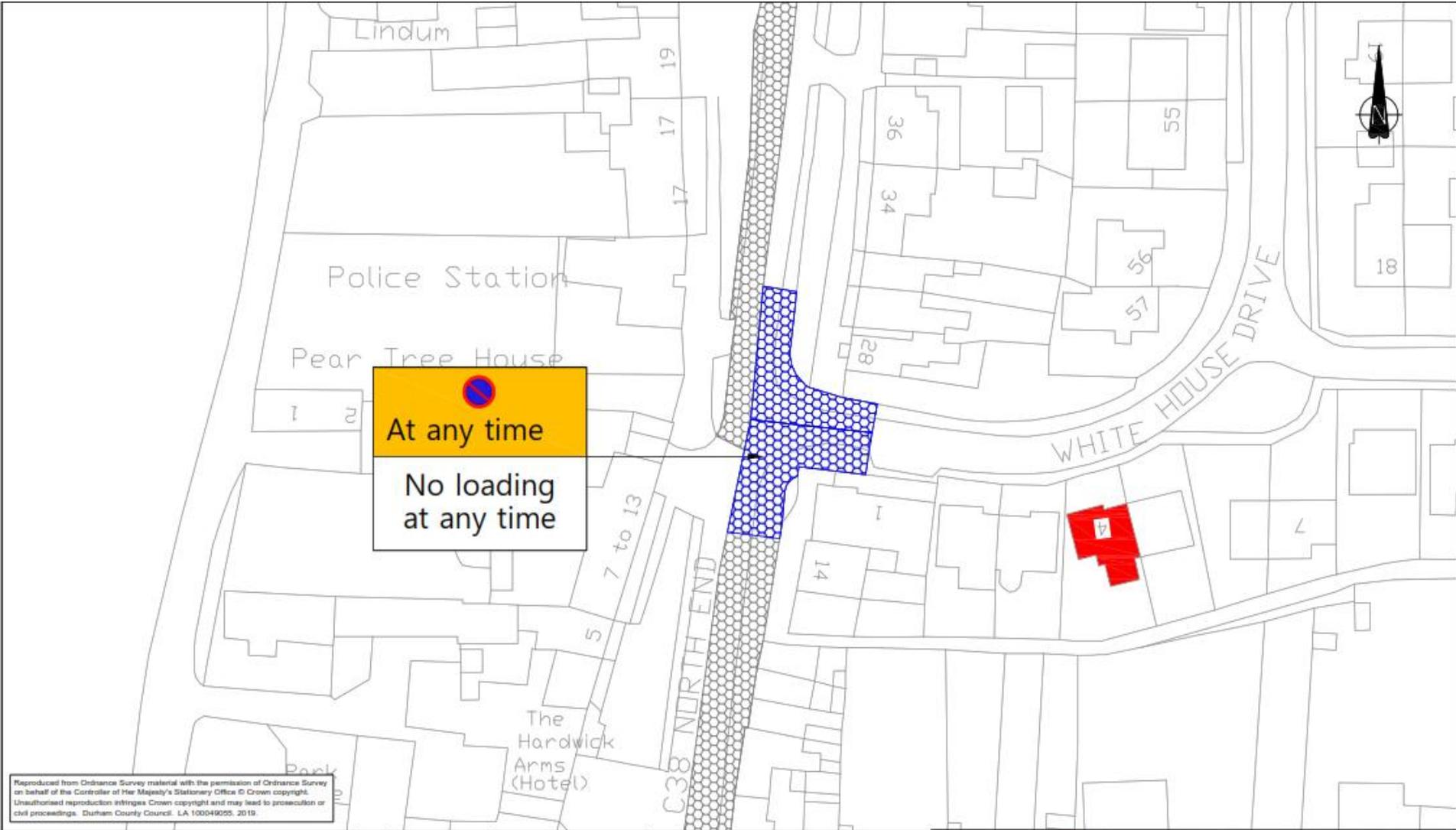
WHITE HOUSE DRIVE

NORTH END

Sainsbury's Local

6 am - 1

Proposals and Objectors – North End/ White House Drive with 1 Objection



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| | |
|---|--|
|  | Objectors |
|  | Proposed No Waiting And No Loading/Unloading At Any Time |
|  | Existing No Waiting At Any Time |

| Rev/Andt | Drawn By | | Approved By | | | Description Of Amendments |
|----------|-----------|---------|-------------|------|------|---------------------------|
| | Name | Date | Name | Date | Sign | |
| | P.Braxton | June 19 | | | | |
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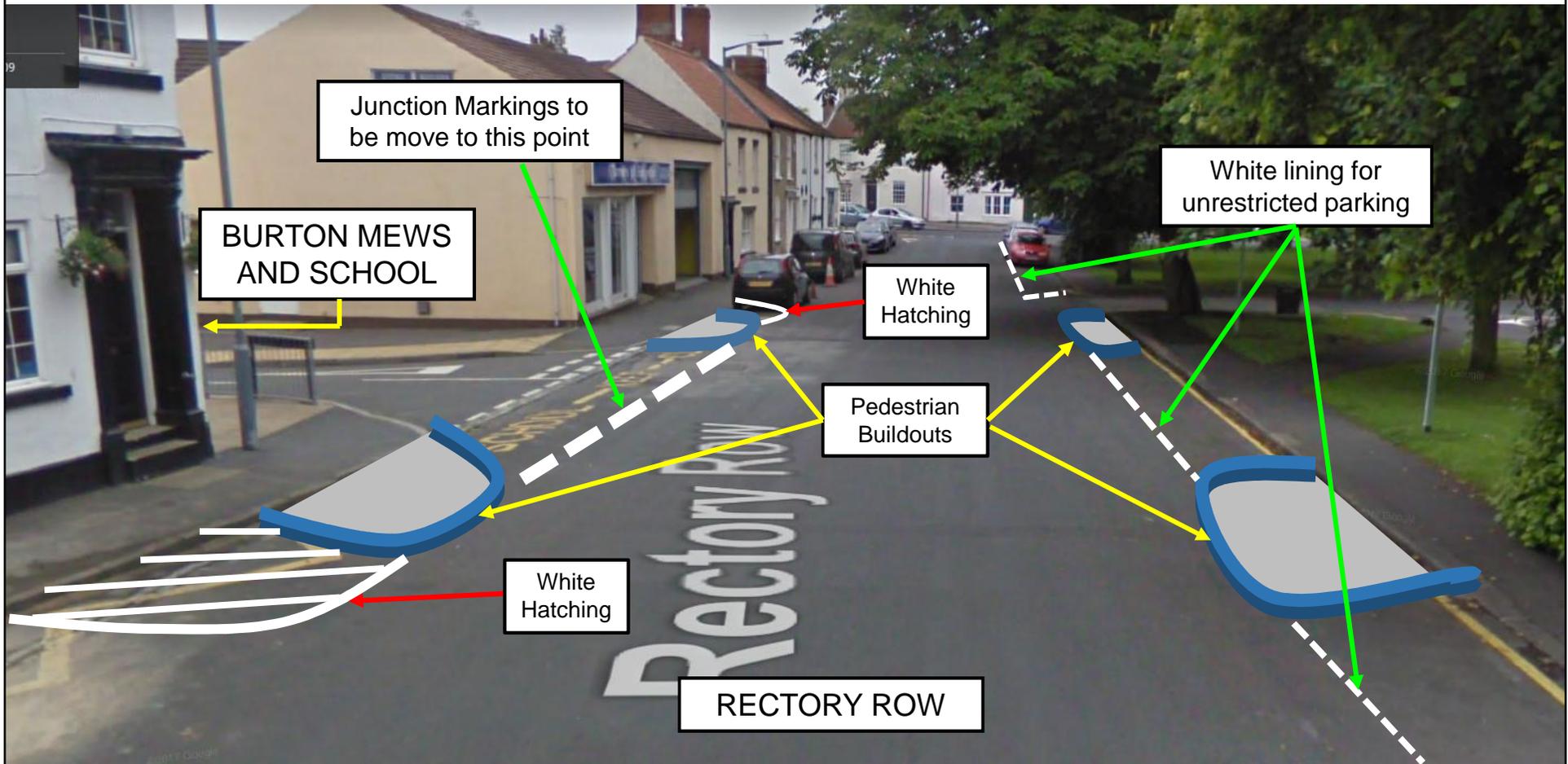
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| | |
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| Project | |
| Sedgefield Traffic Regulation Order | |
| Drawing | |
| North End/ White House Drive Legal TRO | |
| Scales | Project/Drawing No. |
| NTS | |
| Rev. | |

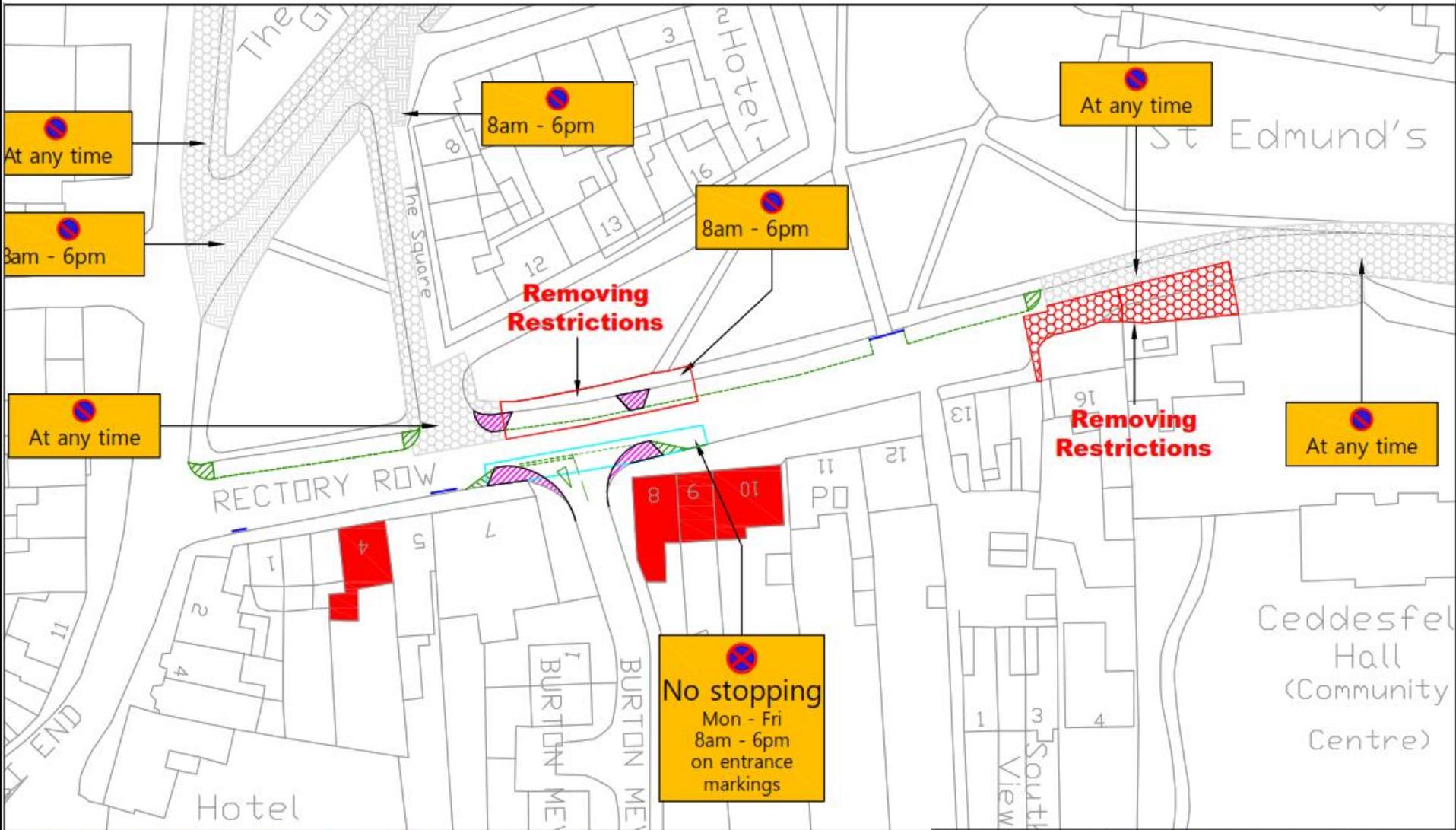
PATH:

Rectory Row – Non TRO Works

- Pedestrian Buildouts
- White lining for unrestricted parking, hatching and junction markings



Proposals and Objectors – Rectory Row Non -TRO Works (Crossing + White Lines)



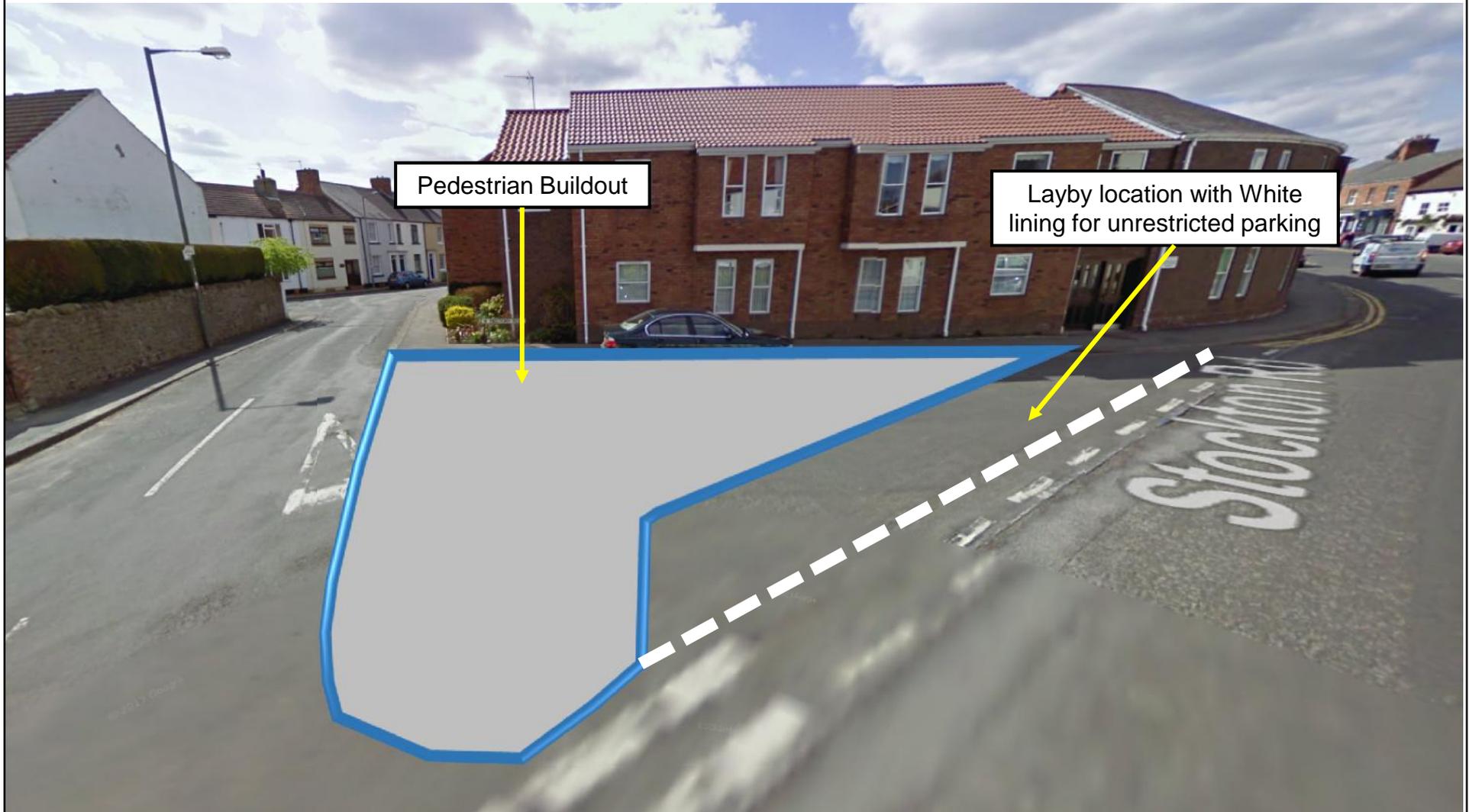
| Key to Types of Restriction | |
|-----------------------------|--|
| | Proposed Footway / Kerb Extension for Pedestrian Crossing Made from Tarmac and Kerb |
| | Proposed White Lining Works |
| | Existing Restriction - Restricted Waiting |
| | Existing Restriction - No Waiting At Any Time |
| | Existing Restriction (no waiting at any time) to be removed and current sign pole to be relocated. |
| | Existing Restriction (restricted waiting 8am-6pm) to be removed - to allow for unrestricted parking and pedestrian build outs. |
| | Proposed White Keep Clear marking to indicate a dropped kerb access point. |
| | Existing Restriction (school keep clear markings Mon-Fri 8am-6pm) |

| | | | |
|--|------------|--|------------|
| <p>Durham County Council</p> <p>Corporate Director Regeneration & Economic Development</p> <p>Strategic Traffic Management</p> <p>County Hall, Durham DH1 5UQ</p> | | <p>SEDGEFIELD PARKING AND WAITING RESTRICTIONS PROPOSED - AMENDMENT 2</p> | |
| Scale: | NTS | Date: | March 2019 |
| Drawn by: | P. Broxton | Signature: | |
| Date Sealed: | | Map Schedule: | XXXXX |

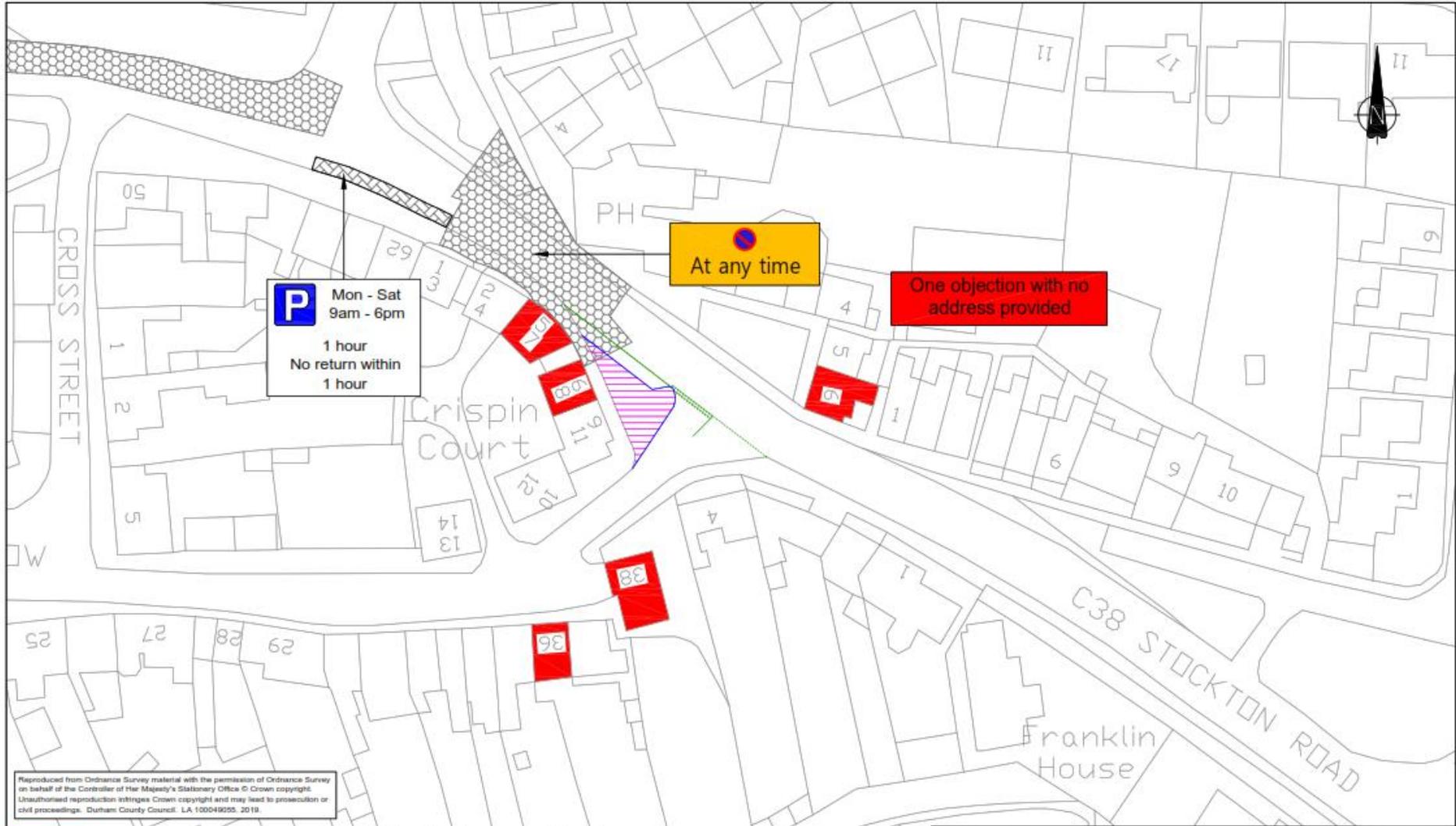
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Rectory Row & Stockton Road Junction – Non TRO Works

- Pedestrian Buildout
- Layby for Unrestricted Parking



Proposals and Objectors – Rectory Row/ Stockton Rd Non -TRO Works (Buildout and White Lines) with 6 Objections



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| | |
|--|---|
| | Objectors |
| | Proposed Footway Construction |
| | Proposed White Lining works |
| | Proposed Kerb position |
| | Existing Restriction - Restricted Bay |
| | Existing Restriction - No Waiting At Any Time |

| Rev/Andt | Drawn By | | Approved By | | | Description Of Amendments |
|----------|------------|---------|-------------|------|------|---------------------------|
| | None | Date | None | Date | Sign | |
| | P. Broxton | June 19 | | | | |
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| Project Sedgefield Non Traffic Regulation Works | |
| Drawing Rectory Row/ Stockton Road Non-Legal TRO | |
| Scales NTS | Project/Drawing No. |
| | Rev. |

PATH:

5 July 2019

Newton Aycliffe – Parking & Waiting
Restrictions Order 2019



Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Local Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships

Electoral division(s) affected:

Newton Aycliffe East and Newton Aycliffe West

1 Purpose of the Report

- 1.1 In accordance with part 3 of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Newton Aycliffe.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

2 Executive Summary

- 2.1 Within Civil parking Enforcement operational guidance, the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.2 The County Council are proposing to introduce:

2.3 Hurworth Road

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners to enable current and potential new businesses to have access within and around

Hurworth road. The area is currently unrestricted, which means vehicles often park and are blocking access for vehicles and HGV's. Some vehicles are believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

2.4 Greenfield Way and the junctions of Malvern Way & Alston Crescent

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The aim of the proposal is to improve road safety with regards to parked vehicles on Greenfield Way as per the request from both local County Councillors.

2.5 Middridge Village

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by Middridge Parish Council to address obstructive parking near the Village Hall, which should improve movement of vehicles around the area. There is support from the Local County Councillors, Middridge Village Parish Council and Durham Constabulary.

2.6 Millennium Way/Moordale Road and Long Tens Way

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners in a bid to reduce obstructive parking and improve road safety.

2.7 Welbury Grove and the junction of Central Avenue

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local residents in a bid to reduce obstructive parking and improve road safety.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Newton Aycliffe: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

- 4.1 Several requests have been received to address ongoing obstructive parking, visibility and safety issues within the Newton Aycliffe area.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages for Hurworth Road, Millennium Way, Long Tens Way, Greenfield Way and Welbury Grove in September and October 2018.
- 4.3 A number of objections were received at this point from directly affected frontages. The proposals were supported by Durham Constabulary and the Local County Councillors. After reviewing the feedback, a decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.4 At this point an additional request was received from Middridge Parish Council to introduce 'no waiting at any time' restrictions in Middridge Village.
- 4.5 An initial consultation exercise was undertaken with statutory consultees and directly affected frontages in November 2018. Support was received from Durham Constabulary and the Local County Councillors. Middridge Parish Council requested further amendments to the proposals in November 2018 following the initial consultation. This led to a further informal consultation exercise with statutory consultees and directly affected frontages later in the same month.
- 4.6 The revised proposal received unanimous support from all interested parties and the decision was made to progress with the TRO and move to the formal consultation stage.
- 4.7 The formal notices for all proposals were advertised on site and in the local press between 14th December 2018 – 26th April 2019. Objections were received during this period and this led to amended proposals being drafted and re-advertised during this time.

Support was received from Durham Constabulary and the Local County Councillors.

5 Hurworth Road

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners to enable current and potential new businesses to have access within and around Hurworth road. The area is currently unrestricted, which means vehicles often park and are blocking access for vehicles and HGV's. Some vehicles are

believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

There is support from Durham Constabulary. There have been 2 objections to the proposals.

Objection 1 (Objected at the informal and formal consultation stage)

Objector 1 is a local business owner on Hurworth Road and they also objected at the informal consultation stage.

They state that the proposals would have a detrimental effect on their everyday business, other small businesses as well as growth for their company. They are also concerned as to where employees and visitors would park.

The objector questions the obstruction issues on the Industrial Estate and notes that in their opinion these are just part of day to day life in such a working environment.

During the formal consultation period a solicitor's letter was received on behalf of this objector instructing them to formally object on behalf of their client.

The letter states that their client owns two units on Hurworth road and have been trading for over 22 years and employ 18 people. The only parking, they have is to the front of their premises.

They claim that the imposition of the restrictions will have a severe impact upon their client's business and that in all the years of trading, there have been no safety or other access issues.

They go on to say that the proposed positioning of the restrictions does not appear to have any positive impact on road safety and their clients question the rationale of putting the restrictions where they are proposed.

Objector 2 (Objected at the informal and formal consultation stage)

Objector 2 is a landlord of several units at Hurworth road. They were advised by their tenants of the proposals during the informal consultation stage. They state that they should have been notified of the proposals at the same time as their tenants. They requested more time to review the proposals. Their initial stance is that they are not in favour of the restrictions.

At the formal consultation stage, they stated that they wished to object to the restrictions on the basis that it will seriously hinder the usual day to day business of the tenants and freeholder's area. They have not had any traffic issues or complaints from tenants in the 24 years of their involvement with the

estate and cannot understand the reasoning to bring in such substantial restrictive measures at this time.

They are aware that the adjacent site has two entrances off Hurworth road, so the restrictions seem to be for their benefit at the cost of existing businesses. They feel they will have considerable difficulties re-letting the units with the proposed restrictions. The only access for customers and staff would be from the front and directly affected by the proposals.

They are aware that the existing road width already accommodates both cars and deliveries as well as allowing access for HGV's and large machinery, as can be seen from prior development of the landlord to the rear. Additional punitive restrictions therefore seem grossly unnecessary.

Response

The proposals were sent out to statutory consultees as required by the relevant secondary legislation, informal plans and letters were sent to all directly affected frontages (letter and plans sent to all units on Hurworth Road) and formally advertised online and on site as per the legal requirements.

The proposed restrictions are to enable current and potential new businesses to have access within and around Hurworth road. The area is currently unrestricted, which means vehicles often park and are blocking access of vehicles and HGV's. Some vehicles are believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

The proposals of 'no waiting at any time' restrictions (double yellow lines) will allow for loading and unloading for local businesses and for people to board and alight (drop off and pick up passengers). The restrictions will improve accessibility, visibility and reduce the amount of obstructive all-day parking. The objectors allege that the restrictions will adversely affect their businesses, however it is the council's belief that the wider benefits for the businesses on the estate outweigh such adverse impacts for these two objectors.

Currently there is a large development to the north of Hurworth road which has two site entrances. The volume of HGV's using the location are expected to increase in the near future. These proposals will ensure the safe passage of HGV's through these entrances whilst managing the current high demand for deliveries and HGV's to other units within the area.

5.1 Greenfield Way and the junctions of Malvern Way & Alston Crescent

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The aim of the proposal is to improve road safety with regards to

parked vehicles on Greenfield Way as per the request from both local County Councillors.

There is also support from Durham Constabulary. There has been 1 objection to the proposals.

Objection 1 (Objected at the informal consultation stage)

The objector is a local resident of Malvern Way. They state that they are pleased to see the council taking an interest in solving the long-standing traffic problems that are being caused by the dangerous and inconsiderate practices of some of the parents of pupils of the school.

They continue by stating the proposals do absolutely nothing to solve the problems as they will merely displace vehicles from directly outside of the school into adjacent residential areas. Adjacent housing residents say that they are already suffering delays and abuse from parents who block their driveway. The queue of cars extends daily beyond the entrance to Belford Way. Any more vehicles turning, parking, driving on pavements, blocking access to properties and hooting of horns etc will be intolerable for the residents.

Objector 1 claims that this is already a dangerous junction where Malvern Way enters Greenfield Way. Any further increase in traffic will increase the risk of accident and injury. Its also likely that some of the cars prevented from parking near the school will park further north of Malvern Way. This would block the sight lines of traffic entering and leaving the estate, creating a further hazard. They feel that the proposals do nothing to prevent this problem.

They believe that the only way to solve the chaotic traffic problems is to have a traffic management scheme that compels all arrivals and departures from the school to follow a single route. There is undeveloped land both within the school grounds and adjacent to the nearby play area to provide such a scheme.

Response

The proposals were sent out to statutory consultees as required by the relevant legislation, informal plans and letters were sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The aim of the proposal is to improve road safety with regards to parked vehicles on Greenfield Way as per the request from both local County Councillors who have requested that the 'no waiting at any time' restrictions (double yellow lines) be introduced in the area.

There are reports of obstructive parking around the school at drop off and pick up times. This is a safety issue for pedestrians and school children.

It is anticipated that the proposed restrictions will improve road safety around the school by improving visibility for both pedestrians and vehicles passing the school as well as reducing obstructive parking on the unrestricted sections in the area.

The restrictions will allow vehicles to stop to board and alight (drop off and pick up) which will reduce the number of parked vehicles in the directly affected area. Vehicles will not be able to park and wait for pedestrians/school children on the restrictions and will have to park in other unrestricted sections in the surrounding area. This may help to promote walk to school schemes.

The proposal of a traffic scheme to create a one-way system using undeveloped land would be costly and could potentially cause delays with commuters and road users of the current heavily trafficked area. The current proposals should improve the safety of pedestrians and road users with an instant benefit.

5.2 Middridge Village

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by Middridge Parish Council to address obstructive parking near the Village Hall, which should improve movement of vehicles around the area.

There is support from the Local County Councillors, Middridge Village Parish Council and Durham Constabulary. There has been 1 objection to the proposals.

Objection 1 (Objected at the formal consultation stage)

The Objector is a local resident of Middridge Village. They state that they can't see why anyone would propose this as cars parked are not prohibiting access for anybody. The vehicles are only parked there because of lack of off-street parking. There is more obstructive parking in the village than in this area and these few cars don't obstruct access to anyone's property and don't hinder access for emergency vehicles.

Response

The proposals were requested by Middridge Parish Council to address obstructive parking near the Village Hall, which should improve movement of vehicles around the area. There is support from the Local County Councillors, Middridge Village Parish Council and Durham Constabulary.

Alternative unrestricted parking is available in the surrounding area.

5.3 Millennium Way/ Moordale Road and Long Tens Way

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners in a bid to reduce obstructive parking and improve road safety.

There is support from Durham Constabulary. There have been no objections to the proposals.

5.4 Welbury Grove

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local residents in a bid to reduce obstructive parking and improve road safety.

There is support from Durham Constabulary. There have been no objections to the proposals.

6 Conclusion

6.1 It is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Newton Aycliffe: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

7.1 Correspondence and documentation in Traffic Office File:

\\duch-3900\arc2-sys2\$\TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Newton Aycliffe\Traffic Regulation Orders (Parking Restrictions)\2018 September

Contact: Peter Broxton

Tel: 03000 263986

Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



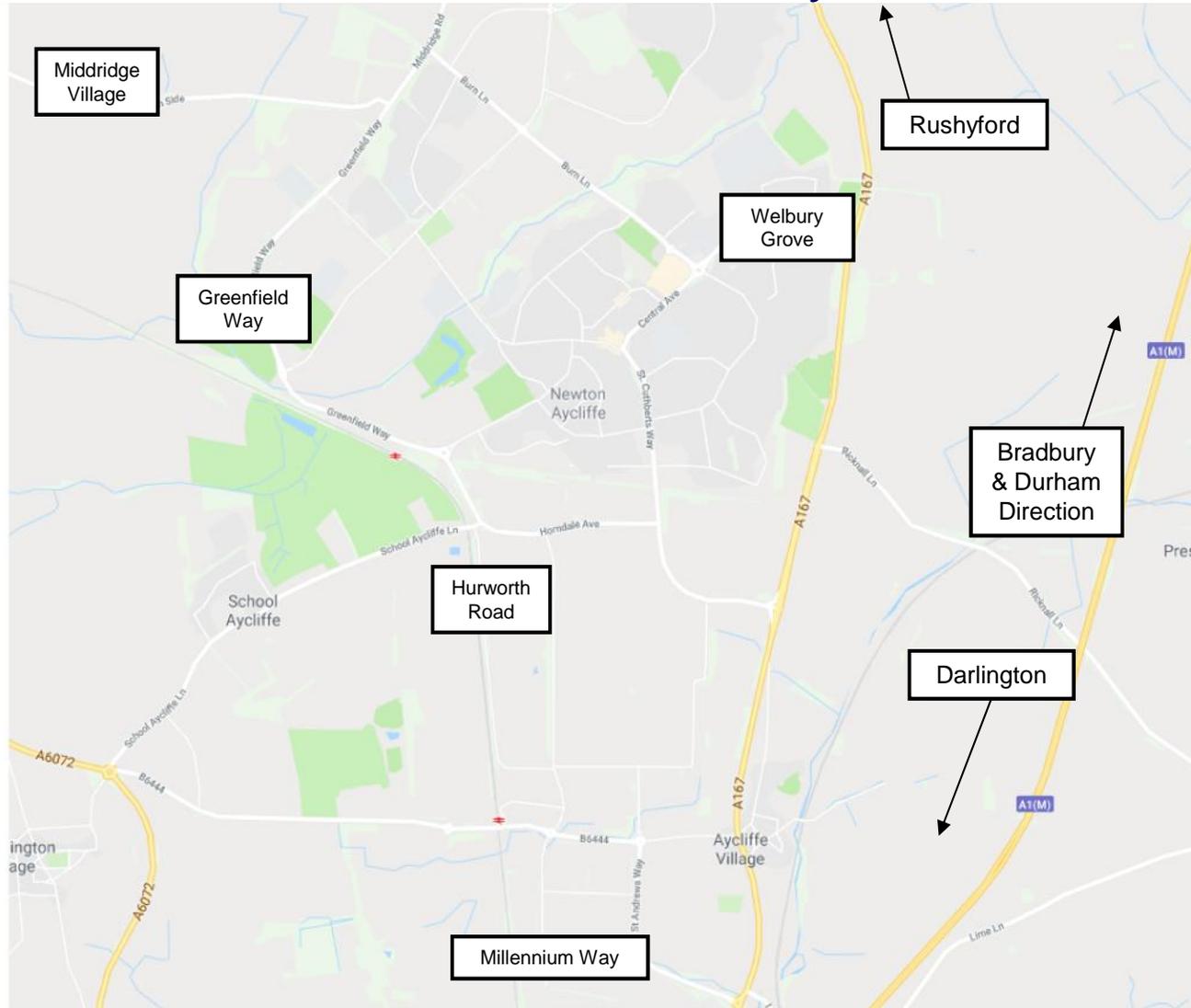
Newton Aycliffe Parking & Waiting Restrictions Order 2019

Highways Committee
5th July 2019

Altogether better



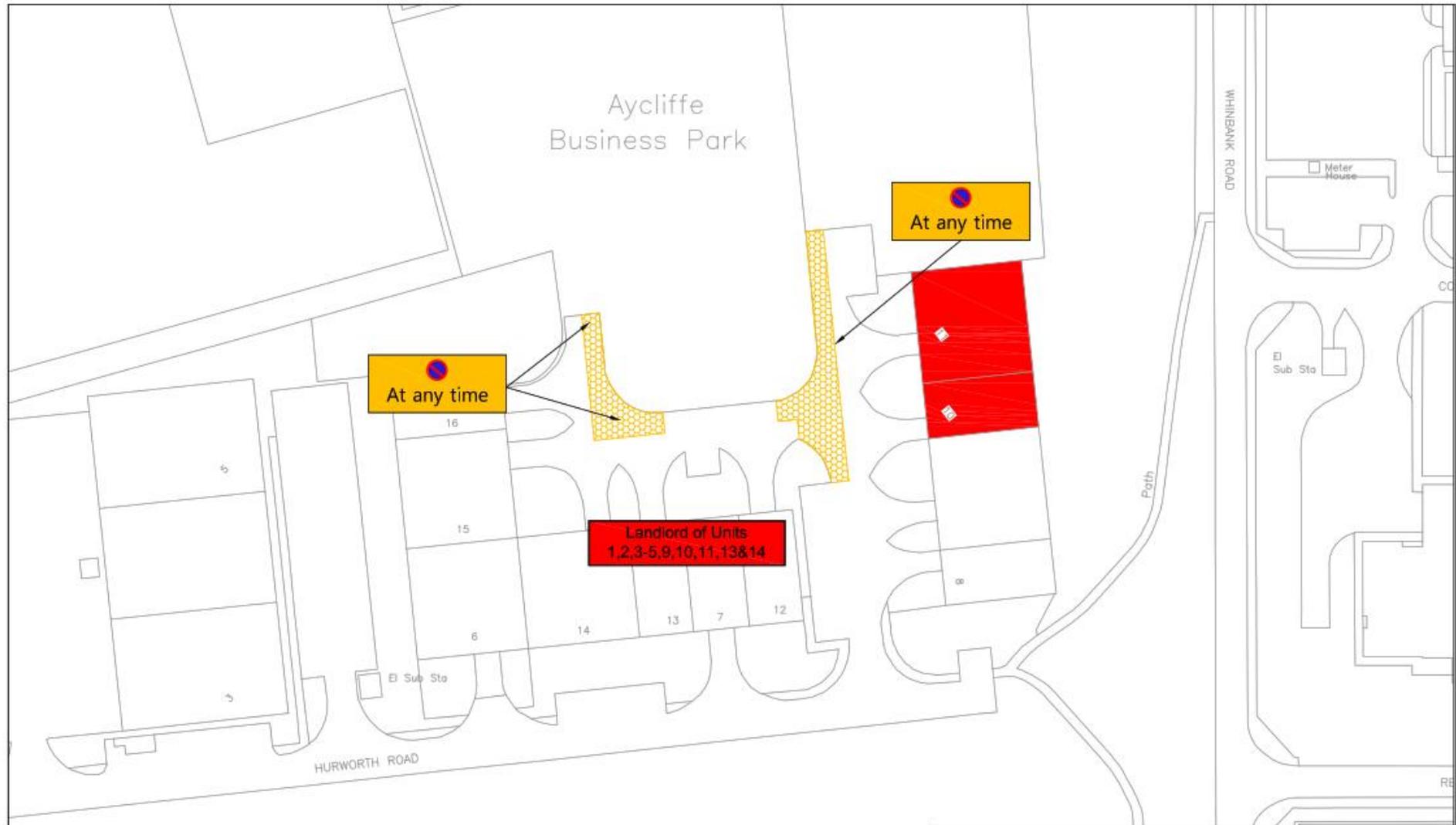
Location Plan – Newton Aycliffe Area



Altogether better



Proposals and Objectors - Hurworth Road with 2 Objectors



Key to Types of Restriction

-  Proposed No Waiting At Any Time
-  Objectors

 Individual Plan Reference Number

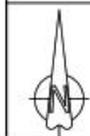


Corporate Director
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County Hall, Durham DH1 5UQ

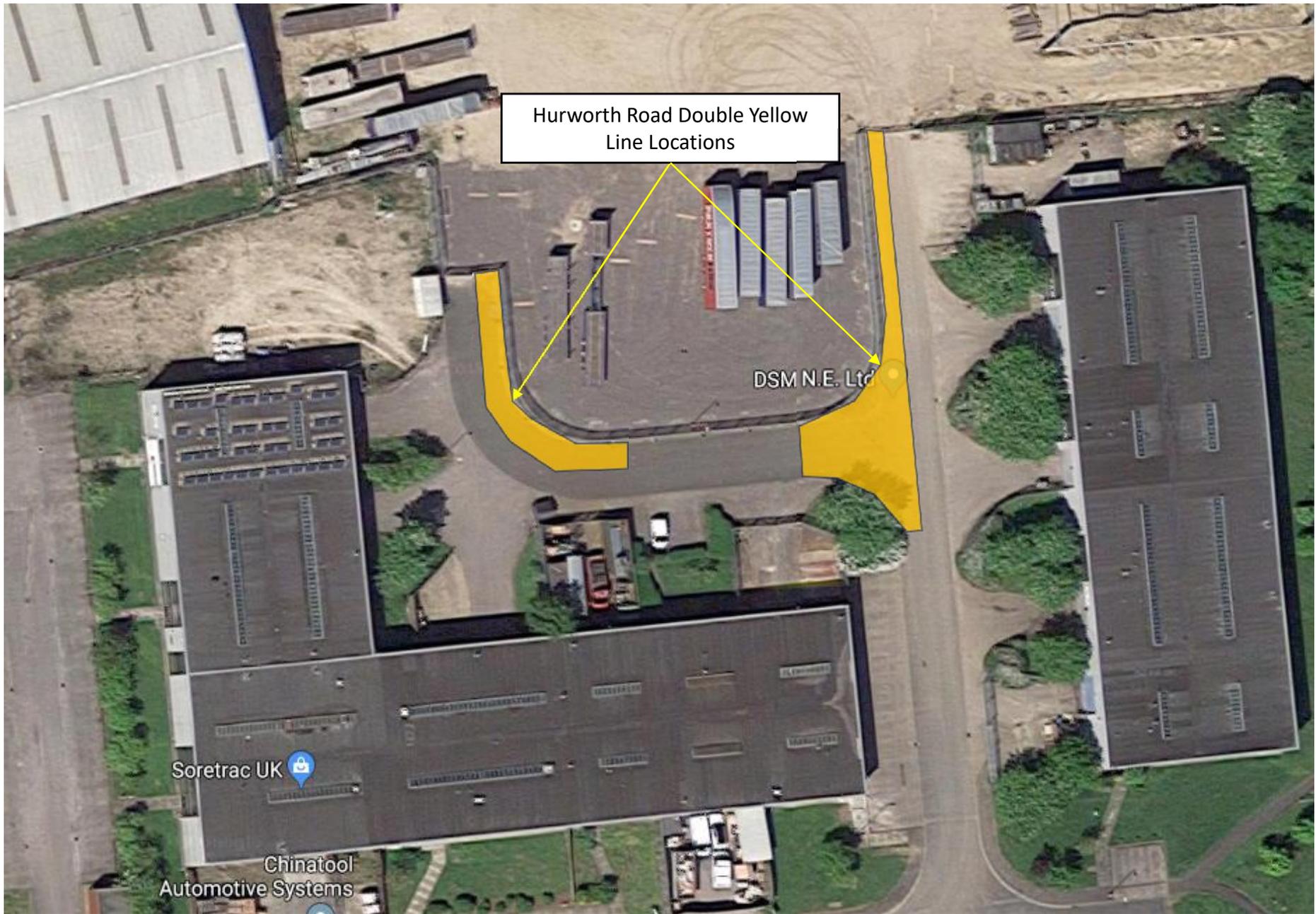
NEWTON AYCLIFFE PARKING AND WAITING RESTRICTION
PROPOSED



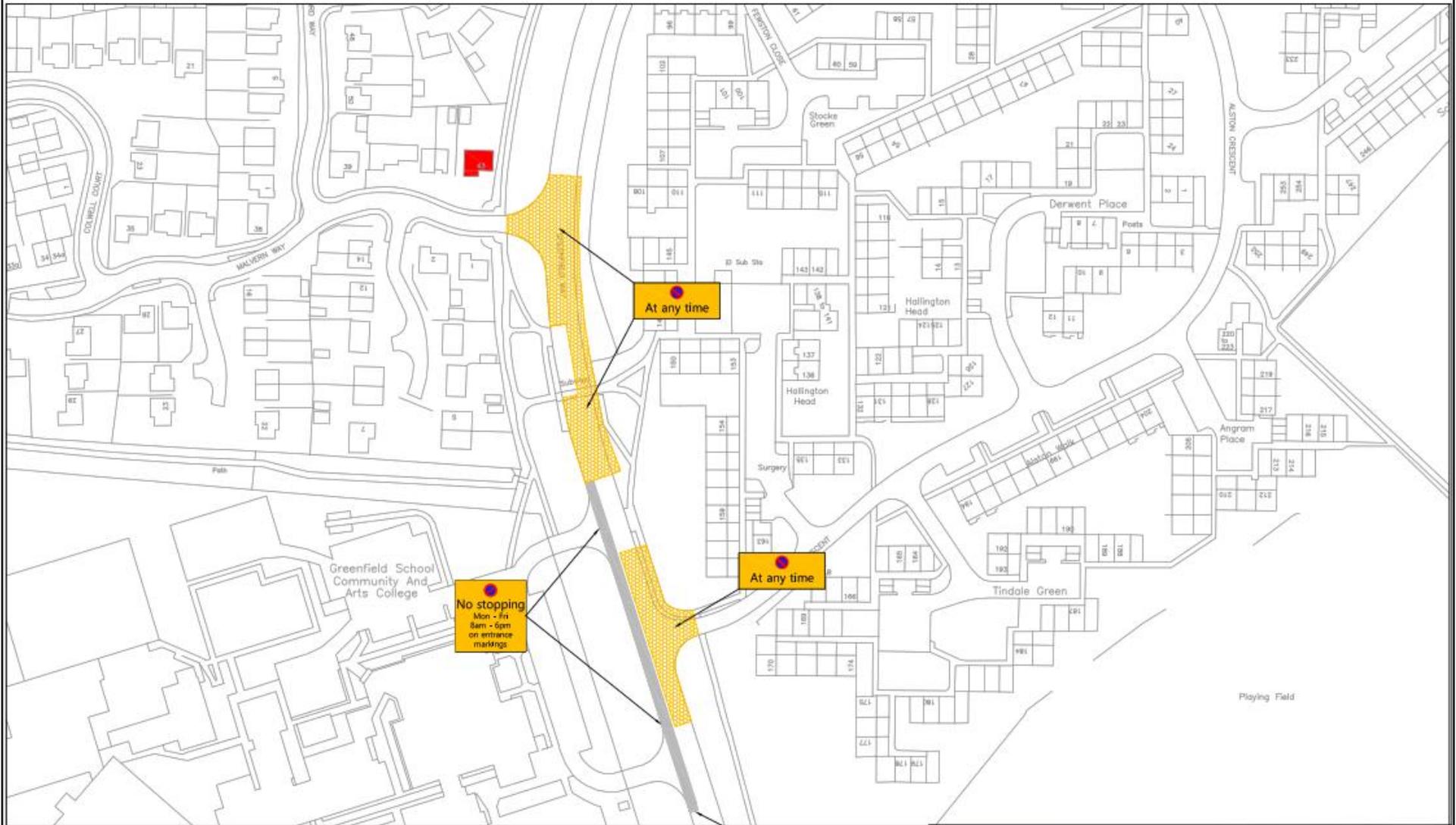
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| Date Sealed: | | Map Schedule: DY70 |

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Hurworth Road Proposals



Proposals and Objectors – Greenfield Way with 1 Objector



Key to Types of Restriction

-  Proposed No Waiting at Any Time
-  Existing Restriction - No Stopping
-  Objectors

 Individual Plan Reference Number



Corporate Director
Regeneration & Economic
Development

Strategic Traffic Management
County Hall, Durham DH1 5UQ

NEWTON AYCLIFFE PARKING AND WAITING RESTRICTION
PROPOSED

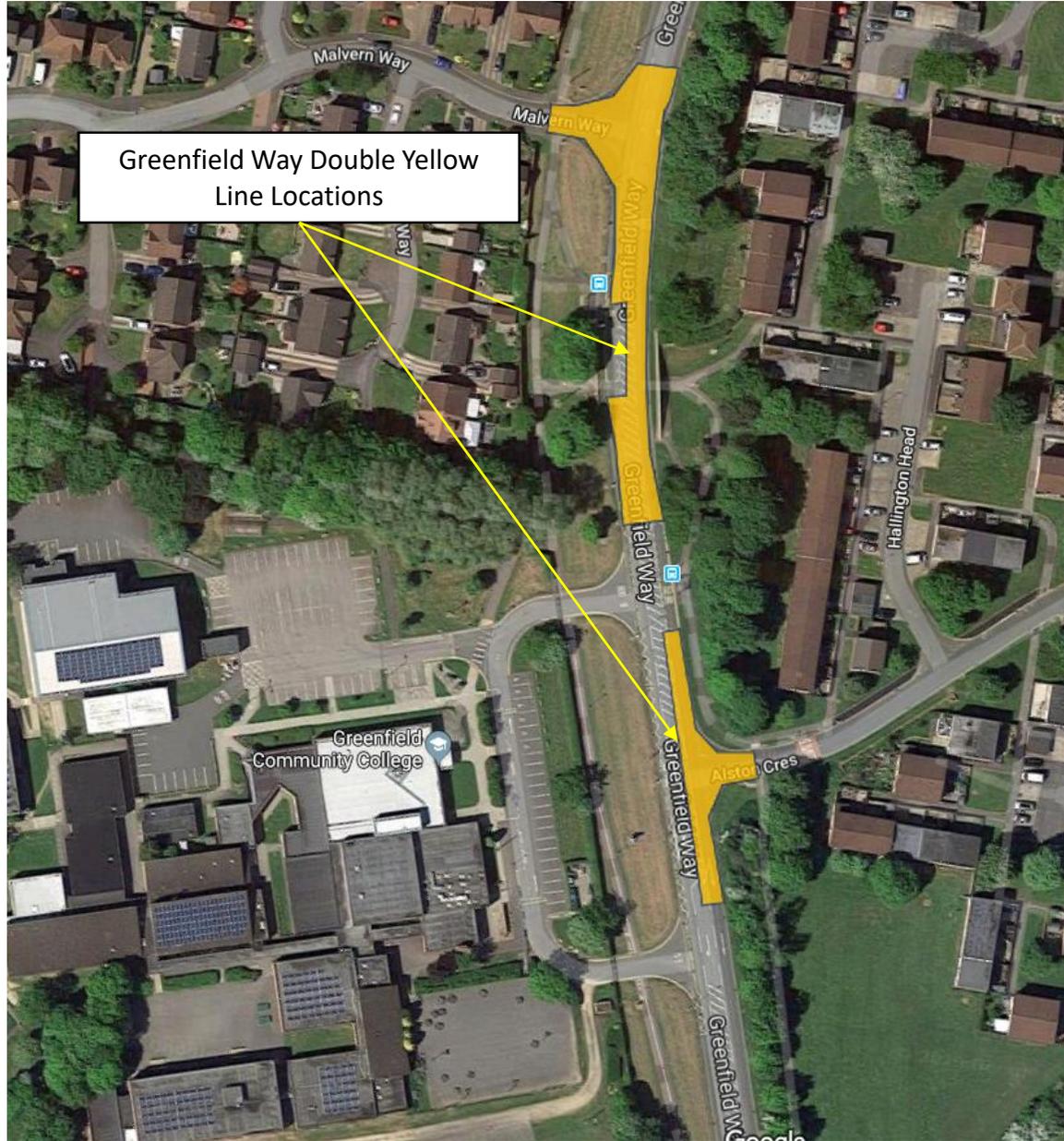


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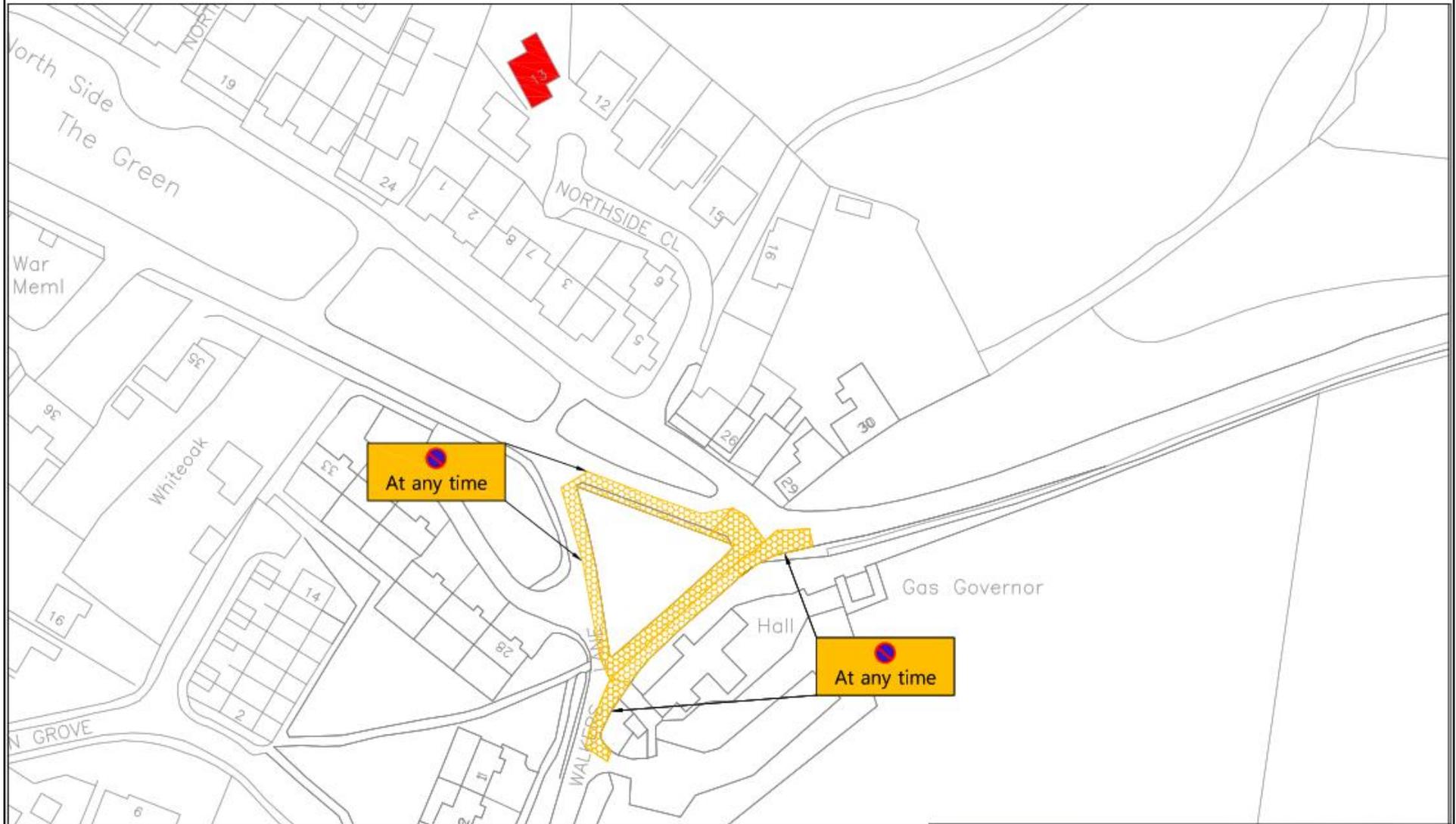
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Greenfield Way Proposals



Proposals and Objectors – Middridge Village with 1 Objector



Key to Types of Restriction

 Proposed No Waiting At Any Time

 Individual Plan Reference Number



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Regeneration & Economic
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Strategic Traffic Management
County Hall, Durham DH1 5UQ

NEWTON AYCLIFFE PARKING AND WAITING RESTRICTION PROPOSED

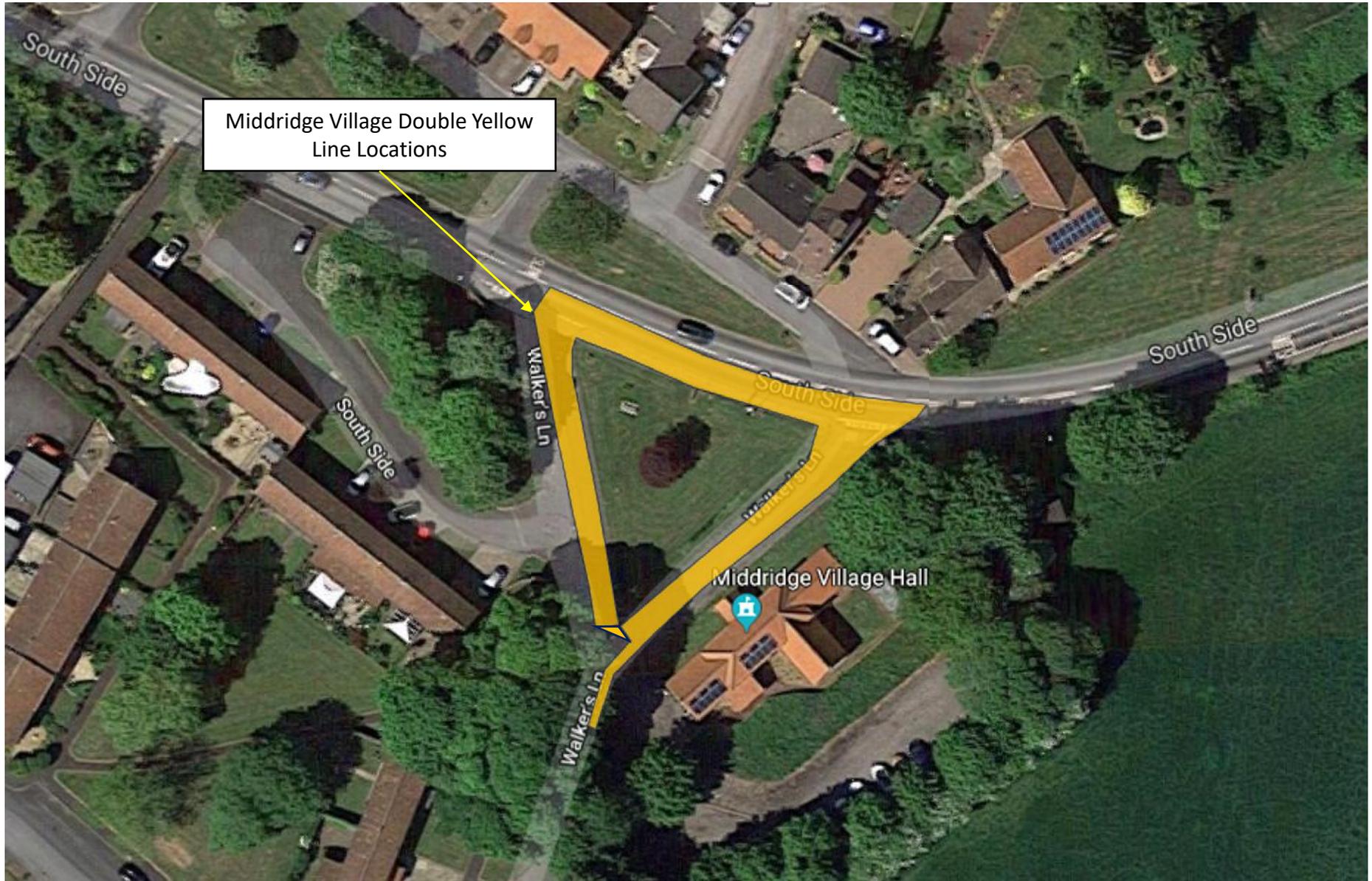


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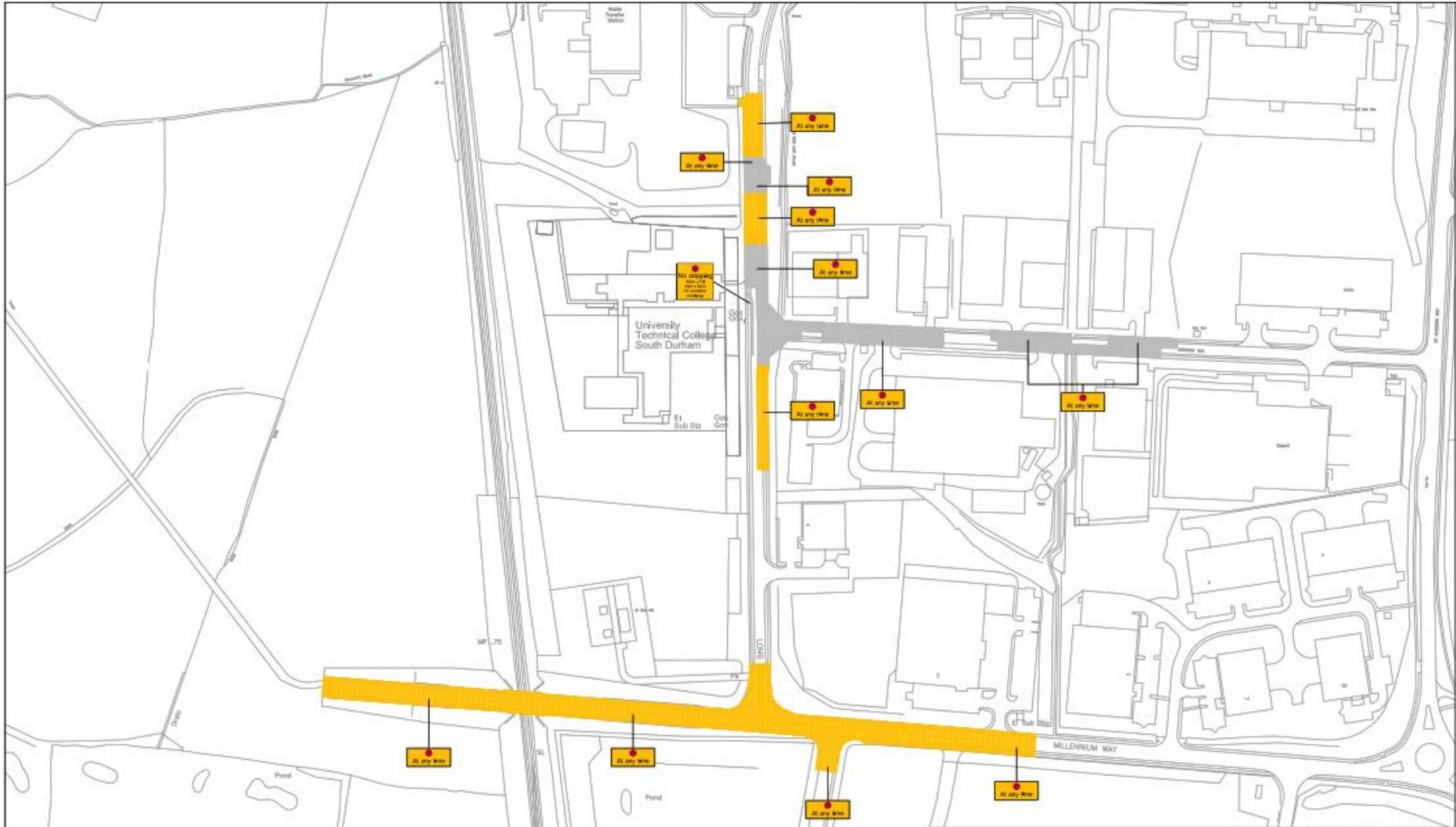
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Middridge Village Proposals



Proposals – Millennium Way/ Moordale Road & Long Tens Way No Objections



Key to Types of Restriction

Proposed 'No Waiting At Any Time'

Individual Plan Reference Number



Corporate Director
Regeneration & Economic
Development

Strategic Traffic Management

County Hall, Durham DH1 5UQ

NEWTON AYCLIFFE PARKING AND WAITING RESTRICTION
PROPOSED



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| Drawn by: | P.Broxton | Signature: | |
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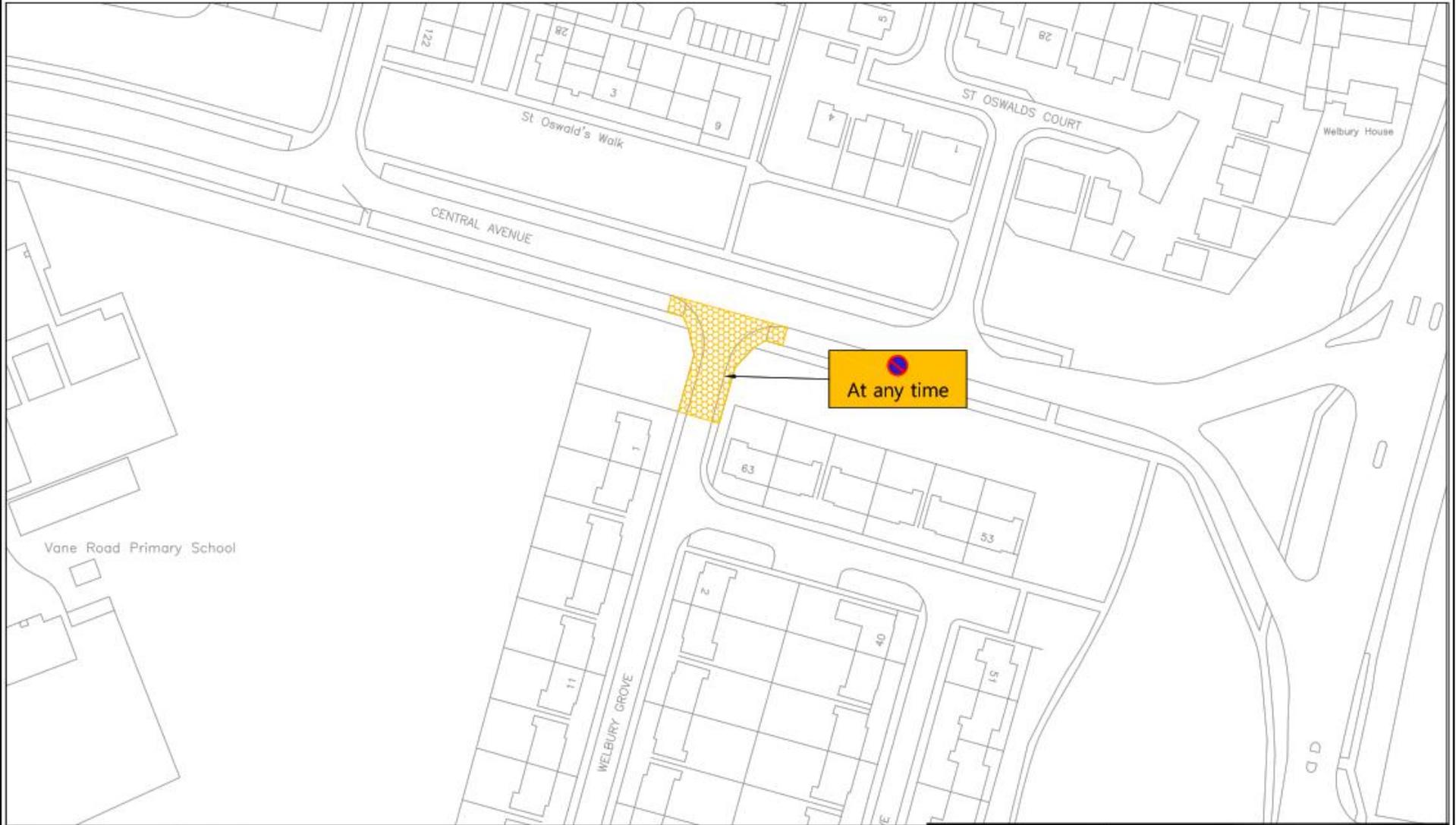
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Millennium Way/Moordale Road & Long Tens Way Proposals



Proposals – Welbury Grove No Objections



Key to Types of Restriction

 Proposed No Waiting At Any Time

 Individual Plan Reference Number



Corporate Director
Regeneration & Economic
Development

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County Hall, Durham DH1 5UQ

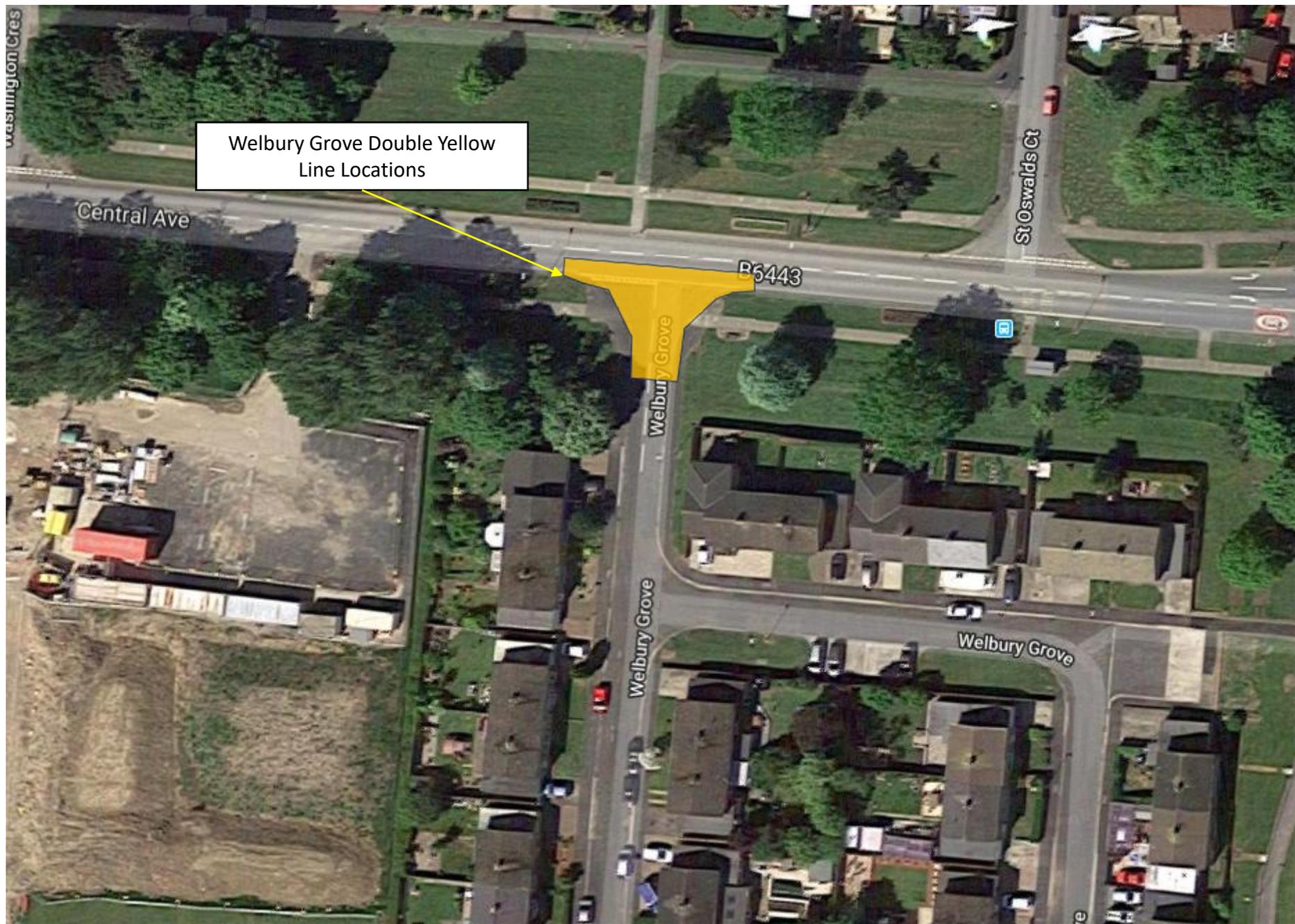
**NEWTON AYCLIFFE PARKING AND WAITING RESTRICTION
PROPOSED**



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| Drawn by: | E. Brown | Signature: | |
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Welbury Grove Proposals





Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Local Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships

Electoral division(s) affected:

Willington and Hunwick

1. Purpose of the Report

- 1.1 In accordance with part 3A of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Willington.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

2. Executive summary

Within Civil parking Enforcement operational guidance, the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.

- 2.2 The County Council are proposing to introduce:

2.3 Cumberland Terrace

A request has been received from Local County Councillors in a bid to address parking and ongoing road safety issues. Vehicles currently park along Cumberland Terrace, obstructing adjacent driveways and impeding its junction with the High Street.

It is therefore proposed that 'no waiting at any time' restrictions (double yellow lines) be introduced on the junction of High Street / Cumberland Terrace.

Restricted waiting (Monday – Friday 8am – 6pm) is also proposed on the west side of Cumberland Terrace outside of The Conifers / Ennerdale.

Additional 'no waiting at any time' restrictions (double yellow lines) are proposed on the eastern side of Cumberland Terrace between Our Lady and St Thomas RC Church and number 24 Cumberland Terrace.

2.4 A690 Commercial Street / High Street

A request has been received from Local County Councillors in a bid to address parking and ongoing road safety issues.

It is proposed that the existing 'Limited Waiting' parking bays (9am – 6pm 20 mins no return within 1 hour) on the A690 High Street be amended to a 'no waiting at any time' restriction (double yellow lines) on both sides of the road between numbers 22/80 and 7/96 on the A690 High Street.

2.5 Chapel Street

A request has been received from Local County Councillors in a bid to address parking and ongoing road safety issues. Vehicles currently park opposite the school and cause problems with accessibility and visibility for passing vehicles.

It is therefore proposed that No waiting / No loading at any time restriction be introduced at this location between 7 Chapel Street and the church.

2.5 Bridge End

A request has been received from Local County Councillors in a bid to improve access and visibility at this point.

It is proposed that the existing restricted waiting (9am – 6pm) on the A690 be extended into its junction with Bridge End. This change will keep the junction area clear and improve visibility and accessibility at this point.

3. Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Willington: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

3 Background

4.1 Several requests have been received to address ongoing obstructive parking, visibility and safety issues within the Willington area.

4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected residents on Cumberland Terrace as well as High street / A690 in October 2017.

4.3 One objection was received at this point from a directly affected resident. The proposals were supported by the Statutory consultees as well as the local county councillors. After reviewing the feedback, a decision was made to amend the proposals and move forward with the Traffic Regulation Order (TRO) to the formal consultation stage.

4.3 At this point an additional request was received by the local County Councillors to introduce limited waiting restrictions on the eastern side of Chapel Street, opposite Willington Primary School, as well as extend the existing limited waiting restrictions into Bridge End, from its junction. This led to a further informal consultation with statutory consultees and directly affected frontages in January 2019.

4.4 The formal notices for all proposals were advertised on site and in the local press between 13th March and 3rd April 2019. One objection was received during this period.

Support was received from Local county councillors.

4.5 Cumberland Terrace

Our Lady and St Thomas RC school is situated on the west side of Cumberland Terrace. The school currently has 'school keep clear' markings outside of the pedestrian entrance / exit points. A request has been received from Local County Councillors in a bid to address parking and ongoing road safety issues. Vehicles currently park along Cumberland Terrace, obstructing adjacent driveways and impeding its junction with High Street

It is therefore proposed that 'no waiting at any time' restrictions be introduced on the junction of High Street / Cumberland Terrace. Restricted waiting (Monday – Friday 8am – 6pm) is also proposed on the west side of Cumberland Terrace outside of The Conifers / Ennerdale. Additional 'no waiting at any time' restrictions will be provided on the eastern side of Cumberland Terrace between Our Lady and St Thomas RC and number 24 Cumberland Terrace.

The response to the initial consultation included one response against the proposals. This objection was considered, and the proposals amended for the formal consultation exercise. However, the objector decided they were still against the amended proposals and objected at the formal consultation stage.

Objection 1 (Objected at the formal consultation stage)

The Objector is a local resident of Willington. They are objecting to the 'no waiting at any time' proposals located near to St Thomas RC primary school and are concerned that teachers and dinner ladies will park in the allocated 3 parking bays and he won't be able to get parked, plus has been told by an estate agent and allege it will probably reduce their house value by up to twenty thousand pounds and it will not stop the congestion at school times, they continue to state that he really doesn't think yellow lines will change a thing, all because of one man who lives up Cumberland terrace.

Response

The proposals were requested by local County Councillors to address obstructive parking and ongoing road safety issues. Vehicles currently park along Cumberland Terrace, obstructing adjacent driveways and impeding its junction with High Street therefore, the proposals would improve visibility, accessibility and road safety around the areas. The objector has not submitted any evidence of depreciation in value of his property. Overall, the benefits of the proposals outweigh any negative impacts on one property.

4.6 A690 Commercial Street / High Street

A request has been received from Local County Councillors in a bid to address parking and ongoing road safety issues.

It is proposed that the existing 'Limited Waiting' parking bays (9am – 6pm 20 mins no return within 1 hour) on the A690 High Street be amended and changed to a 'no waiting at any time' restriction on both sides of the road between numbers 22/80 and 7/96 on the A690 High Street. This change will link in with the amendments on Cumberland Terrace and improve visibility and accessibility in this area.

No objections have been received to this element of the proposal.

4.7 Chapel Street

Willington Primary School is situated on the west side of Chapel Street. The school currently has 'school keep clear' markings outside of the pedestrian entrance / exit points. A request has been received from Local County Councillors in a bid to address parking and ongoing road safety issues. Vehicles currently park opposite the school and cause problems with accessibility and visibility for passing vehicles.

It is therefore proposed that No waiting / No loading at any time be introduced at this location between 7 Chapel Street and the church.

No objections have been received to this element of the proposal.

4.8 **Bridge End**

A request has been received from Local County Councillors in a bid to improve access and visibility at this point.

It is proposed that the existing restricted waiting (9am – 6pm) on the A690 be extended into its junction with Bridge End. This change will keep the junction area clear and improve visibility and accessibility at this point.

No objections have been received to this element of the proposal.

4 Conclusion

5.1 It is recommended that Members agree to endorse the proposal in principle to proceed with the implementation of the Willington: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

5. Background papers

Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Willington\Traffic Regulation Orders (Parking
Restrictions)\2017 October

Contact: Ellis Dunn

Tel: 03000 265485

Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



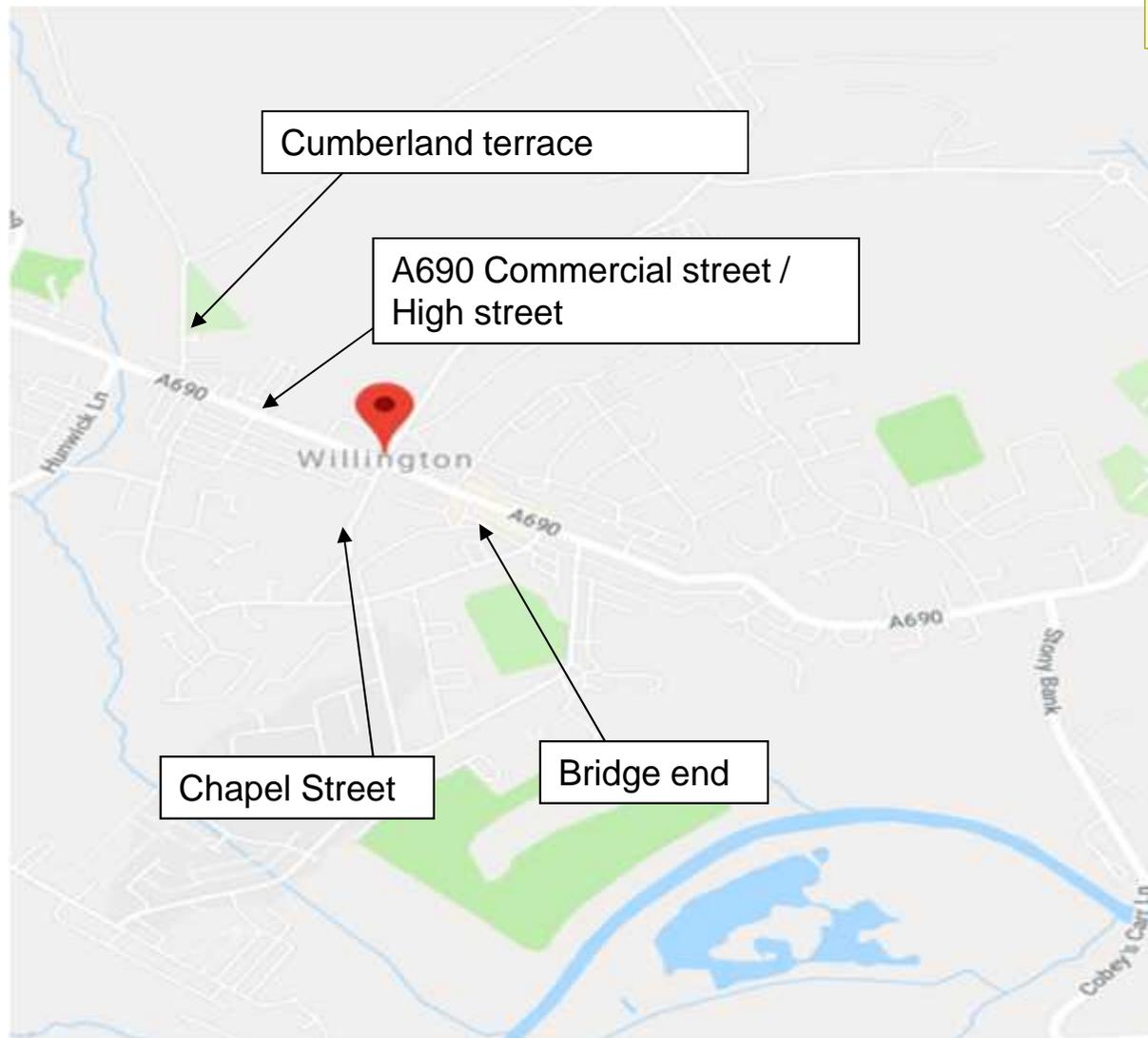
Willington Parking & Waiting Restrictions Order 2019

Highways Committee
5th July 2019

Altogether better

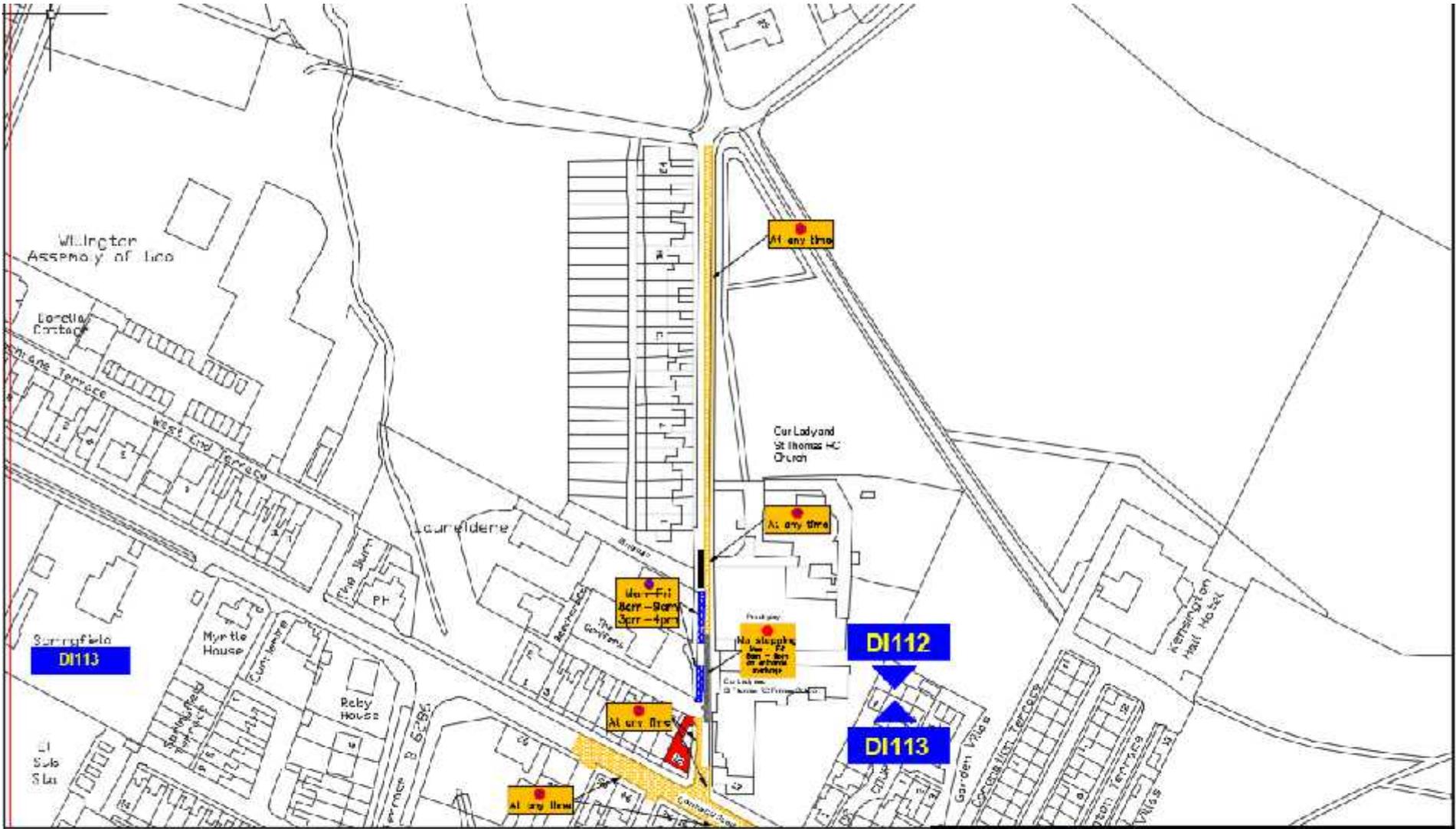


Location Plan – Willington Area



Altogether better





Key to Types of Restriction

- Proposed No Waiting At Any Time
- Objectors
- Proposed Restricted Waiting
- Existing No Stopping

XXXX In Use (P) or Release Number



Corporate Director
Regeneration & Economic
Development

Strategic Traffic Management

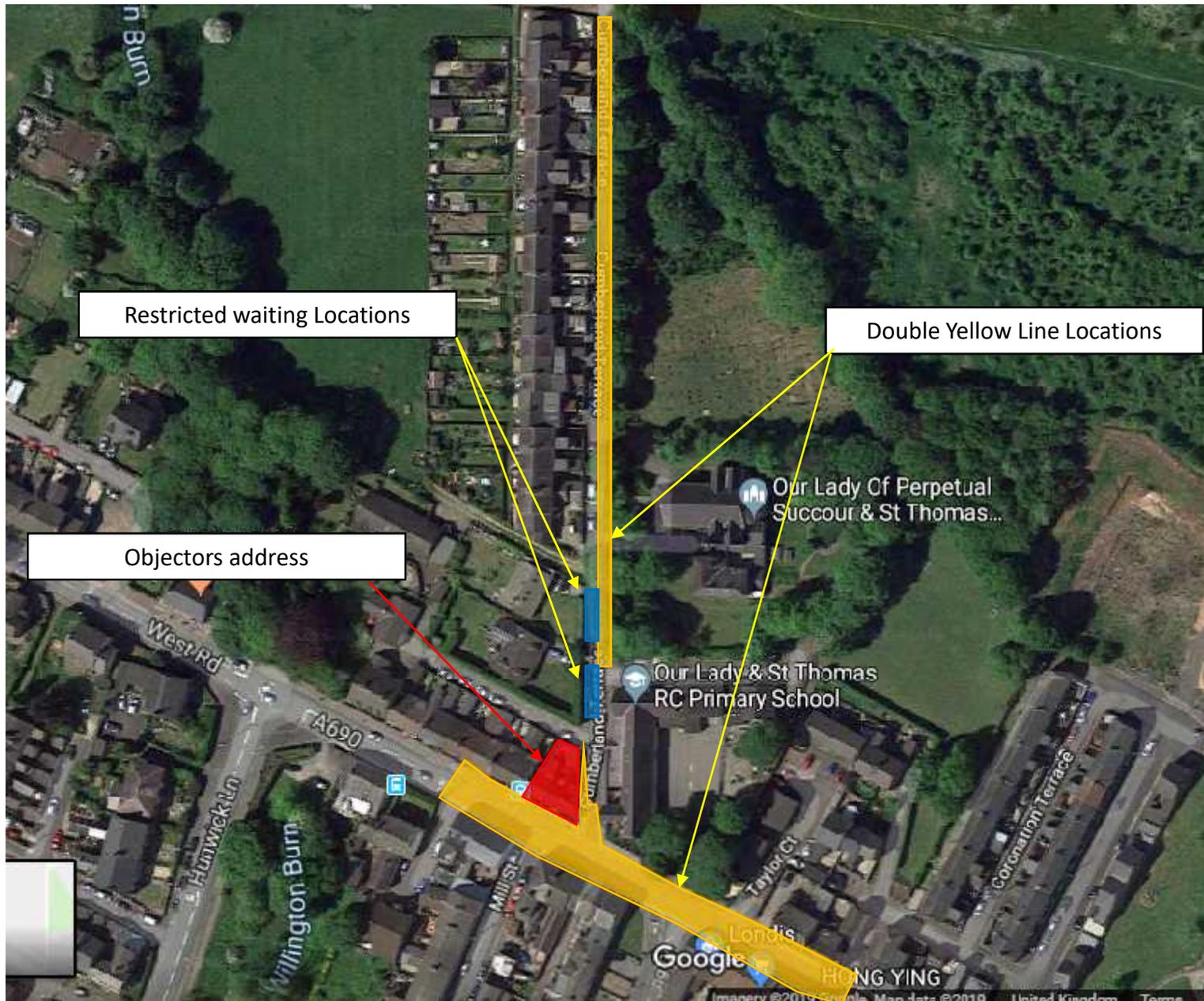
**WILLINGTON, PARKING AND WAITING RESTRICTION
PROPOSED**



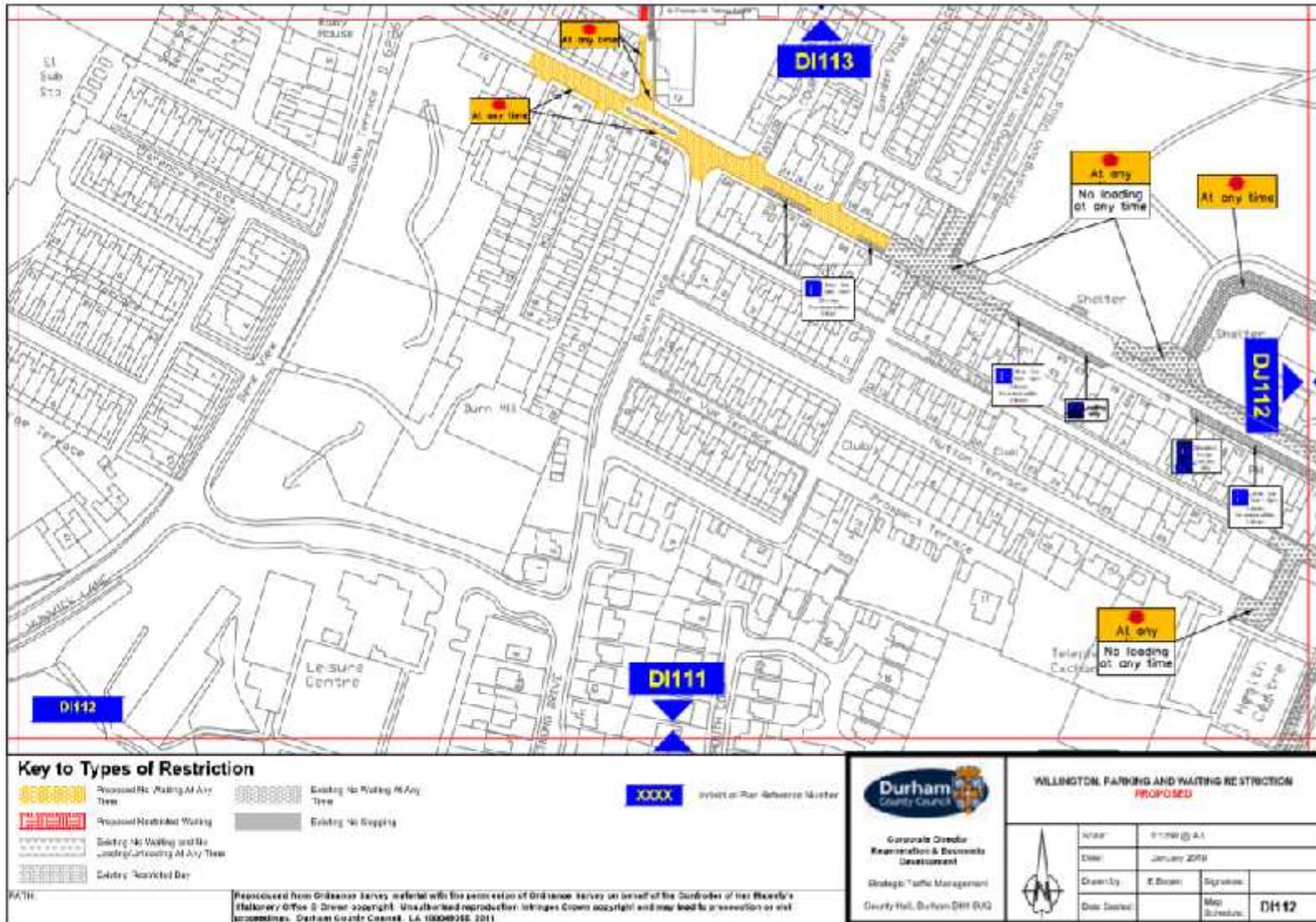
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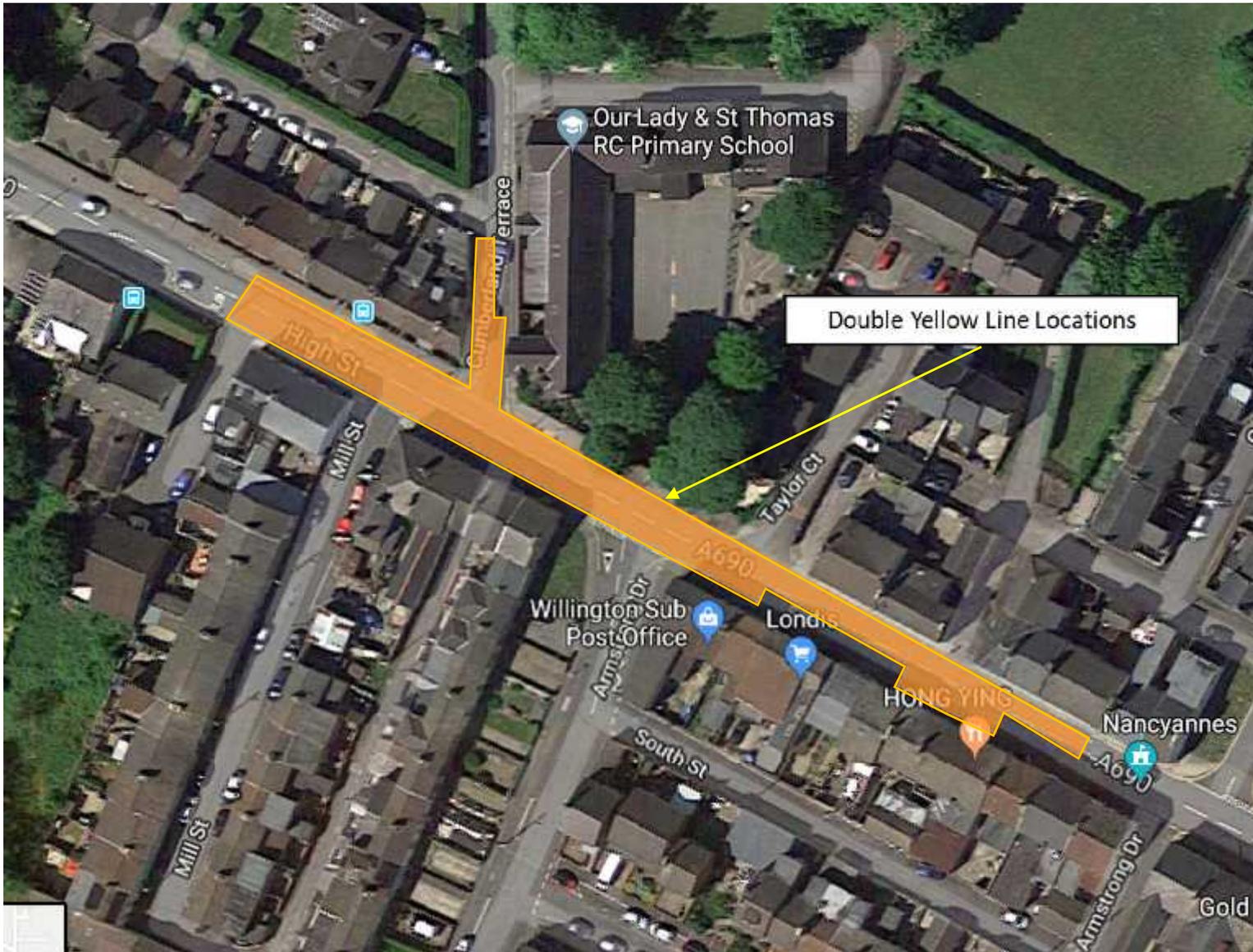
Cumberland Terrace proposals



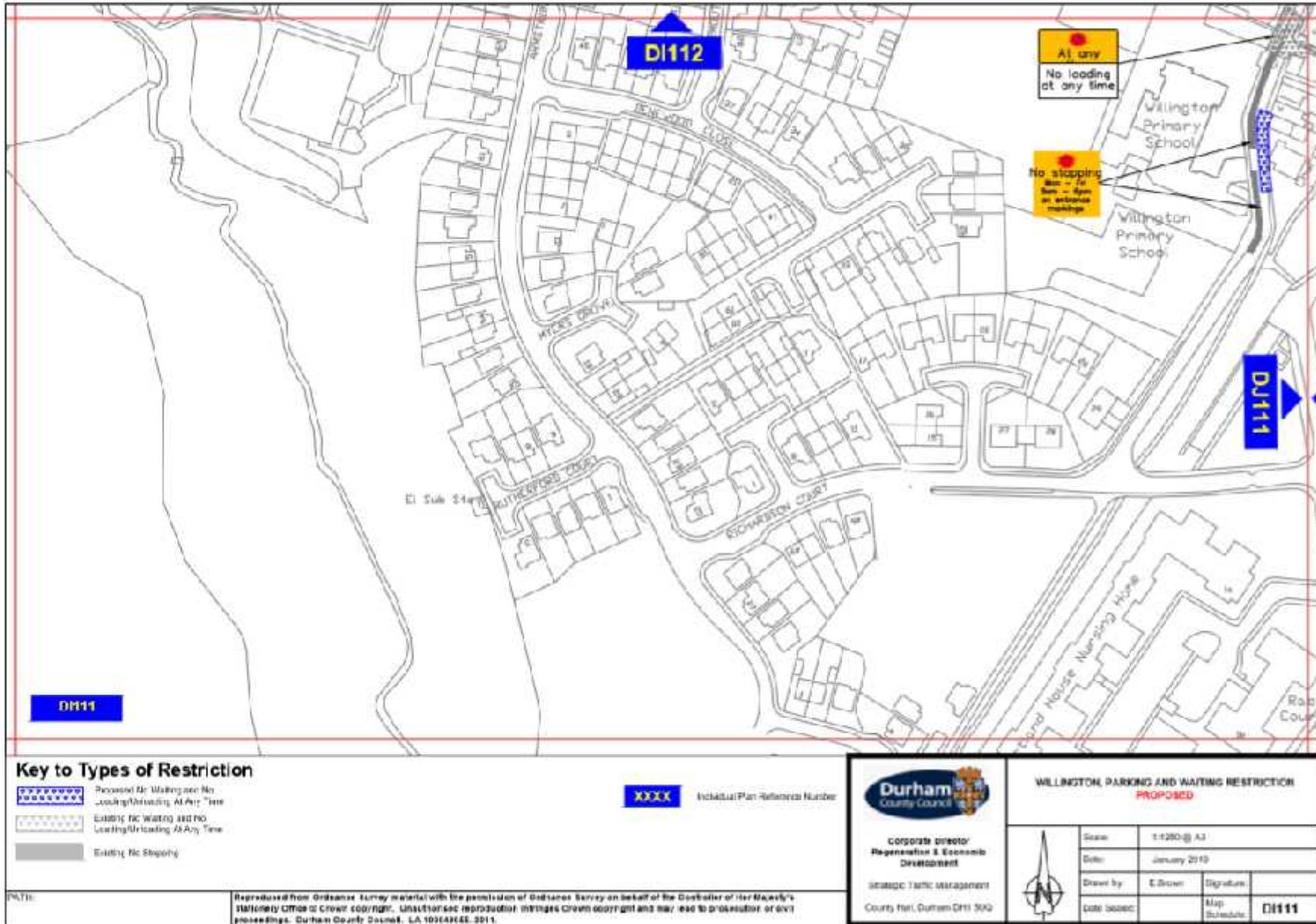
A690 Commercial street / High street Proposals



A690 Commercial street / High street



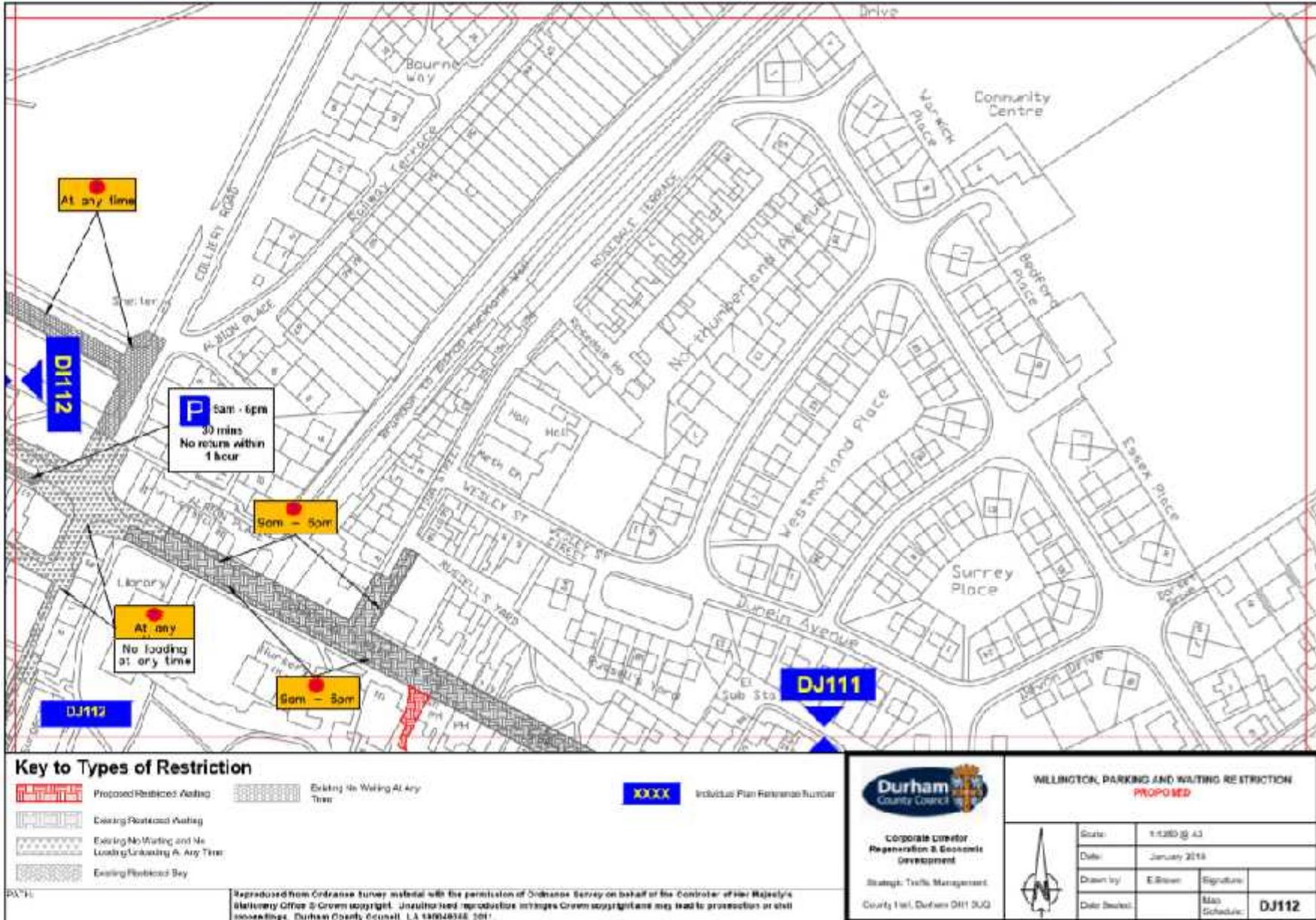
Chapel Street Proposals



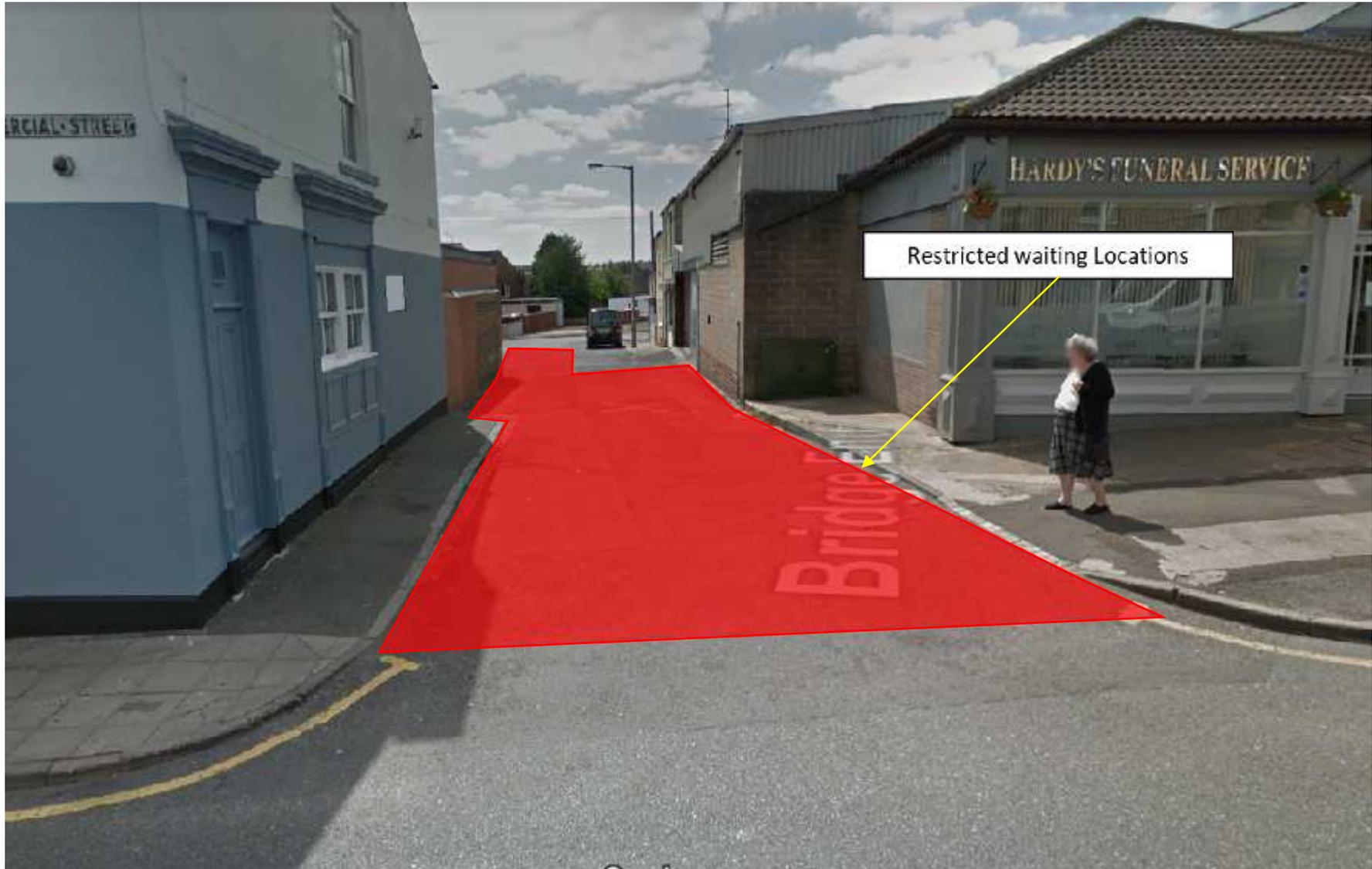
Chapel Street



Bridge End Proposals



Bridge End Proposals



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