



Highways Committee

Date Tuesday 15 February 2022
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 10 December 2021 (Pages 3 - 6)
4. Declarations of Interest, if any
5. Barnard Castle Parking & Waiting Restrictions Amendment Order 2022 (Pages 7 - 40)
6. Blackhill and Shotley Bridge Parking & Waiting Restrictions Amendment Order 2021 (Pages 41 - 56)
7. Consett Parking & Waiting Restrictions Amendment Order 2021 (Pages 57 - 78)
8. 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
7 February 2022

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

Councillor R Ormerod (Chair)
Councillor D Boyes (Vice-Chair)

Councillors A Bell, T Duffy, C Kay, K Earley, J Higgins,
J Howey, G Hutchinson, R Manchester, B Moist, D Oliver,
I Roberts, K Robson, A Simpson, A Sterling, F Tinsley,
M Wilson and D Wood

Contact: Joanne McCall

Tel: 03000 269 705

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Friday 10 December 2021 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors T Duffy, C Kay, J Howey, R Manchester, I Roberts, A Sterling, M Wilson and D Wood

1 Apologies

Apologies for absence were received from Councillors Boyes, Higgins, Hutchinson, Oliver, Idwal Roberts, Simpson and Tinsley.

2 Substitute Members

There were no substitute Members in attendance.

3 Minutes

The minutes of the meeting held on 8 November 2021 were agreed as a correct record and signed by the Chair.

4 Declarations of Interest, if any

There were no declarations of interest.

5 Alleged Public Footpath from West View to St Mary's Church Yard, Barnard Castle (Definitive Map Modification Order Application)

The Committee considered a report of the Corporate Director of Neighbourhoods and Climate Change with regards to an application to modify the Definitive Map and Statement of Public Rights of Way by adding a public footpath from a ginnel that connected the High Street with West View through a plot of land, that was once the site of the National Girls School, to a boundary wall separating it from St Marys Church yard in Barnard Castle (for copy see file of minutes).

The Definitive Map Officer confirmed that the Vicar at St. Marys Church had sent comments regarding the legal tests that needed to be met and stated that it was a

shame the footpath would be lost due to a lack of evidence of use. There was evidence but it did not meet the legal test which was defined as use by the public at large.

The Planning and Development Solicitor summed up the application which had been recommended for refusal due to the insufficient evidence.

Councillor Kay referred to the similarity to the test regarding village green applications, of which was described as use 'as of right' and he queried whether the recommendation had changed since the application in 2008. The Definitive Map Officer advised that the previous application and draft report had not been referred to deliberately as the test was to be on the evidence submitted.

C Kay moved the Officer's recommendation to refuse the application.

Councillor Duffy referred to the photographs that had been submitted with the application which showed a well-trodden path which indicated that it was used on regular basis.

The Chair commented that there was evidence of use but the question was whether it was sufficient. The Planning Development Solicitor responded that the application was to be determined on the evidence submitted and there may be other users that had not submitted user evidence, but Officers' view was that the submitted evidence demonstrated that users were using the footpath in a private capacity as residents and guests of residents, rather than the public at large. He added that if the application was refused, the applicant could reapply with better evidence, should that become available in the future.

Councillor Wood seconded the motion to refuse the application.

Resolved:

That the application be refused for the reasons outlined in the Officer's report.

6 Definitive Map Modification Orders Statement of Priorities

The Committee considered a report of the Corporate Director of Neighbourhoods and Climate Change with regards to a method for determining priorities for Definitive Map Modification Order work (for copy see file of minutes).

The Access and Rights of Way Team Leader advised that the most recent number of applications submitted was in excess of 260, however more had already been added since that number was reported. The recommendation in the report would bring structure to the work programme and clarity on the timescales to applicants and landowners.

It was also important to have an approved system for priorities in order to respond to applicants as to why their application had not been dealt with. Applicants had a right to go to the Secretary of State after a year, who would expect to see a system for prioritising. Without an appropriate system, the Council were at greater risk of a direction from the SoS and although nobody had exercised this right yet, it was conceivable given the number of applications and the timescales.

In terms of annual progress, Access and Rights of Way Team Leader confirmed that the Committee would receive a progress report. Applications without objections could be dealt with using delegated powers. The Committee did not have powers to have the final decision on this report, but if they endorsed the recommendation, delegated authority would be sought through the scheme of officer delegations.

The Chair asked what proportion of the 280 applications could be delegated to officers and the Access and Rights of Way Team Leader advised that the initial response by the land owner to most applications was that they would immediately contact officers to object. As time progressed, it was impossible to predict how many of those objections would be sustained but on the basis of the reaction so far, 60-70% would likely need to be brought to committee.

The Chair asked whether there would continue to be a steady stream of applications and the Access and Rights of Way Team Leader advised that the British Horse Society, were still researching and finding evidence. This was not to say that the strength of the evidence would meet the test required, but they were still submitting applications.

The Chair asked whether there was any way of speeding up the process as the frequency of the meeting had already increased. The Access and Rights of Way Team Leader advised that applications would be grouped together where same landowner and hopefully the use of delegated powers would deal with some of the simpler cases.

In response to a final question from the Chair regarding the proposed criteria, the Access and Rights of Way Team Leader advised that there was no ranking of the criteria in terms of importance.

Councillor Kay appreciated the logic behind the report and moved the recommendation which was seconded by Councillor Wilson.

Resolved

That the recommendation be approved.

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Highways Committee

15th February 2022

Barnard Castle

**Parking & Waiting Restrictions
Amendment Order 2022**

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Barnard Castle East and Barnard Castle West.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Barnard Castle.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether to set aside or uphold any objections, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2 Executive Summary

- 2.1 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 Representations have been received requesting a review of existing, and provision of additional, restrictions in Barnard Castle.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and reducing congestion. It is therefore proposed to amend the current Barnard Castle Parking and Waiting Restrictions Order 2022 to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	27-Oct-21	17-Nov-21
Informal Consultation	17-Nov-21	08-Dec-21
Formal Consultation	05-Jan-22	26-Jan-22

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Barnard Castle Parking and Waiting Restrictions Order 2022. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

- 4.1 The proposed locations for the TRO that received objections during the consultation stages are detailed below.

- 4.2 Kirk View/ Bede Road/ A67/ Churchill Road and Victoria Road

The A67 is a heavily trafficked route and the main route through Barnard Castle. Kirk View and Bede Road are residential streets off the A67 at the north eastern end of the town.

Reports from local residents highlight access issues for themselves, emergency services and refuse vehicles. Residents have also noted that the manner of parking on some occasions is obstructive and causes visibility and road safety concerns. The proposal is to introduce “no waiting at any time” restrictions on both sides of the junctions of Kirk View and Bede Road with A67.

Site visits have been undertaken with the local member who agreed and supported the proposals.

Churchill road forms a junction with Victoria Road in close proximity to the A67. Additional restrictions have been requested at this location by Durham Constabulary and residents to address access, visibility and road safety concerns. There have also been reports from one property owner of damage to their wall due to vehicles parking on the verge. The proposal is to introduce 'no waiting at any time' restrictions on the junction of Churchill Road and Victoria Road.

The proposals for Kirk View, Bede Road and Churchill Road received 46 responses in favour, with 5 objections.

4.5 Victoria Road

Victoria road is a well-used route through the town. There are a number of commercial and residential properties in the surrounding area. Concerns about visibility and access have been raised by local residents. The proposal is to extend the existing "no waiting at any time" restrictions on the south side of Victoria Road adjacent to no.70.

The proposals received 2 responses in favour and 1 objection from directly affected frontages.

4.6 Hall Street

Hall Street is a narrow residential road off Victoria Road. Comments were received during a separate consultation exercise earlier in the year when permit parking was being considered at this location. Whilst the permit parking scheme will not progress, residents raised concerns about access and obstructive parking issues on the south side of Hall Street, with reports of vehicles unable to gain access. The proposal is to introduce "no waiting at any time" restrictions on the south side of Hall Street.

The proposals received 2 responses in favour and 3 objections from directly affected frontages.

4.7 Birch Road, Park Terrace

Birch Road and Park Terrace are residential roads off Newgate at the south-eastern end of the town. Concerns have been raised by local residents regarding access, visibility and obstructive parking issues at these locations. The proposal is to introduce “no waiting at any time” restrictions on the junctions of Birch Road and Park Terrace with Newgate.

The proposals received 9 responses in favour and 1 objection from directly affected frontages.

5 Objections

5.1 Kirk View/ Bede Road/ A67/ Churchill Road and Victoria Road

5.1.1 *Objection 1*

Objector 1 is a local resident who states that there are times they require vehicle access to the front of their property.

5.1.2 *Response to Objection 1*

The proposals do not cover their front or rear access. There is unrestricted parking availability in the area and road users are able to load/ unload and board and alight from double yellow lines.

5.1.3 *Objection 2*

Objector 2 is a local resident who states they “don’t think there are any issues in this location” and “the dangerous junction is to the west of this on the back roads”.

5.1.4 *Objection 3*

Objector 3 is a local resident who states they “don’t like yellow lines everywhere, that if parking regulations were enforced, they wouldn’t be required”, they “assume requests have come from dustbin lorries, the proposals could push parked cars onto both sides of Bede Road which would restrict traffic flow and that the map gives no indication of actual lengths” (measurements) and are “only diagrammatic”.

5.1.5 *Objector 4*

Objector 4 is a local resident who objected but made no comment in relation to the proposals.

5.1.6 Response to Objection 2, 3 & 4

The proposals in this location have been raised by residents and supported by Durham Constabulary. There are known access and visibility concerns with reports that refuse vehicles are unable to access the roads. The restrictions will be legally enforceable and Durham County Council enforcement officers can issue a Penalty Charge Notice (PCN) to any vehicle in contravention of the restrictions.

The proposed double yellow lines in these locations are to reinforce where vehicles should not be parking in reference to the highway code rule 243 "Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". There is informal unrestricted parking on the south side of Bede Road (A67) It is not anticipated that the introduction of these restrictions will then displace vehicles to park on the opposite side of the road as there is alternative unrestricted parking availability in the area.

The proposals were formally advertised with all measurements included within the documentation and available to view online, on site, in the local library, County Hall and in the press. The lining is proposed to only cover the key areas to facilitate safe access.

5.1.9 Objection 5

Objector 5 is a local resident who states that they are in favour of part of the scheme, however the intent to place double yellows on the end of Bede Road (cul de sac) will result in people blocking in people at numbers 52 and 54. They requested if this can be permit parking.

5.1.10 Response to Objection 5

The proposals are to improve access and visibility on the residential roads, the proposals will allow loading/unloading and allow people to board and alight from stationary vehicles. Future obstruction of any access should be reported to Durham Constabulary who have the enforcement powers regarding such traffic offenses. Permit parking has been investigated and surveys conducted in this location over the past few years, it was established that the criteria set out in Durham County Council's Parking Policy for permit parking was not met.

5.2 Victoria Road

5.2.1 Objection 1

Objector 1 is a local resident who stated that any vehicle parked here causes no more obstruction than elsewhere in Victoria Road and is never on the footpath.

5.2.2 Response

There have been reports of obstructive parking in this location and the short extension to the current restrictions should not have a significant negative effect on residents. The proposals will improve access and visibility in this area due to the curvature of the carriageway. There is additional unrestricted parking availability in the surrounding area.

5.3 Hall Street

5.3.1 Objection 1

Objector 1 is a local resident who states the current situation is ok with no major issues, “where would residents park” and “it’s unfair to push problems onto other streets”. They also advised they were sending in a letter of objection also.

5.3.2 Objector 2

Objector 2 is a local resident who states they “feel this will further reduce parking spaces for residents and requested a permit scheme to be put in place”.

5.3.3 Objector 3

Objector 3 is a local resident who queried where residents should park if proposal was introduced and states that “residents parking (permit parking) should have been authorised”.

5.3.4 Response to Objector 1 - 3

Hall Street is a narrow residential road off Victoria Road. Comments were received earlier in the year from residents raising concerns about access and obstructive parking issues on the south side of Hall Street. It was also noted that there were reports of vehicles being unable to gain access including emergency vehicles. The proposal is to introduce formal restrictions on the south side of Hall Street where vehicles rarely

park due to the access issues. There is unrestricted parking availability in the surrounding area.

5.4 Birch Road, Park Terrace

5.4.1 *Objection 1*

Objector 1 is the Chairman of the Trust to St Mary's Catholic Church and states "that the church has no off-street parking and is reliant upon the on-street parking for those attending church services". They note that "they need to enable hearses to park at the front of the steps leading up to the principal entrance to enable pall bearers to access the church for funerals as well as wedding cars to park here for access and egress".

The objector exchanged a number of emails with Durham County Council with their concerns and a Microsoft Teams meeting was held on 19th January. The objector explained how this will affect the Church services including Funerals and Weddings. They state that "they feel an Advisory White Line should be installed rather than yellow lining to highlight to road users where not to park". It was also agreed during the meeting to identify where the requests have come from regarding the proposals, as they stated, "there needs to be sufficient evidence for any restrictions to be introduced".

5.4.2 *Response*

Concerns have been raised by locals due to access, visibility and obstructive parking at this location. Hearses associated with funerals can conduct their business whilst parked on the yellow lines. Wedding cars able to pick up and drop off passengers but cannot park on the lines during the service. The proposed double yellow lines in these locations are to reinforce where vehicles should not be parking in reference to the highway code rule 243 "Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space".

Following the Microsoft Teams call, it was agreed that the objector's views were included in the committee report. It was stated to the objector that it is in the best interest of road and pedestrian safety for the restrictions to be introduced.

The requests for restrictions in this location have been received via email to Durham County Council in August 21 with concerns citing poor visibility of pedestrians crossing in this location. There has also been a request on the system from a local resident from February 20 with reports of vehicles parking on Park Terrace and Birch Road on the junction with Newgate. Both these reports were added to a future scheme list.

Discussions were held with one of the local County Councillors who stated that they have witnessed vehicles parking on the junction of Birch Road from St Marys Church to Wilson Street, which virtually blocked the road.

6 Conclusion

- 6.1 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 Barnard Castle: Parking and Waiting Restrictions Order 2022, with the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

- 7.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Barnard Castle\Traffic Regulation Orders
(Parking Restrictions)\2021 July

Author(s)

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[Kieron Moralee] Tel: 03000 263368

[Dave Lewin] Tel: 03000 263582

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.

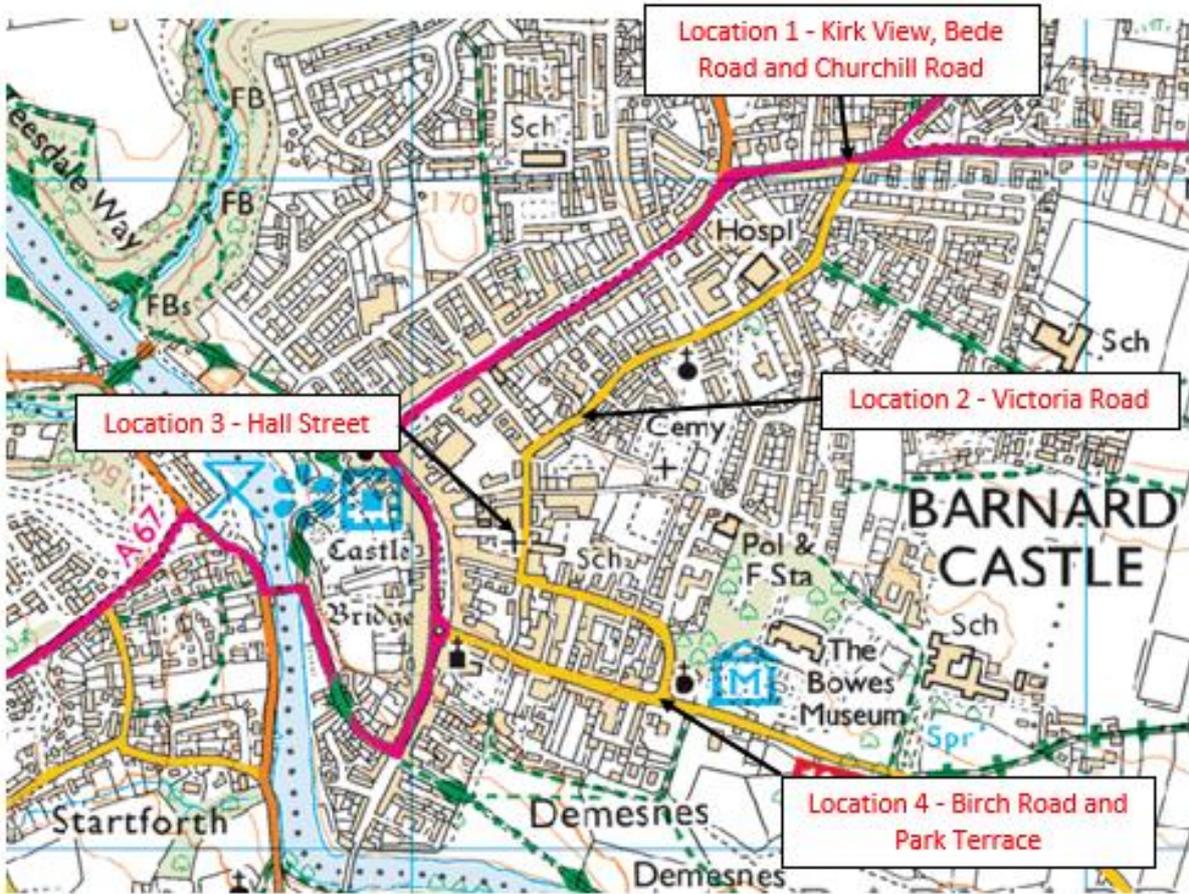
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Approvals trail: to be removed before Cabinet/Committee

Name	Title	Response or approval date
Contributors:		
Approvers:		

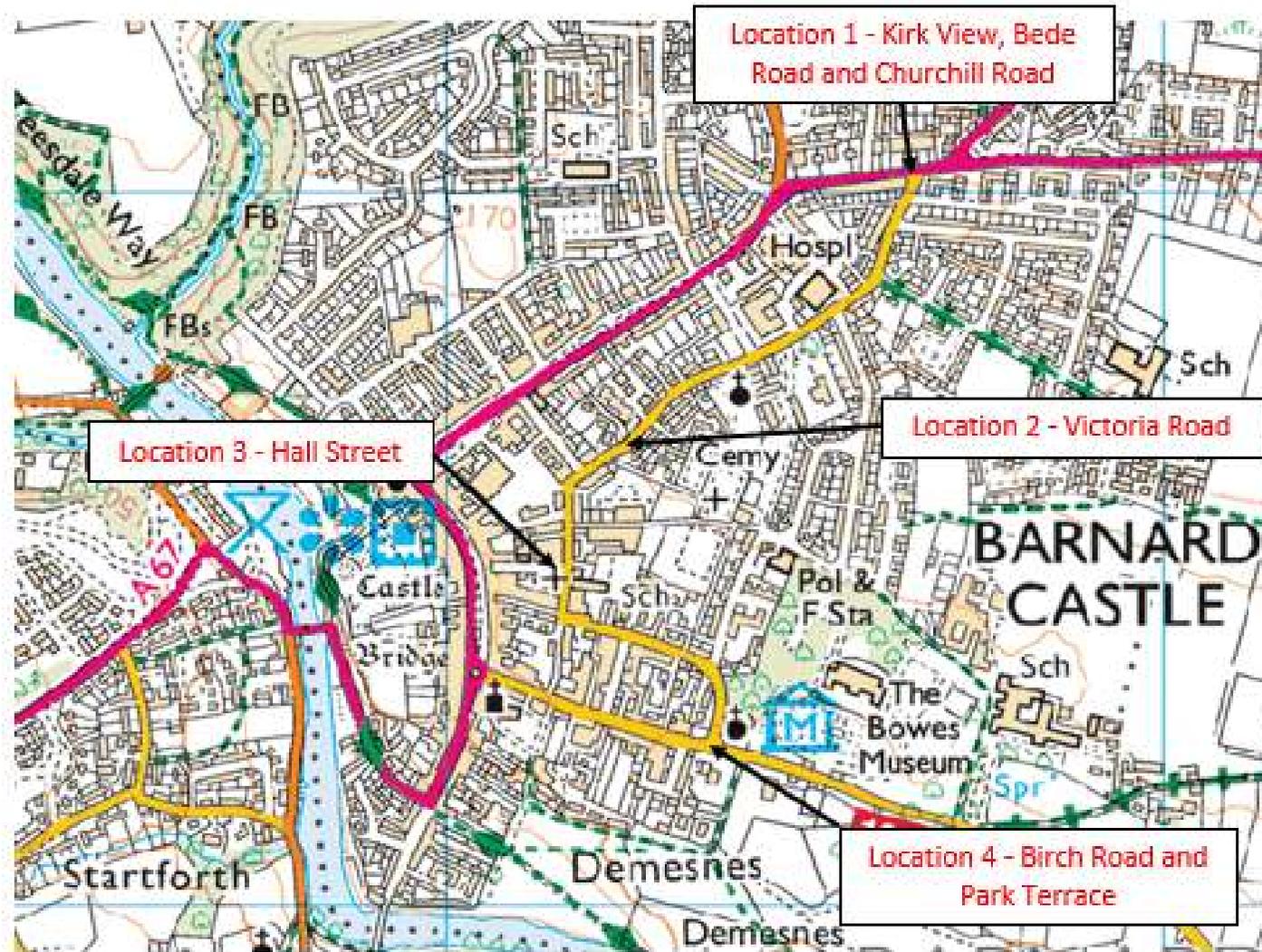
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Barnard Castle
Parking & Waiting Restrictions
Amendment Order 2022

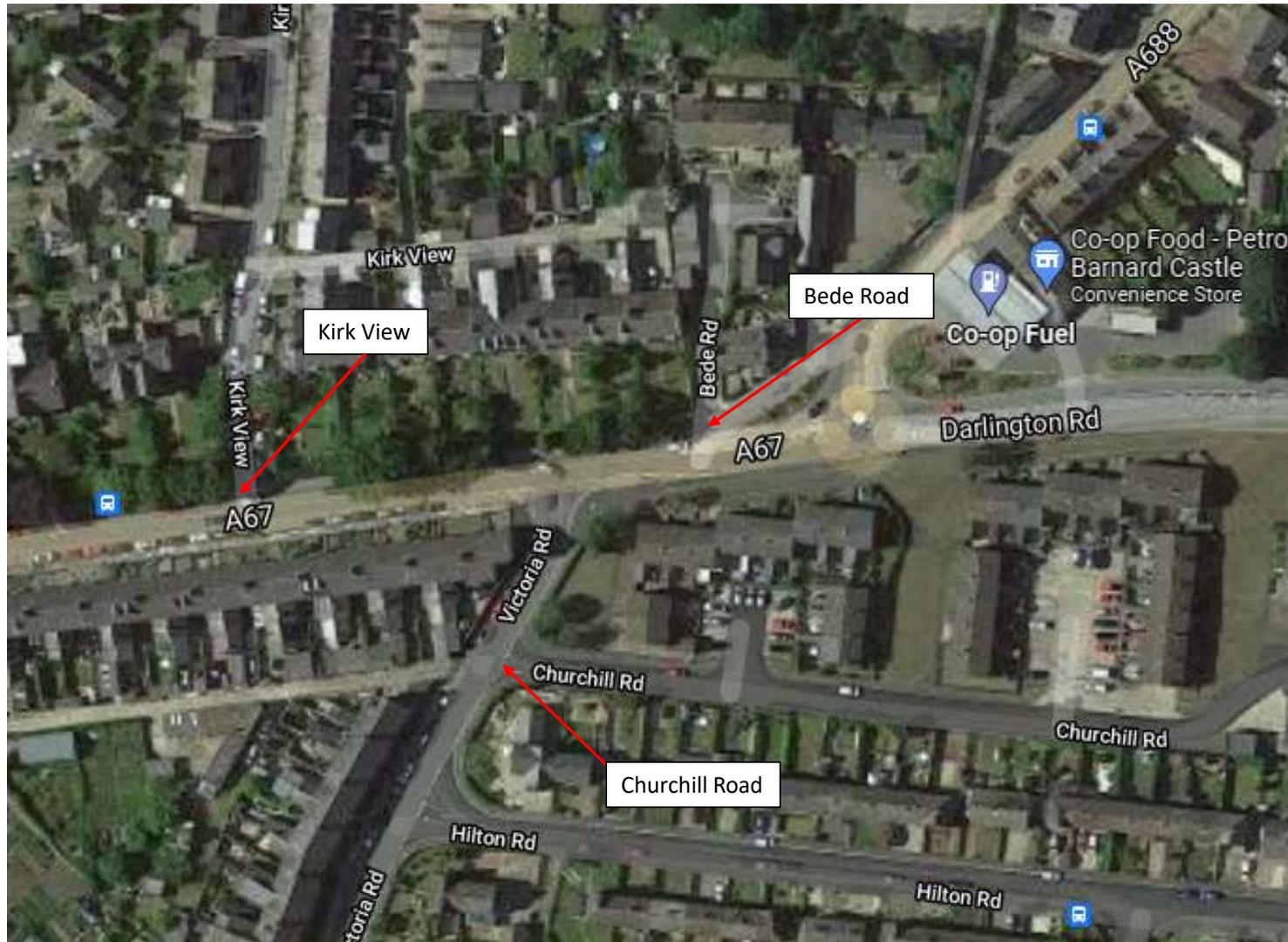
Highways Committee
15th February 2022



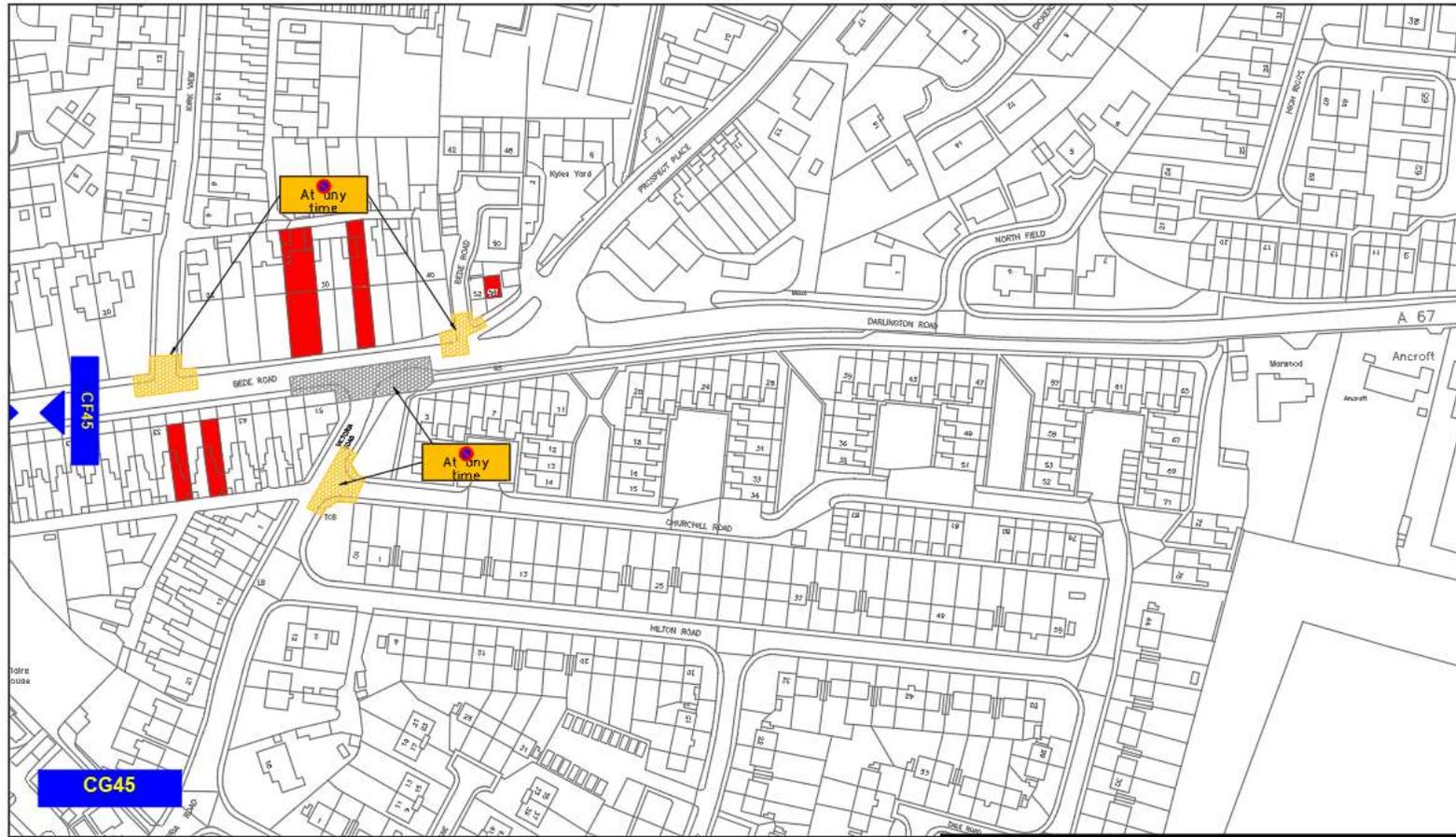
Location Plan of Proposals



Location 1 - Kirk View/ Bede Road & Churchill Road – Proposals Locations



Location 1 - Kirk View/ Bede Road & Churchill Road – Proposals & Objectors



Key to Types of Restriction

- Proposed No Waiting At Any Time
- 5 Directly Affected Objects
- Existing No Waiting At Any Time



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<p>Durham County Council</p> <p>Corporate Director Regeneration, Economy and Growth</p> <p>Strategic Traffic Management</p> <p>County Hall, Durham DH1 5UQ</p>	<p>THE COUNTY COUNCIL OF DURHAM BARNARD CASTLE PARKING AND WAITING TRAFFIC REGULATION ORDER 2021</p> <p>PROPOSED</p>	
		<p>Scale: 1:1250 @ A3</p> <p>Date: November 2021</p> <p>Drawn by: P. BROXTON Signature: _____</p> <p>Date Sealed: _____ Map Schedule: CG45</p>



Location 1 - Kirk View – Proposal Location



“no waiting at any time”
restrictions (double yellow lines)

Location 1 - Bede Road – Proposal Location

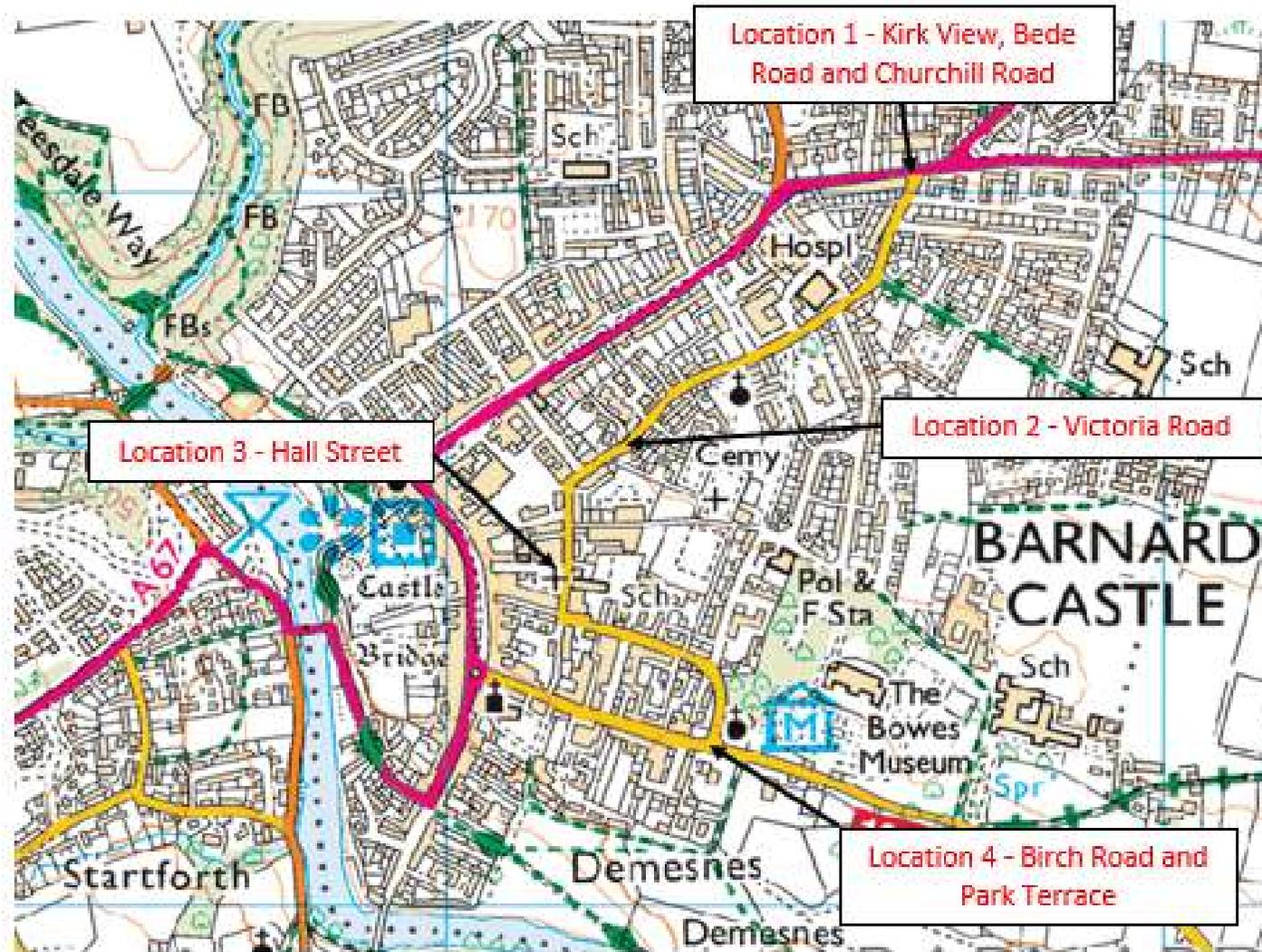


Location 1 - Churchill Road – Proposal Location



Photograph provided by a local resident with concerns due to vehicles parking on the junction of Churchill Road

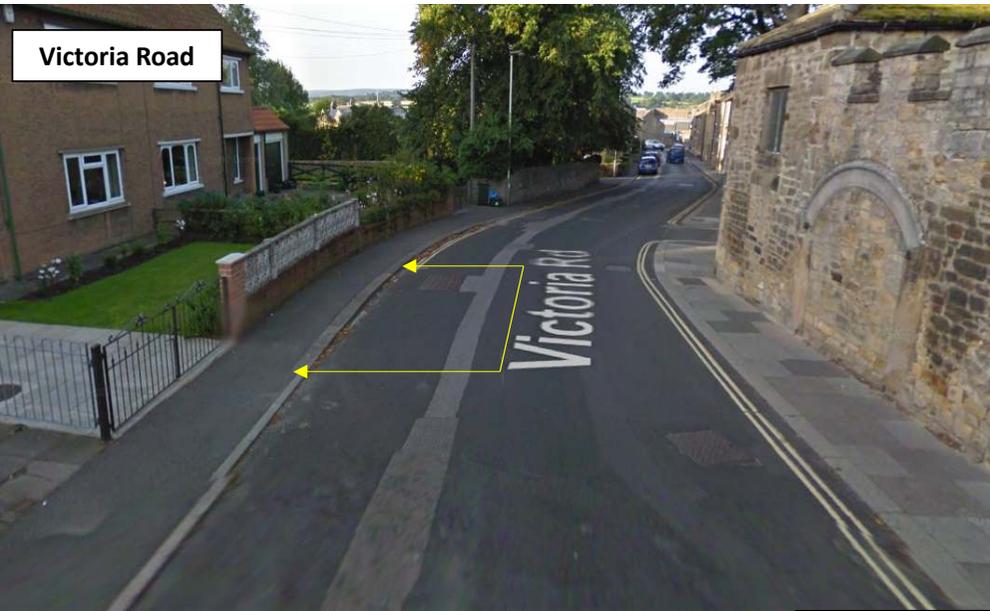
Location Plan of Proposals



Location 2 - Victoria Road – Proposals Location

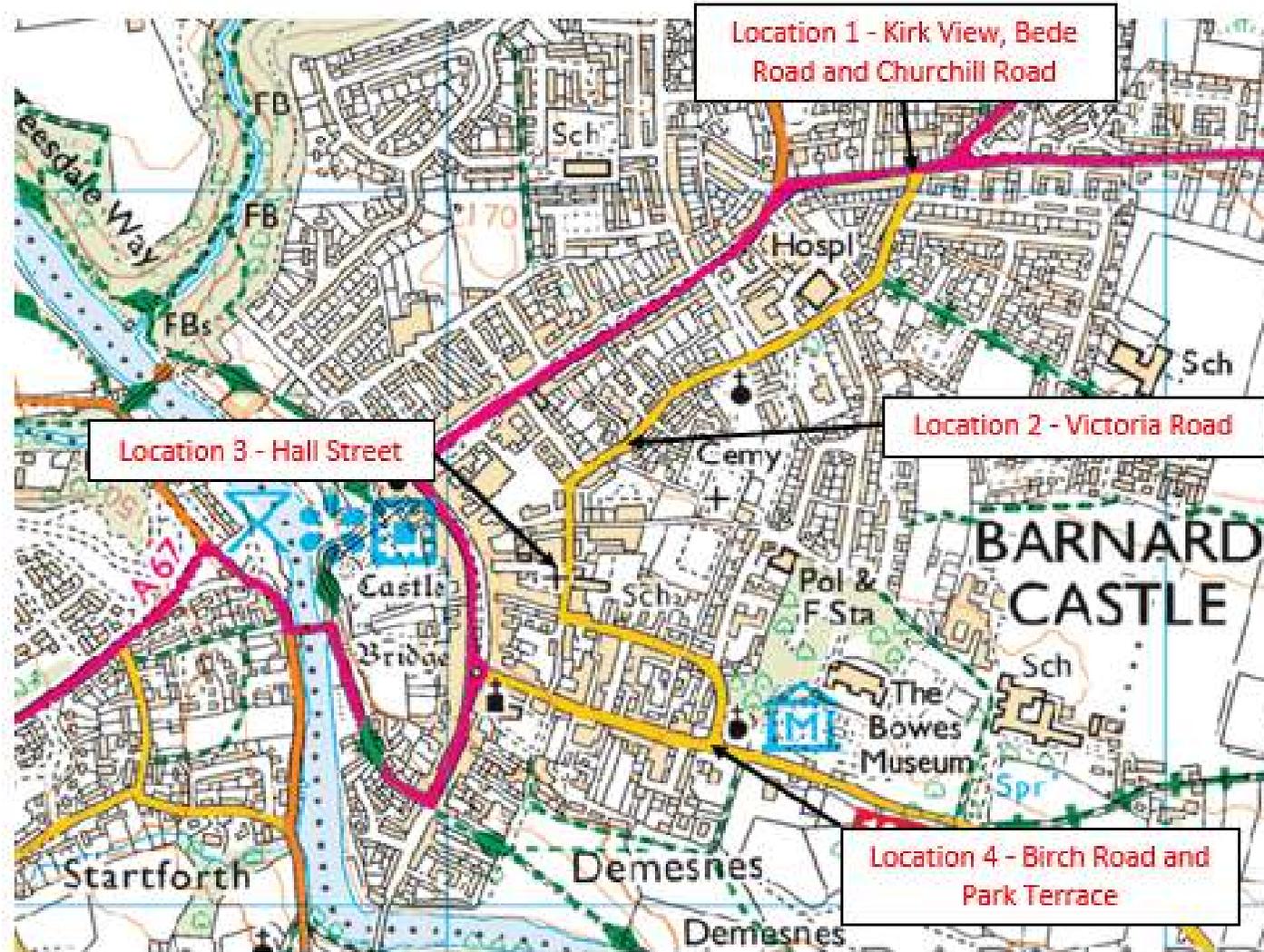


Location 2 - Victoria Road – Proposals Location

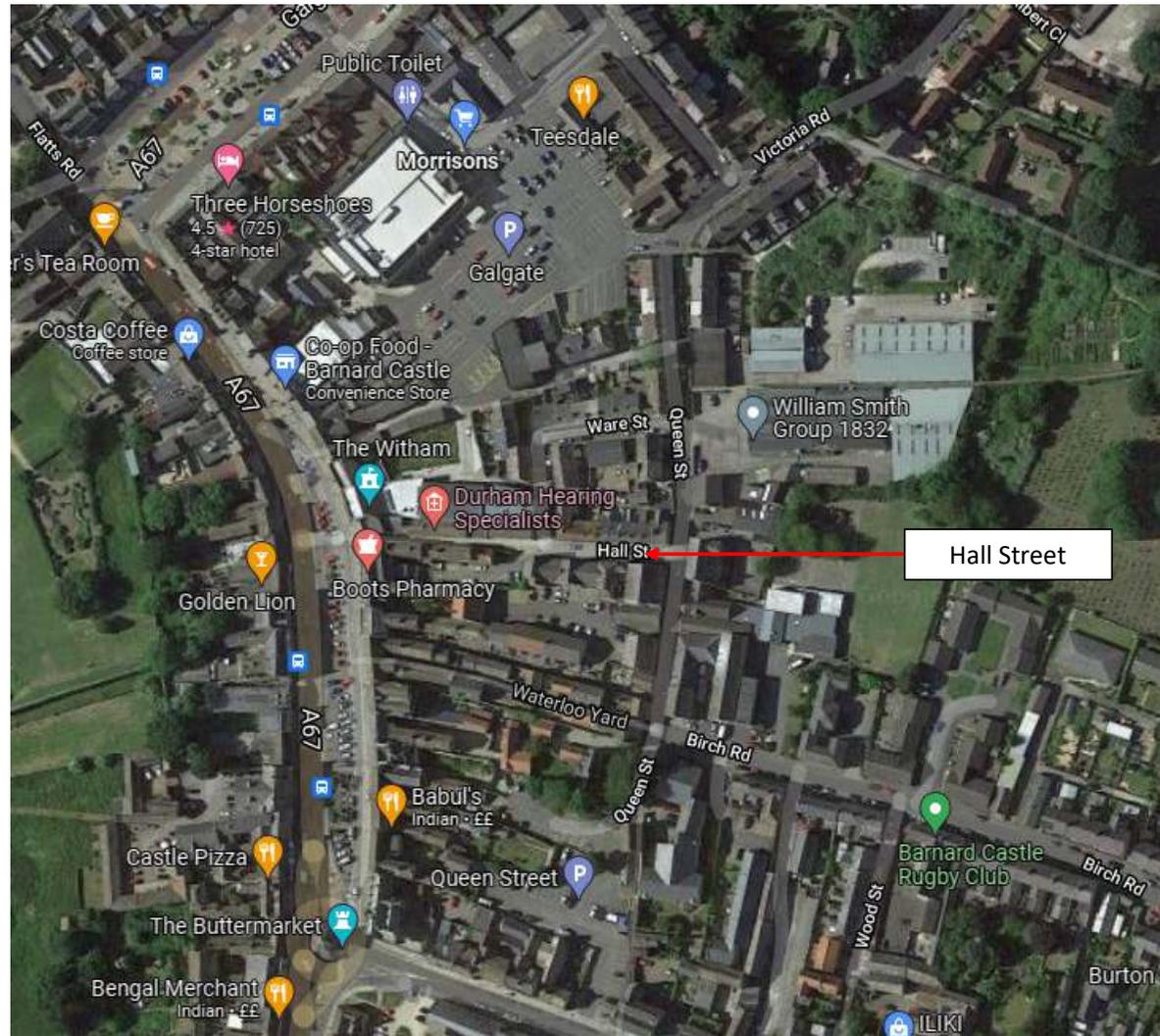


“no waiting at any time”
restrictions (double yellow lines)

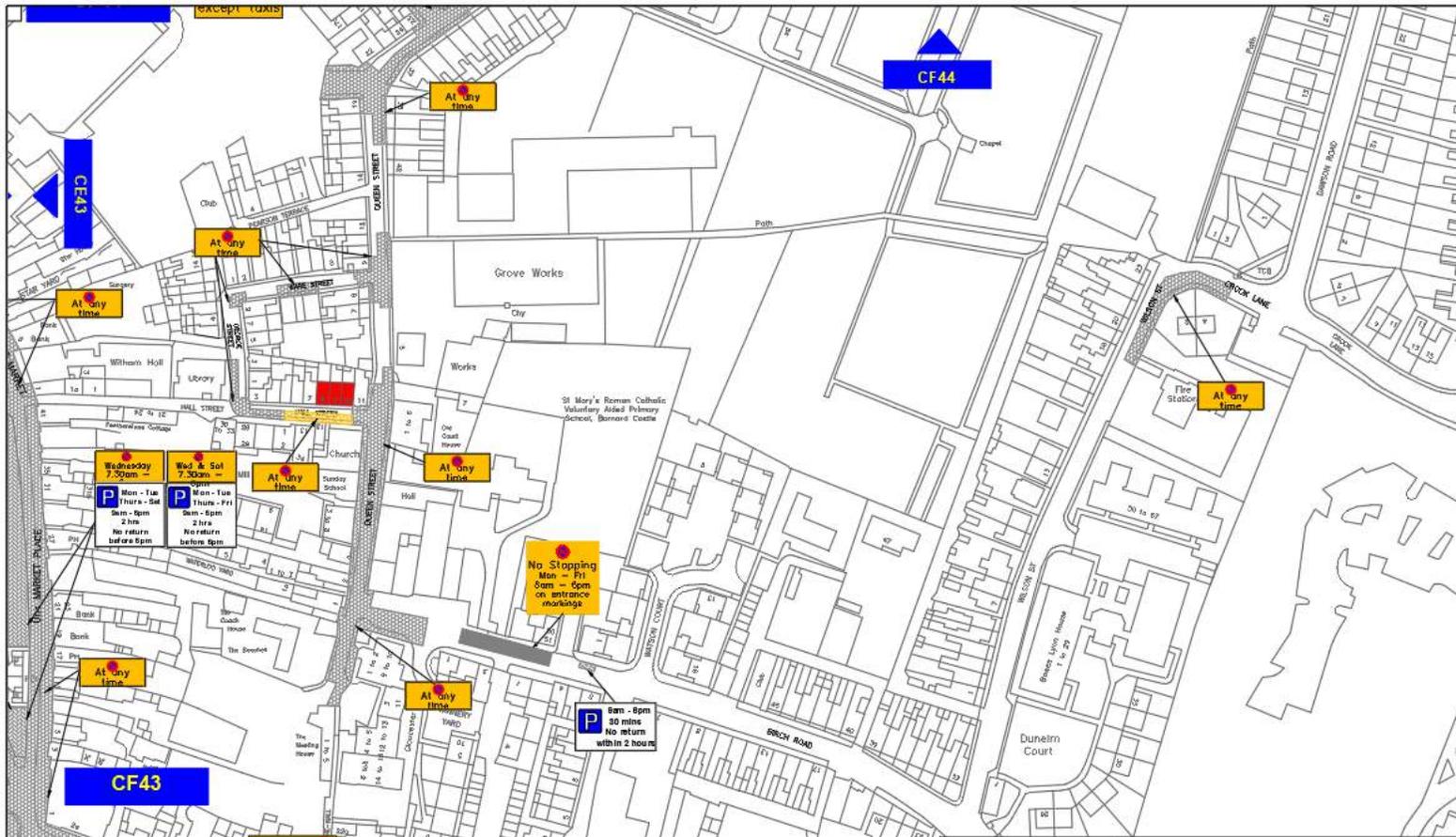
Location Plan of Proposals



Location 3 - Hall Street – Proposals Location



Location 3 - Hall Street – Proposals & Objectors



Key to Types of Restriction

- Proposed No Waiting At Any Time
- 3 Directly Affected Objectors
- Existing Restricted Bay
- Existing No Waiting At Any Time
- Existing School Keep Clear



PATH: _____

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 Durham County Council Corporate Director Regeneration Economy and Growth Strategic Traffic Management County Hall, Durham DH1 5UQ	THE COUNTY COUNCIL OF DURHAM BARNARD CASTLE PARKING AND WAITING TRAFFIC REGULATION ORDER 2021 PROPOSED	
	 Scale: 1:1250 @ A3 Date: AUGUST 2021 Drawn by: P.BROXTON Date Sealed: _____	Signature: _____ Map Schedule: CF43

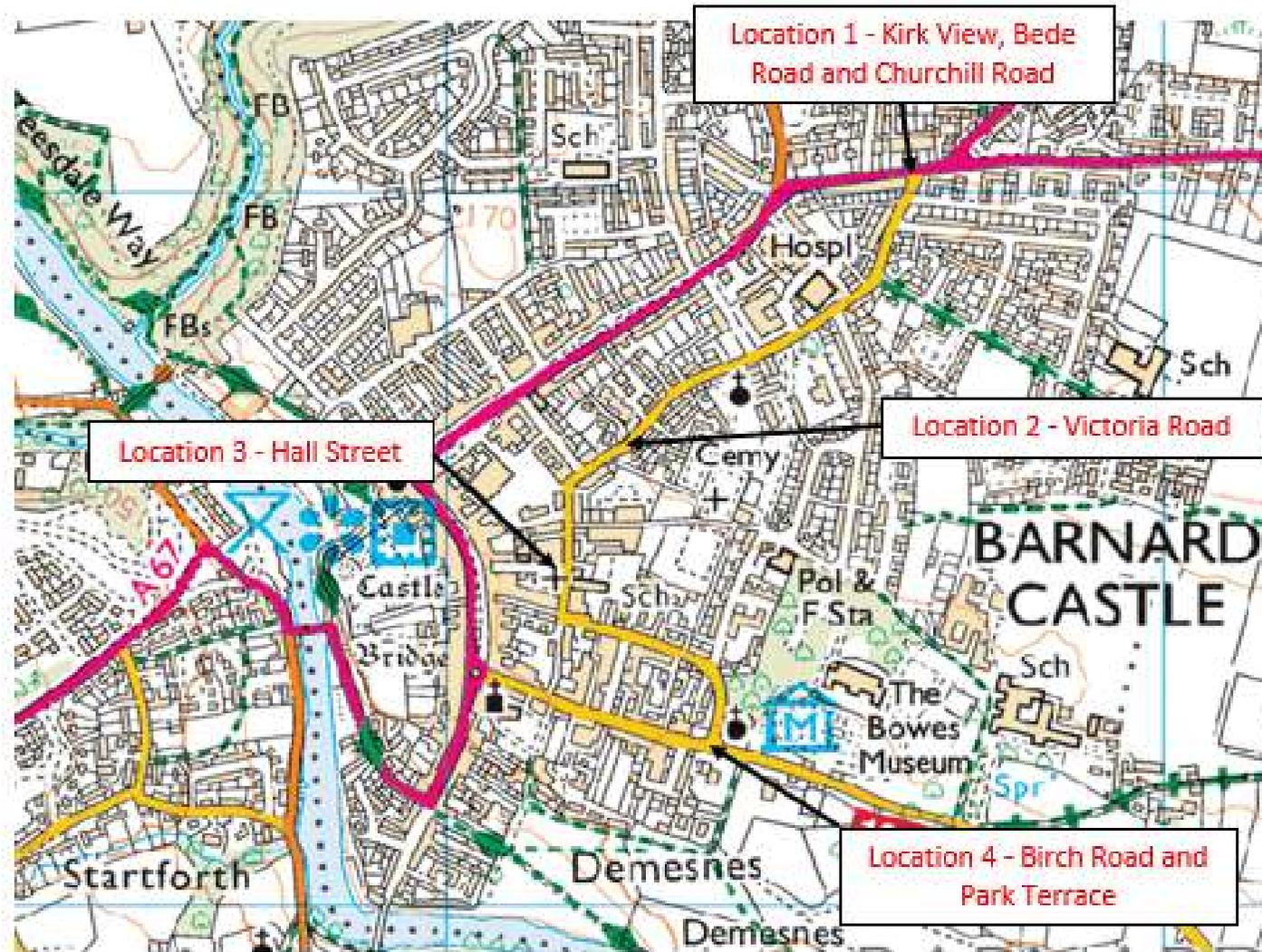


Location 3 - Hall Street – Proposals Location

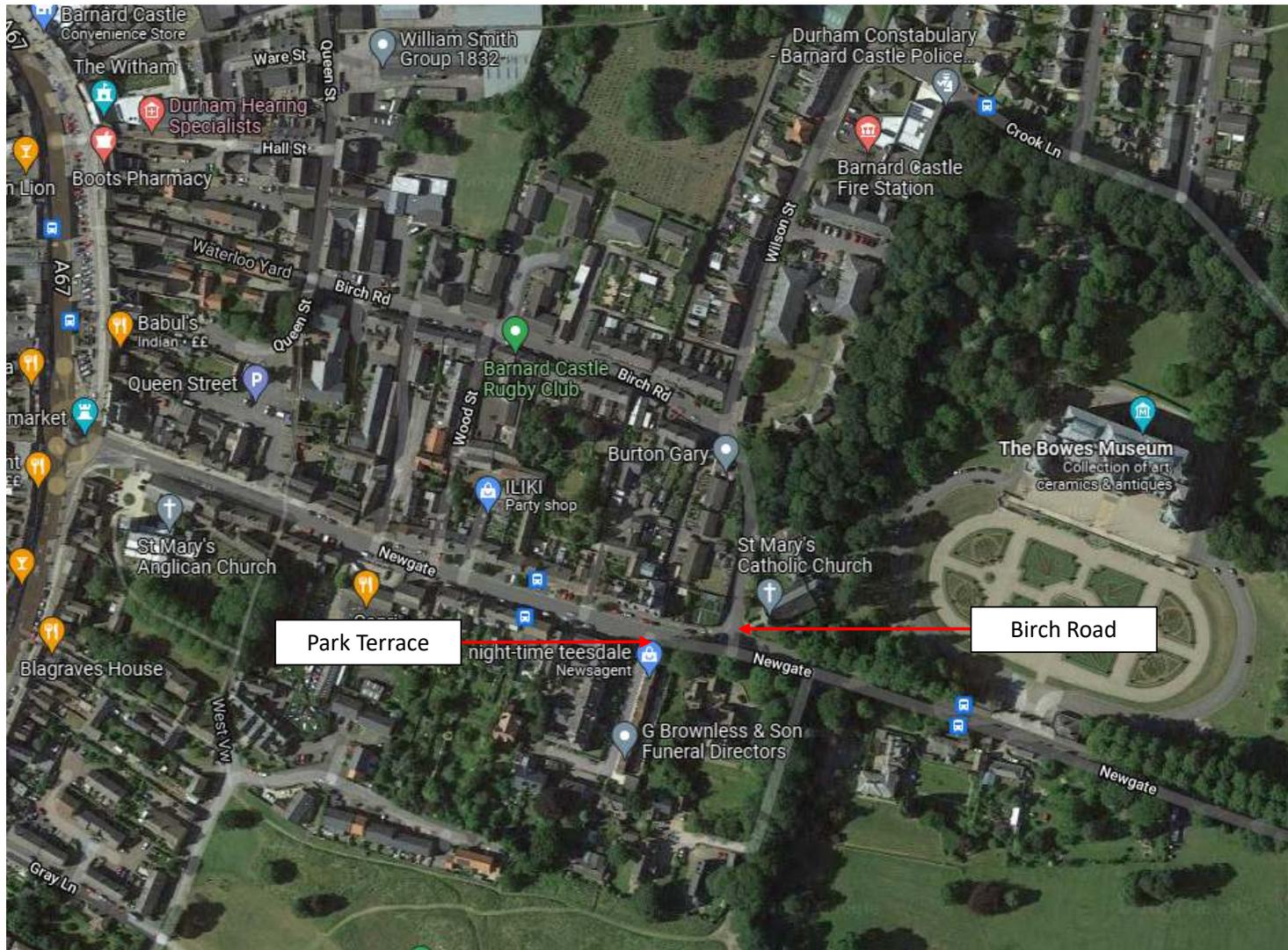


"no waiting at any time"
restrictions (double yellow lines)

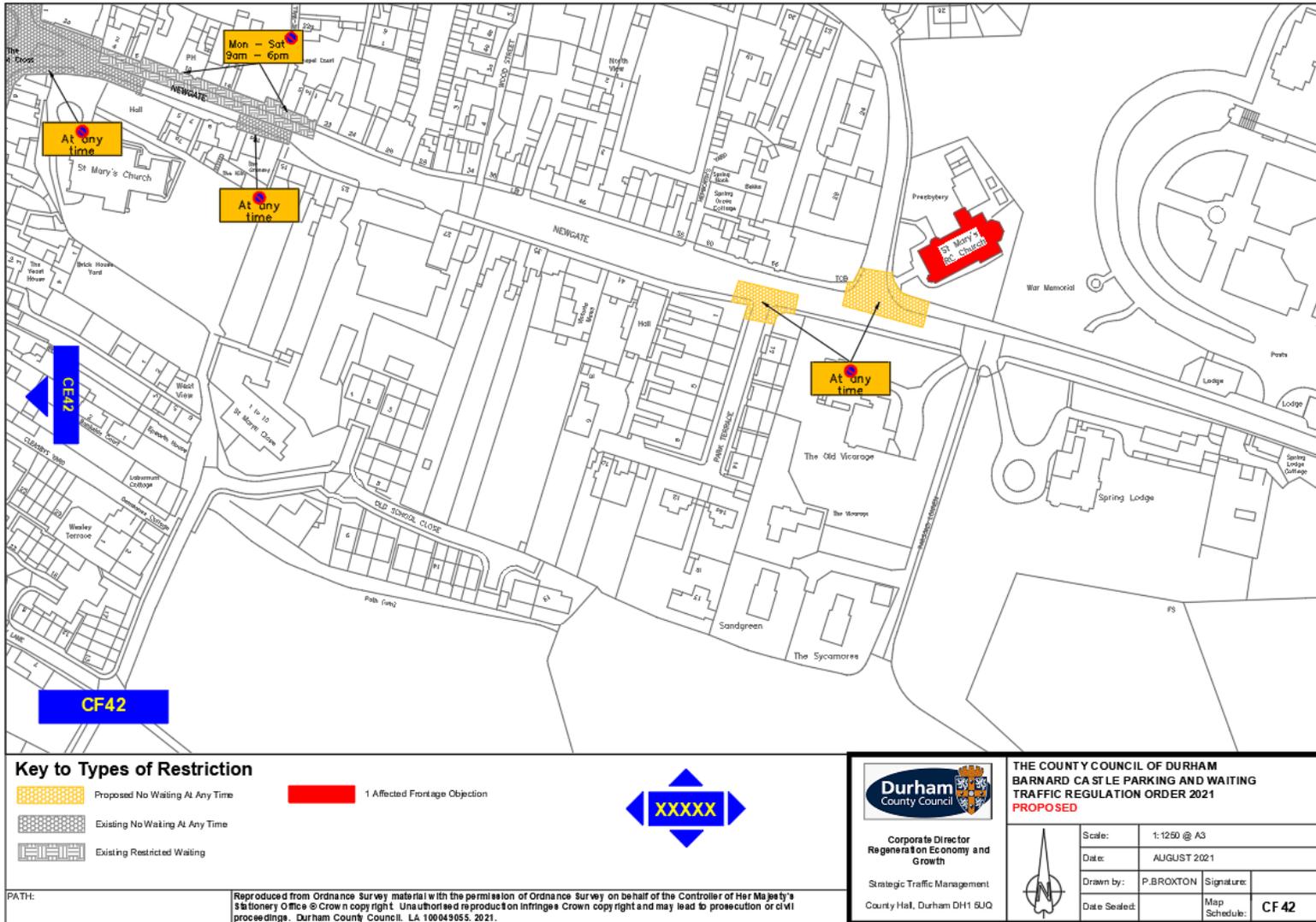
Location Plan of Proposals



Location 4 - Birch Road and Park Terrace – Proposals Location



Location 4 - Birch Road and Park Terrace– Proposals & Objectors



Location 4 - Birch Road and Park Terrace – Proposals Location



“no waiting at any time”
restrictions (double yellow lines)

Durham County Council's - Summary

Location 1 – Kirk View/ Bede Road & Churchill Road - The proposed restrictions have been requested 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.

Location 2 – Victoria Road - The proposed restrictions have been requested to address visibility and access concerns for residents due to the curvature of the road.

Location 3 – Hall Street - The proposed restrictions have been requested due to reports of emergency and refuse vehicles having access issues.

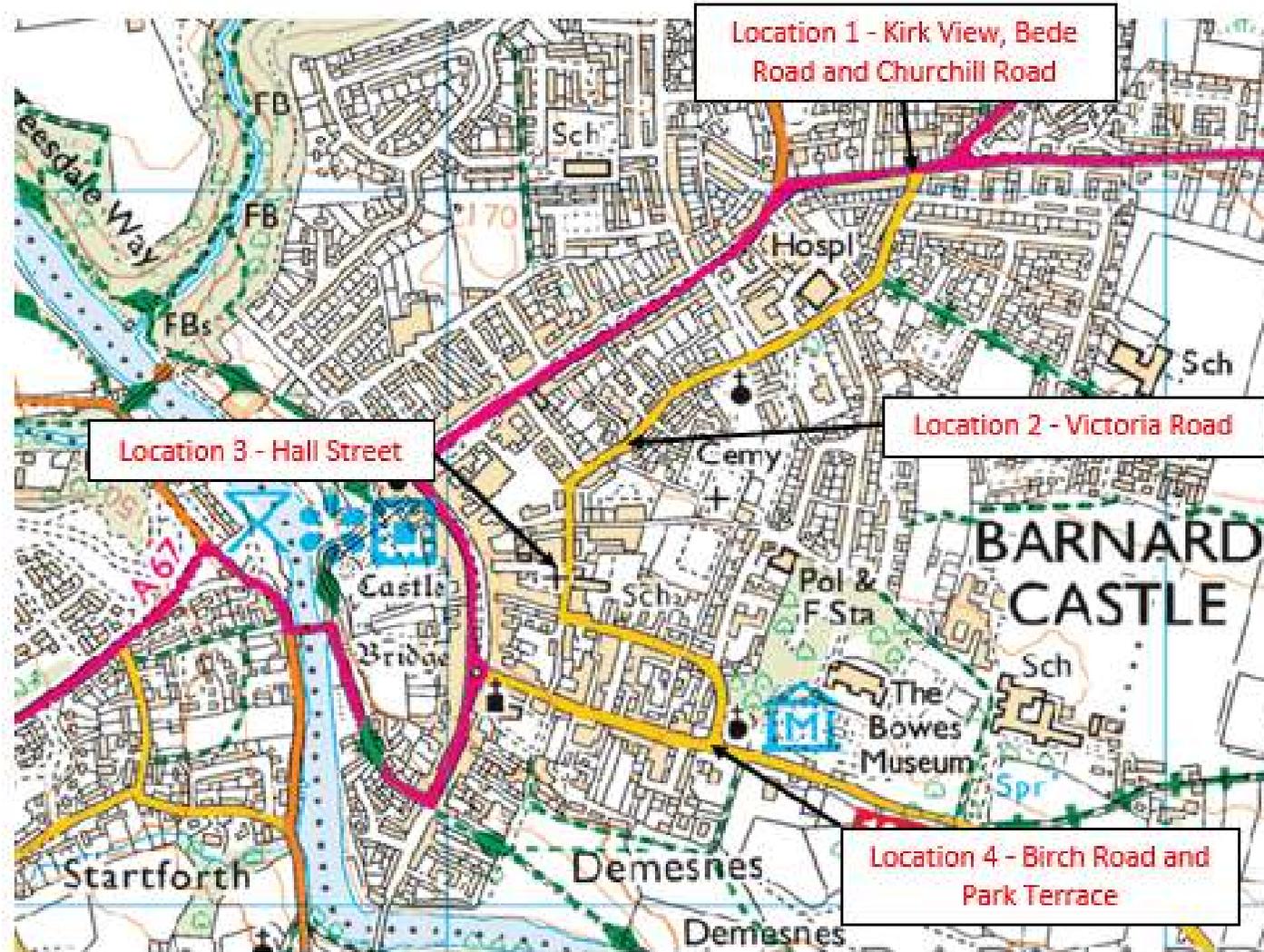
Location 4 - Birch Road - The proposed restrictions have been requested due to reports of obstructive parking on the junctions of Birch Road and Park Terrace resulting in access and visibility issues.

Recommendation

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any questions?

Location Plan of Proposals



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Highways Committee

15th February 2022

Blackhill and Shotley Bridge

**Parking & Waiting Restrictions
Amendment Order 2021**

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Benfieldside

1. Purpose of the Report

- 1.1. To advise Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Blackhill and Shotley Bridge.
- 1.2. To request that members consider the objections made during the informal and formal consultation period.
- 1.3. In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether to set aside or uphold objections received, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2. Executive Summary

- 2.1. 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 'no waiting at any time' restrictions on both sides of the junction of Wood Street / Swordsmiths Lane. These restrictions were requested by Durham County Council (DCC) Corporate Property & Land.
- 2.3. The proposed restrictions will prevent this area of land from being used for parking and should subsequently reduce issues with access and road safety in the future.
- 2.4. Consultation Period:

	From	To
Statutory Consultees	11/06/21	18/08/21
Informal Consultation	02/08/21	23/08/21
Formal Consultation	06/11/21	27/11/21

- 2.5. One objection was received from a local resident during the informal consultation.

3. Recommendation(s)

- 3.1. Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Blackhill and Shotley Bridge Parking and Waiting Restrictions Amendment Order 2021. With the final decision to be made by the Corporate Director under delegated powers.

4. Background

- 4.1. The area of concern is predominantly residential in nature and is regularly subjected to elevated levels of public parking. Recently, large boulders were placed on DCC land by residents to prevent parking near the junction of Swordsmiths Lane and Wood Street. These boulders create a road safety issue, and it has been requested that they be removed. It would be expected that vehicles will again park at this location once the boulders are removed if there are no restrictions in place.
- 4.2. The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between 11/06/21 and 23/08/21. One objection was received from one of the directly affected frontages. The proposals as outlined were fully supported

by Durham Constabulary and the Local Members.

- 4.3. The objector made no initial comments other than that they objected to the scheme. The objector was contacted, and they were unwilling to withdraw their objection.
- 4.4. The proposals were advertised formally on site, online and in the local press (06/11/21-27/11/21). No further objections were received at this point. The majority of responses throughout the various consultation stages were favourable, with 1 objection from a local resident during the informal consultation stage in relation to the proposed double yellow lines near their property.
- 4.5. Consultation Response:

Ballot cards sent	11
In favour	3
Against	1

5. Objections

5.1. *Objection 1*

Objector 1 is a local resident who states that *'parking is hard enough in street'* and that *'resident only parking should be provided instead of the yellow lines'*.

5.2. *Response*

The proposed restrictions have been requested by the County Council's Corporate Property and Land section. The proposals are supported by both Durham Constabulary and the Local Elected Members. Site visits and photographic evidence have shown that the area is currently subjected to a high density of parking, which could cause issues with access and road safety.

The proposed 'no waiting at any time' restrictions are to discourage people from parking their vehicles on and around a junction at this location. The Highway Code (rule 243) advises that "a vehicle should not park within 10 metres (32 feet) of a junction".

Permit parking in this location would not meet the criteria set within Durham County Council's Parking Policy. Permit parking will only be considered for residential streets in commercial areas which are

subject to a high demand for long stay commuter parking. The proposals are not expected to significantly affect parking for residents as there is unrestricted parking availability in the surrounding area.

6. Conclusion

Having considered the risk of potential obstructive parking, Officers remain of the view that it is necessary to introduce the proposals in order to prevent 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 Blackhill and Shotley Bridge: Waiting and Parking Restrictions Order 2021, with the final decision to be made by the Corporate Director under delegated powers.

7. Background papers

7.1. Correspondence and documentation in Traffic Office File:

L: TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Blackhill and Shotley Bridge\Traffic
Regulation Orders (Parking Restrictions)\April 2020

Author(s)

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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

No impact.

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.

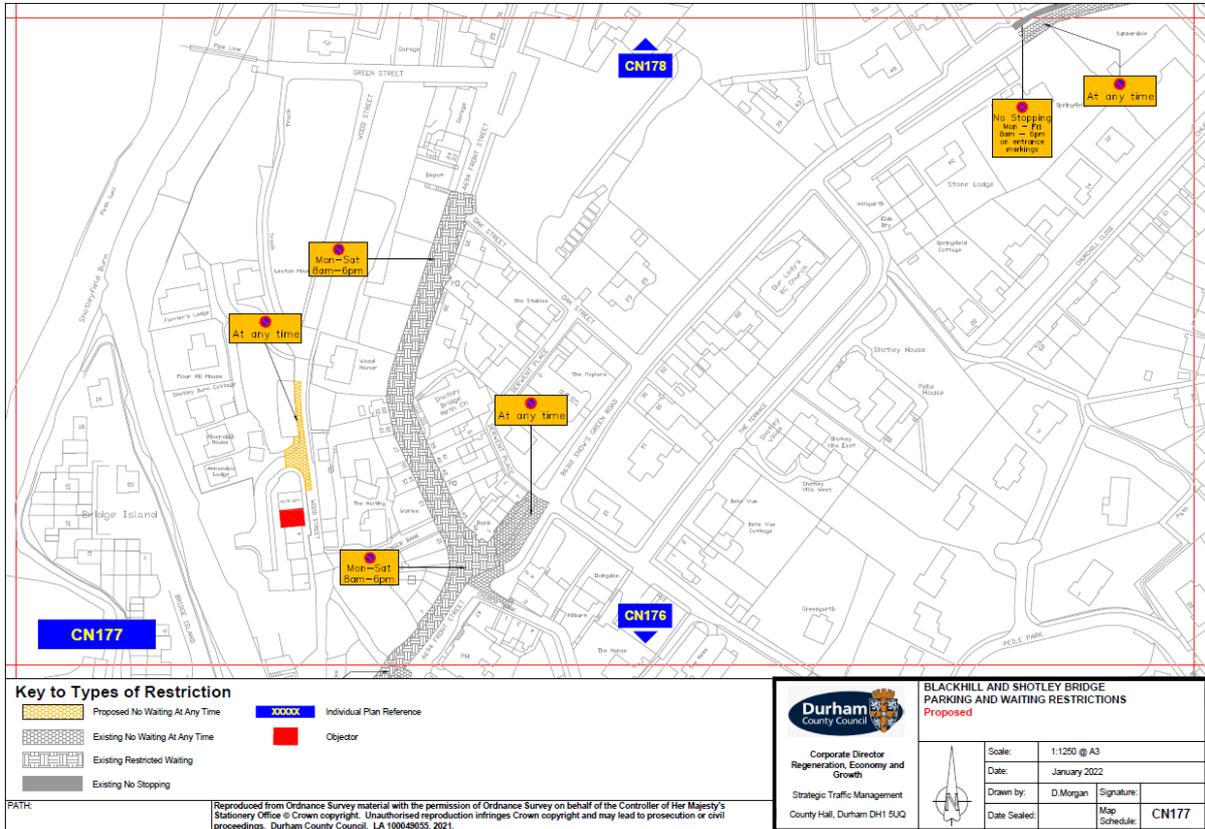
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Approvals trail: to be removed before Cabinet/Committee

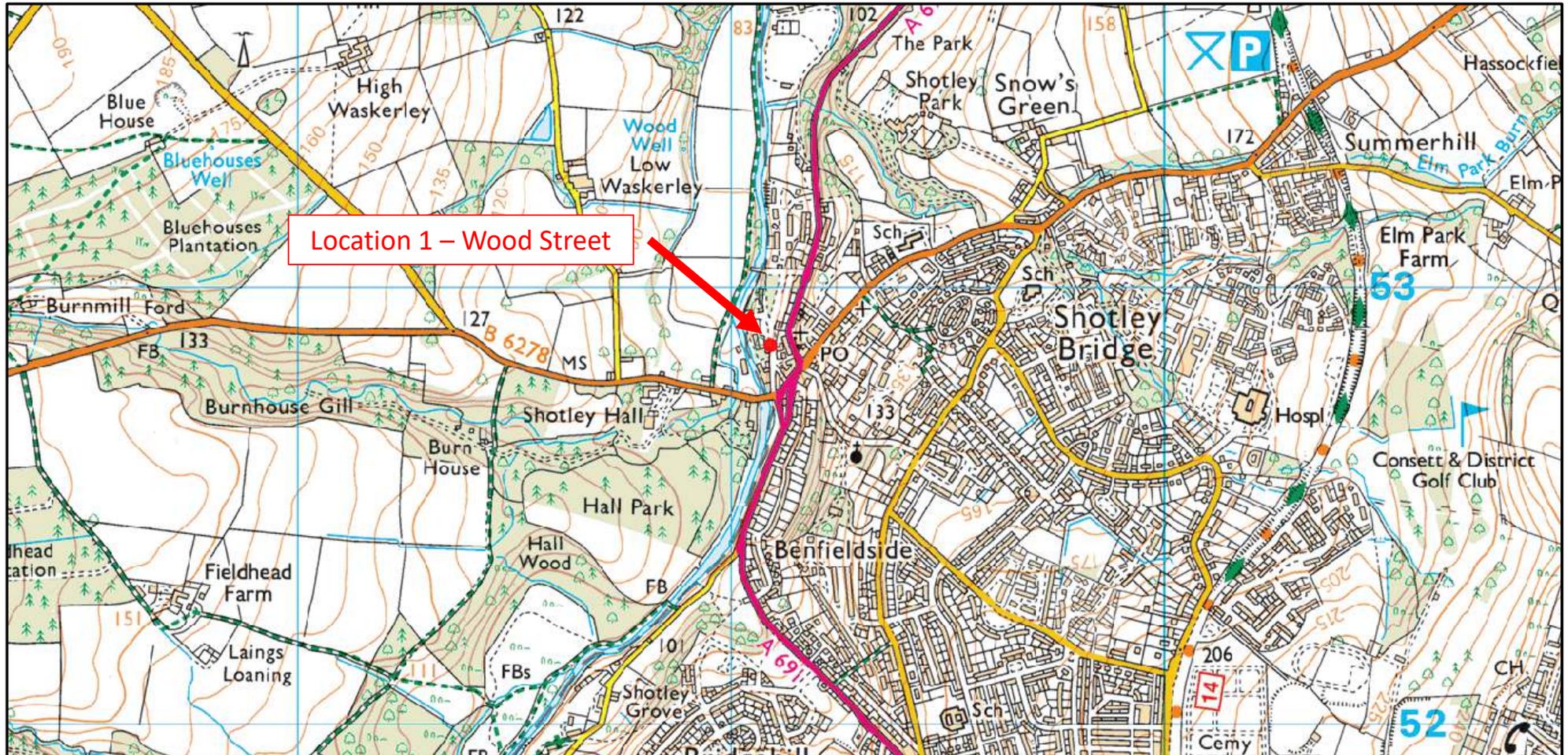
Name	Title	Response or approval date
Contributors:		
Approvers:		

Blackhill and Shotley Bridge Parking & Waiting Restrictions Amendment Order 2021

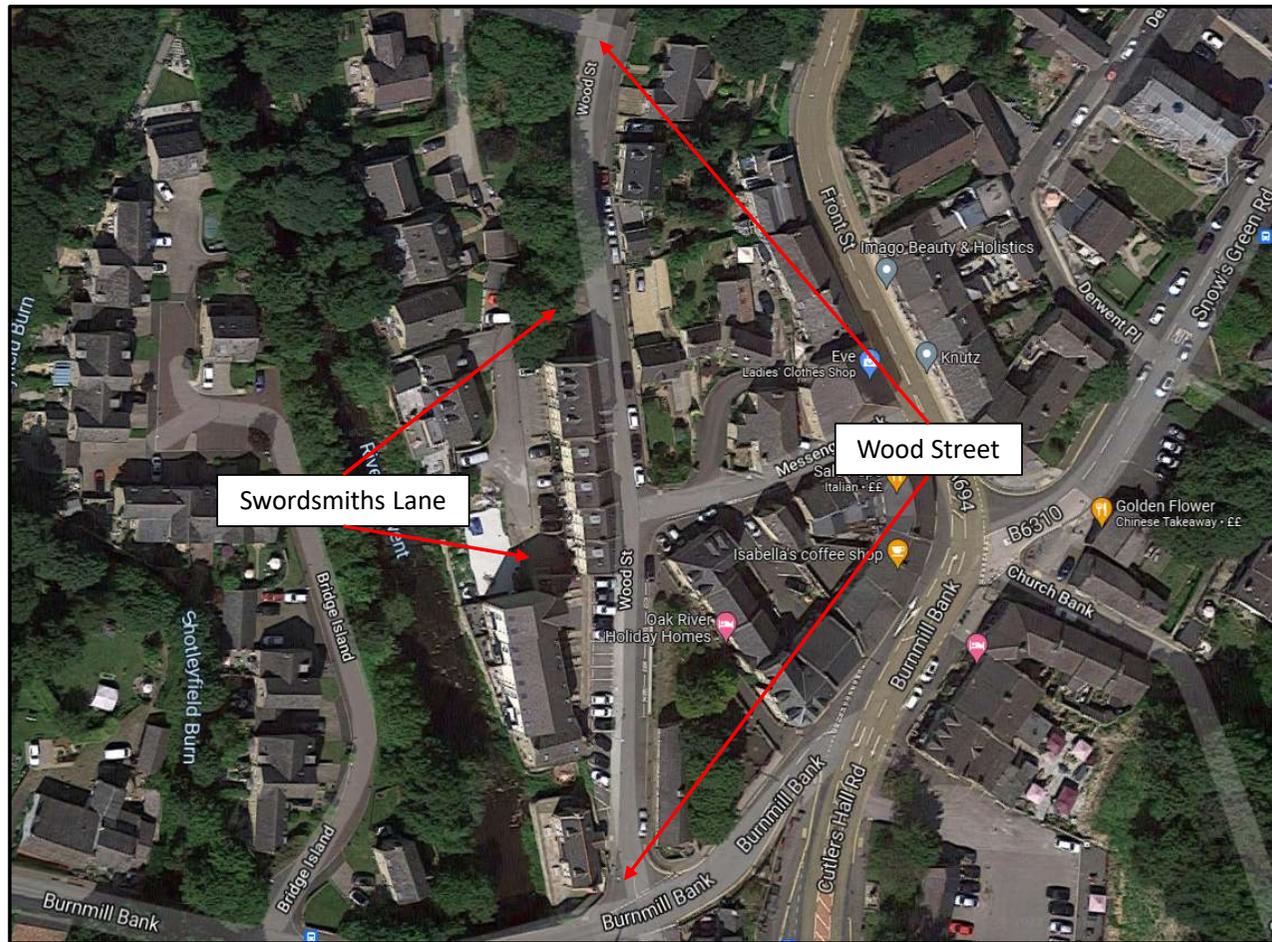
Highways Committee
15th February 2022



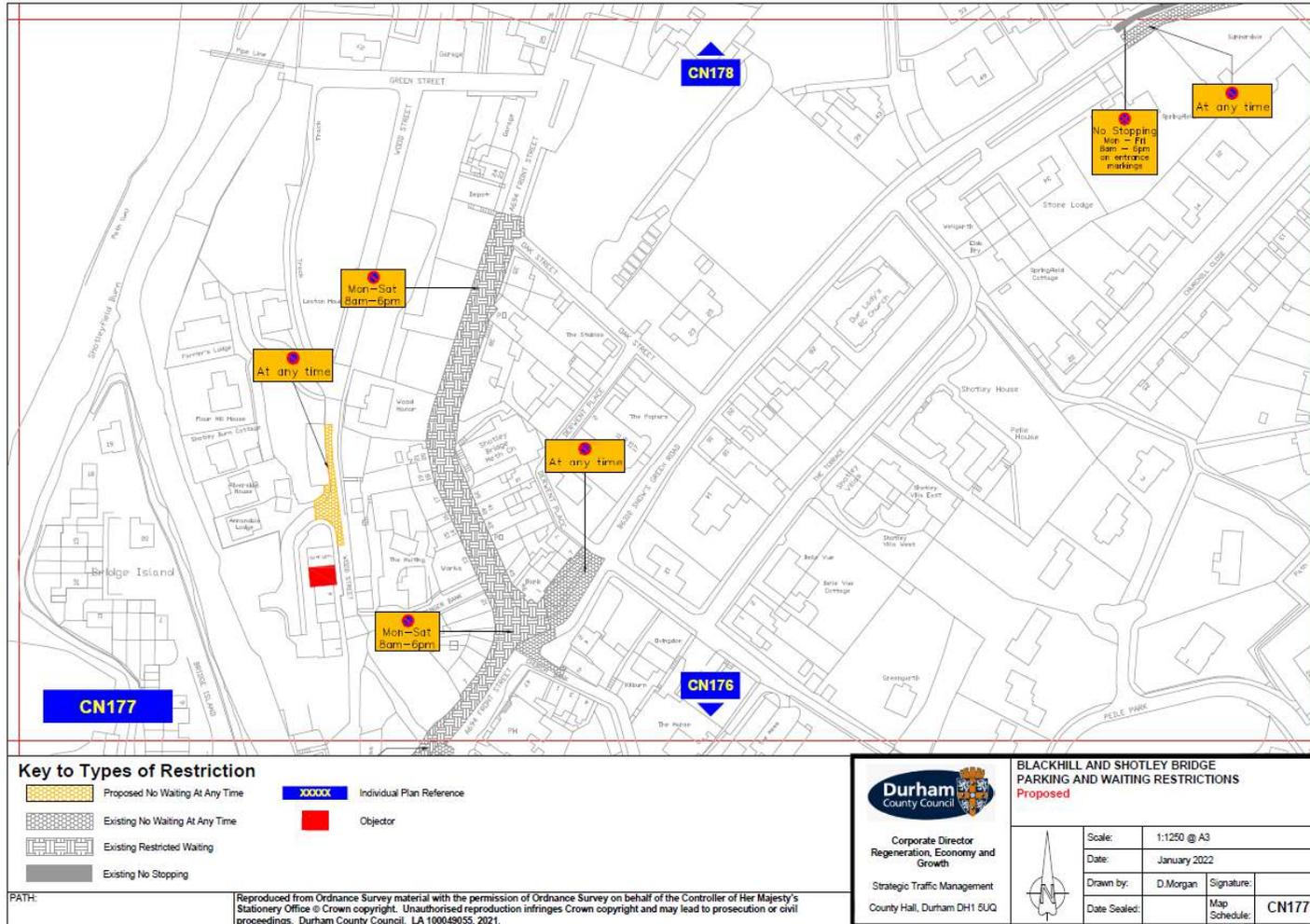
Location Plan - Proposals



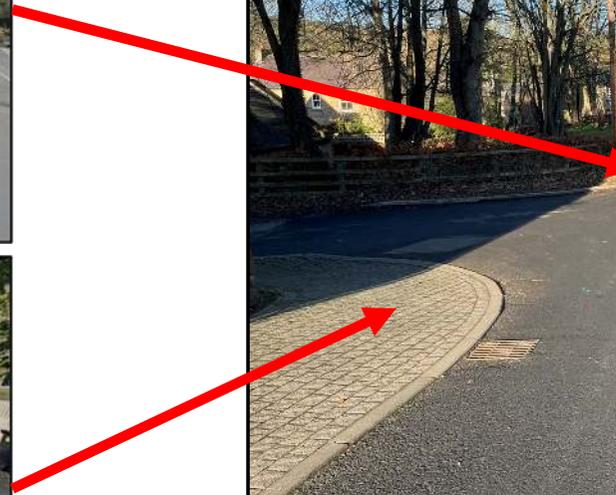
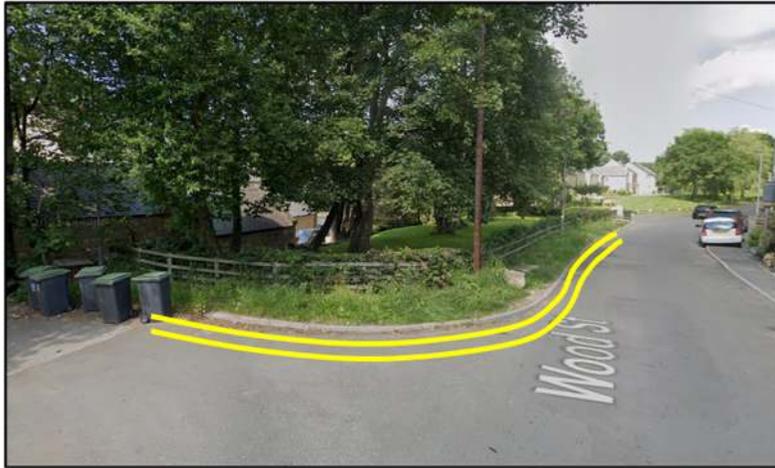
Location 1 - Wood Street – Proposal Location



Location 1 - Wood Street – Proposals & Objector



Location 1 - Wood Street – Proposals



Location 1 - Wood Street– Photographic Evidence



These photographs show evidence of the high density of on-street public parking on Wood Street.

These photographs also show the boulders placed along the grassed verge and how they can be masked depending on the time of year.

Durham County Council – Summary

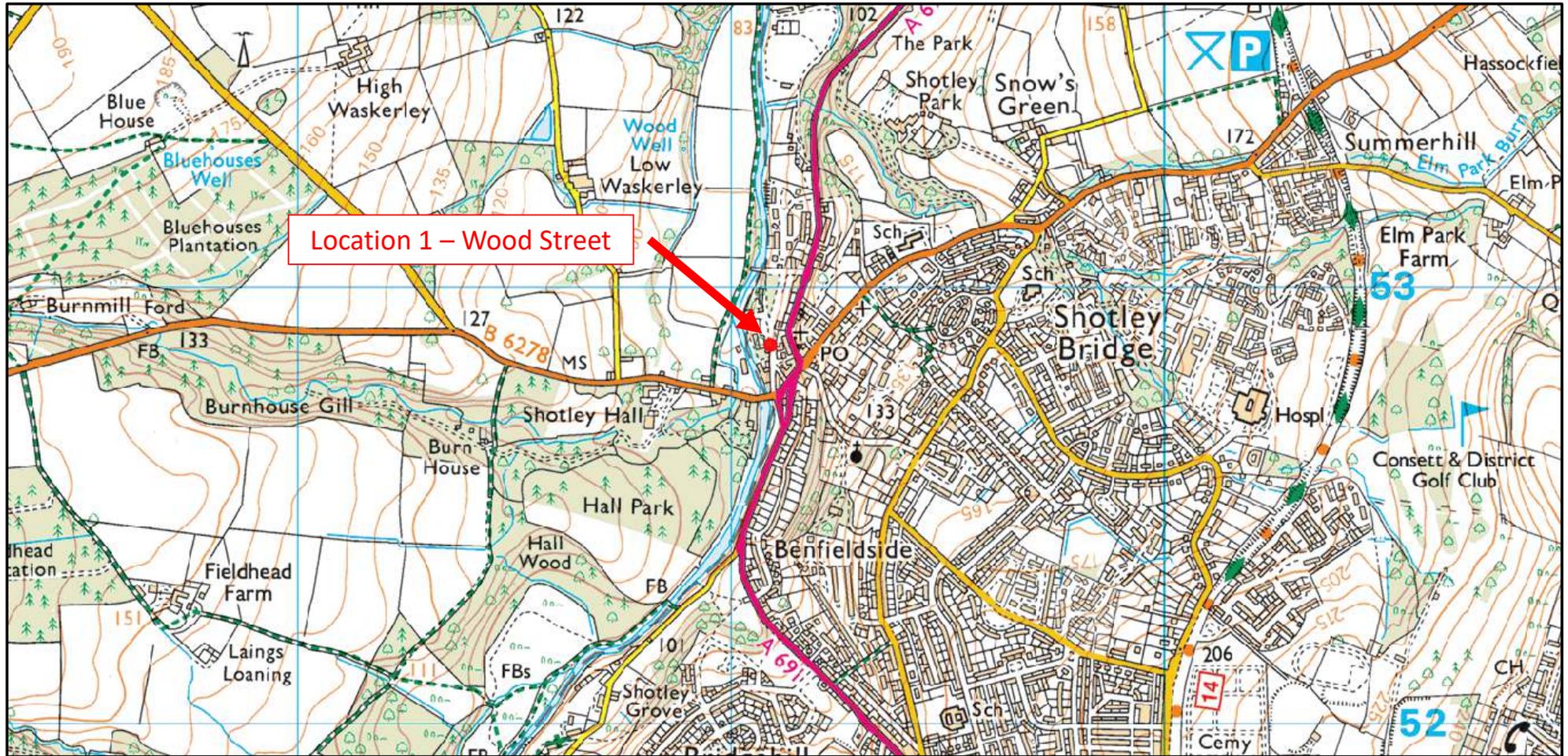
Location 1 - Wood Street - The proposed restrictions have been requested by DCC's Corporate Property & Land to address obstructive parking on the junction of Wood Street and are supported by the local members and Durham Constabulary.

Recommendation

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any questions?

Location Plan - Proposals



Highways Committee

15th February 2022

Consett



**Parking & Waiting Restrictions
Amendment Order 2021**

Ordinary Decision/Key Decision No.

Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Consett North

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Consett.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether to set aside or uphold objections received, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2 Executive Summary

- 2.1 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 Representations have been received requesting a review of existing, and provision of additional, restrictions in Victoria Road (rear) and Waterfront Gardens, Consett.
- 2.3 Having considered these requests, Officers have determined that the changes requested would be of benefit in terms of road safety and reducing congestion. It is therefore proposed to amend the current Consett Parking and Waiting Restrictions Order to allow the changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	29-July-21	19-Aug-21
Informal Consultation	06-Sep-21	29-Sep-21
Formal Consultation	02-Dec-21	23-Dec-21

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Consett Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

- 4.1 Reports have been received from Local Elected Members and residents raising concerns regarding obstructive parking, access, visibility and safety issues within the town. It was therefore proposed to make an amendment to the Consett TRO.
- 4.2 The proposals were sent to Statutory Consultees (29/07/21-19/08/21) directly affected frontages (06/09/21-29/09/21), and then formally advertised (02/12/21-23/12/21). Whilst many of the received responses favoured the proposals, several objections were also received.
- 4.4 Victoria Road (rear)

Victoria Road (rear) is situated in the commercial area of Consett. The area also includes residential properties above some business and commercial properties.

There have been reports from local residents highlighting access issues for themselves, with concerns for emergency services and refuse vehicles. Residents have also noted that the manner of parking on some occasions is obstructive and causes visibility and road safety concerns. The proposals are to introduce “no waiting at any time” restrictions on the south west side of Victoria Road (rear) for the full extent.

Site visits have been conducted with the local member who agreed and supported the proposals.

The proposals for Victoria Road (rear) received 2 responses in favour, with 2 objections.

4.5 Waterfront Gardens

Waterfront Gardens has seventeen bungalows within the residential area. There are two schools (St Patrick’s Primary and Consett Academy) in the vicinity with students using the estate for access as well as vehicles parking causing safety concerns. The location is subjected to obstructive parking at school gate drop off and pick up times, causing access and traffic flow issues for residents and other road users. There have been reports of residents missing doctors’ appointments and concerns raised regarding access for emergency vehicles in this location.

Measures were explored to improve driveway access and egress for residents by highlighting to road users of dropped access’ locations. This was done with the installation of white access protection markings. However, reports continued with pedestrian and road safety concerns near the footway access from Waterfront Gardens to St Patrick’s RC Primary School.

It is therefore proposed 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. Which will improve visibility and safety for school children as well as improving traffic flow and access. While reducing obstructive parking in this location.

Site visits have been conducted with the local member who agreed and supported the proposals.

The proposals received 10 responses in favour and 2 objections from directly affected frontages with one objection from a parent who's child attends St Patricks RC Primary School.

5 Objections

5.1 Victoria Road (rear)

5.1.1 Objection 1

Objector 1 is a local business owner/employee who states that parking on this road has not affected the flow of traffic for over a decade. It's used for many businesses for parking, loading and unloading.

5.1.2 Objection 2

Objector 2 is a local businesses owner/ employee who states they have parked in this location for 7 ½ years with no issues. They need to be in and out for deliveries and customers.

5.1.3 Response to Objection 1 & 2

The proposals are to ensure there is access along the full length of Victoria Road (rear). Reports have been received with concerns of access issues in this location. With the locally elected member highlighting the issues.

If vehicles are parked on both sides of the road, there is no access for residents, business owners, deliveries or emergency vehicles.

The proposals allow for vehicles to board and alight as well as load and unload, which will allow commercial and other affected properties to go about their business as normal. The double yellow lines will improve access and visibility, whilst reducing obstructive parking.

5.2 Waterfront Gardens

5.2.1 Objection 1

Objector 1 is a local resident who states that the proposals will only move traffic further into the estate causing further difficulties for residents.

5.2.2 *Objection 2*

Objector 2 is a parent of one of the school children who attend St Patrick's RC Primary School. They state they "feel that the restrictions will push traffic onto other heavily stretched roads such as Hartington Street and Stanley Street", which they feel is "already dangerous for school children due to cars being double parked".

They state they "have witnessed parking of vehicles on Waterfront Gardens, and they park sensibly". The objector continues to state they "used to work as a Civil Enforcement Officer and have experience with parking related matters".

They conclude by stating that "the properties on Waterfront Gardens were built more recent than the school, therefore they feel that the residents should expect some level of disruption during school times".

5.2.3 *Response to Objector 1 & 2*

There were requests from the local County Councillor and residents due to concerns in this location. Waterfront Gardens has two schools (St Patrick's Primary and Consett Academy) in the vicinity and seventeen bungalows within the residential area.

There have been occasions where vehicles are unable to pass, along with concerns with children exiting from the school on foot at this location. Therefore, the proposals are only being introduced as a minimum around the corner to improve access, visibility and safety for both pedestrians and road users.

It's understood that the estate was built more recently than the schools, however this does not justify a reason to not introduce restrictions when safety concerns have been raised. The proposals have been supported by both the Police and the local member.

6 Conclusion

- 6.1 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 Consett: Parking and Waiting Restrictions Order 2022, with the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

7.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Consett\Traffic Regulation Orders (Parking
Restrictions)\Amendment 2021

Author(s)

[Peter Broxton] Tel: 03000 263986

[Lee Mowbray] Tel: 03000 263693

[Kieron Moralee] Tel: 03000 263368

[Dave Lewin] Tel: 03000 263582

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.

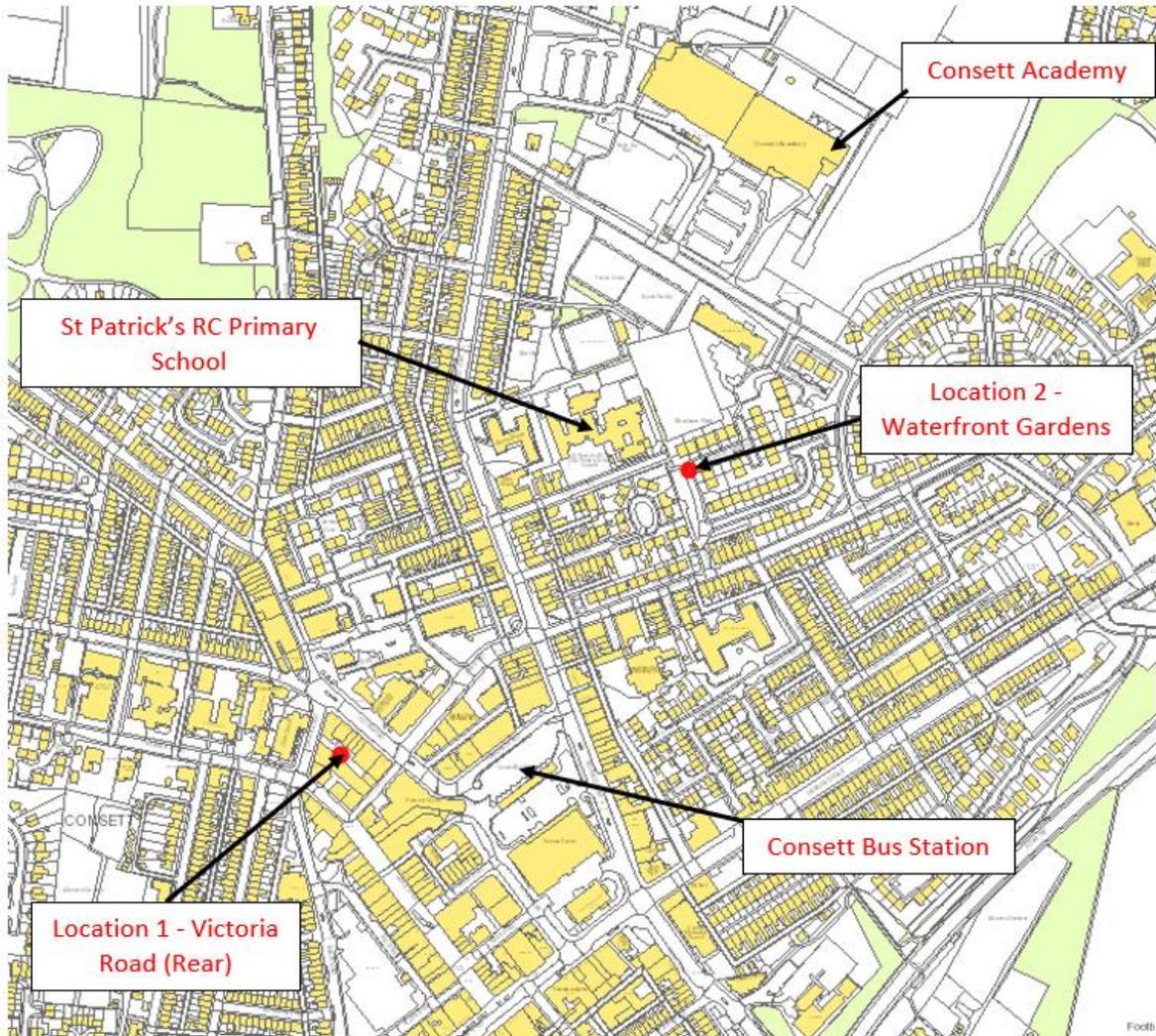
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Approvals trail: to be removed before Cabinet/Committee

Name	Title	Response or approval date
Contributors:		
Approvers:		

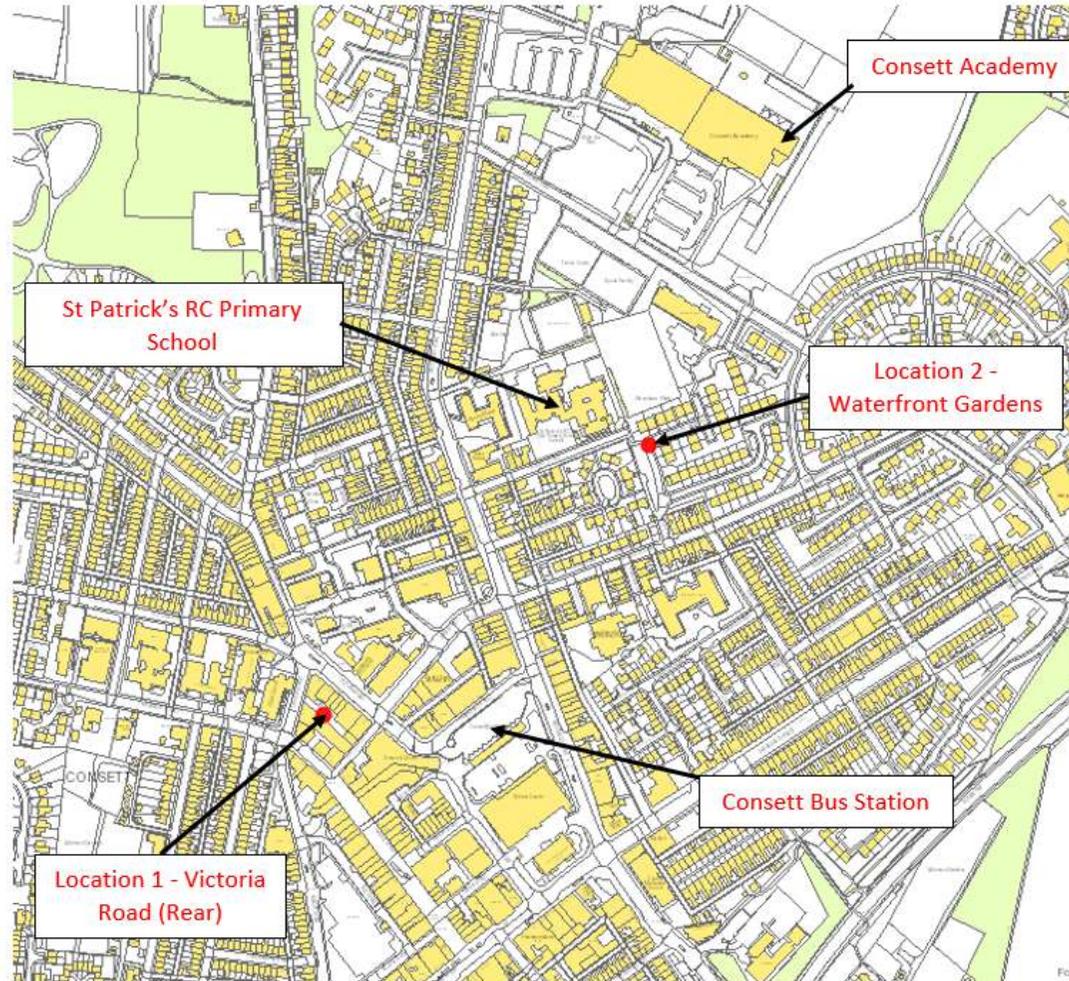
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Consett
Parking & Waiting Restrictions
Amendment Order 2021

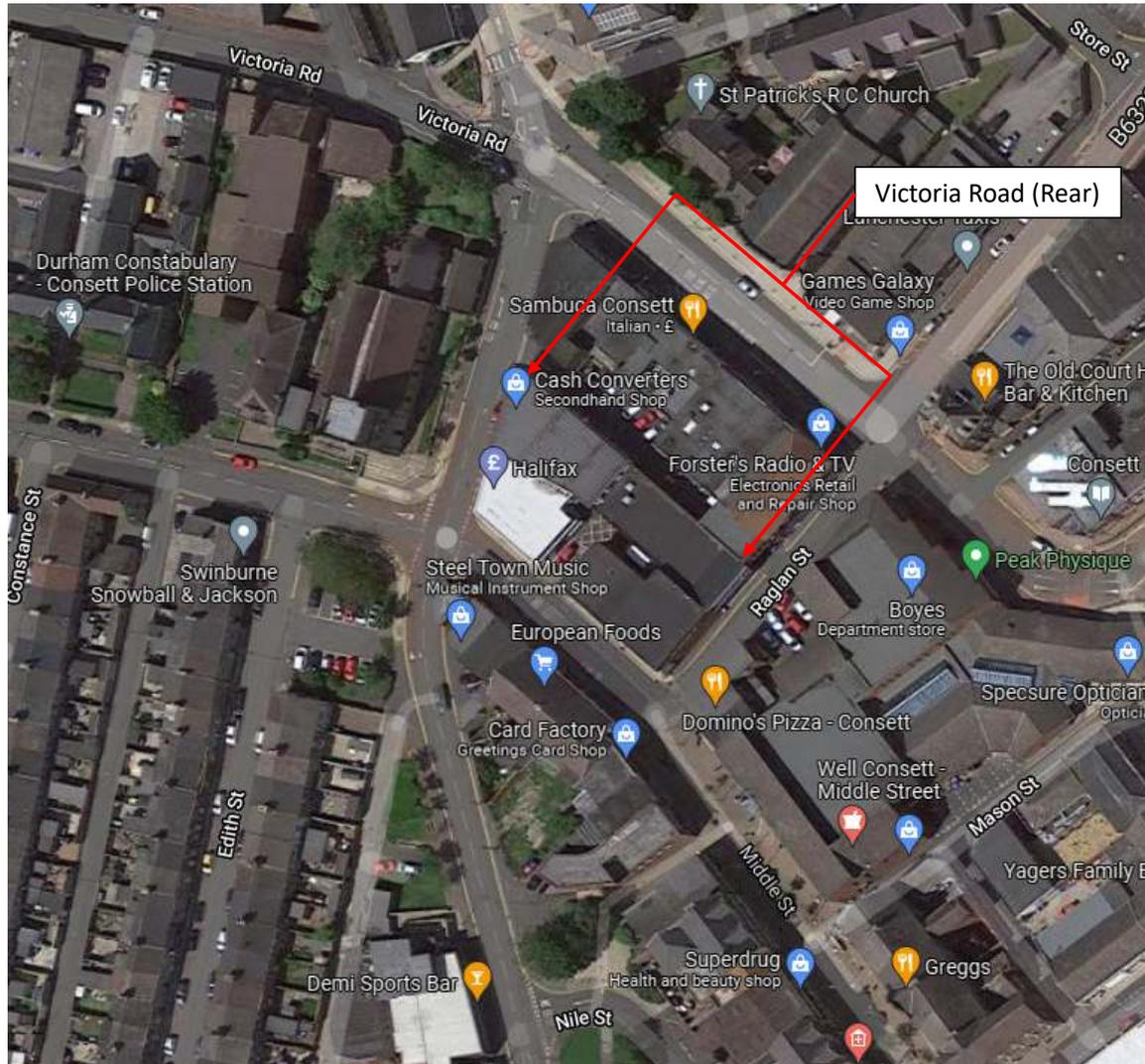
Highways Committee
15th February 2022



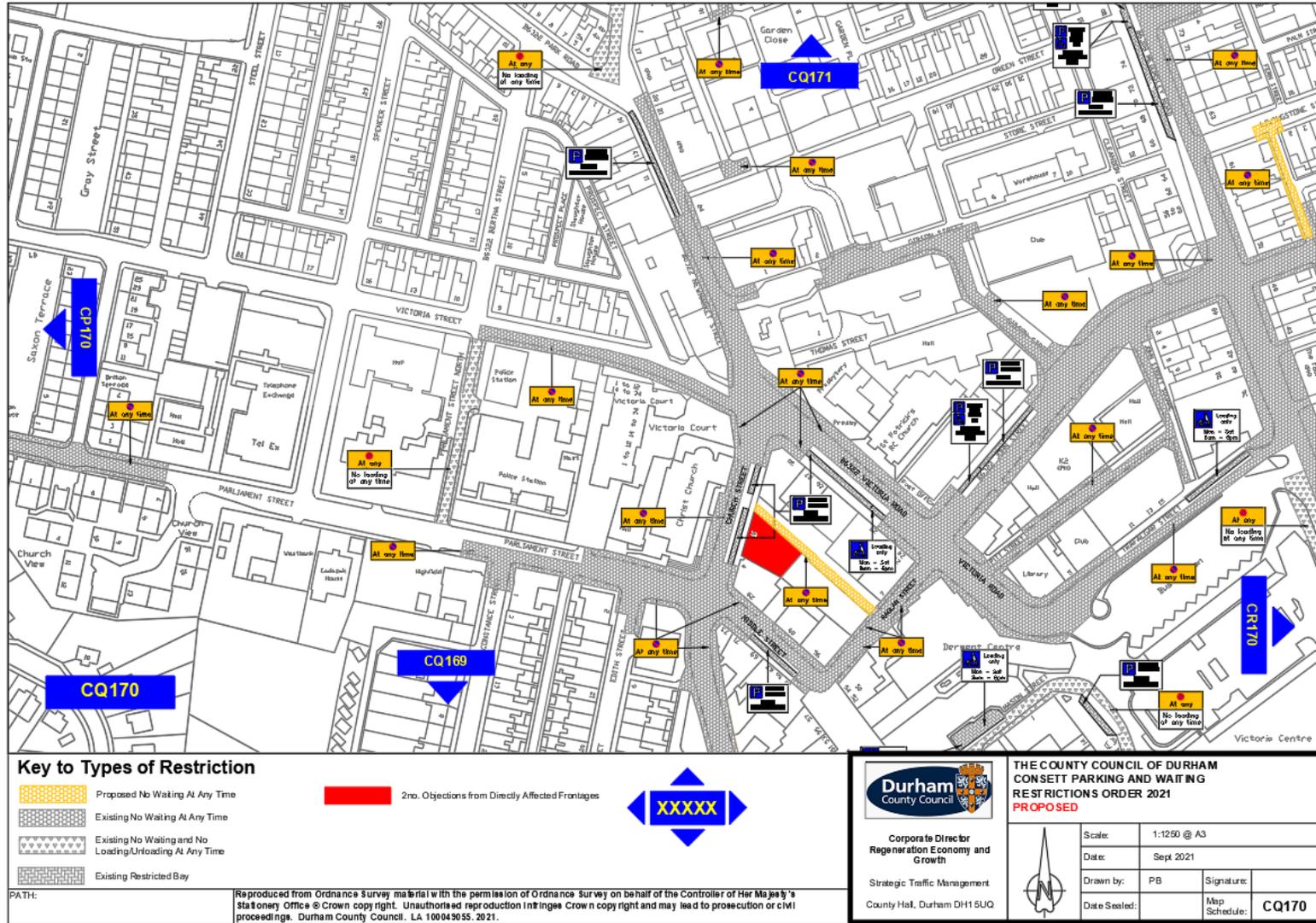
Location Plan of Proposals and Associated Buildings



Location 1 - Victoria Road (Rear) – Proposals Locations



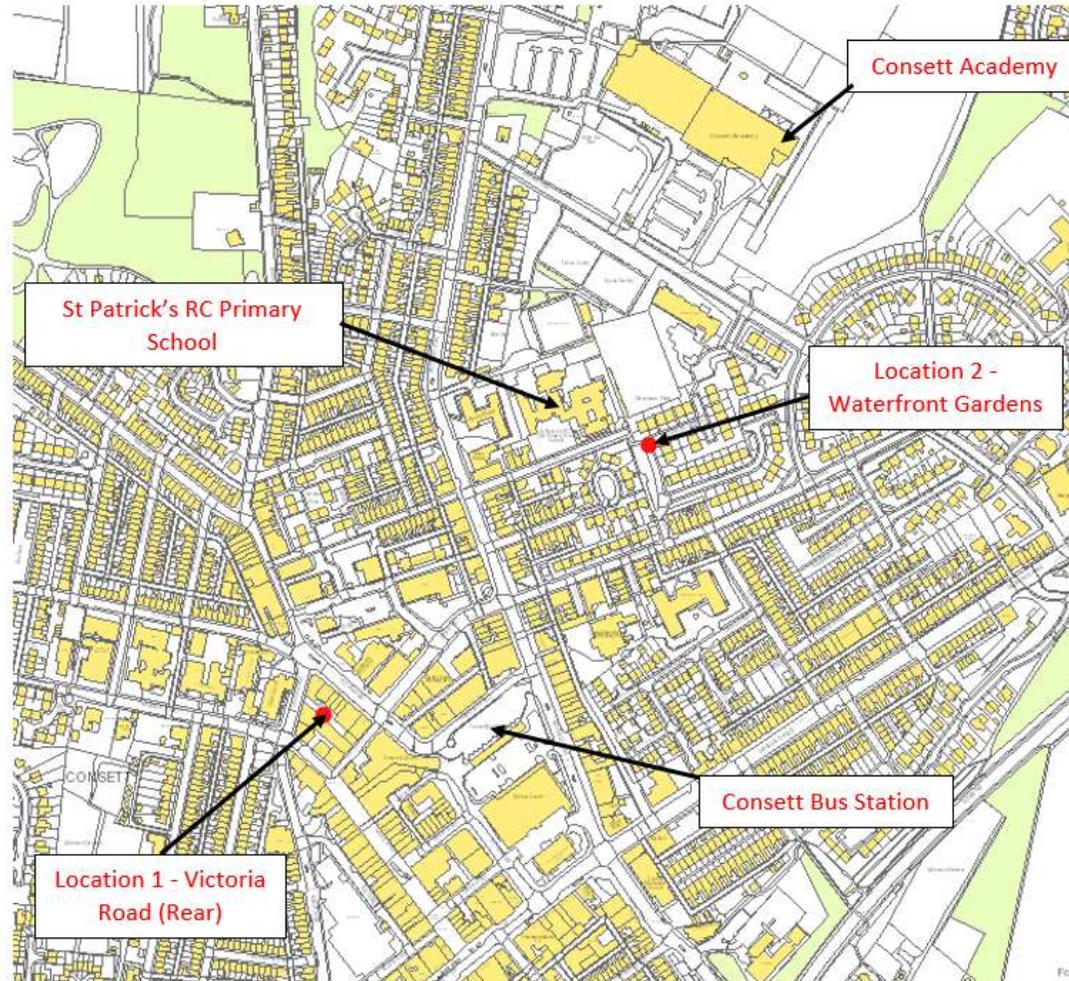
Location 1 - Victoria Road (Rear) – Proposals & Objectors



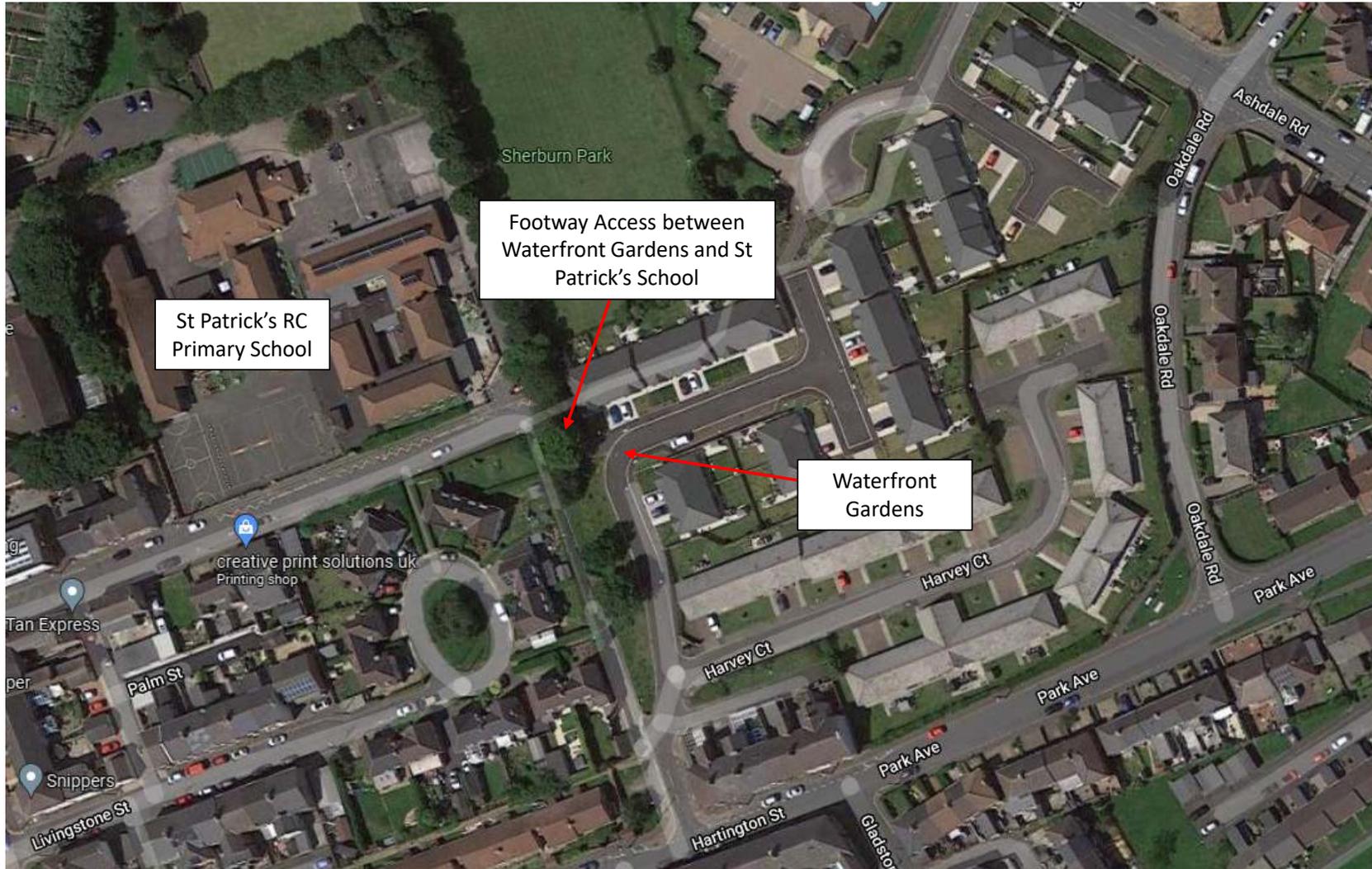
Location 1 - Victoria Road (Rear) – Proposals Locations



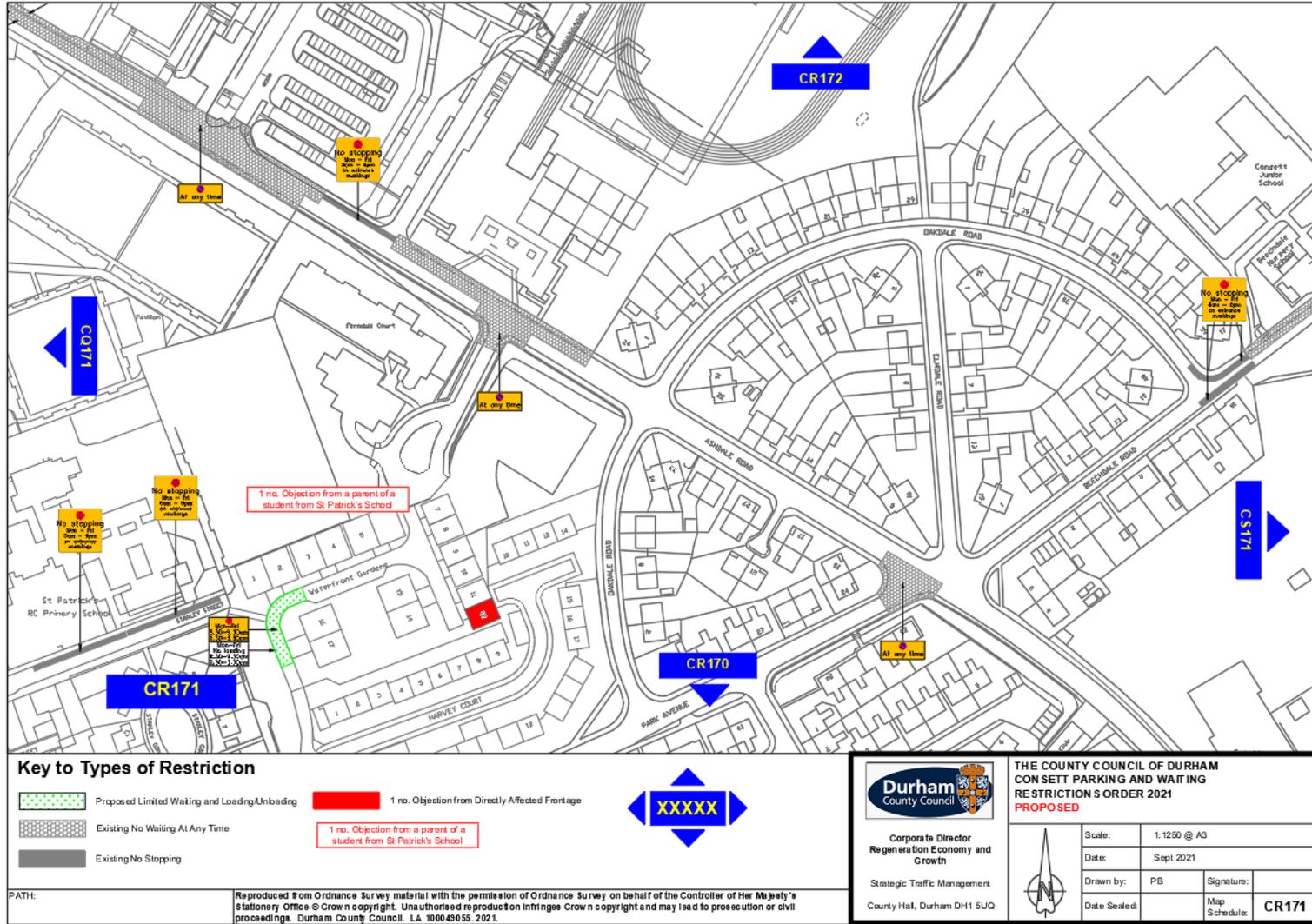
Location Plan of Proposals and Associated Buildings



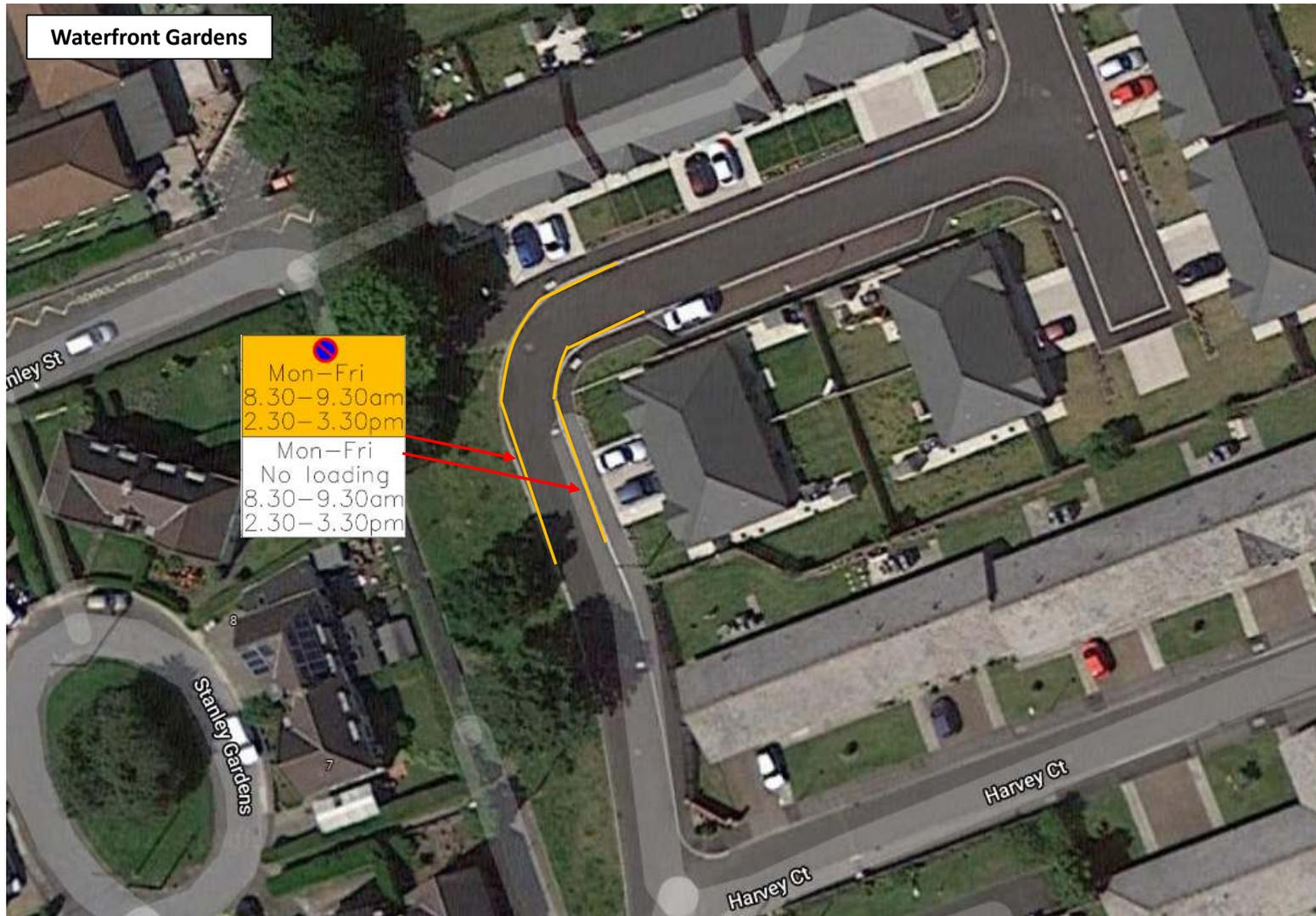
Location 2 - Waterfront Gardens – Proposals Location



Location 2 - Waterfront Gardens – Proposals & Objectors



Location 2 - Waterfront Gardens – Proposals Location



Durham County Council - Summary

Location 1 – Victoria Road (rear) – The proposed restrictions have been requested to address access, visibility and road safety concerns. Due to occasions where vehicles are parked on both sides of the road restricting access.

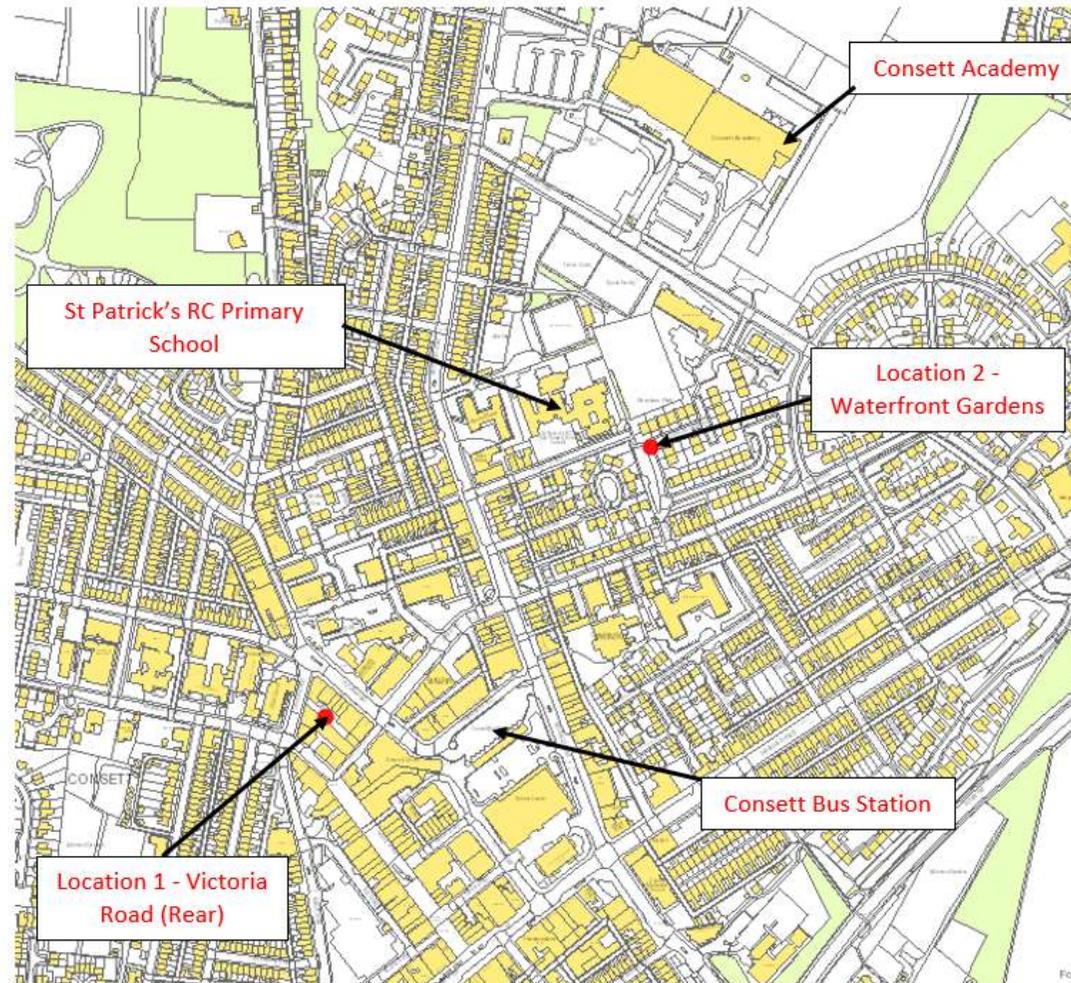
Location 2 – Waterfront Gardens - The proposed restrictions have been requested to address access, visibility and road safety concerns. Due to ongoing road safety concerns during school gate drop off/ pick up. The route is used by students from two schools (St Patrick's Primary and Consett Academy) in the vicinity.

Recommendation

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any questions?

Location Plan of Proposals and Associated Buildings



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