



Highways Committee

Date Monday 22 May 2023

Time 9.30 am

Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 21 April 2023 (Pages 3 - 10)
4. Declarations of Interest, if any
5. Waldrige Parking & Waiting Restrictions, Traffic Regulation Order 2023 - Report of the Corporate Director of Regeneration, Economy & Growth (Pages 11 - 50)
6. 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
12 May 2023

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

Councillor R Ormerod (Chair)
Councillor G Hutchinson (Vice-Chair)

Councillors A Bell, D Boyes, T Duffy, C Kay, K Earley,
J Higgins, J Howey, R Manchester, E Mavin, D Oliver, E Peeke,
I Roberts, K Robson, A Simpson, A Sterling, F Tinsley,
M Wilson and D Wood

Contact: Joanne McCall Tel: 03000 269701

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Friday 21 April 2023 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors K Earley, J Higgins, J Howey, G Hutchinson (Vice-Chair), R Manchester, E Mavin, D Oliver, E Peeke, I Roberts, K Robson, A Simpson, A Sterling, F Tinsley and M Wilson

1 Apologies

Apologies for absence were received from Councillor D Wood.

2 Substitute Members

There were no substitute members.

3 Minutes

The minutes of the meeting held on 13 January 2023 were confirmed as a correct record and signed by the Chair.

4 Declarations of Interest, if any

There were no declarations of interest.

5 Definitive Map Modification Application to upgrade Public Footpaths 14 and 15 South Bedburn Parish to Public Bridleway

The Committee received a report of the Corporate Director of Neighbourhoods and Climate Change and the Corporate Director of Resources to consider all the relevant evidence gathered in support of an application to modify the Definitive Map and Statement of Public Rights of Way to change the status of part of Public Footpaths 14 and 15 South Bedburn to Public Bridleway. The route starts at Crake Scar Road on Footpath 14 and runs North - Northeast where it meets Footpath 15. The route continues along the line of Footpath 15 passing Eden Lodge and emerging onto Podgehole Lane (UNC 41/3) (for copy see file of minutes).

An application was submitted by Ms B. Herd in 2019 which was based on historical documentary evidence, primarily the Parliamentary Inclosure Act (1758) and Award 1760, which seeks to re-establish Bridleway Rights over the application route that runs between Crake Scarr Road, over part of Footpath 14 and thence along Footpath 15 where it emerges onto an unclassified road (UNC 43.1) Podgehole Mill Lane. At present, the route had recorded public rights but only commensurate with footpath status.

D Richardson, Definitive Map Officer gave a detailed presentation which included aerial photos of the location of route footpaths 14 and 15 and other rights of way, extract of Inclosure Award Act, Inclosure Plan, original award text, extracts from the ordnance survey and photographs of the area.

Ms V Chilcott, Parish Clerk, South Bedburn Parish Council addressed the Committee. She appreciated that it was a complex matter and stated that South Bedburn which was a small parish comprising 140 residents, had 17 Definitive Map Modification Order (DMMO) applications in total. She advised that these applications affected half of the residents of South Bedburn and had caused a great deal of distress and anxiety and had impacted landowners and householders.

The application had been drawn to the attention of South Bedburn Parish Council by residents who were upset and did not understand the process. One of the concerns raised was that the DMMO process did not allow consideration to be given to the costs to landowners, insurance costs, and the affect to resident's security, and the property blight. Although Ms Chilcott acknowledged that these implications could not be part of the decision, she stressed that members needed to be careful making decisions on these matters to ensure the correct decision was made.

With regards to the evidence that had been provided, Ms Chilcott noted that the Inclosure Act was old legislation, and it was urgent for this legislation to be updated to the present day to enable rights of way to be placed correctly where everyone could enjoy them.

Ms Chilcott informed the Committee that South Bedburn Parish Council had not been informed of the change in processing DMMO applications and were therefore not provided with a copy of the draft report to comment on as promised in 2019. She stated that this was the reason for the cancellation of the first meeting on 13 March 2023. Ms Chilcott confirmed that comments from the South Bedburn Parish Council and landowners were submitted to the Council following the cancellation of the original meeting but there had been confusion regarding how the comments should be shared with members of the Committee. It was subsequently agreed that the comments be published as an addendum.

Advice from a barrister acting on behalf of the landowners had stated that it was crucial the Council addressed whether applications had been made in strict

accordance with Section 14 of the 1981 Wildlife and Countryside Act and pointed out that full legible copies of the Inclosure Award and Plan did not accompany the application. Rights of Way Officers had previously advised that extracts of documents were sufficient, but Ms Chilcott stated that the Inclosure Award contained significant details, including time limits, which could have a bearing on the status of the road. Ms Chilcott advised that a handwritten copy of the Award was available online but stated that not all residents had access to the internet due to the remote area and it was unreasonable to expect residents to interpret the Award. To ensure interested parties were not disadvantaged, full modern-day transcripts of the document should have been available.

Ms Chilcott referred to the 1884 copy Award Plan (Document I) and stated that as the alleged route did not show, it may never have been made up and earlier maps did not show the route. With regards to the application route change, she asked members to look closely at the route now allegedly shown in Document J and compare it to the route originally applied for in Document I, noting that these routes were different. There was further confusion as to which route was being applied for. Considering this, Ms Chilcott questioned whether it was fair or reasonable to make a decision on the basis of the report. Ms Chilcott further highlighted an error in para 35 of the report.

Finally, Ms Chilcott advised that she was a keen horse rider and mountain bike rider and had helped fundraise mountain bike trails at Hamsterley Forest, and whilst she appreciated bridleways, South Bedburn Parish Council and herself believed that approval of this application would create great hostility between landowners and users of the bridleway. Given that the Council had received more than 300 DMMO applications for County Durham, she suggested that all parties worked together to discuss applications and prioritise routes which gave maximum pleasure to users, minimal disruption to landowners and the best use of budgets. Ms Chilcott believed that the DMMO application had not been thoroughly validated.

Local Member, J Cosslett was unable to attend the meeting and a statement was read out on his behalf.

Councillor Cosslett fully supported the comments from the South Bedburn Parish Council. He stated that modern day plain English transcripts of documents such as Inclosure Awards were needed to accompany applications in such a way that the average person in the street could understand when looking at the evidence.

Given the implication to the landowners affected by these applications, the committee needed to be as certain as possible that the right decision was made. In this application there was a confusion from the document as to whether the route had been changed from what was originally applied for and whether Footpaths 14 and 15 were the same as the one described in the text of the Inclosure Award, especially as this route was missing from earlier maps. Councillor Cosslett believed that the application should not be approved.

Mr P Taylor, landowner, addressed the Committee in objection to the application. He advised that he had resided at Eden lodge for 29 years and his property was part of route 15. He informed the Committee that he was a former Chief Superintendent at Durham Constabulary and during his service had worked with many officers from Durham County Council and had always found them to be ethically sound, however, he stated that himself and residents had felt bullied by the Council and ignored throughout the DMMO process. In his opinion, the Highways officer had been obstructive and acted in favour of the applicant.

Mr Taylor stated that the DMMO application included photographs that were misleading, and the photograph of the locked gate gave the distinct impression that he did not want the right of way to be used. Mr Taylor clarified that he fully supported public rights of way when the routes were safe and advised that the locked gate was to protect from theft.

Mr Taylor explained that since the application had been made, trees had been cut down in West Plantation and harvested. He further explained that West plantation had been an active drift mine and contained concealed mineshafts and stated that the route was extremely dangerous for horse riders and cyclists. He believed that if the British Horse Society and Rights of Way Officer had walked the correct route, the DMMO application would not have been made as the route was too dangerous. In his opinion, changing the footpath to a bridleway was a huge risk to the Council, who had a duty of care to users. He stressed that the application should be rejected.

Ms B Herd, the Applicant addressed the Committee. She noted that it was not in her gift to change the application process of the DMMO but agreed that more communication with landowners would be helpful. She advised that she was volunteering on behalf of the British Horse Society who were trying to safeguard historic rights. She noted that the Inclosure Award was made a long time ago, but the routes were incorporated into it to balance the public loss of amenity that the Award represented. She further stated that landowners had a responsibility to ensure access by the public.

With regards to whether the paths were made up, Ms Herd noted that it was highly probable as the route was in the Award. She stated that the route was recorded on maps as a bridleway up until 1953 and was marked with the letters 'BR'. Ms Herd accepted that the dotted lines on the map were confusing but stressed that there was a definite bridleway and a legally recorded bridleway in the Inclosure map. Ms Herd explained that when she walked the route, it was difficult to navigate where the path went and stated that the public would find it difficult to know which way to go and that clear signage was necessary.

N Carter, Lawyer (Planning and Highways) expressed his concern regarding the comments raised by Mr Taylor accusing the officer of bullying and bias. The Lawyer

stated that he had not seen any evidence to substantiate this accusation. He explained that officers were professional and had done their best to assess the application, and the evidence that had been submitted, to produce a balanced report.

Further to concerns raised by Ms Chilcott, the Lawyer (Planning and Highways) agreed that South Bedburn Parish Council had been informed in 2019 that they would receive a copy of the draft report and have an opportunity to comment, however he clarified that the process for DMMO applications had changed since 2019 and that providing draft reports was no longer part of the process. Whilst he accepted that there had been a delay in informing the Parish Council of this change, he advised that they were still given the opportunity to comment on the report and their comments had been published as an addendum on the Council's website.

The Lawyer (Planning and Highways) advised that the Committee meeting was the first stage in a long legal process and if members were to approve the DMMO application, that a detailed legal process would follow and would likely involve a public inquiry. The Lawyer (Planning and Highways) confirmed that the application before members was a valid application as stated in Appendix 3 and could be determined at the meeting.

The Lawyer (Planning and Highways) clarified that the applicant had provided the Inclosure Award in full, and the relevant text had been transcribed and was sufficient. The Lawyer (Planning and Highways) further clarified that the text in the Inclosure Award was relevant and readable. He accepted that there was a degree of interpretation with the plans due to the age of the documents but stated that the interpretation that the Officer had recommended was a reasonable one and noted this was something that could be explored in more detail as part of the inquiry.

The Lawyer (Planning and Highways) advised that Ms Chilcott had pointed out a mistake in para 35 of the report and he confirmed that there had been an error. He explained the relevant legal test to the Committee and stated that it was a relatively low threshold test. He also clarified information relating to the Human Rights Act in response to comments raised by Mr Taylor.

The Definitive Map Officer explained that it was never a statutory duty to provide a draft report and rejected the accusation of bullying explaining that she had been transparent throughout the process and had been helpful towards all. With regards to the maps, she confirmed that the application had been made appropriately and the correct documents had been included. She referred to para 35 of the report and clarified that the incorrect definition had been included in error and expressed her apologies for this. She stated it was not appropriate for the full Inclosure Award document to be transcribed but assured the Committee that herself and colleagues had visited the library and viewed the documents in their entirety and that all evidence submitted had been assessed thoroughly.

Considering the responses by the Lawyer (Planning and Highways) and Definitive Map Officer, the Chair asked Mr Taylor whether he wished to stand by the comments he had made regarding bullying and bias. Mr Taylor stated that throughout the process, he and residents had felt the whole Council looming down on them and were made to feel uncomfortable.

The Chair informed the Committee that the local members for the Evenwood division had a difference in opinion with regards to the application.

Councillor Sterling asked which map would have been used when someone had purchased the land or property and if this would have shown in land searches. In terms of the plantation being dangerous for horse riders and cyclists, Councillor Sterling questioned whether landowners were expected to modify the route to make it safe.

In response, the Definitive Map Officer advised that if purchasing a property, a search is undertaken with the Local Authority and a map indicating rights of way provided. Any rights of way would therefore be made clear to the purchaser and the title of deeds would reflect this. In terms of the maps included with the DMMO application, she stated that in 1976 some of the land had been subject to open cast mining, but that the footpaths were shown on later maps. The Definitive Map Officer clarified that an ordnance survey map was not a record of rights of way and was to be viewed as a guide. The Definitive Map Officer advised that if the surveyors who had assessed the land in 1949 had deemed the route to be dangerous, it would not have been included on the definitive map. The Definitive Map Officer advised that there was evidence of mining all over County Durham and that in some areas this had affected the landscape, but it was not necessarily unsafe. She stated that if the landowner believed there were dangers to the land due to mining, then this should be reported to the Coal Authority. In response to a further question from Councillor Sterling, the Definitive Map Officer explained that officers work together with landowners in terms of modifications to their property, and land, where rights of way existed.

With regards to searches and enquiries of the Local Authority, the Lawyer (Planning and Highways) further advised that public rights of way was an optional search when purchasing a property and was dependent on whether the conveyancer had requested it. If this was requested, he advised that the response would have been based on the definitive map and would have only revealed the footpaths, not the claimed bridleway. In terms of the suitability of the route, the Lawyer (Planning and Highways) cautioned members regarding affording weight to this as this was not part of the statutory test.

Councillor Tinsley asked what the current state of the footpath was in terms of accessibility and what was involved practically to change the footpath to a bridleway. He further asked if the route was marked as 'BR' on older maps. The

Definitive Map Officer confirmed that the route was marked as 'BR' on older ordnance survey maps. She advised that as it was a footpath, the public had a legal right of access, and noted that she had attempted to do a site visit but had not walked the whole route due to issues with accessibility. The Definitive Map Officer noted that plantation encompassed a small section of the route but advised that the work involved to upgrade to a bridleway was minimal.

Councillor Earley noted the excellent contributions made from South Bedburn Parish Council, the landowner and the applicant and appreciated that they all had a case. He understood that the Committee meeting was one step in the procedure and if approved, the next part of the process would involve a full inquiry.

Regarding future DMMO applications, Councillor Earley asked if there was a better route available that was suitable to be used as a bridleway, was it possible for the Parish Council to consider a diversion of the route.

M Ogden, Access and Rights of Way Team Leader confirmed that this was an option. Under current legislation, the same process for the DMMO application would have to be followed, but then discussions with landowners could take place to direct the route to one that was more suitable. He advised that this had been made clear and the legal route would not be enforced if there was an alternative route that was better. He advised that for future applications, it was hoped that the process for diversion and modification could be merged into one process, but that current legislation did not allow for this.

Councillor Earley **moved** the application to be approved in line with the Officers recommendation. This was **seconded** by Councillor Howey.

Resolved

That the Committee agreed to make a Definitive Map Modification Order for the upgrade of the route, currently designated Footpath 14 (part of) and Footpath 15, to Public Bridleway, under the provisions of section 53(3)(c)(ii) of the Wildlife and Countryside Act 1981, and that the Corporate Director of Resources be informed accordingly.

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Highways Committee

22nd May 2023

Waldrige

Parking & Waiting Restrictions, Traffic Regulation Order 2023

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:

Chester-Le-Street South

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 Waldrige.
- 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 the TRO should be made, 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 Waldrige.

- 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 introduce the Waldrige Parking and Waiting Restrictions, Traffic Regulation Order 2023 to allow the identified restrictions to be introduced.
- 2.4 Both local members covering this area fully support the proposals. Durham Constabulary are in full support.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	04-Oct-22 & 17-Jan-23	25-Oct-22 & 07-Feb-23
Informal Consultation	25-Oct-22 & 15-Nov-22	13-Dec-22 & 10-Jan-23
Formal Consultation	23-Feb-23	16-Mar-23

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Waldrige Parking and Waiting Restrictions, Traffic Regulation Order 2023, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

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

4.2 **Waldrige** (to introduce no waiting at any time restrictions)

4.3 Proposal Background

Waldrige is a historical pit village located southwest of Chester-Le-Street. The village predominantly consists of terraced properties with very limited access to off-street parking.

In May 2022, officers from Durham County Council's Strategic Traffic and Community Development Team attended a site meeting with Councillors Bill Moist and Paul Sexton to discuss a proposed parking infrastructure scheme and potential related traffic management measures.

At this meeting it was noted that the manner of parking on the ‘spine road’ [adopted as the C91 to Cedar Street (Back)], and either side of its adjoining junctions, significantly reduced accessibility for larger vehicles and has previously prevented access to emergency service vehicles.

In an effort to improve parking availability within the village, whilst simultaneously relocating vehicles currently parking in strategic access points, both local members are in the process of funding an off-street layby within the verge of Chester Street (Back) /Poplar Street which will accommodate up to 20 vehicles.

In partnership with this layby, it is also proposed to introduce ‘no waiting at any time’ restrictions for the full extent of the Waldrige ‘spine road’ and around its adjoining junctions with Chester Street (Back), Poplar Street, Lime Street & Cedar Street to maintain access at all times for all road users.

4.4 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
36	15	7

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
23/02/23 – 16/03/23	0	1 <i>Made after the advert.</i>

4.6 Summarised objections & responses:

4.7 Objections:

A total of 8 people have objected to this proposal at the informal and formal consultation stages, the reasons for these objections have been summarised below:

- “The measures [off-street parking layby] would not be sufficient to allocate parking displaced by the proposed double yellow line system.”

- The extension of restrictions 4.5m each way into Chester Street (Back), Polar Street, Lime Street & Cedar Street will have a direct negative financial impact on the sale/rent value of properties at these junctions.
 - “Either remove the yellow lines into the adjacent streets or reduce the distance to 1m.”
- The removal of on-street parking will create a first come / first served basis for parking in the street and create significant neighbour conflicts.
- “Parking is difficult at the best of times and these plans would make no difference to emergency vehicles at all.”
- “It would be better to mark out bays in village allowing people to park more responsible and get more cars in.”

4.8 DCC Response:

- These proposals aim to ensure there is a constant unobstructed access point for each adjoining street within the village, following reports of obstructive parking which, on occasion, has prevented access for emergency services.
- Whilst the highway code advises drivers not to stop or park within 10m of a junction, it is widely accepted that many residential areas were not designed to accommodate the current levels of car ownership which have placed a high demand on kerbside space where little to no off-street parking is available.
- The 4.5m extension of double yellow lines is designed to replicate a car’s length either side of the junction which, similarly replicated in many other locations across the county, provides adequate space to maintain access/egress from minor side road junctions.
- Whenever formal restrictions are introduced there will always be a level of displacement and whilst there have been reports of access and obstruction issues from this area in the past, efforts to address these have been limited without causing an unreasonable level of displacement. The proposed parking layby scheme is therefore set to be introduced to accommodate the majority of this displacement which will alleviate the pressure placed on kerbside space. The restrictions will be introduced formally on-site upon completion of the proposed parking layby.

4.9 See appendix 4 for full details of the objection(s).

5 Conclusion

- 5.1 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 Waldrige Parking & Waiting Restrictions, Traffic Regulation Order 2023 with the final decision to be made by the Corporate Director under delegated powers.

6 Background papers

- 6.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Chester le Street\Traffic Regulation Orders
(Parking Restrictions)\Waldrige Oct 22

Author(s)

[Ewan Brown] Tel: 03000 263953

[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

It is considered that there are no Climate Change issues to be addressed.

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.

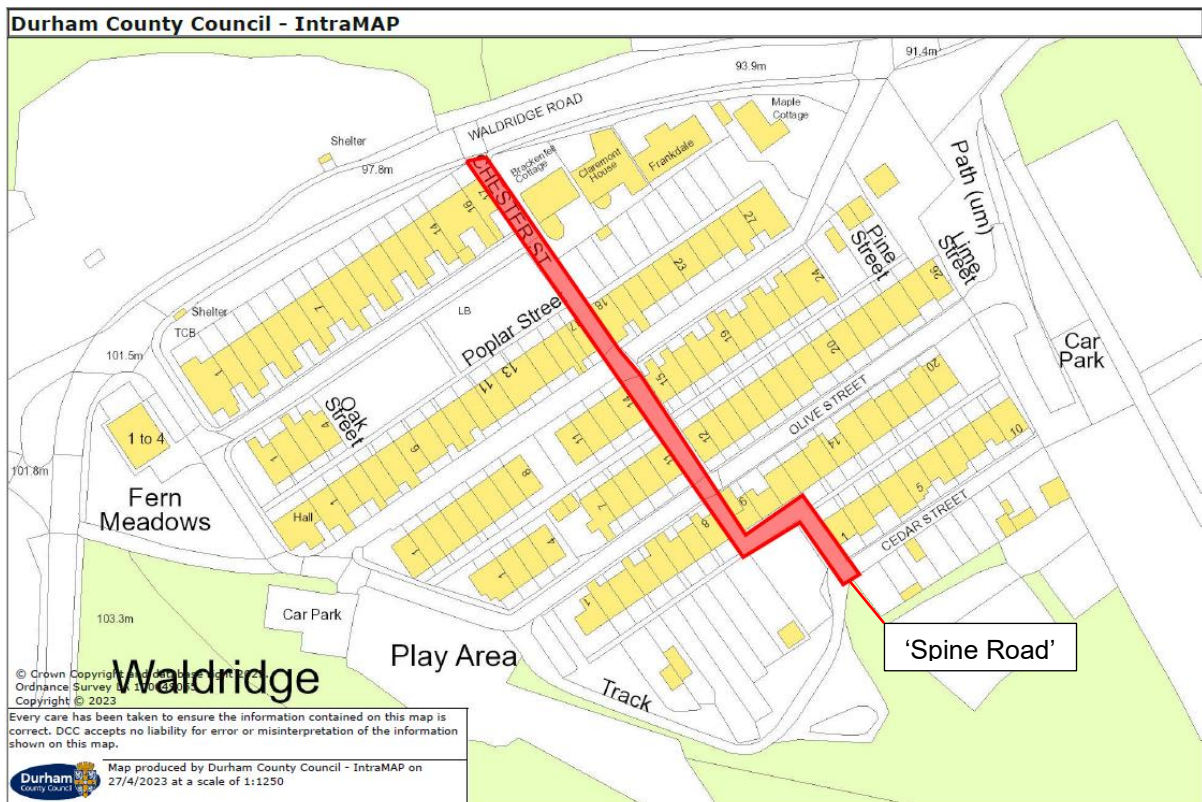
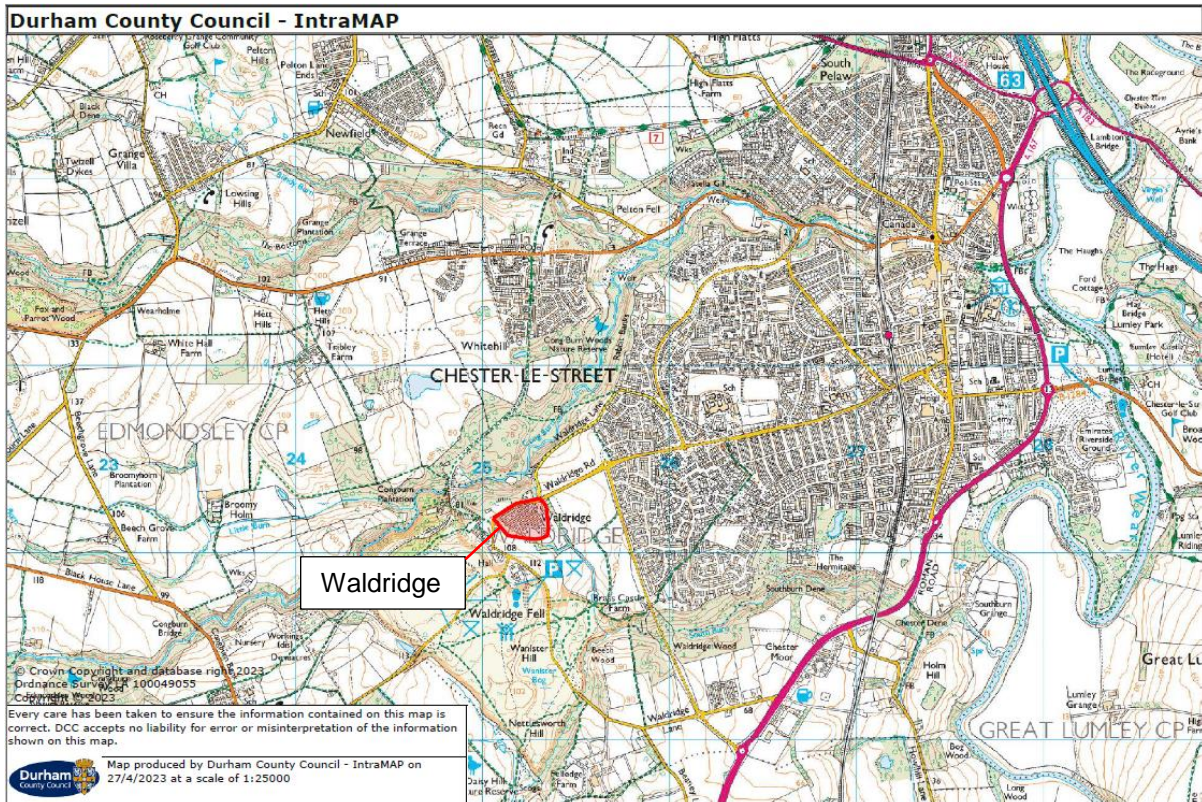
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Request History

From: Cllr Bill Moist <Bill.Moist@durham.gov.uk>
Sent: 10 June 2022 10:40
To: William Lightburn <William.Lightburn@durham.gov.uk>
Subject: Re: T & V Project - Parking Waldrige

Hi Bill, I think we need to see some more progress especially on the proposed new road markings to restrict parking on the middle access road into the village because without the parking restrictions in place we will not achieve our objective?

I was in a Highways Meeting this week concerning implementing double yellow lines in Durham City following complaints about student parking. The issue was raised by Cllr Elizabeth Scott in November last year and here we are passing the proposal for immediate implementation.

Can we at least get an indication from DCC Highways on their views about restricting village before we do any consultation of residents?

Or we may need to put forward our Plan B for any T&V Funding. The clock is ticking.


Many thanks for your help to date we just need a little push to get this over the line.

Happy to discuss anytime especially on timeframes etc

Thank you,
Bill Moist

Appendix 4: Objection Details

Objector 1:

PROPOSED SCHEME CONSULTATION RESPONSE CARD	
Please tick the appropriate box:	REF <u>Waldridge</u>
<input type="checkbox"/> I am in favour of the scheme	
<input checked="" type="checkbox"/> I am opposed to the scheme	<i>of Double Yellow Lines (As they stand) only</i>
Comments <u>Please See Attached Email dated</u>	<i>(Email)*</i>
<u>31/10/22</u> , with concerns/issues raised. I have received	
(Please use BLOCK CAPITALS)	<i>your acknowledgement re email.</i>
Name: ..	[REDACTED]
Address:	[REDACTED]
	45612 RLS

From: [REDACTED]
Sent: 31 October 2022 12:33
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: [EXTERNAL]:Our Ref: Waldridge. Your Ref TM/40038/22/1413

For the attention of Ewan Brown (Tell 03000 263953)

Thank you for your correspondence received Saturday 29 October, 2022 regarding the above.

I have. A few questions/concerns regarding the above proposal, I was hoping you could resolve those (answer the following questions).

1. If plan/map of Double Yellow Lines are to assist Emergency Services (entry/exit), why have they not been continued for the same reason to Cedar Street?

Cars do park continually, on either side of the road leading around to Cedar Street.

There is also no proposal for a Double Yellow Line on the turning/corner of Cedar Street?

If a system of Double Yellow Lines is to be implemented, to assist Emergency Services, then surely it has to be applicable to All roads/streets that may be obstructed?

2. Chester Street (Back) - No 17. There does not appear to be a Double Yellow Line proposed/shown on the map to be located on the corner of No17 Chester Street. Could you kindly explain why?

3. Proposed Double Yellow Line, corner of 8 Olive Street

How far back would the Double Yellow Line extend (is just past the drain?).

If for example No 8 has a van delivery (Amazon Prime, Furniture etc), which is often the case, these vehicles (if at all taking note of proposed Double Yellow Lines), will only double park at my gate (No7), as all cars park opposite (Lime Street). They do park over the narrow path blocking access in/out of my home.

As things stand, it happens all the time.

4. Please could you Review use of Double Yellow Lines at each corner of streets/junctions, as if emergency vehicle is coming up or down, they may only require turning access where cars actually park, eg No 17 Chester Street. No 17 Poplar Street, No 15 Pine Street, No 11 Lime Street, No 9 Olive Street.

Your guidance please:

Do I tick oppose the scheme, and await answers to my questions?

I am all in favour of improvements to Waldrige Village, therefore am not entirely opposing anything, just raising concerns.

Thank you in anticipation of your co-operation.

Best Regards

██████████

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 11 November 2022 11:14

To: ██████████

Subject: [EXTERNAL]:Our Ref: Waldrige. Your Ref TM/40038/22/1413

Good morning ██████████,

Thank you for your comments concerning the introduction of parking and waiting restrictions within Waldrige Village.

These proposals aim to improve access for all road users via the 'Waldrige Spine road' (adopted as the 'C91 to Cedar Street') following reports of obstructive parking which, on occasion, has prevented access for emergency services.

These measures are to work in partnership with an off-street parking scheme on Chester Street (Back)/Oak Street funded by the local members which will accommodate the expected displaced vehicles who's current parking would be affected by these restrictions.

With regards to points 1 and 2 in your email, these areas have also been highlighted to us during the consultation and in hindsight I must agree that these locations should have been included from the outset. I have therefore reconsulted with the local members and a revised plan has now been drafted which will shortly be reconsulted with residents before progressing onto our final stage of consultation where the proposals will be advertised online, on-site and in the local press for a further 3 weeks. I have attached this plan to this email (reference: 'Waldrige Proposal – Rev 0_B') which identifies extensions around Chester Street (Back) and to the south of the 'C91 to Cedar Street'.

In reference to point 3, these restrictions will extend into each of the adjoining streets for an approximate car's length of 4.5m either side of the junctions. The restrictions will allow Durham County Council to enforce any vehicles parked over the markings however, in the event vehicles are parked in a manner which obstructs access away from these restrictions (such as blocking access/egress to your property), Durham Constabulary have the authority to enforce obstruction offences on the highway if contacted on their non-emergency number '101'. The offence of 'parking causing unnecessary obstruction' is extremely subjective requiring a police officer to apply discretion and judgement, however there is no requirement to have parking or waiting restrictions (yellow lines) in place when considering this offence.

Finally, with regards to point 4, I do understand vehicles may only park one on side of the carriageway at present however, should markings only be introduced on one side of the carriageway the first-place vehicles will move to is the opposite side, which would not resolve the ongoing access issues. These proposals will ensure there is constant unobstructed access to all adjoining streets within the village.

As advised above, the proposals will shortly be progressed to our final stage of formal advertisement after which, if we have objections, the scheme will need to be referred to Durham County Council's highway's Committee where

a panel of elected members will discuss the proposals and any objectors will be invited to attend. I would therefore be extremely grateful if you could respond to this email advising whether you would like to affirm your objection or withdraw your objection if the information above has satisfied your concerns.

In the meantime, if you have any further concerns or would like to discuss this in more detail please do not hesitate to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

From: [REDACTED]
Sent: 14 November 2022 18:19
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: Re: [EXTERNAL]:Our Ref: Waldrige. Your Ref TM/40038/22/1413

Dear Mr Brown

Thank you for your email and attachment (Waldrige Proposal-RevO_B.pdf), dated 11 December, 2022.

I affirm my objection (TM/40038/22/1413).

Unfortunately, also object to Waldrige Proposal-RevO_B.pdf

* Unfortunately, I am greatly concerned that the measures proposed to work in partnership with an off Street parking scheme on Chester Street (Back) / Oak would not be sufficient to allocate parking (displaced) by the proposed Double Yellow Line system.

For example as it stands, residents of Chester Street/Oak Street only , utilize the grassed area referred to, to park approximately 9 (plus)vehicles (on an angle)!

There would be approximately an additional 13 vehicles (8 on the Spinal Road/approx 5 by taking up 1 car space (4.5m) on the corner of each Street displaced by proposed Double Yellow Lines, requiring to park in this area!

Total parking required would be for at least 21 vehicles.

I am advised that the allocated parking spaces are to be reduced from 20 to 15.

I appreciate what the Parish Councils intentions are, however still have concerns regarding spaces available and the effect it would have of vehicles then having to park front of Chester Street (main road, with 2 wheels on the pavement and 2 wheels off, as some are already doing so).

Ref4

Waldridge Village has been served by a single White Line on the Spinal Road and adjacent main road (entry to Waldridge Village by Bus Stop/North to Sacriston), this White Line continues into the corner of Chester Street, Poplar Street, Olive Street for a distance of far less than 4.5m.

There has never, in the duration of them being there, any complaints/issues with being able to turn (have access) or double parking.

Kind Regards

████████████████████

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Sent: 13 December 2022 09:15
To: ██████████
Subject: [EXTERNAL]:Our Ref: Waldridge. Your Ref TM/40038/22/1413

Good morning ████████,

Apologies for the delay in responding to you, after your last email I raised your concerns with our highway's department (who are overseeing the construction of the layby) for confirmation on the number of parking spaces to be made available and have since been waiting for a response.

I have now received an update from them and can therefore advise that with regards to the number of spaces available, subject to confirmation of a revised cost and planning approval, the number of achievable bays remains at 20.

In response to your first point, we appreciate whenever formal restrictions are introduced there will be a level of displacement and whilst we have received reports of access and obstruction issues in the area in the past, given the nature of the area, we have been limited in our approach to prevent an unreasonable level of displacement which like you mention would exacerbate parking issues elsewhere. The proposed parking layby scheme is set to be introduced in line with the extent of the available budget to accommodate the majority of this displacement and, although there will be increased pressure placed on kerbside space, the objective of this scheme is ensuring there is a constant unobstructed access point for each adjoining street within the village.

I understand there is currently an existing advisory white 'keep clear' marking on the spinal road, whilst these markings are used to highlight areas where parking restricts access we are cautious in introducing them to ensure they are used sparingly in strategic locations as overprescribing can often lead to their increased abuse. Should these advisory markings be abused we would then also be unable to conduct our own enforcement to ensure the area is kept clear in the event access is restricted/prevented, which in the past has prevented access of emergency service vehicles.

We will shortly reconsult to share this information amongst other affected properties, in the meantime I will log your objection against these proposals and should these proposals be progressed further, information regarding Durham County Council's Highway's Committee and any associated invitation for objectors will be sent to you directly.

If you have any further questions or queries please feel free to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

Objector 2:

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 09 November 2022 12:15

To: [REDACTED]

Subject: Waldrige Parking & Waiting Restrictions

Good morning [REDACTED]

Following on from our conversations yesterday and earlier today I have included a copy of the letter (Ref: 'Informal Section 1') and plan (Ref: 'Waldrige Proposal') sent out as part of our initial consultation stage with residents which remains open until 15th November.

As discussed, these proposals aim to improve access for all road users via the 'Waldrige Spine road' (adopted as the 'C91 to Cedar Street') following reports of obstructive parking which, on occasion, has prevented access for emergency services. These measures are to work in partnership with an off-street parking scheme on Chester Street (Back)/Oak Street funded by the local members which will accommodate the expected displaced vehicles who's current parking would be affected by these restrictions.

In reference to your suggestion of introducing advisory markings for the extent of the spine road, whilst these markings are used to highlight areas where parking restricts access we are cautious in introducing them to ensure they are used sparingly in strategic locations as overprescribing can often lead to their increased abuse. Should the markings be abused we would then also be unable to conduct our own enforcement to ensure the area is kept clear in the event access is restricted/prevented.

The consultation stage has been open since 25th October and we have therefore received a number of responses and additional feedback on the initial proposals, based on a number of these comments and after reconsulting the councillors a revised plan has also been drafted which will shortly be reconsulted with residents before progressing onto our third stage of consultation where the proposals will be advertised online, on-site and in the local press for a further 3 weeks. I have attached this plan to this email (reference: 'Waldrige Proposal – Rev 0_B') which identifies extensions around Chester Street (Back) and to the south of the 'C91 to Cedar Street.

As discussed, if you are able to clarify the extents of your objection to the scheme I will record it within our files for the purposes of our Highway's Committee where the proposals and associated objections will be presented to a panel of elected members.

Whilst I've attached above electronic copies of the letter and plan used as part of the current consultation stage please let me know if you would still like a paper copy send out to your address.

I hope this information is useful, if you you'd like to discuss any of this in more detail please feel free to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

From: [REDACTED]
Sent: 09 November 2022 19:24
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: Waldrige Parking & Waiting Restrictions

Dear Ewan,

Thank you for the information and the time you have taken to explain the situation to me. As we have discussed I have number of concerns regarding the proposed yellow lines specifically regarding their extension around the corner into the adjacent streets.

Here are my objections, reasons, and Alternatives I would like considered for the final proposal:

Financial Detriment

- Negative impact on house price / saleability in comparison to like for like houses within the same street
- Negative impact on rent ability / rent value in comparison to like for like houses within the same street

A big attraction to my property in particular but is relevant to all affected by the proposal is the on street parking directly outside the house

Potential to cause Neighbour Conflict

By removing on street parking spaces, and in the case of Lime Street which is 3 streets away from the proposed lay-by parking scheme, It is my great concern that this will create a 1st come / 1st served basis for parking in the street and create Neighbour conflicts. Parking has always been a challenge in the Village & for the most part villagers are respectful of where each other

park and have harmony in this. Whilst the new parking initiative will be a welcome improvement / addition to the village - the removal of on street parking will greatly reduce the positive impact creating Neighbour friction for all as each try to compete for spaces near their own houses along the entire length on the street.

Village Impact

On the face of it the extension of the Chester Road yellow lines into the adjacent streets by the proposed distance of 4.5m; affects only those 9 properties directly.

However is it fair that any negatives of the village initiative to improve safety by securing better emergency vehicle access which benefits all, be born entirely by the 9 properties where their parking will be displaced by as much as 4 streets, and will become only 9 properties out of 133 where it is a Traffic offence to stop outside their own home.

Or, will all Villagers be expected to and be happy to share this Village initiative equally, whereby those living further up the street may find themselves being displaced and having to park up to 4 streets away

Alternative Options

I would like to suggest 2 options / modifications to the exiting proposals specific to the Road markings, whilst going ahead with the oak street parking initiative to give alternative parking to those currently using Chester Road.

Alternative 1

Amend the Yellow Line proposal to extend the current 'KEEP CLEAR' road markings that run from the main road to the corner of Poplar street (on one side only) be extended all the way along and run on both sides, terminating at the corner of each street as it currently does at Poplar Street. In addition by way of clear signage, make all residents aware of the need to keep this road clear as Emergency Vehicle access required at all times.

Therefore providing the necessary alternative to parking needed whilst also informing all the necessity to keep this street open for access on both sides.

The benefits being that no legal changes are required for the road marking, car spaces are still provided for those parking on Chester Road, and there is no greater displacement of parking spaces in the adjacent streets.

For reasons stated in your email re lack of enforceability I understand this may not be a viable solution.

Alternative 2

If it is deemed that stronger measures are required to prevent access issues on Chester Road, then instead of extending the yellow lines 4.5 metres into the adjacent streets, Terminate the yellow lines at the corner or greatly reduce the extension into the adjacent streets to 1 meter - meaning the on street parking space is not lost whilst at the same time preventing cars from parking right up to the corner junction.

If my views / concerns are not shared by others directly affected then I would like the points raised and alternative suggestion regarding termination of Yellow Lines be considered specific to my property -11 Lime Street.

I also note that the 'Alternative 2' approach was initial in place for No. 17 Chester Road

Best Regards

[REDACTED]

From: [REDACTED]
Sent: 20 December 2022 13:02
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: Waldrige Parking & Waiting Restrictions

Dear Ewan,

Today my Tenants of [REDACTED] informed me of a vote they received for the Yellow Line proposal at Waldrige village.

As the owner of this property and another in the Village [REDACTED], I would like to lodge a vote from each property against the scheme.

I would appreciate if you could send the forms direct to me for me to formally log my vote, or is this email is sufficient.

My vote is against as owner of:

[REDACTED]

[REDACTED]

My comments are:

I would only vote yes to the scheme if the 4.5m junction intersection wrap around was reduced to maximum 1.5m.

My previous email was at length to support my position on this and concerns to the plan as is.

Many Thanks

██████████

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 04 January 2023 09:38

To: ██████████

Subject: Waldridge Parking & Waiting Restrictions

Good morning ██████████,

Firstly, happy new year.

With regards to the letter sent out to your tenants I can advise that this was to consult on the amended proposals as previously discussed in our last emails. However, I have attached the plan (ref: 'Waldridge Proposal – Rev 0_B') and letter (Ref: 'Informal 2') for reference.

Whilst I do already have your objection in response to this proposal I will also take down your comments below and will look to update you further following the end of this consultation exercise on how we will progress with the proposals.

In the meantime, if you have any further comments or would like to discuss this in more detail please feel free to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

From: ██████████

Sent: 04 January 2023 12:22

To: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Subject: RE: [EXTERNAL]:Waldridge Village Parking Restrictions

Dear Ewan,

Thank you for getting back to me on this.

Please can you confirm that my objection is raised to represent the 2 properties I own in the village.

Also can I be added to the mailing list for any further postal communication, my address is

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Having read the attached letter that was sent out accompanying the Plan document, I would like to raise a further objection:

1. The letter itself is misleading as it states **ONLY** the proposal for Yellow lines on the Spine Road (Chester Street), on the basis to resolve obstructive parking.
2. At no point in this letter does it state their being an issue with parking in the main adjoining streets, and that this restriction would also apply to 4.5m either side of the junction in both directions.
3. People who are not proficient at reading plans could very easily overlook the Yellow lines planned for the adjoining streets, especially the distance of 4.5 meters as this is not stated. Can you inform me of measures taken (meeting minutes etc) to ensure that Residents fully understand the Greater Proposal of the yellow lines that are additional to what is stated in the Letter as only being Chester Street, and the implications of this, such as 1st come first served for on street parking and the neighbor conflicts this will cause, especially for those displaced further up the street and therefore further from the new parking scheme.

Furthermore, Please can you send me the initial Business Case / Rational for these proposals

I look forward to your response.

Many Thanks

[REDACTED]

From: Traffic Consultations

Sent: 04 January 2023 14:57

To: [REDACTED]

Subject: RE: [EXTERNAL]:Waldridge Village Parking Restrictions

Dear [REDACTED],

I can confirm that I will record the full basis of your objection and, should this order need to be referred to Durham County Council's Highway's Committee, your position as the registered owner of 2 affected properties will be noted.

Whilst I understand your concerns with the letter, this consultation stage is an informal procedure used to gauge the perception of properties considered to be most affected and provide a period for discussion to clarify any queries or concerns residents may have before progressing further.

The current consultation period remains open until the 10th January although, as the majority of responses have been favourable, it is likely these proposals will be progressed to our formal stage of advertisement where they will be advertised on-site via notices, online and in the local press for a further 3 weeks. Within this advert a full description of the proposals will be included, detailing the exact lengths/measurements of the restrictions and their associated starting points, as well as directions to view the full draft order which includes further plans. Contact details to raise further objections or queries will also be included.

With regards to the rationale for these restrictions, following reports of obstructive parking which, on occasion, has prevented access for emergency services we have worked on these proposals in partnership with the local elected members for this area (Councillors Bill Moist & Paul Sexton) which aim to improve access for all road users via the 'Waldridge spine road'. These measures are to work in partnership with an off-street parking scheme on Chester Street (Back)/Oak Street, funded by the local members, which will accommodate the expected displaced vehicles who's current parking would be affected by these restrictions.

Further correspondence will be sent out to properties as a prelude to the formal advertisement, advising on the outcome of the current consultation period. I have therefore included your property within this mailing list.

I hope this information is useful.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

From: [REDACTED]
Sent: Monday, February 27, 2023 1:23 PM
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: RE: [EXTERNAL]:Waldridge Village Parking Restrictions

Dear Ewan,

In response to the formal consultation for the proposed 'No Waiting at any Time' restriction for Waldrige Village, I would like to re affirm my objections

My objection is to the implementation of Yellow lines in full as it stands in the current proposal.

My objection is based on the inclusion of yellow lines 4.5 meters each way into the adjacent streets of; Chester street back, Poplar Street, Lime Street, and Cedar St.

1. **Justification:** The letter to residents explaining the proposal for Yellow lines on the Spine Road (Chester Street), was on the basis to resolve obstructive parking on this named street, and at no point did this letter state their being an issue with parking in the main adjoining streets, and hence justification for the 4.5 meters of yellow lines into these streets.
2. **Neighbour Conflict:** By the removal of on street parking, especially for those streets furthest away from the new parking initiative (3-4 streets in some cases), It is my great concern that this will create a 1st come / 1st served basis for parking in the street and create significant Neighbor conflicts, as the knock on effect can be to displace those residents at the ends of the streets & furthest away from the new parking initiative.
3. Whilst the new parking initiative (at the bottom of Oak St) will be a welcome improvement / addition to the village - the removal of on street parking will greatly reduce the positive impact creating Neighbour friction for all as each try to compete for spaces near their own houses along the entire length on the street.
4. **Personal Financial Detriment:** by the removal of on street parking with double yellow lines to the rear of my Property () and 9 others this will have a direct financial impact.
 - a. Negative impact on house price / sale-ability in comparison to like for like houses within the same street
 - b. Negative impact on rent ability / rent value in comparison to like for like houses within the same street

The proposal as it stands is greatly detrimental to 10 properties out of a village of 133 – and unfair that these 10 Properties should be treated differently to the rest of the village. My objections I have also highlighted my concerns to the greater impact for all residents.

As Owner of 2 properties within the Village, [REDACTED] & [REDACTED], I would like my objections to be registered as for each property.

As previously stated I am not opposed to this proposal if it was amended to either remove the yellow lines into the adjacent streets or reduce the distance to 1meter.

Best Regards

[REDACTED]

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: Thursday, March 9, 2023 2:28 PM

To: [REDACTED]

Subject: RE: [EXTERNAL]:Waldrige Village Parking Restrictions

Good afternoon [REDACTED],

Thank you for your email regarding the proposed 'No Waiting at Any Time' restrictions (double yellow lines) for Waldrige Village. I can confirm I am in receipt of each of your objections and, should these proposals be pursued further, your position as owner of 2 properties will be clarified.

In response, I can advise that the inclusion of these restrictions 4.5m either side of the junction aims to improve access to and from the spine road with each of its adjoining streets: Chester Street (Back), Poplar Street, Lime Street & Cedar Street.

Whilst the highway code advises drivers not to stop or park within 10m of a junction, it is widely accepted that many residential areas were not designed to accommodate the current levels of car ownership which have placed a high demand on kerbside space where little to no off street parking is available.

The 4.5m extension of double yellow lines is therefore designed to replicate a cars length either side of the junction which, similarly replicated in many other locations across the county we have found to provide the most benefit in improving access/egress from junctions.

When considering schemes such as this we have a number of tools available to us as designers. One such tool allows us to track the swept path of vehicles and this can be plotted on our OS maps as a visual aid to show the area needed to perform manoeuvres on the road network. I have attached above a copy of swept path data (Ref: 'Waldrige – Swept Path Data') which outlines the manoeuvre needed for a vehicle the average size of an ambulance to navigate Waldrige, given it has been reported obstructive parking in the area has previously prevented access of the emergency services. This swept path has been plotted against vehicles parked immediately up to these restrictions on the corresponding sides most vehicles

have adopted parking on. Although we understand drivers of these vehicles will likely be able to perform a superior manoeuvre, reducing the length of these restrictions to 1m as suggested would compromise the available space and would see limited accessibility improvement particularly for larger vehicles.

We appreciate whenever formal restrictions are introduced there will be a level of displacement and whilst we have received reports of access and obstruction issues in the area in the past, given the nature of the area we have been limited in our approach to prevent an unreasonable level of displacement which would exacerbate parking issues elsewhere. The proposed parking layby scheme is set to be introduced to accommodate the majority of this displacement which will alleviate the pressure placed on kerbside space.

Following the latest consultation stage, should these proposals be pursued, this TRO will need to be referred to Durham County Council's Highway's Committee where objectors will be invited to attend and speak before committee should they wish to. In this event, I will arrange for your details to be passed onto our committee services team so the appropriate invitations can be finalised.

In the meantime, if you have any further queries or would like to discuss any of this information in more detail please feel free to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

Objector 3:

From: [REDACTED]
Sent: Tuesday, February 28, 2023 3:23 PM
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Cc: Cllr Paul Sexton <Paul.Sexton@durham.gov.uk>
Subject: [EXTERNAL]:Waldrige Village Parking Restrictions

To whom it may concern, cc Cllr Paul Sexton

Regards the proposed 'No Waiting at any Time' restriction for Waldrige Village, Chester Le street I would like to put forward my objections to the implementation of yellow lines in the current proposal based on rationale and evidence, neighbour disputes and ASB and those directly impacted facing a financial detriment.

These objections are based on the inclusion of yellow lines 4.5 meters each way into the adjacent streets of; Chester street back, Poplar Street, Lime Street, and Cedar Street:

Unclear rationale with no evidence to support the extension of double yellow lines into the adjoining streets : The letter to residents explaining the proposal for Yellow lines on the Spine Road (Chester Street), was on the basis to resolve obstructive parking on this named street, and at no point did this letter state their being an issue with parking in the main adjoining streets, and hence any justification for the 4.5 meters of yellow lines into these streets is unclear and not evidenced.

The proposals if implemented may lead to resident and visitor disputes and/or ASB. The removal of on street parking, especially for those streets furthest away from the new parking initiative will create a first come, first served scenario that increases the likelihood of disputes between neighbours and visitors and anti-social behaviour.

The knock on effect is a displacement for those residents at the ends of the streets & furthest away from the new parking initiative. The introduction of additional parking restrictions presents an increased disadvantage to residents directly effected by the introduction of yellow lines at the rear of their homes.

Whilst the new parking initiative (at the bottom of Oak St) will be a welcome improvement / addition to the village - the removal of on street parking will greatly reduce the positive impact creating resident and visitor friction as each try to compete for spaces near their own houses along the entire length on the street.

Financial Detriment: The introduction of double yellow lines to the rear of those properties impacted will have negative financial consequences:

A) Negative impact on house price / sale-ability in comparison to like for like houses within the same street

B) Negative impact on rent ability / rent value in comparison to like for like houses within the same street

The proposal as it stands will result in financial detrimental to 10 properties out of a village of 133 – and unfair that these 10 Properties should be treated differently to the rest of the village.

I am not opposed to the essence of the proposal should reasonable adjustments be made to either remove the yellow lines into the adjacent streets or reduce the distance to 1metre.

Regards,

████████████████████

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: Thursday, March 9, 2023 2:34 PM

To: ████████████████████

Cc: Cllr Paul Sexton <Paul.Sexton@durham.gov.uk>

Subject: RE: Waldrige Village Parking Restrictions

Good afternoon ████████████████████,

Thank you for your email regarding the proposed 'No Waiting at Any Time' restrictions (double yellow lines) for Waldrige Village.

I can advise that the inclusion of these restrictions 4.5m either side of the junction aims to improve access to and from the spine road with each of its adjoining streets: Chester Street (Back), Poplar Street, Lime Street & Cedar Street.

Whilst the highway code advises drivers not to stop or park within 10m of a junction, it is widely accepted that many residential areas were not designed to accommodate the current levels of car ownership which have placed a high demand on kerbside space where little to no off street parking is available.

The 4.5m extension of double yellow lines is therefore designed to replicate a cars length either side of the junction which, similarly replicated in many other locations across the county we have found to provide the most benefit in improving access/egress from junctions.

When considering schemes such as this we have a number of tools available to us as designers. One such tool allows us to track the swept path of vehicles

and this can be plotted on our OS maps as a visual aid to show the area needed to perform manoeuvres on the road network. I have attached above a copy of swept path data (Ref: 'Waldrige – Swept Path Data') which outlines the manoeuvre needed for a vehicle the average size of an ambulance to navigate Waldrige, given it has been reported obstructive parking in the area has previously prevented access of the emergency services. This swept path has been plotted against vehicles parked immediately up to these restrictions on the corresponding sides most vehicles have adopted parking on. Although we understand drivers of these vehicles will likely be able to perform a superior manoeuvre, reducing the length of these restrictions to 1m as suggested would compromise the available space and would see limited accessibility improvement particularly for larger vehicles.

We appreciate whenever formal restrictions are introduced there will be a level of displacement and whilst we have received reports of access and obstruction issues in the area in the past, given the nature of the area we have been limited in our approach to prevent an unreasonable level of displacement which would exacerbate parking issues elsewhere. The proposed parking layby scheme is set to be introduced to accommodate the majority of this displacement which will alleviate the pressure placed on kerbside space.

Following the latest consultation stage, should these proposals be pursued, this TRO will need to be referred to Durham County Council's Highway's Committee where objectors will be invited to attend and speak before committee should they wish to. In this event, I will arrange for your details to be passed onto our committee services team so the appropriate invitations can be finalised.

In the meantime, if you have any further queries or would like to discuss any of this information in more detail please feel free to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

Objector 4:

Incident Location and Details	
Incident Address	OLIVE STREET WALDRIDGE
	Durham County Council;Other road / utility works issues;;caller is aware 3/4 of the village has not received any correspondence re proposed road layout changes, yellow lines and additional parking, including her postcode and surrounding areas, she is aware others have received details and prepaid envelopes to respond with their responses, caller states these proposals would affect her directly and is concerned she should have received something by now and does not want to miss out on any deadlines, can this be actioned where necessary;surrounding area;

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 10 November 2022 14:12

To: [REDACTED]

Subject: Waldridge Parking & Waiting Restrictions

Good afternoon [REDACTED],

I am responding with regards to your concerns raised over the current consultation of parking and waiting restrictions through Waldridge Village.

I have included a copy of the letter (Ref: 'Informal Section 1') and plan (Ref: 'Waldridge Proposal') sent out as part of our initial consultation stage with residents which remains open until 15th November for your information.

These proposals aim to improve access for all road users via the 'Waldridge Spine road' (adopted as the 'C91 to Cedar Street') following reports of obstructive parking which, on occasion, has prevented access for emergency services. These restrictions will also extend into each of the adjoining streets for an approximate car's length (4.5m) either side of the junctions to maintain a suitable clearance for larger vehicles.

These measures are to work in partnership with an off-street parking scheme on Chester Street (Back)/Oak Street funded by the local members which will accommodate the expected displaced vehicles who's current parking would be affected by these restrictions.

As part of initial planning stages for the off-street parking scheme, the local members conducted an open evening with residents to discuss the combined scheme of parking and waiting restrictions where feedback was largely positive. As part of the current consultation stage concerning the introduction of restrictions, letters/ballots have been sent to properties within the immediate vicinity of the spine road as an opportunity for feedback and discussions with those considered to be immediately affected. Despite this, this initial stage is only a prelude to a wider public consultation where the proposals will later be advertised on-site, online and in the local press.

The current consultation stage has been open since 25th October and we have therefore received a number of responses and additional feedback on the initial proposals. Based on a number of these comments and after reconsulting the councillors a revised plan has also been drafted which will shortly be reconsulted with residents before progressing onto our final stage of consultation where the proposals will be advertised online, on-site and in the local press for a further 3 weeks. I have attached this plan to this email (reference: 'Waldridge Proposal – Rev 0_B') which identifies extensions around Chester Street (Back) and to the south of the 'C91 to Cedar Street.

I hope this information is useful and addresses your concerns however, If you do have any further queries or would like to discuss this information in more detail please do not hesitate to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

Objector 5:

From: [REDACTED]
Sent: Wednesday, November 16, 2022 4:56 PM
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: [EXTERNAL]:Waldrige village double yellow lines

Good afternoon,

I am getting in contact regarding the proposed double yellow lines for Waldrige village. I didn't get a letter about it even though I live on the corner of poplar street and the lines will be going right outside my house. Parking is a nightmare in the village and this proposal is going to make it much harder so I, and many others are not happy. I understand the need to be able to get emergency vehicle access but putting signs up to make sure they enter at the top of the village is a much better and faster option. If you make it so they can only enter the top of the Village, they can get down every street no problem. Is there going to be a village meeting about this do you know?

Kind regards,

[REDACTED]

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Sent: 08 March 2023 10:27
To: [REDACTED]
Subject: [EXTERNAL]:Waldrige village double yellow lines

Good morning [REDACTED],

Firstly, please accept my apologies for the delay in responding to your email below regarding the introduction of double yellow lines as part of the Waldrige Traffic Regulation Order (TRO) . I have attached a plan of the proposed restrictions for your information (Ref: 'Waldrige Proposal - Rev 0_B') as well as a copy of the corresponding letter used for the previous letter drop (Ref: 'Informal 2').

I can advise that these proposals aim to improve access for all road users via the 'Waldrige Spine road' (adopted as the 'C91 to Cedar Street') following reports of obstructive parking which, on occasion, has prevented access for emergency services. These measures are to work in partnership with an off-street parking scheme on Chester Street (Back)/Oak Street funded by the local members which will accommodate the expected displaced vehicles who's current parking would be affected by these restrictions.

The letters previously delivered to a number of other properties in the area were part of an initial, informal, consultation stage to determine an immediate

perception of the restrictions. With regards to a village meeting I can advise that the local elected members for this area (Cllr's Paul Sexton & Bill Moist) have previously conducted a village meeting at the parish rooms in August 2022 to discuss both the proposed parking layby and the restrictions. Whilst I understand not all residents were able to attend, I can advise that the responses from each stage so far have been largely favourable.

With this in mind I can therefore advise that the proposed double yellow lines have now been progressed to a further stage of consultation, where they are currently advertised online, onsite (as you may be aware via some notices in the area) and in the local press. This consultation stage is open to all members of the public to raise any concerns or queries before a decision is made on the future of the TRO. I have therefore included a link below to the online version of this advert which contains a full draft copy of the TRO including associated plans so you can further see the full extent of the proposal, in addition, contact information is also included within the advert should you wish to raise any formal concerns.

<https://www.durham.gov.uk/article/29080/Waldrige-Prohibition-of-Parking-and-Waiting-Restrictions-Order-2023>

Once the current consultation stage ends we will review any further objections or queries made against the proposals. However, I can confirm we have already received a number of objections to these proposals and therefore, if pursued, the TRO will need to be referred to Durham County Council's Highway's Committee where a panel of elected members will discuss the validity of each objection and make an informed decision on whether to progress with the proposals.

Whilst the current advertisement is due to close on 16th March, again I must apologise for the delay in responding to your query. I can therefore advise that should you wish to raise any objections or concerns directly to me, I will record any objection made up until 27th April 2023 at which point we must provide our committee services team with relevant documents relating to this TRO in advance of the Highway's Committee. Any objectors will then receive invitations to attend and speak before committee should they wish to.

I hope this information is useful, if you do have any further concerns or would like to discuss this in more detail please do not hesitate to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

From: [REDACTED]
Sent: Thursday, March 9, 2023 5:31 PM
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: Re: [EXTERNAL]:Waldridge village double yellow lines

Good afternoon,

Thank you for getting back to me. I would like to fully object to these plans. Parking is difficult at the best of times and these plans would make no difference to emergency vehicles at all. There should be a no entry sign from the main road the the lane in question so emergency vehicles will have to go to the top entrance to the village giving easy access to every street. Causing a parking nightmare is going to make this problem worse!

Please let me know if I need to send this email to anyone else.

Kind regards,
[REDACTED]

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Sent: 10 March 2023 10:44
To: [REDACTED]
Subject: [EXTERNAL]:Waldridge village double yellow lines

Good morning [REDACTED],

Thank you for your response. I have recorded your objection against the proposals and, should these proposals be pursued further, will arrange for further correspondence to be sent to this email. Alternatively if you would like to provide your address we can also sent out further information via the post.

If you have any further questions or queries in the meantime, please feel free to contact me.


Kind Regards,

Ewan Brown

Strategic Traffic Management Team

Objector 6:

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme
 I am opposed to the scheme

REF Waldridge 2


Comments Cars parked here + across from Chester St.
would fill the new 20 places meaning this + proposed
(Please use **BLOCK CAPITALS**) double yellows in village would

Name: [REDACTED]
Address: [REDACTED]

45612 RLS

Objector 7:

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme
 I am opposed to the scheme

REF Waldridge 2

Comments IT WOULD BE BETTER TO MARK OUT BAYS IN VILLAGE
ALLOWING PEOPLE TO PARK MORE RESPONSIBLY & GET MORE CARS IN. ONE WAY
ITS ONE WAY OUT WOULD SOLVE PROBLEMS. EMERGENCY
(Please use **BLOCK CAPITALS**) VEHICLES WERE NOT RESTRICTED -
THEY PARKED IN THAT JUNCTION TO RUN TO HOUSE -
Name: [REDACTED] I WITNESSED IT. YOU NEED TO
Address: [REDACTED] LISTEN TO THE GIEWS OF
EVERYONE NOT GROSS P.
GIVE RESIDENTS - PASSES WITH
HOUSE NUMBERS + ADD RESP.
THEN PEOPLE CAN ASK THEM TO

45612 RLS

Objector 8:

From: [REDACTED]
Sent: None
To: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: Waldrige TRO

hi can you please send me a detailed picture of the streets that are going to be affected by this yellow lining as I have been away since February and came back to see notices on lamp posts from what I see on the poster this will make the parking situation even worse in the village because where you are stopping parking everyone will be fighting for the same spaces ludicrous in my opinion thank you [REDACTED]

From: Sharon Renwick <sharon.renwick@durham.gov.uk>
Sent: 11 April 2023 11:30
To: [REDACTED]
Cc: Ewan Brown <ewan.brown@durham.gov.uk>
Subject: Waldrige TRO

Good Morning

Please find attached as requested plans of the proposed no waiting at any time restrictions at Waldrige (shaded in yellow). The formal consultation process has now closed so I am afraid I cannot take your comments into account.

However I believe the order will be discussed at Highways Committee in May, you can if you wish register a request to speak at the meeting to give your views on the order, to do this you need to contact Democratic services nearer the time of the meeting, I would suggest you do so when the agenda is published as I am aware they have a cut off point to register your request.

For your ease I have inserted a link below to the committee meetings calendar so you can see when the agenda is published, it is very simple to use however if you require any further assistance do not hesitate to contact me.

<https://democracy.durham.gov.uk/mgCalendarMonthView.aspx?XXR=0&M=5&DD=2023&ACT=Go>

Kind Regards

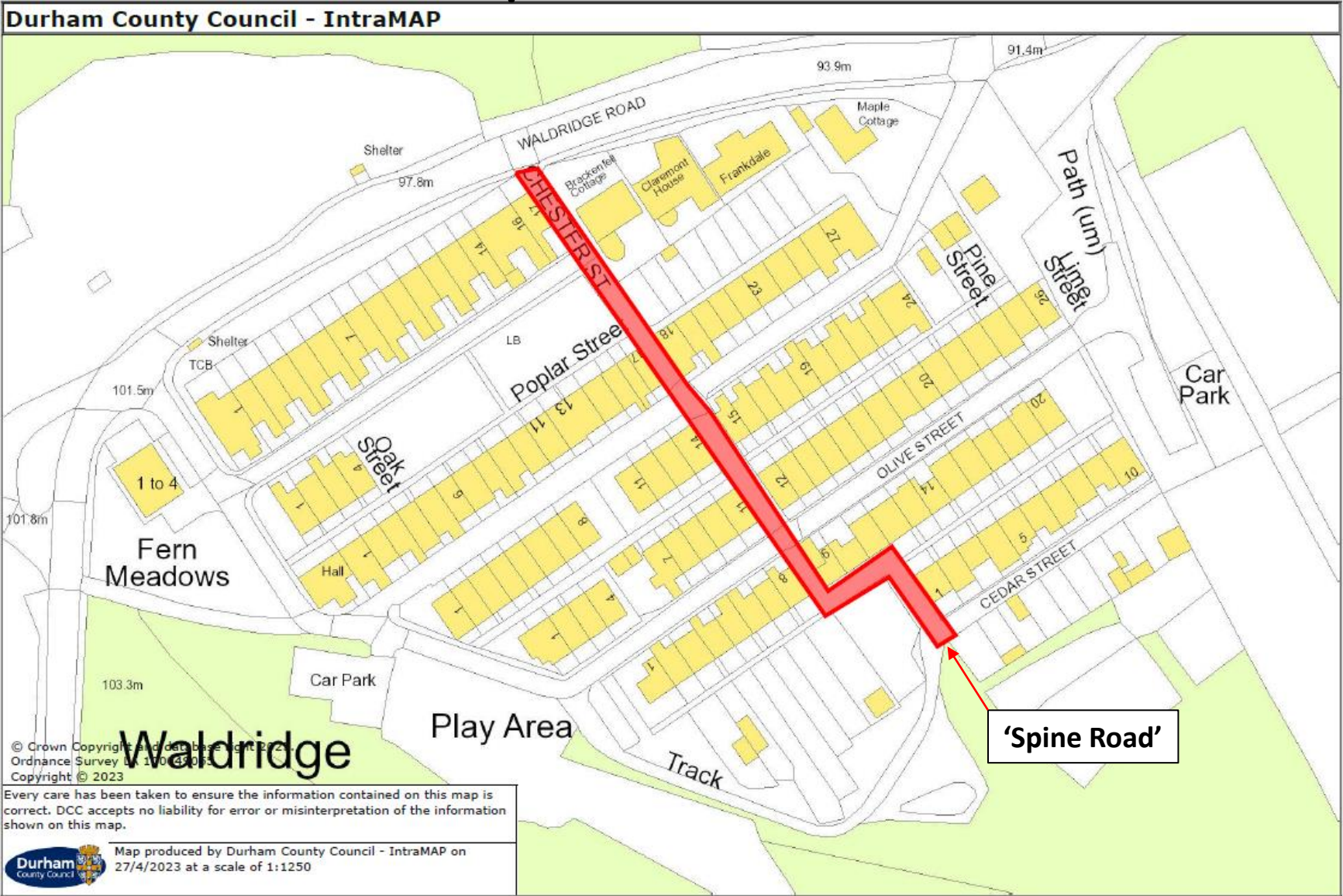
Sharon Renwick

Waldridge
Parking & Waiting Restrictions
Traffic Regulation Order 2023

Highways Committee
22nd May 2023



Location Plan of Proposals and Associated Buildings



Waldrige – Proposals Locations

Image taken from Google Maps – March 2023



Existing advisory 'Keep Clear' markings introduced to improve access.

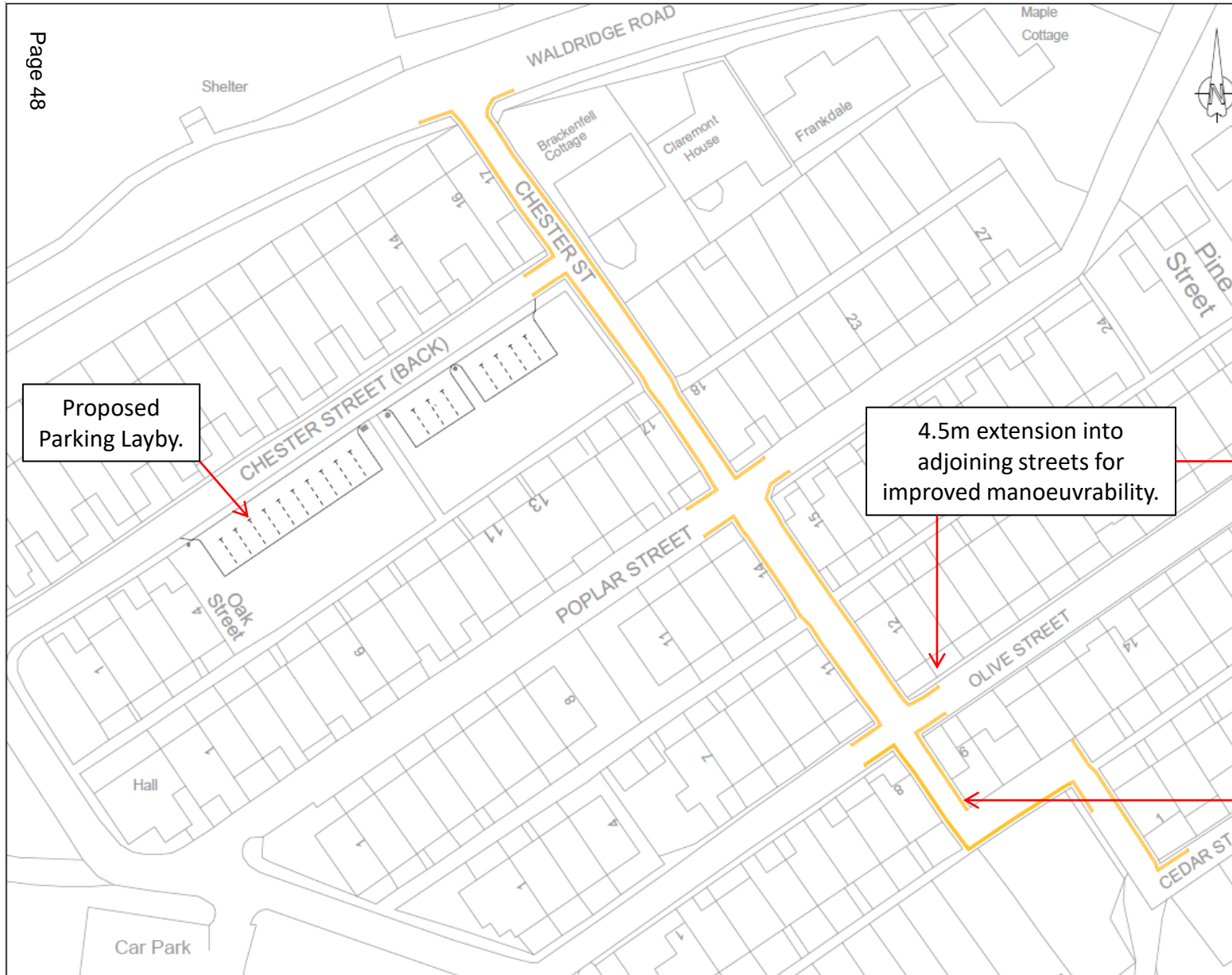
Image taken from Google Maps – March 2023



Limited turning circle at junctions for access/egress.

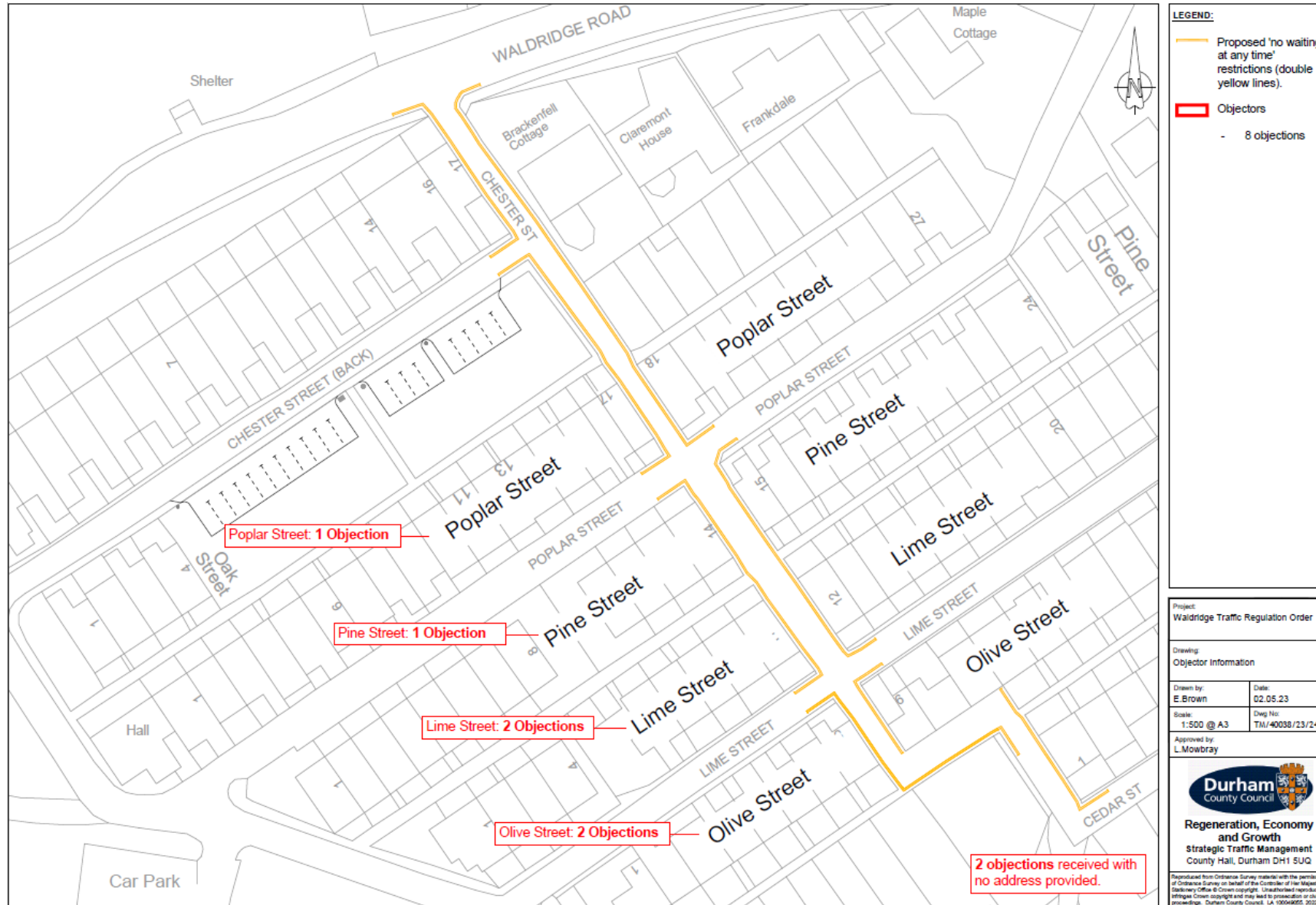


Waldridge – Proposals Locations



Proposed double yellow lines either side of 'Spine Road'

Waldridge – Proposals & Objectors



Waldridge – The proposed restrictions have been requested to address access issues associated with obstructive parking on the ‘spine road’ of the village and around it’s minor side road junctions. They will improve access/egress for all road users.

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?