



Highways Committee

Date Thursday 30 January 2020
Time 9.30 am
Venue Council Chamber, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 12 and 25 September 2019, 8 October 2019 (Pages 3 - 22)
4. Declarations of Interest, if any
5. Lanchester and Langley Park - Parking and Waiting Restrictions Order 2019 - Report of Interim Director of Regeneration and Local Services (Pages 23 - 46)
6. Chilton - Parking and Waiting Restrictions Order 2020 - Report of Interim Director of Regeneration and Local Services (Pages 47 - 66)
7. 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
22 January 2020

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 Council Chamber, County Hall, Durham on **Thursday 12 September 2019 at 1.00 p.m.**

Present:

Councillor C Kay in the Chair

Members of the Committee:

Councillors D Bell, J Considine, S Dunn, D Hicks, K Hopper, S Hugill, K Liddell, R Ormerod, J Shuttleworth, A Simpson, K Thompson, J Turnbull and M Wilson

1 Apologies

Apologies for absence were received from Councillors G Bleasdale, S Morrison and P Sexton.

2 Substitute Members

There were no Substitute Members.

3 Declarations of Interest

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

4 Providence Row, Durham City - Off Street Parking Places and Parking Charges

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a proposal to amend a section (approx.10 bays) of 'Pay and Display Parking' which would see the introduction of a 'Market Traders Permit Holders Only parking on Saturday's from 6am-10am' at Providence Row, Durham (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that a request had been received from the outdoor market traders and market manager to accommodate their high sided vehicles to park on Saturday market days. The proposal would see the introduction of a location to unload and park along Providence Row, following the closure of The Sands car park which had resulted in market traders faced with issues of where they could park their vehicles for the Saturday market day and farmers market, having previously utilised The Sands car park.

The Strategic Traffic Manager informed the Committee that one objection was received during the initial consultation from the City of Durham Parish Council. There were three further objections during the formal stage of consultation. The objections were summarised for the Committee and detailed in the report.

The Strategic Traffic Manager explained that whilst the car parks were close together, it resulted in a slightly further walk from where people had parked previously. In terms of the Saturday market, traders would go to the market and unload their goods and then try to locate a space in the former Sands Car Park. Under the new proposal's traders would have a reserved space in Providence Row but would have a slightly longer walk back to the market.

The farmers market was slightly different, given that it was held every third Thursday. In terms of the legal order and signage it was difficult to relay this information, therefore to avoid any confusion, the bays would be coned off and suspended.

The full moon market occurred on Friday afternoon. The Strategic Traffic Manager was of the view that it would be unfair to suspend bays from 6am in the morning until 2pm which was when the traders used them. Generally those Traders used Sidegate car park which adequate capacity on Friday afternoons, an arrangement that appeared to be working adequately at the present time.

In terms of the objections, the City of Durham Parish council were concerned that the offer of the parking was on Saturday's only and people were walking further away which would potentially cause implications for residents who would have to move their cars. The Strategic Traffic Manager explained that whilst there were some properties located directly opposite, it was felt that there was an adequate amount of kerbside parking for residents, therefore it was felt that this would not be an issue.

All matters had been discussed with the Market Manager and all parties agreed that the offer of reserved parking on a Saturday morning and the informal arrangement for the farmers market would give traders something that they didn't have before – i.e. somewhere to park, a reserved bay, albeit slightly further away.

A second objection from the City of Durham Parish Council related to the Farmers Market and the Full Moon Market. The Parish Council had suggested that Fowlers Yard could be used to accommodate parked vehicles for market traders.

A picture of Fowlers Yard was shown to the Committee on a typical Friday afternoon. The Strategic Traffic Manager felt that the County Council could not accommodate this request and informed the Committee that Fowlers Yard was a very congested area, which contained a bin store and a loading area for the back of Silver Street. Highways Officers had visited the area on a regular basis to see if it

could be used as an alternative to house larger vehicles, however, following review, it was not considered appropriate due to road safety issues.

A third objection came from a market trader from the Farmers Market who expressed concerns that they would have a longer distance to walk. Concerns were also expressed regarding the revised proposals taking additional time to drive. The Strategic Traffic Manager explained that this would not be the case and that time to drive and find a space time was being significantly reduced in this instance.

Other objections were of received of a similar nature suggesting that the proposals were not as good as the arrangement that was being lost, however, the matter under consideration for the Committee was whether to agree to putting the parking bays in or not.

An objection received from St. Nicholas Community Forum expressed concern that traders with mobility issues would have difficulty walking once they had dropped their vehicle off and that the Council should be doing more to encourage market traders coming into Durham. They also expressed concern that non-market traders would park in the bays.

The Strategic Traffic Manager explained that similar arrangements operated in Bishop Auckland and if a vehicle parked in an allocated bay on a market day, they would be issued with a parking ticket. It was felt that many motorists understood the signs that the Council used.

The Committee then heard from Councillor E Scott, Chair of the City of Durham Parish Council. Councillor Scott had supplied a copy of a photograph which showed a temporary order sign made of cardboard which was tied around a tree. Councillor Scott felt that the example shown was inadequate and had resulted in some residents receiving parking tickets. Councillor Scott asked that if the proposal was agreed, could the Council ensure that the associated signage was up to standard and clear for everyone to observe.

Councillor R Cornwell, Parish Councillor commented that the proposals had been clearly designed to mitigate the effects of the closure of the Sands car park and thanked the Council for acknowledging that something needed to be done in terms of the Farmers Market. Councillor Cornwell pointed out that Providence Row was further away from the Market Place than the Sands, possibly around 100m, which may not have seemed a lot further, however consideration had to be given to the amount of time stalls would be unattended which would potentially increase the risk of theft from stalls. Councillor Cornwell felt that Providence Row wasn't necessarily the correct solution and suggested that it would be sensible to review the scheme after operation and that the Council should consider perhaps several different sites and it was important to continue searching for alternative options. Both the Parish Council and the market traders would like to work together to find closer places to the market place to solve the problem.

In response, to the points made by Councillor E Scott, the Strategic Traffic Manager explained that the permanent signage used to suspend parking bays were of a standard design and would be fixed. The current temporary suspension signage highlighted in the photograph provided by Councillor Scott was used on an ad-hoc basis. The permanent signs would consist of a series of posts at end of the allocated parking bays. Anyone wishing to appeal a parking ticket could do so through the appropriate procedures that were in place.

In terms of current operation and future sites, the Strategic Highways Manager explained that the temporary proposals were generally working well, however, it was important to look at how the situation evolved and managed in the future. The main aim was to ensure that market traders were catered for as well as they could be within the constraints of the City Centre.

Councillor R Ormerod, felt that for background and context the Council would not have found itself in the position regarding this matter had they not made the decision to build on the site for the new HQ, but accepted that it wasn't a matter for the committee. Councillor Ormerod felt the recommendation was sound and was assured by the Strategic Traffic Managers comments that the scheme would be monitored throughout its operation. Councillor Ormerod felt that this needed formalising as part of the recommendation.

The Strategic Traffic Manager explained that he would be happy to provide a report to the Committee in the future which would provide feedback, including its impact, operation and the views of the traders.

Councillor Considine informed the Committee that she had received representation from traders of the farmers market who had expressed similar concerns regarding the amount of time that stalls may be left unattended but was assured that the Council would keep looking at alternative site and hoped that there would be more convenient spaces for the traders in the future.

Councillor S Dunn explained that he welcomed the proposals and was assured by the permanent signage which was wholly appropriate to avoid confusion. Councillor Dunn also acknowledged the comments from traders regarding leaving stock and replenishing stalls throughout the day, however, in practice traders often looked after each other's stalls for small periods. Councillor Dunn could not understand why spaces were reserved from 6am to 10am and queried whether a longer period would be more appropriate. Councillor Dunn also felt that six bays appeared a low number.

The Strategic Traffic Manager clarified that there were ten bays as opposed to six and the suspension period appeared to be pitched at the right level and was consistent with feedback from the Markets Company. Many traders chose to park in cheaper areas away from the City Centre. The timing was felt sufficient, however, it

the situation turned out to be a problem then the Council would be happy to look at the issue again.

In response to a historical parking arrangement at the flats opposite the Sands area the Strategic Traffic Manager explained that the current regulation order had been in place for 12-15 years and was all pay and display. Residents could park with their residents permit on street, or in the pay and display.

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

Resolved

That the Committee endorse the proposal as presented, subject to a progress report being provided to the Highways Committee within six months of operation and recommended to the Corporate Director to proceed with the implementation of the Providence Row, Durham, Off Street Parking Places and Parking Charges Order on that basis.

5 Green Lane, Gilesgate - Parking and Waiting Restrictions Order 2019

The Committee considered a report of the Corporate Director of Regeneration and Local Services which proposed the introduction of 'no waiting at any time' restrictions (double yellow lines), at Green Lane, Gilesgate (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that several requests had been received to address ongoing obstructive parking, visibility and safety issues along Green Lane, Gilesgate, a residential area off Sunderland Road in Gilesgate.

The street was a narrow one-way road with terraced residential properties to the south east of the road. The remaining properties were mainly bungalows occupied by elderly people and people with mobility issues. There was one single footway to the south east, next to the terraced properties. Most properties had no off-street parking.

There was one objection from a resident of Green Lane. The objector alleged that there was no alternative parking and that Green Lane was not a dangerous road which everyone travelled slowly.

The Strategic Traffic Manager informed the Committee that the site visit made by traffic officers highlighted that the parking situation was obstructive. In some cases, vehicles were parked up to the walls of the properties, and wheelchair and pushchair users would not be able to use the footway. There was no alternative footway on the opposite side of the carriageway so the single footway leading onto Sunderland Road to access local amenities and the bus stop was necessary for

pedestrian safety. The Committee then viewed a presentation which provided location plans of the area, together with examples of some of the parking observed. During the site visit it was felt that there was not enough space for larger delivery vehicles to pass parked vehicles, indeed a van was bumped onto a small section on kerbing on the west side of the carriageway. Obstructive parking to the extent observed could cause difficulties for emergency services gaining access.

The North East Ambulance Service were also in support of the proposals. There was alternative unrestricted parking available to the north of Green Lane and in surrounding nearby streets. Having considered all this information in the round it was felt that the 'no waiting at any time' restrictions should be introduced in the interest of pedestrian and road safety.

Councillor Dunn informed the Committee that as a former resident of Gilesgate and lived a few hundred metres away from Green Lane. In his experience the street had always been the same. There had always been enough space for cars to park on the road and for cars to travel down the lane. There were 24 houses with absolutely no parking at all at nearby Wynyard Grove. Councillor Dunn explained that if the parking restriction was imposed on Green Lane, any cars from those properties would park in the nearby bungalows and potentially make those properties suitable for people with either no cars or become student only houses. Councillor Dunn felt that the pictures which displayed vehicles parked on footpaths demonstrated illegal parking because it would not allow access for pushchairs or buggies and under those circumstances felt that they should be appropriately ticketed and fined. Councillor Dunn did not feel the parking order was appropriate and could not support it and **Moved** rejection of the proposal. Councillor J Turnbull also supported the view expressed by Councillor Dunn.

In response to a question from Councillor K Thompson regarding pavement parking. The Strategic Traffic Manager explained that the vehicle could be given a ticket by the police for parking in the manner viewed on the presentation, however, it was highly unlikely that the police would allocate any resources to do so. Indeed, it was the Police who had lobbied the County Council to put yellow lines down which would stop people parking their vehicle in the manner observed. The scheme had also been supported by the local members, the police and the residents in the area.

Councillor Dunn explained that the local police office was around 200m away from Green Lane and suggested that it was easily enforceable and this should not be an argument. Councillor Dunn apologised to the three local members but felt that the road had been wide enough for the last 50 years. The cars obstructing the footpath were not doing so unnecessarily and the width of the carriageway was suitable enough to travel down the road, including coal wagons. Cars would be displaced into a sheltered bungalow development which would not be appropriate.

The Legal Advisor advised that the proposal was to either support the recommendation for or against and advised the Committee to vote on that basis.

Upon a vote being taken the number for and against being equal at 6 votes for and 6 votes against, the Chair in accordance with of the Constitution exercised his casting vote and it was

Resolved

That the Committee agree to endorse the proposals and recommend to proceed with the implementation of the Green Lane, Gilesgate Parking and Waiting Restrictions Order 2019. With the final decision to be made by the Corporate Director under delegated powers.

6 Shotley Bridge - Parking and Waiting Restrictions Order 2019

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a proposal to introduce traffic regulations in two locations at Shotley Bridge (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that one of the locations (Church Bank) had received no objections, therefore the presentation would focus on the Benfieldside Road proposal which had received an objection.

The Strategic Traffic Manager informed the Committee that Benfieldside Road was a relatively busy road which had issues, such as it being on a hill and on a bend. The Committee received a presentation which comprised location plan and pictures of the area. The Committee noted an existing school keep clear on one side of the road and the proposed introduction of another 'keep clear' area on the other side of the road.

The Committee were informed that several requests had been received to reduce obstructive parking and improve road safety during school drop off and pick up times, including representations from the Headteacher of the School and Durham Constabulary.

The proposed restriction would operate from Monday to Friday between the hours of 8am-9am in the morning and between 3pm to 4pm on the afternoon on the opposite side to the existing 'School Keep Clear' markings which operated from Monday to Friday from 8am to 6pm near to Shotley Bridge Infants School.

The objector was unable to be present at the meeting. The Strategic Traffic Manager explained that the objector agreed that there should be some parking restrictions in place and agreed that school gate parking and keeping pedestrians safe was of importance. However, the objector felt that operating the restriction through the entire year was too much and suggested that restrictions should be to ban parking during school term time and school days only.

The Strategic Traffic Manager explained that legally this was not an option that could be taken in that all School 'Keep Clears' were permanent orders. The signage could also be quite complicated, and it was simply not possible to impose a restriction in place solely when the school was sitting, even though this was the time that obstructions occurred. There was no legal mechanism to achieve this outcome. In any event, it was not viewed as a good place for anyone to park, however, residents were able to park at the location outside of school times. The Strategic Traffic Manager informed the Committee that additional correspondence had been circulated from the objector prior to the meeting. These representations reiterated points made previously regarding the importance of road safety and there had been a suggestion that illuminated signage should be used at school times and enforcement powers used if vehicle were parked during this time.

The Strategic Traffic Manager informed the Committee that this was cumbersome because the sign would have to be programmed each year with the school holiday times. It would also mean that no one could be prosecuted for parking there. Therefore, the proposal set out in the report was the only way forward to achieve the desired outcome.

Councillor D Hicks informed the Committee that he knew the area very well and felt that the proposal was extremely important for the area in terms of road safety. The location was extremely busy and a main bus route. Councillor Hicks suggested that the entire length of Benfieldside Road should be looked at some point because the whole area was a nightmare. However, he accepted that the scheme was focussed on one area and offered his support for the proposal outlined in the report.

Resolved

That the Committee agree to endorse the proposals and recommend to proceed with the implementation of the Shotley Bridge Parking and Restrictions Order 2019. With the final decision to be made by the Corporate Director under delegated powers.

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Wednesday 25 September 2019 at 9.30 a.m.**

Present:

Councillor S Morrison in the Chair

Members of the Committee:

Councillors D Bell, G Bleasdale, J Chaplow, J Considine, S Dunn, D Hicks, J Higgins (substitute for K Hopper), O Milburn, J Rowlandson, A Simpson, J Turnbull and M Wilson

1 Apologies

Apologies for absence were received from Councillors S Hugill, C Kay, K Liddell, R Ormerod, P Sexton, J Shuttleworth and K Thompson

2 Substitute Members

There were no Substitute Members.

3 Minutes

The minutes of the meetings held on 5 July and 2 September 2019 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 Coxhoe - Parking & Waiting Restrictions Order 2019

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a number of proposed changes to a traffic regulation order in Coxhoe (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that Coxhoe. Coxhoe Town Centre was a large residential area with a number of local shops, mostly located on a 'B' road through the town. Shops were seen as a benefit to the local community

and through bypass trips from surrounding villages as well as serving as an entry point to the motorway. Four areas were identified in the report, as follows:

Church Street

The Committee were informed that the main proposal related to Church Street which had a number of existing restrictions. The proposed restrictions ('Limited Waiting' parking bays, 'Loading Only' parking bays, removal of 'Blue badge holders only' bays and amendment to the duration of 'Restricted Waiting' restrictions) would enable customers for current and potential new businesses to have an area to park and access local businesses and amenities. The restrictions were being proposed to stop all day and commuter parking as this vastly reduced revenue within the town. The majority of areas were currently unrestricted, however, some vehicles were believed to be owned by staff commuting to work. Other vehicles were left in the location for the full duration of the day and commuted outside of Coxhoe. The proposals had been requested by local business owners and the local County Councillors in a bid to reduce obstructive parking, improve road safety and to boost the local economy. There was support from Durham Constabulary, however, there had been eight objections to the proposals. The Strategic Traffic Manager then summarised the objections which were detailed in the report.

Coronation Terrace

The proposed amendment to 'restricted waiting' restrictions currently in place Monday to Friday, 7am-6pm would be amended to Monday to Saturday 7am-6pm and would be harmonious with other proposed restrictions within the town. This would reduce obstructive parking and improve traffic flow. The proposals had been requested by the local County Councillor in a bid to harmonise the restrictions within the town, reduce obstructive parking and improve road safety. There was support from Durham Constabulary, however, there was also one objection to the proposal which was summarised by the Strategic Traffic Manager.

Roundabout A177 south of Cornforth Lane

The scheme would see the introduction of a 'no waiting at any time' (double yellow line) restriction which had been requested by local residents and the headteacher of Coxhoe Primary School to address obstructive parking near to the school. The introduction of the restrictions should improve movement of vehicles on the nearby roundabout and improve road safety for school children and pedestrians. There was support from Durham Constabulary and no objections to this element of the proposals.

Welfare Terrace

The scheme would see the introduction of a 'no waiting at any time' (double yellow line) restriction which had been requested by local residents and the local County Councillors in a bid to reduce obstructive parking and improve road safety on the corner and junction of Welfare Terrace and Cornforth Lane. There was support from Durham Constabulary and no objections to this element of the proposals.

The Committee then listened to representations from Councillor S Dunn, one of the local members.

Referring to the restrictions relating to the roundabout on the A177 south of Cornforth Lane, Councillor Dunn explained that the proposals had arisen due to parents parking on verges and islands and obstructing views of buses existing Cornforth Lane to the A177 and trucks from the quarry. The restrictions would hopefully improve the situation as outlined in the Strategic Traffic Managers presentation.

Councillor Dunn informed the Committee that it appeared from the report that the proposal for Church Street appeared to be controversial but explained that it needed to be put into context and spoke in reference to some of the objections raised during the consultation:

Objections 1, 2, 5, 7 and 8 stated that they were residents. Of these residents one lived in Coronation Street, another lived in Back Front Street which had two off-road spaces and two kerbside spaces in the back street. Two residents could have to move their cars by 11 am and not return before 2pm. There was unrestricted parking the adjoining streets of Cooperative Terrace, or Coronation Terrace and Church Street East within 100 metres.

The remaining objectors appeared to come from some of the traders, as follows:

- Objection one had been lodged by the owner of a hair dressing business and stated that many of their customers were in the shop for more than three hours. Councillor Dunn explained that Coxhoe Parish Council had imposed an informal restriction at the car park in Coxhoe Village Hall where people could park for four hours;
- Objection three was a question on the effectiveness of the restrictions and how they would be enforced and not an objection;
- Objection four was a general comment about there being too many parking restrictions in the County;
- Objection six was not an objection to the scheme and was an objection relating to their neighbours use of a blue badge. The restrictions would not affect their loading requirements but would make them better;
- Objection seven made reference to a business owner having to close their business if the restrictions went ahead and also queried where business owners should leave their vehicles being displaced. Councillor Dunn explained that they would not be directly affected because they had a blue badge. They questioned where additional parking could be provided. Councillor Dunn informed the Committee that the Coop staff car park was

available for by use by traders to park their staff cars, something which the local Parish Council had been proactively involved in. Opportunities were also being explored opposite Coxhoe Village Hall with the potential to use land for parking; and

- Objection eight would like to park their van outside their trading premises all day. They were also residents. Councillor Dunn reiterated that there was unrestricted parking within 100m, as had stated previously.

Councillor Dunn informed the Committee that the proposals set out had been advocated and supported by many of the traders at various meetings. There were real issues in trying to access shops on Church Street, particularly for high turnaround stores or ones where goods needed to be loaded. Cars and trucks were regularly double parked between the Cooperative store to the traffic lights. The proposed 30-minute bays next to the traffic lights would allow for much easier access, quick shopping and quick loading. The three-hour restrictions had been suggested by traders.

Councillor M McKeon echoed the comments made by Councillor Dunn and informed the Committee that the scheme had been well thought out and devised by Councillor officers in conjunction with local traders. Councillor McKeon explained that it was the traders who suffered the most through the lack of restrictions in the area and the scheme provided a workable solution which reflected the variety of different businesses located in Coxhoe and was a real bonus for the area.

In response to a question from Councillor J Turnbull, the Strategic Traffic Manager confirmed that limited waiting restrictions did not apply to blue badge holders and the blue badge area would provide more opportunities for people to park.

Moved by Councillor J Turnbull, **Seconded** by Councillor O Milburn and

Resolved

That the Committee agree to endorse the proposals and recommend to proceed with the implementation of the Coxhoe Parking and Waiting Restrictions Order 2019. With the final decision to be made by the Corporate Director under delegated powers.

6 Barnard Castle - Parking & Waiting Restrictions Order 2019

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding the introduction of proposed restrictions in four areas of Barnard Castle:

- Bridge End/The Sills
- Birch Road
- Market Place

- Bridgegate/The Bank

(for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the proposals had been designed to address issues of ongoing obstructive parking, visibility and safety issues, as well as introducing parking improvements in Barnard Castle. The Committee then received a presentation detailing the extent of the proposals (for copy see file of Minutes).

The Strategic Traffic Manager explained that in terms of the objections for the Bridge End/Sills area, all of the residents lived in the riverside properties on the east side of The Sills where they parked their vehicles as a result of them having no off-street parking. The objections were then summarised to the Committee and detailed in the report.

The Strategic Traffic Manager acknowledged the points made by objectors regarding the displacement of vehicles and explained that the proposed traffic regulations would inevitably displace vehicles and come as an inconvenience. However, current parking of vehicles in the location was deemed as obstructive parking and caused issues to the productivity of the traffic signals and traffic flow around a nearby three-way signalised junction. The requirement for the extension to the double yellow lines outweighed the requirement for residents to park next to their properties as the proposals were in the interest of road safety and would assist with the improvement of traffic flow.

The Birch Road area had attracted one objection. Birch Road was a residential area within walking distance to the A67 market place, the high street and was in close proximity to St Mary's Primary School.

The proposal was to introduce a 'Limited Waiting' parking bay Mon-Sat 9am-6pm, 30 minutes no return within 2hrs on the north side of Birch Road outside no.1 for one bay length of 6m. It was also proposed to remove a section of 'School Keep Clear' markings to represent the true reflection on the ground, on the north side of Birch Road from no.1 westerly for 13m. The objector was a resident of Birch Road and felt that the area should have permit parking for residents.

The Strategic Traffic Manager explained that the introduction of a limited waiting bay would provide a short stay parking space for local residents to use the facilities within the town and reduce long stay parking near to the school keep clear markings. The parking bay would also allow parents of the school children to have access to drop off their child, therefore reducing congestion at school drop off and pick up times. The area would not qualify under the County Councils Parking Policy.

The Market Place, Bridgegate/The Bank areas would see the introduction of traffic regulations which were detailed in paragraphs nine and ten of the report, however, the proposals in neither area had resulted in any objections being received.

Councillor J Rowlandson, one of the local members explained that the restrictions for Birch Road were extremely important because older people living in the area found it extremely difficult to go about their daily lives and felt that the scheme had been well designed. One disabled gentleman had found it extremely difficult and the provision of a disabled parking bay in this area was pleasing to note.

In terms of The Sills area Councillor Rowlandson accepted that it would be inconvenient however, presently, vehicles parking south of the existing double yellow lines on the east side were blocking vehicle movements when vehicles due to queuing traffic, thus causing queues onto the nearby bridge which had a negative effect on the flow of traffic through the traffic signals.

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

Resolved

That the Committee agree to endorse the proposals and recommend to proceed with the implementation of the Barnard Castle Parking and Waiting Restrictions Order 2019, with the final decision to be made by the Corporate Director under delegated powers.

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Tuesday 8 October 2019 at 9.30 a.m.**

Present:

Councillor C Kay in the Chair

Members of the Committee:

Councillors D Bell, G Bleasdale, J Chaplow, K Hopper, S Hugill, I Jewell, S Morrison (Vice-Chair), R Ormerod, J Rowlandson, K Thompson, J Turnbull and M Wilson

1 Apologies

Apologies for absence were received from Councillors J Considine, S Dunn, D Hicks, K Liddell, O Milburn, P Sexton, J Shuttleworth 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 Application NL43 for Village Green Registration - Romaldkirk, County Durham

The Committee considered a report of the Head of Legal and Democratic Services regarding the determination of an application to register land at Romaldkirk, County Durham as a Town or Village Green, under the provisions of the Commons Act 2006 (for copy see file of Minutes).

The Committee received a short presentation which detailed the application site (hatched red on a plan). The presentation also comprised a photograph of the application site from 2009 for reference purposes and that the application site was adjacent to registered village green (for copy of presentation see file of Minutes).

The Solicitor provided the background of the application to the Committee. The Committee were informed that the application had been a long-standing matter and

referred to a Highways Committee decision made in September 2018 which delegated authority to the Head of Legal and Democratic Services to instruct an independent specialist barrister to hold a non-statutory public inquiry to consider the application and thereafter prepare a report to the Committee.

A public inquiry was duly held at The Witham, Barnard Castle on 30 April 2019 and 1 May 2019, following which the Inspector produced her report on 8 August 2019. A copy of the Inspectors report had been sent to the applicant and objectors. A copy of the report was contained in the documentation for the meeting.

The Solicitor advised the Committee that in determining the application it was not open for the Committee to have regard to the desirability of having the land registered as village green. The Committee were legally required to focus on the merits of the application when assessed against the statutory criteria. The Solicitor informed the Committee that the relevant law was contained in Section 15 of the Commons Act 2006. Furthermore, the Committee needed to give due consideration to the advice of Lord Bingham in the R v Sunderland City Council ex parte Beresford [2004] case which was provided as context of how the application should be determined. The standard of proof was to be applied 'on the balance of probabilities.' Therefore, the applicant must demonstrate that all six elements contained in section 15(2) of the Commons Act 2006 (detailed in paragraph 24 of the report) had been proven before the land in question could be registered as village green.

The Committee were informed that the Inspector considered all of the evidence, both written and oral, as part of the public inquiry and her overall conclusions were as follows:

- that the application land comprised land that was capable of registration as a town or village green in principle;
- that the relevant 20-year period was October 1996 until October 2016;
- that the locality of Romaldkirk was a qualifying locality;
- that the application land had been used for some lawful sports and pastimes during the relevant 20-year period – this included dog walking and children playing;
- that the use of the application land for lawful sports and pastimes had been carried out 'as of right'. The inspector found that there was no force or secrecy in the use of the land. Any use was done openly in daylight hours. The inspector also found that there was no permission to use the land and that the 1930 deed referred to in the documentation had been extinguished by the operation of law therefore the 'as of right' test had been satisfied; and
- that the use of the application land for lawful sports and pastimes had continued up until the date of the application.

In reaching her conclusion the Inspector had given due regard to the claimed use of the land being mainly used for walking, with or without dogs. The Inspector noted

from the evidence that use of the land was limited at best and considered that walkers tended to exercise footpath rights, i.e. to use the land as part of a longer walk. The Inspector noted that the site was densely planted at times, therefore it would have been difficult accessing the application land at times during the 20-year period. In terms of usage such as horse riding and children playing, the Inspector found that usage did not occur with any degree of frequency. The nature and size of the land, which was adjacent to more suitable recreational space, meant that the application land was generally unsuitable for children to play.

Having, taken these factors into consideration, the Inspector concluded that the application had failed to establish that the application land had been used for lawful sports and pastimes by a significant number of the inhabitants of the claimed qualifying neighbourhood throughout the relevant 20-year period. The Inspector concluded that the Committee should reject the application and not register any part of it as Town or Village Green.

Accordingly, for the reasons outlined, the recommendation to the Committee was to reject the application.

The Committee then heard from an objector to the application. The objector informed the Committee that he had engaged throughout the process. The objector explained that he was pleased that the Committee had taken the decision in 2018 to refer the matter to an independent inquiry. The process had given all sides ample opportunity to present their cases and the findings spoke for themselves.

The Committee then listened to representations from Mr Nixon of Romaldkirk Parish Council. Romaldkirk Parish Councillors were active members of the community trying to preserve and enhance the village for residents and visitors alike. The land in question had been used freely by all members of the public in the extent of living memory and before. Mr Nixon explained that the that the process undertaken would have been unnecessary, had it not been for a simple error made in 1967 to the map that was traced from the 1930 deed of settlement.

Mr Nixon informed the Committee that use of legal right of access under current legislation was being deliberately obstructed by the objectors. Since the application had been submitted, excessive planting had taken place on the green and over the highways and byways in the village. Earth mounds had been built and a hedge had been planted encircling the land. In addition to this a SORN car, rubbish bins, logs and rocks had all been dumped on the land. In addition to this a public footpath sign and a bench had disappeared. Mr Nixon also referred to incidents alleging people being filmed unlawfully and verbal and physical intimidation of people who wished to use the land. Mr Nixon felt that such factors had a detrimental impact on the visual amenity of a beautiful village, located in a conservation area.

Whilst the Parish Council respected the decision of the public inquiry they felt that local villagers had a better understanding of the usage of the greens and the

application land over the last twenty years. Mr Nixon also alleged that knowledge of use was not understood or acknowledged by the Inspector at the public inquiry. The Parish Council highlighted five points that arose from the public inquiry which wish to make the Highways Committee aware of, those being:

1. The principle objector did not declare that he worked for Durham County Council and appeared to be on first name terms with the stenographer at the inquiry. They considered this to be an undeclared conflict of interest;
2. The objectors were from one extended family and not independent, whereas 'villagers' represented a relatively high percentage of households, i.e. 18 witness statements from only 55 houses in Romalldkirk;
3. The piece of land specified in the judgement was incorrect as half of it was already designated as village green;
4. All but one of the criteria had been met. The one element of criteria it failed on (that it was not being used for sports and activities) was in contradiction to evidence given by both the applicants and the objectors as cited in the report;
5. The report stated that it was unclear who owned the land. This was not in dispute. The Lord of the Manor owned the land, along with the rest of the village greens and were maintained by the Parish Council. The Parish Council were concerned that the letter proving this was omitted from the inquiry report. It was clear, given the number of independent witness statements, that the Parish Council were simply trying to preserve the application land for everyone's use and not for personal gain. In contrast the objectors were in the process of stealing the land for personal financial gain to the detriment of everyone else.

In conclusion the Parish Council felt, that for the reasons outlined, the application should be granted to protect the asset for the whole community and not just one household. Mr Nixon urged the Committee to look at the planting and chipping away of the tarmac on the highways in Teesdale Way and adjoining the land as a matter of urgency before any more damage could be done. Mr Nixon also urged the Committee to investigate obstructions occurring on public land and the intimidation of villagers, matters which had been reported to the police.

The Solicitor referred to the comments made by Mr Nixon regarding the preservation and enhancement of the village green, which was admirable, however, lawfully it was not open to the Committee to have regard to the desirability of having the land registered as village green.

In relation to the employment of the principal objector for which other, correspondence had been received from residents of Romalldkirk, the Solicitor explained that it would be unreasonable to prevent an employee of the Council to protect their private interests simply because they worked for the Council. The requirements of the Localism Act in terms of declaring interests only related to Elected Members of the Council.

The Solicitor accepted that there was only one failure to meet the statutory tests in terms of the actual level of use, however, the law was clear that all six tests had to be met and strictly proven by the applicant for the land to be registered as town or village green. The Solicitor also advised that ownership of the land was only relevant in terms of serving notices and it was not relevant in respect of determination of the application.

The Committee then heard from Councillor J Rowlandson who had spoken to the two local members representing the area. Councillor Rowlandson informed the Committee that the local members were unhappy with the recommendation, however, they accepted the conclusion given that the matter had been to a public inquiry. Councillor Rowlandson sympathised with Romaldkirk Parish Council but agreed with the Inspectors conclusion, adding that village greens and protection of them was a very difficult subject.

Councillor K Thompson queried the reference made during the representations regarding 'stealing the land'. The Solicitor explained that the reference was understood to be a private matter regarding land ownership and was not something for the Committee had to concern itself with given that use of the land was necessary and land ownership was not relevant.

Councillor R Ormerod commented that the essence of the matter appeared to relate to what could be constituted as a 'significant number' which appeared a subjective matter given that there was no definition of 'significant'. Councillor Ormerod also referred to evidence that the land was used as a destination for dog walking. The Solicitor advised that there was case law relating to different uses, specifically whether something was used for recreational use or footpath use. The distinction that the inspector made at the inquiry was that the land was not large enough for a full dog walk and those crossing it were exercising a footpath right by walking over the land as part of a dog walk, which was different to recreational purposes. Councillor R Ormerod didn't feel as though this was satisfactory, however, he reluctantly accepted that it was the law.

Councillor J Turnbull referred to 1967, a time when many authorities registered land as village greens. Councillor Turnbull highlighted that mistakes were made during that time and queried if any checks had been made to ascertain that the land in question was not registered at the time given that he had been aware of areas where certain pieces of land had been omitted in error in 1967 which were later re-registered in 2005.

In response, the Solicitor advised that the Parish Council had initially approached the County Council to seek a correction to the register. It was explained to the Parish Council that this was not possible as the relevant documentation did not exist.

Moved by Councillor K Thompson, **Seconded** by Councillor J Rowlandson and

Resolved

That the application to register land as common land or village green at Romaldkirk be refused.

Highways Committee

30 January 2020

Lanchester and Langley Park – Parking &
Waiting Restrictions ORDER 2019



Geoff Paul Corporate Director of Regeneration and Economic Development.

Councillor Carl Marshall, Cabinet Portfolio Holder for Regeneration and Economic Development.

Electoral division(s) affected:

Lanchester

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 of Regeneration & Economic Development 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 Lanchester.
- 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 restrictions on:

2.3 Peth Bank

This TRO will introduce 'no waiting at any time' restrictions (double yellow lines) on Peth Bank. The proposals were requested by local councillors with support from Durham Constabulary and local residents in a bid to reduce obstructive parking and improve road safety.

2.4 Newbiggen Lane / Front Street

This TRO will also introduce 'no waiting and no loading/unloading at any time' restrictions on Newbiggen Lane / Front Street. Again, these proposals were requested by local councillors with support from residents to address obstructive parking and improve visibility.

2.6 Front Street

It is proposed that the existing 'no waiting at any time' restrictions (double yellow lines) on Front Street be extended. The proposals were requested by local councillors with support from local residents to improve visibility and improve road safety.

2.7 Kitswell Road

This TRO will introduce restricted waiting restrictions (Mon-Fri, 8am-9am, 3pm-4pm) on Kitswell Road. The proposals were requested by local councillors with support from local residents to address obstructive parking and improve road safety.

2.5 Manor Grange

This TRO will introduce 'no waiting at any time' restrictions (double yellow lines) on Manor Grange. The proposals were requested by local councillors with support from Durham Constabulary and 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 Lanchester & Langley Park: 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 in Lanchester.
- 4.2 A meeting was arranged with representatives from Durham County Council (DCC) and Durham Constabulary alongside local councillors & residents who identified road safety issues in several locations throughout Lanchester.
- 4.3 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between April & May 2019. The proposals were supported by the County Councillors and Durham Constabulary, but several objections were received at this point from residents and a local business owner.
- 4.4 A decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.5 The proposals were advertised formally on site, online and in the local press between 22nd August 2019 – 12th September 2019. There were no formal objections.

5 Peth Bank

Peth Bank is a 2-way road connecting the nearby residential settlement Burnhope to Durham Road / A691, which runs through the village. Deneside is a residential area located off Peth Bank, approximately 75m from the busy junction with Durham Road. There is also a vet's practice on Peth Bank which creates a demand for parking on the area of Peth Bank between the junction from Durham Road and the junction to Deneside.

There have been reports of vehicles parking on and around these junctions causing obstruction and road safety issues for road users. These issues have been identified by DCC officers at this location before and as a result there are currently advisory white markings in place. It is noted however that these markings have done little to tackle the issue of obstructive parking.

The TRO is to introduce 'no waiting at any time' restrictions:

- both sides of the junction from Durham Road into Peth Bank
- both sides of the junction from Peth Bank into Deneside (in place of existing advisory keep clear markings)

Durham Constabulary support the proposals. There have been 3 objections and 2 representations in favour of the proposals.

6 Objections

All objections come from residents who live in properties on Deneside who state that they find parking in close proximity to their property difficult and that the proposed restrictions will mean that they cannot easily park near to their homes.

6.1 Objection 1

Objector 1 is a resident of Deneside and states that they have no off-street parking outside their property and the proposal will force them to park even further away.

They also state that these restrictions will move any parking associated with the nearby vets further into Deneside affecting the availability of space for residents to park.

They would like Permit Parking to be considered for residents without off-street parking.

6.2 Objection 2

Objector 2 is a resident of Deneside who states that finding a parking space near their home is difficult and the proposed restrictions will make this worse.

6.3 Objection 3

Objector 3 is a resident of Deneside who states the proposed restrictions will restrict parking for the property and goes on to explain how the parking issues are caused due to the nearby vet's practice.

6.6 Response

The manner of parking in this area currently impedes visibility for motorists and this is a concern with respect to road safety at this location. White advisory markings have been introduced as an intermediate measure to address this but have been unsuccessful.

The restrictions will still permit motorists to drop off and pick up passengers, (un)loading (for deliveries and to unload shopping etc) and parking for blue badge holders for up to 3hrs provided the vehicle is not causing an obstruction to the highway.

It is considered unlikely that this location would meet the County Councils parking policy for permit parking. The policy allows the authority to introduce such schemes where non-residential commuter parking is an issue for

prolonged periods throughout the day. The parking in this location is predominantly short term and associated with the nearby vets.

Whilst the concerns of the residents are noted, it is now necessary to address the identified highway safety issues by formal means.

7 Newbiggen Lane / Front Street

Front Street is a heavily trafficked route which runs through Lanchester's high street. The junction from Newbiggen Lane onto Front Street currently has 'no waiting at any time' restrictions (double yellow lines) in place. This restriction permits loading and unloading as well as parking by motorists with a blue badge.

There have been reports that vehicles in this location have been causing an obstruction especially during peak school times when school buses have had difficulty manoeuvring through Front Street and road safety concerns have been identified by DCC officers in this location.

The TRO will amend the existing restrictions in this location to introduce a 'no loading' aspect to the existing restrictions on the North side of the junction from Newbiggen Lane onto Front street for 53m, from a point adjacent to Lanchester Community Centre, up to number 2 Croft View.

Durham Constabulary are in support of the proposals. There has been 1 objection and 3 representations in favour of the proposals.

8 Objections

8.1 Objection 1

The Objector is a business owner on Front street who states that the existing restrictions in place are sufficient but believes an increase in enforcement is required to solve parking issues in this location.

They also state that buses/coaches associated with the school cause obstruction when picking up / dropping off on existing restrictions.

8.1 Response

The current restrictions in this area allow vehicles to load/unload to park for up to 3 hours provided they display a blue badge. An increased presence of Civil Enforcement Officers (CEO's) may limit contraventions but would not fully eliminate the parking issues at this location.

As highlighted by Objector 1, vehicles (such as buses/coaches) will still be permitted to stop at this location for as long as may be necessary to allow

passengers to board or alight. The introduction of the proposed restrictions should allow this to happen without further disrupting the highway network

A response was sent to the objector expanding on our proposals, as above, dated 19th September 2019. There has been no further correspondence.

Whilst the concerns of the residents are noted, it is now necessary to address the identified highway safety issues by formal means.

9 Front Street

The section of Front Street adjacent to Kitswell Road currently has 'no waiting at any time' restrictions (double yellow lines) to address poor visibility on the junction.

It has been brought to our attention that parking on the eastern side of Front Street adjacent to the Lanchester EP Primary School, causes obstruction and affects the flow of traffic. Advisory White keep clear markings have been introduced previously but have not adequately addressed the issues.

The TRO will extend the existing 'no waiting at any time' restrictions (double yellow lines), adjacent to Kitswell Road, for 12m to the north east and for 53m to the south east.

Durham Constabulary are in support of the proposals. There have been no objections to the proposals.

10 Kitswell Road

Kitswell Road is a residential area leading off Front Street. Lanchester All Saints RC Primary School is located at the junction from Kitswell Road onto Front Street. Lanchester's All Saints RC Church is on the north west side of the school.

There have been reports that during school drop off/pick up times, parking associated with the school causes obstruction on Kitswell Road, DCC officers have attended site and identified road safety concerns in this location confirming this.

The TRO will introduce 'Restricted Waiting' (Mon-Fri, 8am-9am, 3pm-4pm) for 47m in front of Lanchester All Saints RC Church. This will prevent vehicles from parking and causing obstructions in this location during peak school.

Durham Constabulary are in support of the proposals. There have been no objections to the proposals.

11 Manor Grange

Durham Road (A691) is one of the major routes running through Lanchester, connecting it to larger settlements like Durham to the South East and Consett to the North West. Manor Grange leads off from Durham Road at the eastern end of the village

There have been requests from County Councillors and residents to address obstructive parking on and around this junction. DCC officers have attended site and identified road safety concerns in this location.

This TRO will introduce 'no waiting at any time' restrictions (double yellow lines) on both sides of the junction from Durham Road into Manor Grange for 25m on either side.

Durham Constabulary are in support of the proposals. There have been no objections to these proposals.

12 Conclusion

12.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Lanchester and Langley Park: Waiting and Parking Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

13 Background papers

13.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Lanchester & Langley Park\Traffic Regulation
Orders (Parking Restrictions)\Amendment 2019

Contact: Ewan Brown

Tel: 03000 263953

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.

Climate Change

This TRO will allow for effective management of traffic to reduce congestion, reducing the overall amount of CO2 emissions.

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

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.

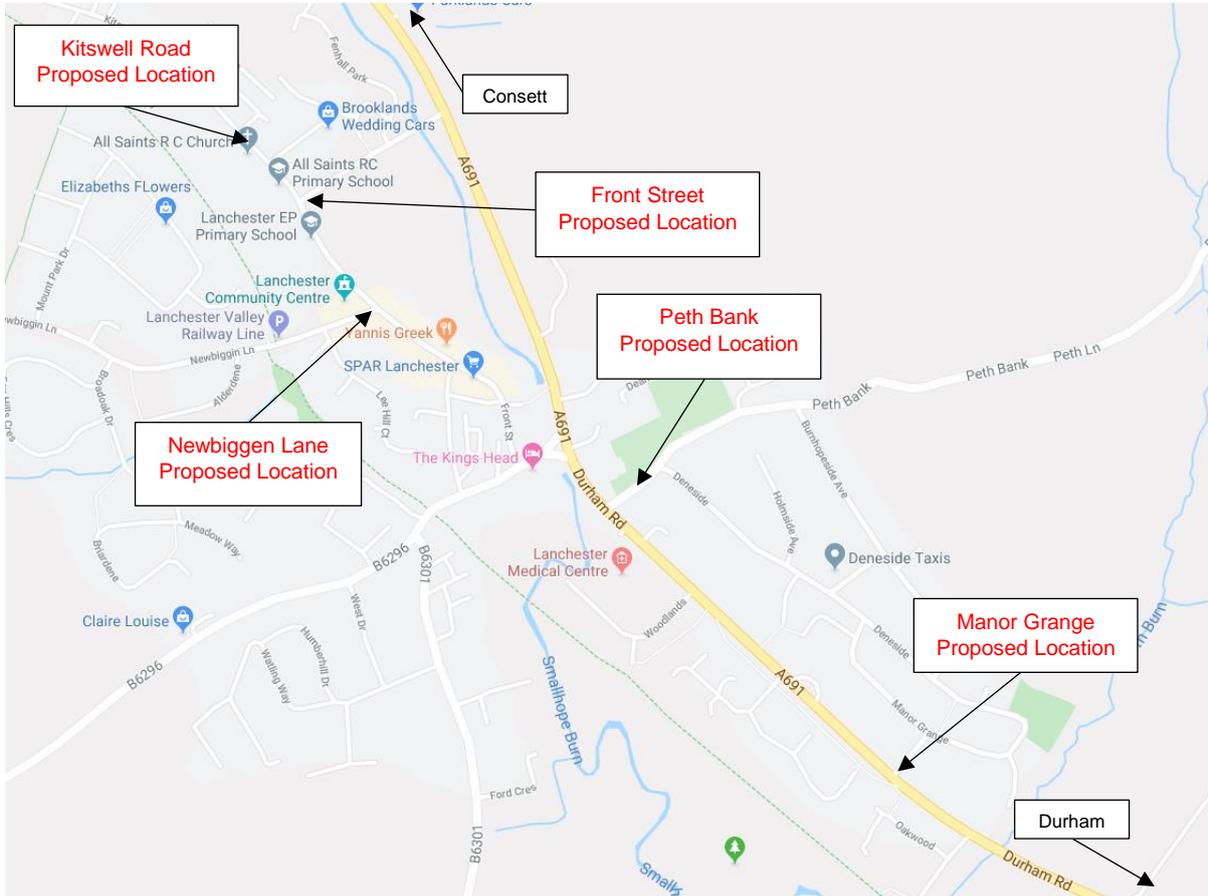
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



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Lanchester & Langley Park Parking & Waiting Restrictions Order 2019

Highways Committee
30th January 2019

The purpose of the Traffic Regulation Order for the Lanchester area is to introduce restrictions in the following locations:

Peth Bank:

- To introduce 'no waiting at any time' restrictions to address obstructive parking and improve road safety
- Three Informal Objections were received from local residents.

Newbiggen Lane/Front Street:

- To extend existing waiting and loading restrictions to address obstructive parking, improve visibility and safety issues
- One Informal Objection was received from a local business owner.

Front Street:

- To extend existing restrictions to address obstructive parking, improve visibility & improve road safety
- No Objections were received.

Kitswell Road:

- To introduce 'restricted waiting' to address obstructive parking and improve road safety.
- No Objections were received.

Manor Grange:

- To introduce 'no waiting at any time' restrictions to address obstructive parking and improve road safety.
- No Objections were received.

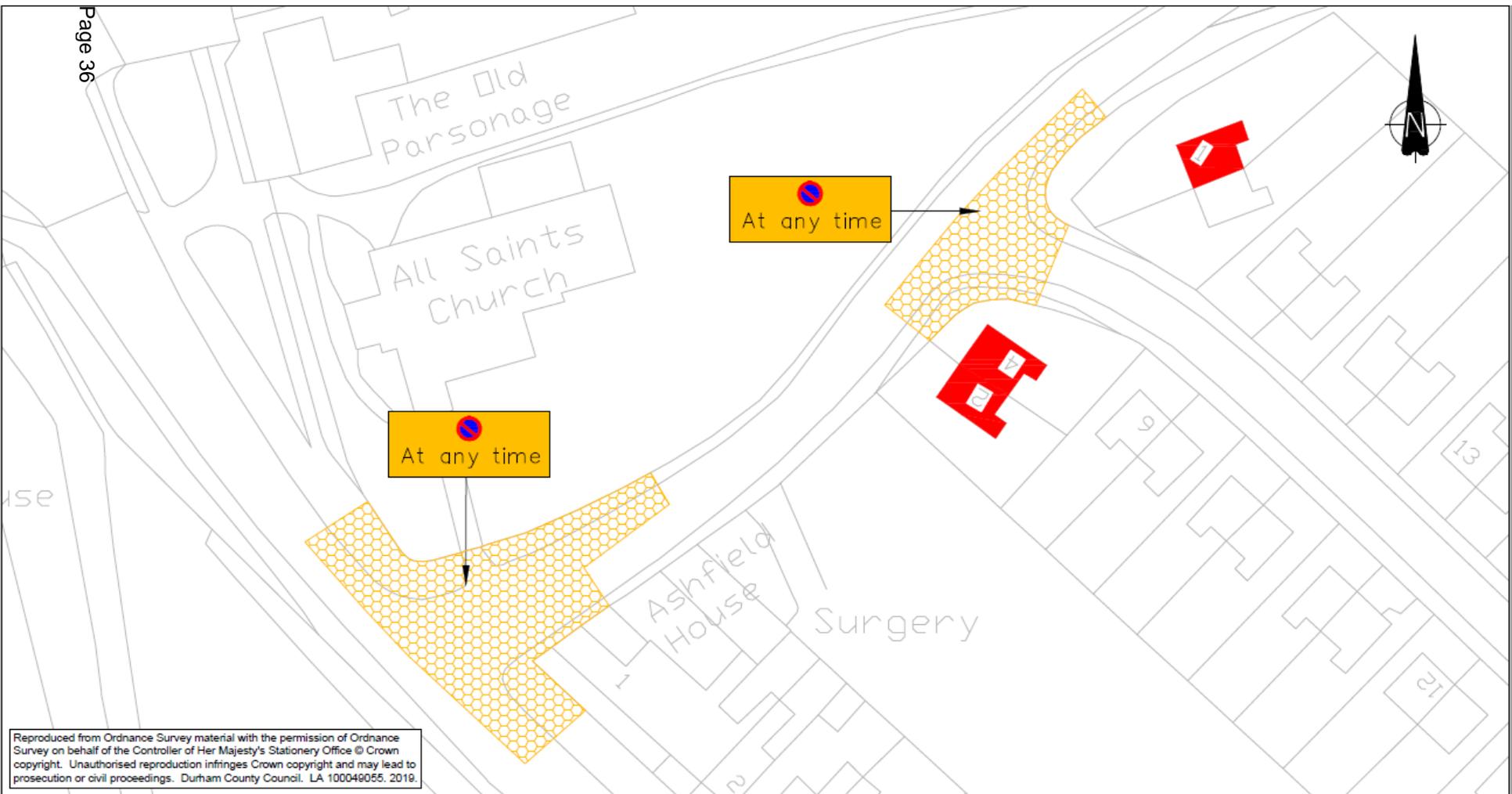
Altogether better

Location Plan – Lanchester Area



Peth Bank – ‘No waiting at any time’ Proposals

Page 36



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-  Proposed 'No waiting at any time' (Double Yellow Lines)
-  Objectors

Rev/ Amdt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	E. Brown	Nov 2019				



Durham
County Council

**STRATEGIC
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MANAGEMENT**

**CORPORATE DIRECTOR OF
REGENERATION & LOCAL
SERVICES**

COUNTY HALL, DURHAM, DH1 5UQ

**LANCHESTER & LANGLEY PARK
TRAFFIC REGULATION ORDER
PETH BANK**

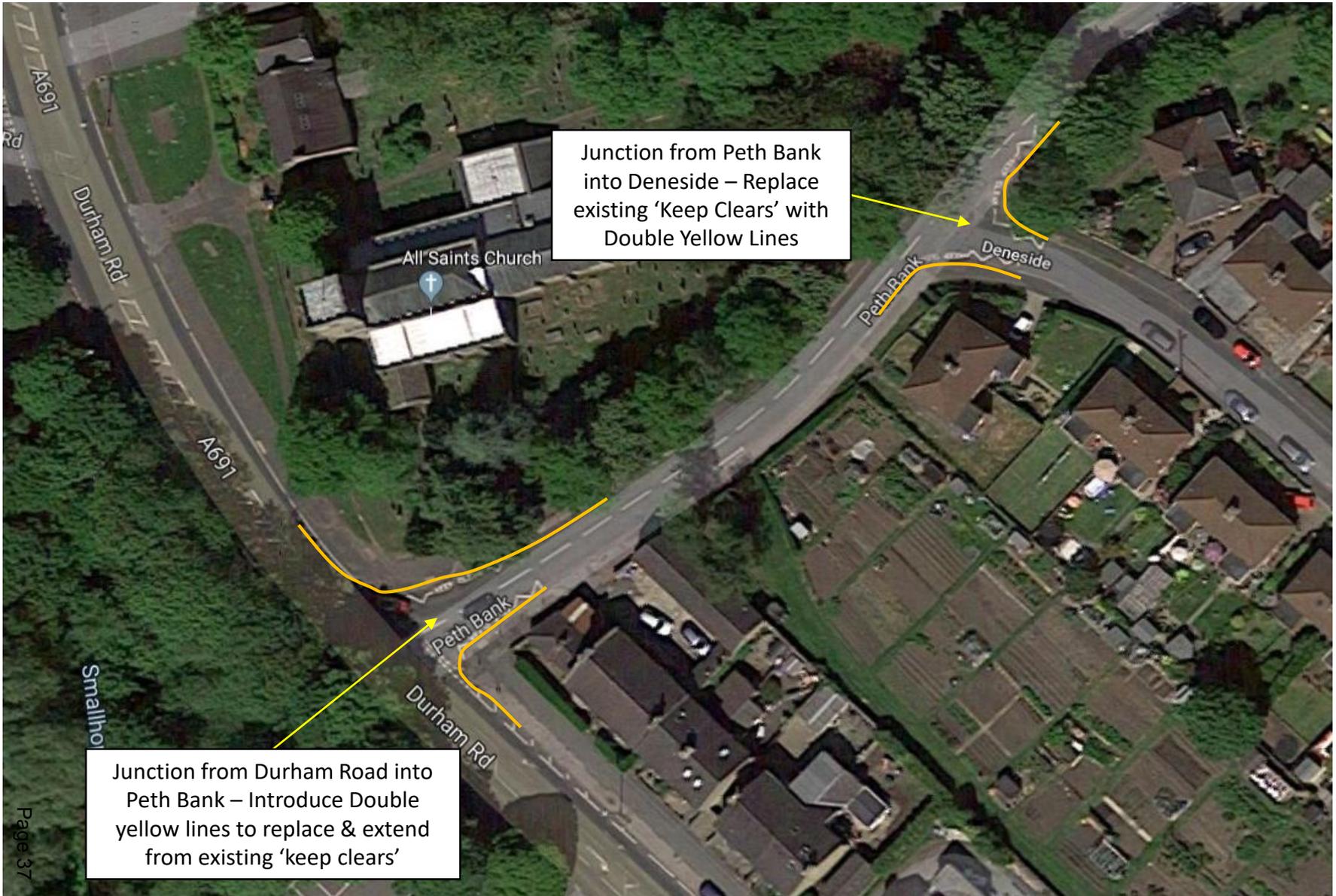
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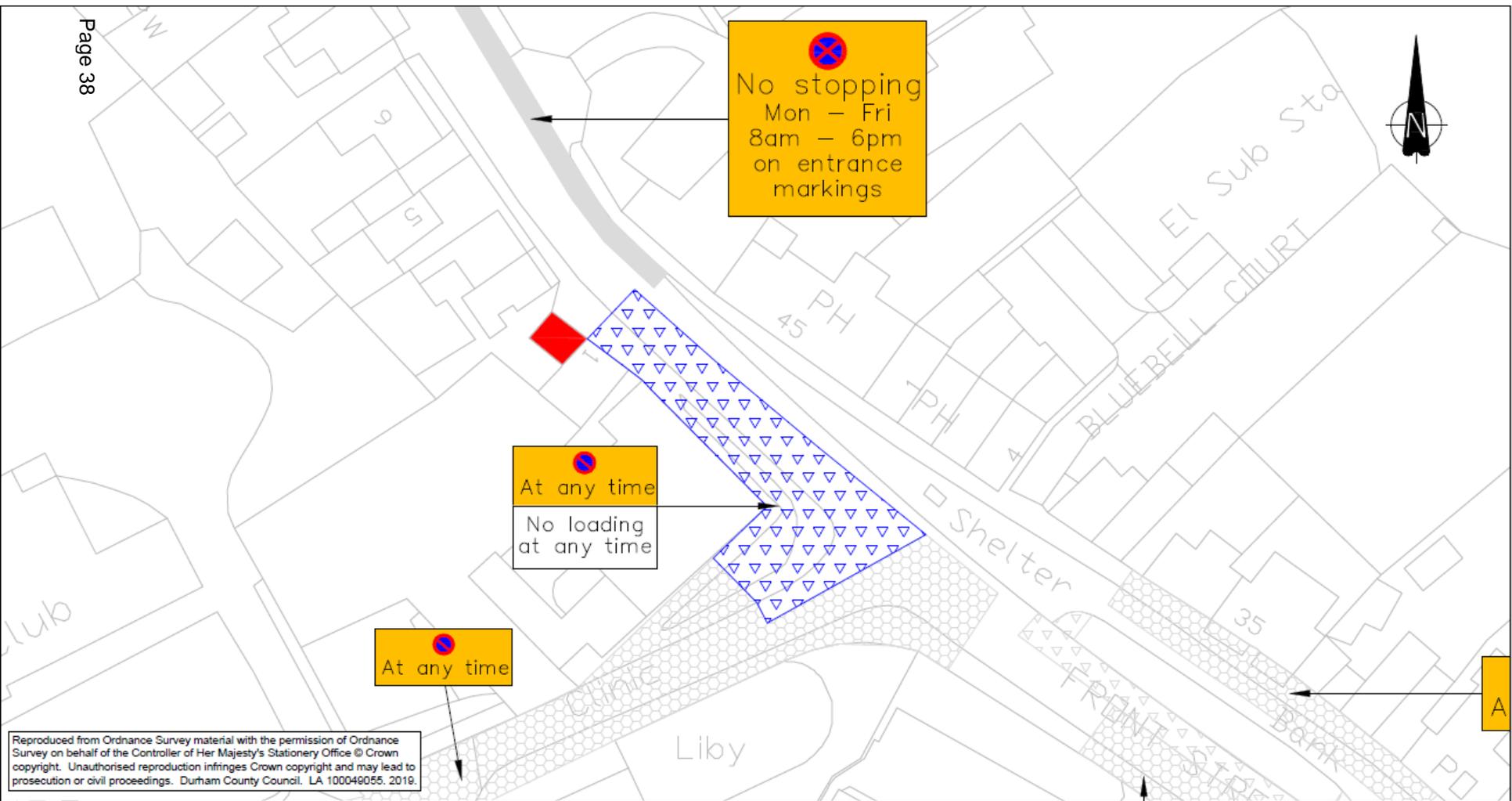
Peth Bank Proposals



Junction from Peth Bank into Deneside – Replace existing 'Keep Clears' with Double Yellow Lines

Junction from Durham Road into Peth Bank – Introduce Double yellow lines to replace & extend from existing 'keep clears'

Newbiggen Lane – Proposed Works & Objectors



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- Proposed 'No waiting No Loading/Unloading at any time' (Double Yellow Lines & Double Kerb Ticks)
- Objectors

Rev/ Amo/lt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	E. Brown	Nov 2019				



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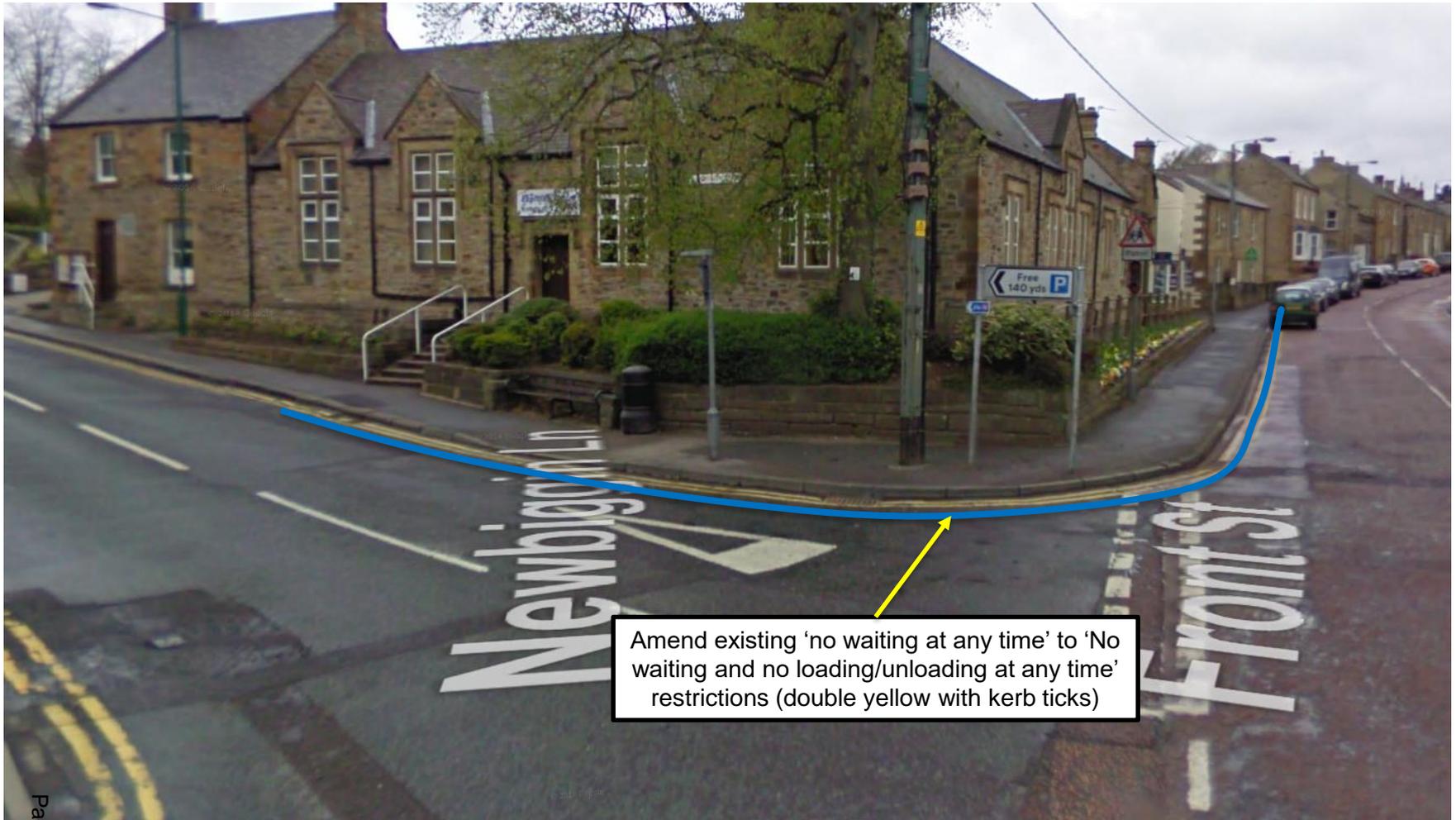
**LANCHESTER & LANGLEY PARK
TRAFFIC REGULATION ORDER
NEWBIGGEN LANE**

Drawing
OBJECTORS PLAN

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Newbiggen Lane Proposals



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

Front Street – ‘No waiting at any time’ proposals

Page 40


 No stopping
 Mon – Fri
 8am – 6pm
 on entrance
 markings


 At any time


 At any time


 No stopping
 Mon – Fri
 8am – 6pm
 on entrance
 markings



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 Proposed 'No waiting at any time' (Double Yellow Lines)

Rev/ Amo/lt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	E. Brown	Nov 2019				



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**LANCHESTER & LANGLEY PARK
TRAFFIC REGULATION ORDER
FRONT STREET**

Drawing
COMMITTEE PLAN

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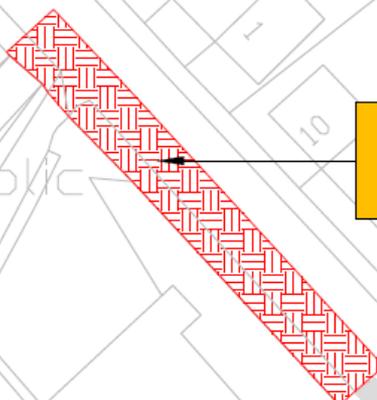
Front Street Proposals



Kitswell Road – ‘Restricted Waiting’ Proposal



All Saint's Catholic
Voluntary Aided
Primary School




Mon – Fri
8am – 9am
3pm – 4pm


No stopping
Mon – Fri
8am – 6pm
on entrance
markings

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 Proposed 'Restricted Waiting'
(Mon-Fri, 8am-9am, 3pm-4pm)

Rev/ Amo/lt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	E. Brown	Nov 2019				


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**LANCHESTER & LANGLEY PARK
TRAFFIC REGULATION ORDER
KITSWELL ROAD**

Drawing
COMMITTEE PLAN

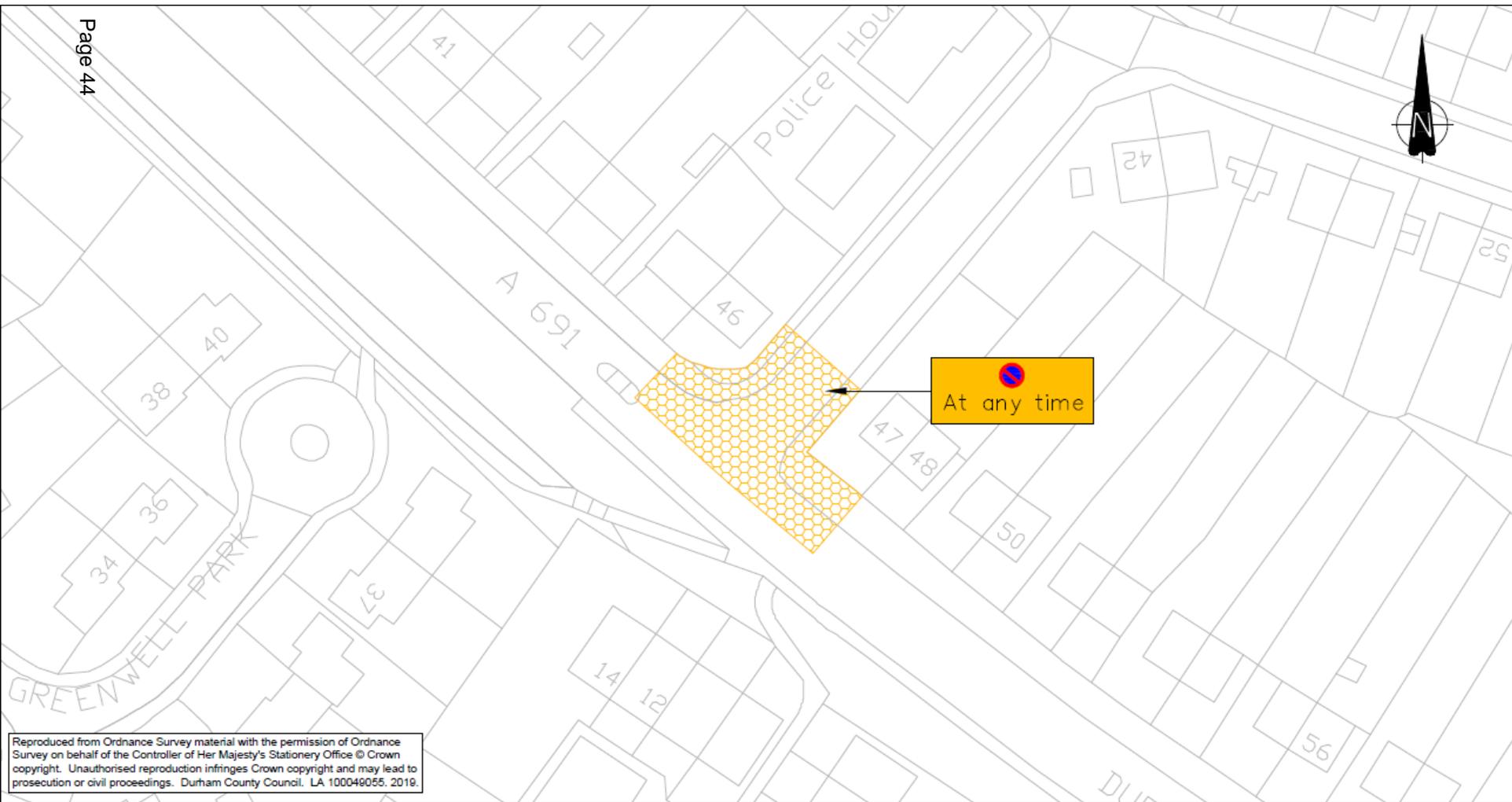
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Kitswell Road Proposals



Manor Grange – ‘No waiting at any time’ Proposals



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 Proposed 'No waiting at any time' (Double Yellow Lines)

Rev/ Amdt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	E. Brown	Nov 2019				



Durham
County Council

**STRATEGIC
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**CORPORATE DIRECTOR OF
REGENERATION & LOCAL
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COUNTY HALL, DURHAM, DB1 5UQ

**LANCHESTER & LANGLEY PARK
TRAFFIC REGULATION ORDER
MANOR GRANGE**

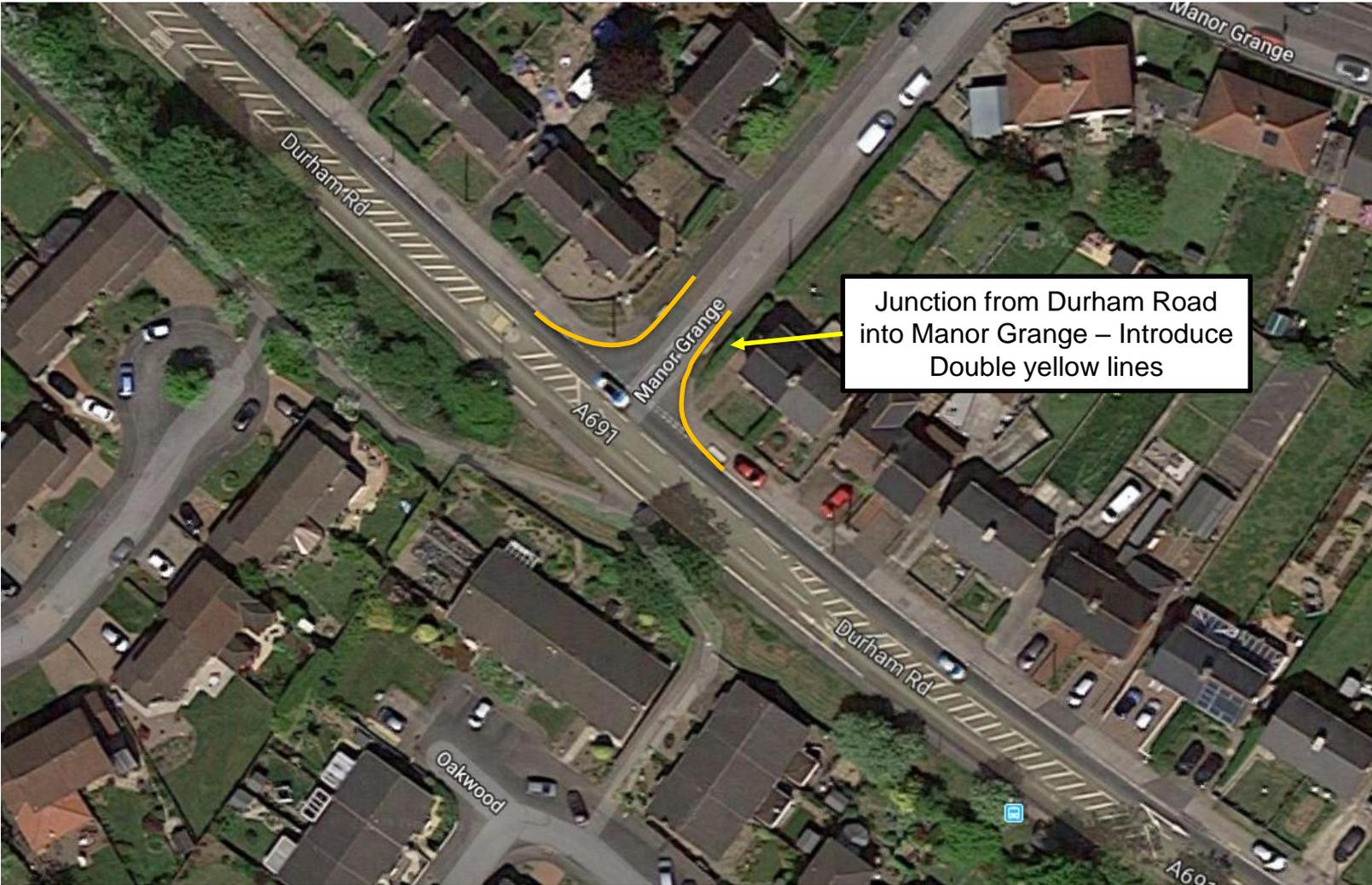
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TM/40038/19/286

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Manor Grange Proposals



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30 January 2020

**Chilton – Parking & Waiting Restrictions
Order 2020**



Geoff Paul, Interim Corporate Director of Regeneration and Economic Development.

Councillor Carl Marshall, Cabinet Portfolio Holder for Regeneration and Economic Development.

Electoral division(s) affected:

Chilton.

Purpose of the Report

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

Executive summary

- 1 Chilton Industrial Estate (Chilton Way & Avenue One).

A request was received from Durham County Council's Business Engagement Team Manager on behalf of local business owners to address obstructive parking and improve access, visibility and safety for HGV's and road users within the industrial estate. There have been 15 objections (all from Care Connect who are Durham Council employees who have their work place situated on Chilton Way near to Durham County Council Depot and car park.) and 12 responses in favour of the proposals.

2 Durham Road, Chilton

A request was received from local residents and the County Councillor to introduce formal restrictions to address obstructive parking, improve visibility and safety issues. There is support from the Local County Councillor. There have been no objections and three residents in favour of the proposals.

Recommendation(s)

Committee is recommended to:

- (a) Endorse the proposal and recommend that the Corporate Director of Regeneration and Economic Development proceed with the implementation of the Chilton: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

Background

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 Requests were received to address ongoing obstructive parking, visibility and safety issues within the Chilton area.

3 Chilton Industrial Estate

3.1 A request was received from Durham County Council's Business Engagement Team Manager on behalf of local business owners to address obstructive parking and improve access, visibility and safety for HGV's and road users within the industrial estate.

3.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between July 2019 and September 2019. There were 15 objections received from Care Connect who are Durham Council employees who have their work place situated on Chilton Way near to Durham County Council Depot and car park.

3.3 An email was sent to all objectors explaining why the restrictions are being proposed to improve road safety and to request further feedback. There were 4 replies confirming their objection.

3.4 A meeting was arranged with the Durham County Council's Business Engagement Team Manager (on behalf of the local businesses), the County Fleet Manager (on behalf of Durham County Council Depot) and Telecare Care Connect/ Control Manager (on behalf of Care connect). There was an agreement that there is enough car parking for Care Connect staff in the depot car park, and that there is a health a safety issue and the proposals are beneficial to all road users.

3.5 A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.

3.6 The proposals were advertised formally on site, online and in the local press between 14th December 2019 – 4th January 2020. There were no formal objections.

4 Durham Road, Chilton

4.1 A request was received from local residents and the County Councillor to introduce formal restrictions to address obstructive parking, improve visibility and safety issues.

- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages in July 2019 to September 2019. There is support from the Local County Councillor. There have been no objections and three in favour of the proposals.
- 4.3 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, online and in the local press between 14th December 2019 – 4th January 2020. There were no formal objections.

5 Objections – Chilton industrial Estate

Informal

- 12 response in favour of the proposals
- 15 responses against the proposals

Formal

- No formal objections

Objections 1-15

Objector 1 is an employee of Care Connect. They state there is not enough secure parking at the moment for council staff.

Objector 2 is an employee of Care Connect. They state that they understand the need in some areas for double yellows but the proposals cover a large amount of area and there are large amounts of people work in the area, they would like to know where all these people are suppose to park as there is limited parking areas that is why cars park on the roadside. They also state that if the main issue is the number of HGVs then why does all staff have to struggle to find parking, the problem is the companies whose HGV vehicles park up and need to have deliveries scheduled and not parked on the roadside.

Objector 3 is an employee of Care Connect. They state there is not adequate parking for staff.

Objector 4 is an employee of Care Connect. They state there is not enough parking space for everybody that works here, and the car park they do have access to spaces are too small and vehicles get damaged.

Objector 5 is an employee of Care Connect. They state there are a lot of units in the area who need to use the roadside for parking as there is not enough spaces, especially in the council car park for all staff. If plans go ahead where would they be proposed to park?

Objector 6 is an employee of Care Connect. They state they are not happy at all, there has never been adequate car parking, but don't know why we get asked as it will be going ahead anyway. Maybe thoughts could be put to better use on a car park system which could be safer for them and their cars at Chilton depot. They add also that they have we have had to endure the wagons parking up on a night on both sides of the road, which has put them in danger every day and night.

Objector 7 is an employee of Care Connect. They state the area does not have adequate parking for the amount of staff working in the depot. Also, the cars are being damaged in the DCC car park which is why staff park their cars on the roadside.

Objector 8 is an employee of Care Connect. They state they are absolutely against this proposal and hope there is going to be adequate parking provided as at present there is not. The car park provided is not secure and their car has been damaged several times parking in this location, is there an option of offering staff car parking in the depot?

They also continued to state that large HGVs turning into the wood recycling plant are parking waiting for access near the DCC control room which blocks the road throughout the day. This has a knock-on effect on Chilton Way with access and entry issues for all. The refuse wagons also park on Chilton Way after leaving the depot, causing obstruction on the curve of the road and they are surprised there has not been a serious accident. There is not sufficient parking bays in the car park and would like the car park extending at the DCC depot. They agree that some areas need marking but prior to this all businesses should be consulted as their HGV vehicles do not consider other road users. Multiple wagons are found to park up after leaving the premises obstruction all vehicles. when starting and ending a shift at the control room, depot and other business users then the volume of traffic is doubled and so is the parking issues, staff leaving and starting a shift try to get spaces with HGVs also leaving the power plant at peak times. Some days cars are parked right to the top of Chilton Way simply for the reasons stated in this section.

Objector 9 is an employee of Care Connect. They state they do not think the proposals are a good idea and that they also cause issues. On viewing the proposals and taking into account all staff working at Chilton depot, the car parking spaces that are available are not sufficient. They understand that the parking situation is causing issues and safety concerns, due to the amount of staff have to park on Chilton Way all the way to the substation. They think the other areas proposed do need double yellows as the flow of traffic does become a problem at peak times. They feel the proposals need to be reviewed to benefit both traffic management and also DCC staff members.

Objector 10 is an employee of Care Connect. They state they are not happy with the proposals due to the inadequate parking that is not secure at the DCC

depot control room facility at present. The parking provided is used by refuge staff, street wardens, control room staff as well as admin and other DCC staff. In the past when using the car park, if available their vehicle has been damaged. They would like this to be looked at and maybe adding further parking. They claim that the issue is not the staff, it is the HGV vehicles that park dangerously all the way up the road and drive too fast causing problems for all workers in the area. They also would like lines only placed where appropriate. They have parked on Chilton Way for 10 years and drivers sleeping in wagons has never been a problem until the unit nearby opened and why can't wagons use the access at avenue 2 as it will solve lots of problems.

Objector 11 is an employee of Care Connect. They state they strongly disagree and think it's appalling that themselves and colleagues work 12 hr shifts and have to arrive early now to get parked, the proposal will cause more issues and stress. They would like further investigation carried out with the wagons that park over night which take up numerous spaces.

Objector 12 is an employee of Care Connect. They state they are totally against this as there will be nowhere to park. The car park is always full due to the volume of cars that is why we must park where currently do. Cars also gets damaged when parking in this location and the objector's car was scratched. You would also have to arrive 15mins early to park and walk the distance because of how far you have to now park away. Will we have permission to park in the depot?

Objector 13 is an employee of Care Connect. They state there is not enough parking bays for all cars and there needs to be new spaces if this goes ahead.

Objector 14 is an employee of Care Connect. They state they are opposed to the proposals as it will limit our staff to be able to park. The car park is usually full by the time they start at 7am as most of the bin men and other staff are parked before we do. They have been made aware from other colleagues their cars have been damaged in the car park, so wouldn't feel safe leaving their car there. In the winter it is also hard to park in the car park due to lots of vehicles there. It is also very dark on a night when finishing at 7pm and do not feel safe walking to my car as it is very poorly lit.

Objector 15 is an employee of Care Connect. They state they object to the double yellows as in the day there are sometimes 31 vehicles parked on the road outside the DCC building up to TYK factory. There is no space in the car park, we work 7am-7pm shifts and am a lone female and do not feel safe going to the car park in the hours of darkness. The wagons into the wood recycling plant across the road from the control room completely block the road waiting for access via the gates, the bin wagons leaving the depot park up which I do not understand why and causing a massive obstruction, and this

is an accident waiting to happen. Car park needs extending and they park on the roadside and cars will be parked all the way up.

6 Response

There are unrestricted sections of highway as well as the car park outside the Durham County Council depot within the Industrial Estate away from unit accesses which are available to park in. Vehicles parking on any section of highway or car park are parked at their own risk, however it is deemed safer to park within the car park outside of DCC Depot where it is found has enough available parking space.

Numerous objectors have recognised the safety issues with HGVs parking on the highway causing obstruction and access issues for moving traffic, therefore supporting the proposals in some sections. The proposals will reduce the obstruction issues from HGVs which will ensure they park away from unit access along the unrestricted sections of highway.

The introduction of the proposals should improve the flow of traffic and improve visibility in the affected areas especially around shift change and peak times.

The majority of the units that have HGVs attending their premises have been in favour of the proposals to improve the safety for all road users.

Speed issue should be reported via the Durham Constabulary's local Police and Communities Together (PACT) meetings. Details of the meetings taking place can be found online or by telephoning Durham Constabulary on their non-emergency telephone number 101.

7 Conclusion

- (a) It is recommended that Members endorse the proposal and recommend that the Corporate Director of Regeneration and Economic Development proceeds with the implementation of the Chilton: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

8 Background papers

- (a) Correspondence and documentation in Traffic Office File

L:\TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Chilton\Traffic Regulation Orders (Parking Restrictions)\July 2019

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



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Chilton Parking & Waiting Restrictions Order 2020

Highways Committee
30th January 2020

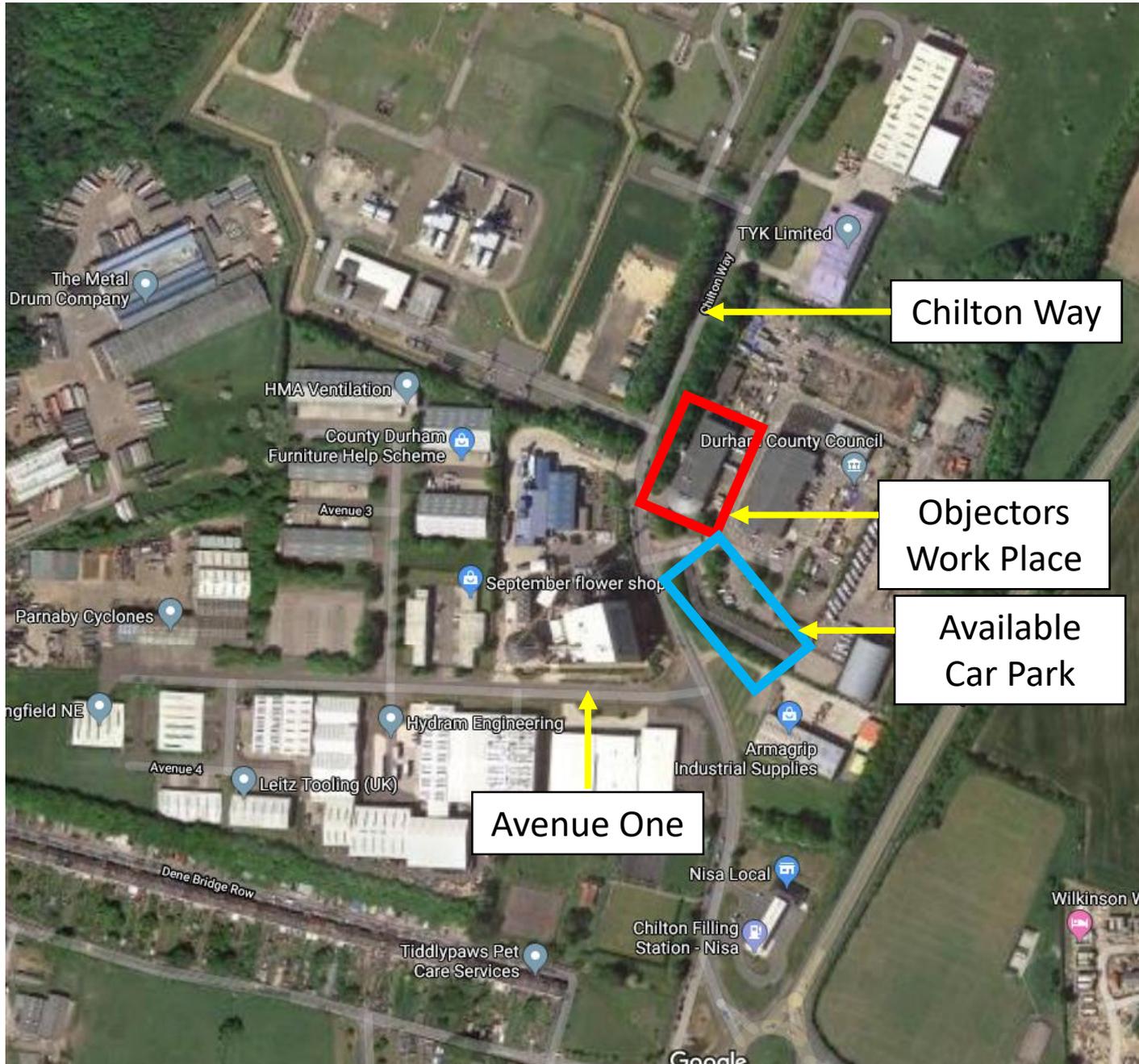
Location Plan – Chilton Area



Altogether better

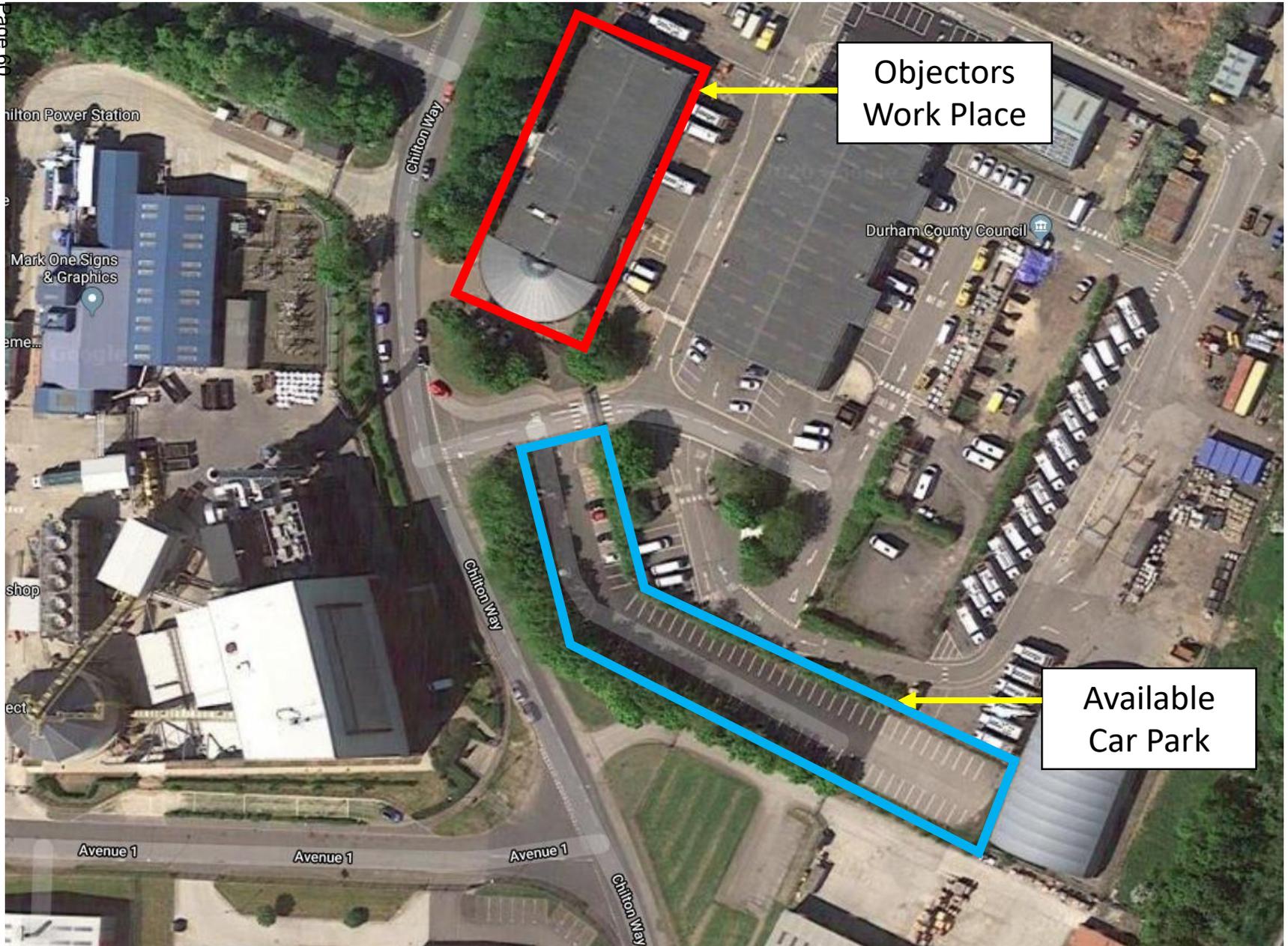


Chilton Industrial Estate



Chilton Industrial Estate – Objectors work/parking area

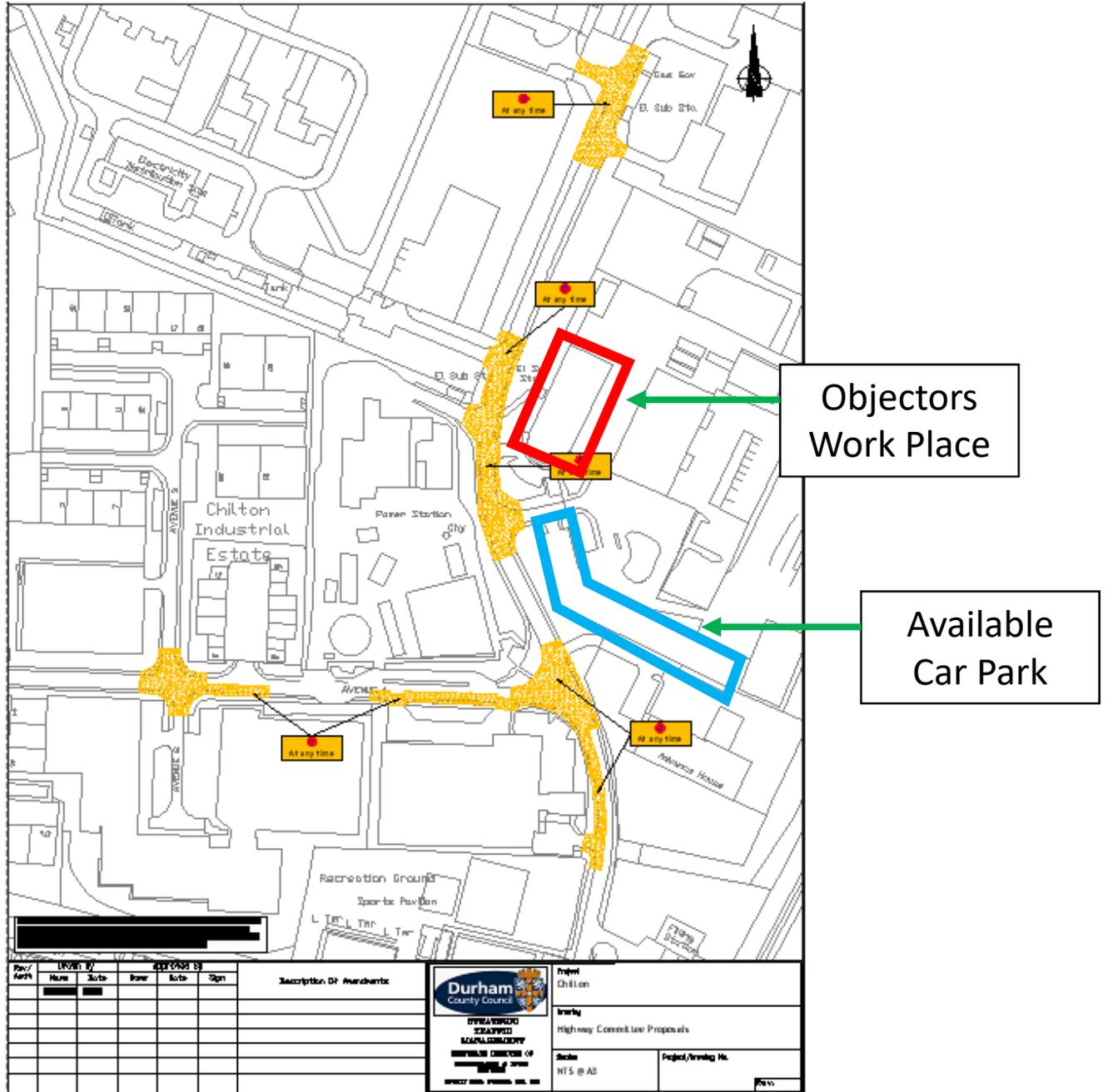
Page 60



Objectors
Work Place

Available
Car Park

Chilton Industrial Estate Proposals



Durham County Council Available Car Park Chilton Industrial Estate



Objectors
Work Place

Durham County Council Available Car Park Chilton Industrial Estate



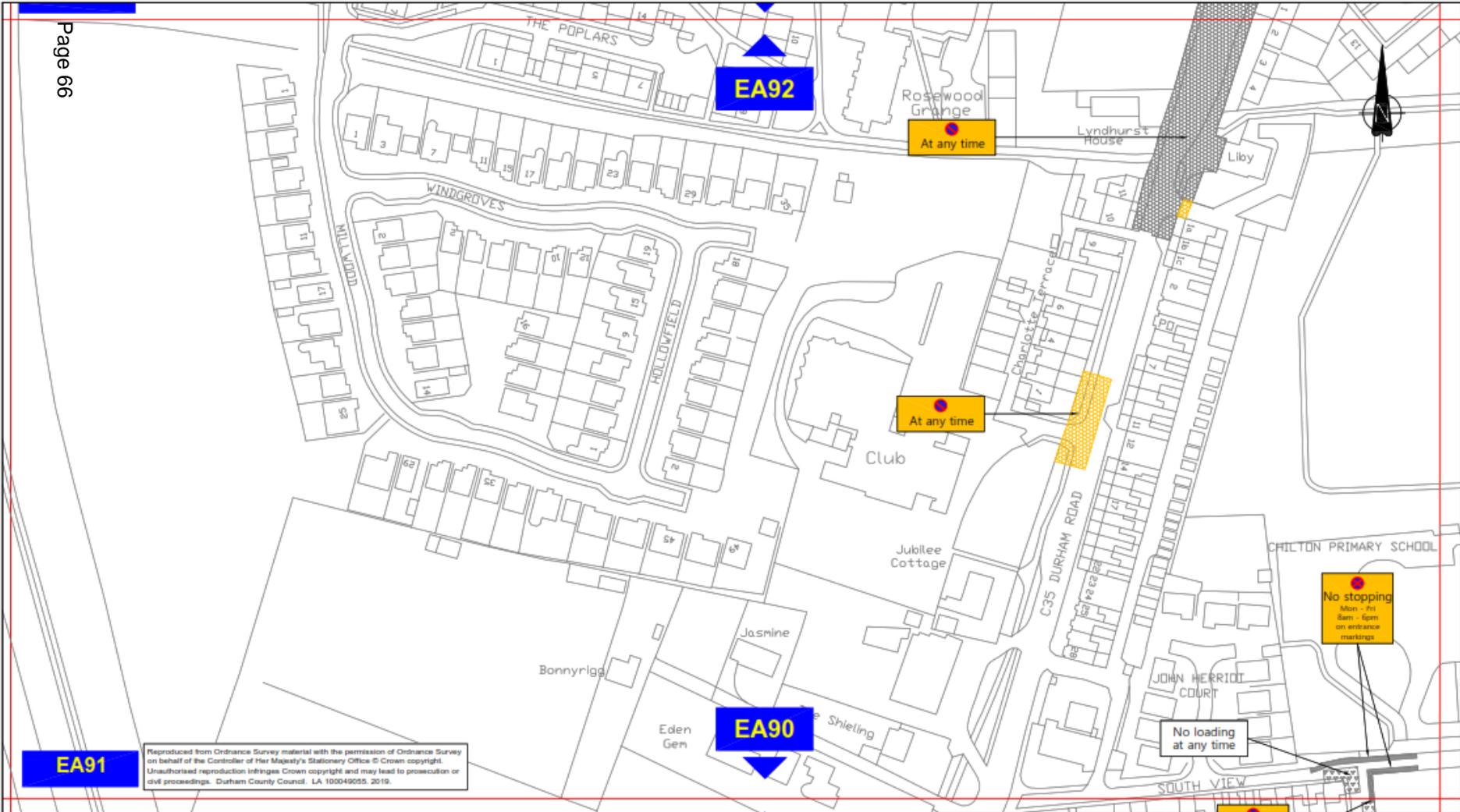
Durham County Council Available Car Park Chilton Industrial Estate



Chilton Town – No Objections



Chilton Town Proposals



EA91

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Key to Types of Restriction

-  Proposed No Waiting At Any Time
-  Existing No Waiting At Any Time
-  Existing No Stopping on entrance markings Monday - Friday, 8am - 6pm
-  Existing No Loading/Unloading At Any Time
-  Individual Reference

Rev/Andt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	P.Broxton	Oct 19				



STRATEGIC TRAFFIC MANAGEMENT
CORPORATE DIRECTOR OF REGENERATION & LOCAL SERVICES
COUNTY HALL, DURHAM, DH1 5UG

Project Chilton	
Drawing Proposed	
Scales 1/1250 @ A3	Project/Drawing No. EA91
Rev.	

PATH: