

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Tuesday 15 February 2022 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors D Boyes (Vice-Chair), T Duffy, C Kay, K Earley, J Higgins, J Howey, G Hutchinson, R Manchester, D Oliver, A Simpson, A Sterling, F Tinsley, M Wilson and D Wood

Also Present:

Councillor A Watson

Prior to the commencement of the meeting the Chair referred to the sad passing of Councillor Mark Idwal-Robert late last year and expressed that he was highly regarded by colleagues and residents.

The Committee stood for a moments silence as a mark of respect to Councillor Idwal-Roberts.

1 Apologies

Apologies for absence were received from Councillors A Bell and K Robson

2 Substitute Members

There were no substitute Members in attendance.

3 Minutes

The minutes of the meeting held on 10 December 2021 were agreed as a correct record and signed by the Chair.

4 Declarations of Interest

There were no declarations of interest.

5 Barnard Castle Parking & Waiting Restrictions Amendment Order 2022

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised of the proposed changes to the Traffic Regulation Order (TRO) in Barnard Castle and requested that they consider the objections made during the informal and formal consultation period (for copy see file of minutes).

The Strategic Traffic Manager gave a detailed presentation which included site location plans, aerial photos and photographs of the sites and details of the following restrictions:

- To introduce 'no waiting at any time' restrictions (double yellow lines) on both sides of the junctions of Kirk View and Bede Road with the A67 to address access issues for residents, refuse vehicles and emergency services on Kirk View and Bede Road with road safety concerns being highlighted by residents and Durham Constabulary for Churchill Road. Five objections were received in the informal consultation phase.
- To extend the existing 'no waiting at any time' restrictions (double yellow lines) on the south side of Victoria Road adjacent to no.70 Victoria Road to address visibility and access concerns for residents due to the curvature of the road. One objection had been received during the informal consultation phase from directly affected frontages.
- To introduce 'no waiting at any time' restrictions (double yellow lines) on the south side of Hall Street to address access issues with emergency and refuse vehicles. Three objections had been received during the informal consultation phase from directly affected frontages.
- To introduce 'no waiting at any time' restrictions (double yellow lines) on the junctions of Birch Road and Park Terrace with Newgate to address reports of obstructive parking on the junctions of Birch Road and Park Terrace resulting in access and visibility issues. One objection had been received during the informal consultation phase from directly affected frontages.

Mrs Rutter addressed the Committee in objection to the 'no waiting at any time' restrictions on both sides of the junctions of Kirk View and Bede Road with the A67. She explained that she had lived on the north side of Bede Road for 40 years and had witnessed a lot of changes over this time. She highlighted rule 243 of the Highway Code and felt that if this was enforced, double yellow lines would not be necessary. She referred to only a few occasions where there had been cars parked right down to the junction.

In relation to the refuse lorry, she explained that most cars in Kirk View were parked there at the time the collection took place, 7am on a Friday morning, but advised that there were only two occasions last year where the service was affected. She suggested the refuse collection time be changed to alleviate the issue. She appreciated that there was a school close by but confirmed that she was not aware of any problems with school children having to walk around parked cars.

She went on to explain that there had been occasions where visitors to her property could not get parked on the south side of Bede Road or Kirk View and this had pushed parking onto Victoria Road and Churchill Road. She stated that the situation was not straightforward due to most households having two cars. She informed the Committee that she had not seen anyone enforcing parking restrictions on this junction and believed the double yellow lines were unnecessary.

In response to the point raised by Mrs Rutter regarding rule 243 of the Highway Code, the Strategic Traffic Manager clarified that this was a police matter. He explained that the Highway Code stated that you 'should not' park, not that you 'must not'. He explained that if double yellow lines were introduced then the Council would be able to enforce restrictions and confirmed that yellow lines provided effective enforcement. He advised that parking that close to a junction created problems and that people had raised concerns regarding visibility for cars and pedestrians. He added that parking was available in the nearby vicinity if residents were unable to park outside of their home.

Councillor Boyes appreciated the objectors' comments but believed the proposal was simply formalising what was already there. He commented that people could park inappropriately, and that this impacted on visibility for pedestrians including children walking to school.

In relation to the proposal for Birch Road and Park Terrace, Councillor Boyes asked whether there would be a time limit imposed for wedding cars and hearses.

The Strategic Traffic Manager advised that no set time would be imposed for wedding cars and hearses and that the vehicles could remain parked on double yellow lines whilst undertaking their activities. He confirmed details of this would be in the order.

Councillor Ormerod asked for clarification on whether wedding cars and hearses could remain parked during the service. The Strategic Traffic Manager explained that wedding cars could pick up and drop off passengers, but that they could not remain parked during the service. In relation to hearses, he advised that they would be permitted to park during the service if this was necessary.

Councillor Howey commented that she knew Barnard Castle well and that from her experience it was a congested area. She advised that the A67 could get blocked with buses and HGV's and that this created problems for pedestrians crossing the

road. She explained that the route from Victoria Road to Morrisons was extremely busy and that it would benefit from the proposal. She also advised that events held in the town or at Bowes Museum increased the number of visitors to the area which resulted in residents struggling to park. She added that poor parking impacted on visibility and impacted on those in wheelchairs due to dropped curbs being blocked.

Councillor Kay also commented that he knew Barnard Castle well and that the area was highly congested. He stated that he supported any improvements that could be made to Victoria Road but asked where the displaced cars from this road would be able to park.

In response the Strategic Traffic Manager advised that the displaced cars could be parked anywhere that was legal to do so.

Councillor Wood referred to the picture of Hall Street and asked if the existing double yellow lines were to be repainted. The Strategic Traffic Manager confirmed that these would be freshened up.

In terms of Birch Road and Park Terrace, Councillor Wood gave an example of zigzag markings that he had seen at community centres to protect the space and stop residents from parking. He asked whether these types of markings could be used outside of the church without there being an impact on its activities.

The Strategic Traffic Manager advised that keep clear was an advisory marking enforced by police whereas double yellow lines were enforced by the Council and were therefore more likely to be adhered to.

The recommendation to approve was **moved** by Councillor Boyes and **seconded** by Councillor Howey.

Resolved:

That the proposal, in principle, to amend the Barnard Castle Parking and Waiting Restrictions Order 2022 be endorsed.

6 Blackhill and Shotley Bridge Parking & Waiting Restrictions Amendment Order 2021

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised of the proposed changes to the Traffic Regulation Order (TRO) in Blackhill and Shotley Bridge and requested that they consider the objections made during the informal and formal consultation period (for copy see file of minutes).

The Traffic Management Section Manager gave a detailed presentation which included site location plans, aerial photos and photographs of the sites and details of the following restriction:

- To introduce 'no waiting at any time' restrictions (double yellow lines) on both sides of the junction of Wood Street and Swordsmiths Lane. The proposed restrictions were requested by DCC's Corporate Property & Land to address obstructive parking on the junction of Wood Street and were supported by the local members and Durham Constabulary. One objection was received from a local resident during the informal consultation.

Councillor Earley addressed the Committee as a member of the Committee and as a local member. He advised that there were a lot of issues with parking in this area and although the proposal would address some of the issues raised it would not resolve all of them. He added that some areas were overdeveloped and that there were a lot of old roads that were not designed for two and three cars per household, and this along with inconsiderate parking created a lot of conflict. He asked whether it was possible for a review of the entire area to be undertaken in six months' time.

Councillor Boyes referred to the boulders that had been placed on the land and asked if they were to be removed and replaced by double yellow lines. He further asked whether the Council would be liable if anyone crashed into the existing boulders.

The Strategic Traffic Manager confirmed that as it was council land, the Council would be responsible. He advised that if the boulders were removed, that this would attract people to park in the area and therefore double yellow lines would need to be introduced to control this.

Councillor Tinsley stated that the liability surrounding the boulders increased the need for the proposal to go ahead but agreed with Councillor Earley that a review of the entire area was needed.

Councillor Tinsley **moved** the recommendation to be approved, this was **seconded** by Councillor Duffy.

Resolved:

That the proposal in principle to proceed with the implementation of the Blackhill and Shotley Bridge Parking and Waiting Restrictions Amendment Order 2021 be endorsed.

7 Consett Parking & Waiting Restrictions Amendment Order 2021

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised of the proposed changes to the Traffic Regulation Order (TRO) in Consett and requested that they consider the objections made during the informal and formal consultation period (for copy see file of minutes).

The Traffic Management Section Manager gave a detailed presentation which included site location plans, aerial photos and photographs of the sites and details of the following restriction:

- To introduce 'no waiting at any time' restrictions (double yellow lines) on the south west side of Victoria Road (rear) for the full extent to address access, visibility and road safety concerns due to occasions where vehicles were parked on both sides of the road restricting access. Two objections were received in the informal consultation phase.
- To introduce 'restricted waiting and loading' restrictions (Mon-Fri 08.30-09.30 & 14.30-15.30) on both sides of Waterfront Gardens where the pedestrian access is from St Patrick's RC Primary School to address access, visibility, and road safety concerns during school gate drop off/ pick up. The route is used by students from two schools (St Patrick's Primary and Consett Academy) in the vicinity. Three objections were received in the informal consultation phase.

Councillor Watson, local member, addressed the Committee in support of the restrictions. He referred to Waterfront Gardens and agreed that restrictions needed to be introduced due to irresponsible parking. He gave examples of resident's driveways being blocked during school drop off and pick up times and that this had led to threats of violence. He stated that in future, parking should be provided for any new school building to reduce the impact on residents. In relation to Victoria Road, he advised that the rear of this road had always experienced issues and that the introduction of double yellow lines would address these. He confirmed that he was happy with the officer's recommendation.

Councillor Boyes referred to the school drop off and pick up and asked Councillor Watson whether St Patricks RC Primary attracted people outside of the catchment area due to the school being Roman Catholic and asked if there was an alternative area where they could park instead.

In response, Councillor Watson advised that the school served a larger area with the school being Roman Catholic but that some people insisted on bringing their car when the short distance to the school could be walked.

Councillor Tinsely commented that from experience a change in parking regulations at schools could have a positive impact on the area. He stated there was no sustainable reason to object to the proposal and **moved** the recommendation to be approved.

Councillor Sterling agreed with the comments from Councillor Watson and advised that she had similar issues in her area with regards to schools and parking. She stated that Consett was not a built-up area in comparison to Durham City Centre and that there would be alternative areas to park. She **seconded** the recommendation to approve.

Resolved:

That the proposal, in principle, to amend the Consett Parking and Waiting Restrictions Order be endorsed.