



Highways Committee

Date Tuesday 20 February 2024
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 8 December 2023 (Pages 3 - 6)
4. Declarations of Interest, if any
5. Durham City Parking and Waiting Restrictions and Durham City On Street Parking;
 - a) Durham City (North East) - Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 7 - 26)
 - b) Durham City (North West) - Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 27 - 46)
 - c) Durham City (South East) - Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 47 - 64)
 - d) Durham City (South West) - Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 65 - 84)
 - e) Durham City - On Street Parking Places - Permits & Tariffs, Traffic Regulation Amendment Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 85 - 104)

- f) Presentations for Durham City Reports (Pages 105 - 110)
6. Seaham Off-Street Parking Places - Parking & Waiting Restrictions, Traffic Regulation Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 111 - 148)
 7. Seaham - On Street Parking Places - Parking & Waiting Restrictions, Traffic Regulation Order 2024 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 149 - 182)
 8. Such other business, as in the opinion of the Chair of the meeting, is of sufficient urgency to warrant consideration

Helen Bradley
Head of Legal and Democratic Services

County Hall
Durham
12 February 2024

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

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

Councillors M Abley, D Boyes, I Cochrane, T Duffy, C Kay,
J Higgins, J Howey, L Maddison, R Manchester, E Mavin,
D Oliver, I Roberts, K Robson, A Simpson, G Smith, A Sterling,
F Tinsley, M Wilson and D Wood

Contact: Martin Tindle

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DURHAM COUNTY COUNCIL

HIGHWAYS COMMITTEE

At a meeting of the **Highways Committee** held in the **Council Chamber, County Hall, Durham** on **Friday 8 December 2023** at **9.30 am**

Present:

Councillor G Hutchinson in the Chair

Members of the Committee:

Councillors T Duffy, J Higgins, E Mavin, D Oliver, G Smith, A Sterling, D Sutton-Lloyd (Substitute for Councillor J Howey) and D Wood.

1 Apologies

Apologies for absence were received from Councillors J Howey, C Kay, R Ormerod, A Simpson, F Tinsley and M Wilson.

2 Substitute Members

Councillor D Sutton-Lloyd was in attendance for Councillor J Howey.

3 Minutes

The minutes of the meeting held on 20 October 2023 were confirmed as a correct record and signed by the Chair.

4 Declarations of Interest

Councillor E Mavin declared an interest in relation to item 5, stating a relative of his resided at Front Street, Framwellgate Moor.

Referring to item 6, Councillor T Duffy, local member for Peterlee East division clarified that whilst both Peterlee West and East divisions were affected by the proposal, the streets in question were located within the Peterlee West division.

5 Framwellgate Moor - Proposed Traffic Calming

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth regarding representations received during the formal consultation period in respect of a proposal to introduce traffic calming to effect a 20mph zone on Front Street, Framwellgate Moor (for copy, see file of minutes).

Kieron Moralee, Traffic Management Section Manager, presented background to the proposal explaining that the scheme was part of the wider public realm works for the regeneration of Framwellgate Moor to enhance the retail area and the traffic calming and speed reduction measures would improve road safety. During the Covid-19 pandemic, a temporary 20mph speed limit was imposed as part of the emergency active travel project on Front Street, to encourage active travel during the time of reduced access to public transport. The traffic calming measure was proposed in order to support the existing 20mph speed limit and create a 20mph zone. The Committee viewed a presentation which detailed the scheme proposals (for copy of presentation see file).

During the formal consultation period, one objection had been received. The objector was unable to attend the meeting, however, further to their original objection as detailed in pages 11 to 12 of the report, a further email submission from the objector had been received which was circulated to the Committee in advance of the meeting. The Traffic Management Section Manager summarised the points made by the objector in their original submission and Durham County Council's response. With regard to the additional submission, the Traffic Management Section Manager explained this related to a request for a further speed table instead of speed cushions. The Traffic Management Section Manager responded that the introduction of a speed table would be expensive and it was not necessary as the steep bend was a natural speed reduction feature. Furthermore, the introduction of a speed table would not reduce the need for intermediate cushions along Front Street.

The Chair noted that the three local members had raised no objections to the proposal.

In response to a request from Councillor Wood who asked for details of funding for the scheme, Michelle McIntosh, Traffic Assets Team Leader, undertook to forward the information to Councillor Wood following the meeting. Councillor Wood commented that the additional submission seemed to be somewhat contradictory in that the objector requested an extra speed table however they also stated that, in the current economic climate, it was an unnecessary expense. In addition, the objector indicated their support for a 20mph speed limit but not a 20mph speed limit with speed cushions.

Councillor Wood stated he was satisfied that the points raised had been addressed and the objection should be set aside.

Councillor Oliver commented the proposal appeared to be a positive initiative and he asked for clarification on congestion and parking on Front Street. The Traffic Management Section Manager clarified that there was provision for off-street parking and there were double-yellow line restrictions on one side of the road. Both lanes of traffic were for the most part unrestricted.

Councillor Mavin seconded the recommendation.

Councillor Duffy spoke in favour of the proposal saying he was familiar with the area and the 20mph restriction and he raised his concern that removing the existing measures would lead to vehicles speeding.

Councillor Sterling also expressed her support for the 20mph speed limit, however, she felt that the proposal included a high number of speed cushions and asked for clarification as to why that was the case. The officers explained that design guidance was followed as best practice and that a number of speed cushions were required in order to provide uniformity and the consistency of spacing reduced the opportunity for speeding.

Moved by Councillor Wood, **Seconded** by Councillor Mavin

Upon a vote being taken the Committee unanimously:

Resolved

To endorse the proposal, in principle, to introduce the traffic calming scheme on Front Street, Framwellgate Moor to effect a 20 mph zone, with the final decision to be made by the Corporate Director, under delegated powers.

6 Peterlee & Horden - Parking & Waiting Restrictions, Traffic Regulation Order 2023

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised Members of objections to the consultation concerning changes to the Traffic Regulation Order (TRO) in Peterlee and Horden (for copy, see file of minutes).

The Traffic Management Section Manager delivered a presentation which included a location plan of the proposal to introduce no waiting at any time restrictions at Pennine Drive, Peterlee (for copy, see file).

The Committee noted Pennine Drive was a major though route and residents had raised concerns regarding the manner of parking by parents of children attending nearby schools which can result in the carriageway being obstructed at the junctions of Van Mildert Close and Lorimers Close, leading to Pennine Drive.

Durham Constabulary had requested the restrictions be extended further north, as parking on the bend caused obstructions. The primary focus of the proposal, therefore, was road safety.

The Committee noted that during the formal consultation three objections were received, one was later withdrawn leaving two outstanding objections. The objectors were not present and the Traffic Management Section Manager summarised the objections and the Council's response as detailed on pages 25 to 27 of the report.

In moving the recommendation, Councillor Sterling commented that, on viewing the photographs of the junction on page 45 of the report, the proposal under consideration seemed eminently sensible.

Councillor Duffy stated he was familiar with the location and the high prevalence of inconsiderate parking and he questioned whether any enforcement action had taken place.

The Traffic Management Section Manager agreed to take Councillor Duffy's comments back to the service and he highlighted the importance of intelligence from Members which helps to inform where targeted enforcement may be necessary, particularly in rural areas. Councillor Sutton-Lloyd stressed that when measures are put in place, this should be followed-up to ensure they are having the desired effect.

Seconding the recommendation, Councillor Higgins stated that on visiting the location, he shared Councillor Duffy's concerns.

Moved by Councillor Sterling, **Seconded** by Councillor Higgins.

Upon a vote being taken the Committee unanimously:

Resolved

To endorse the proposal, in principle, to introduce the Peterlee and Horden Parking and Waiting Restrictions Traffic Regulation Amendment Order 2023, with the final decision to be made by the Corporate Director, under delegated powers.

Highways Committee

20th February 2024

Durham City (North East)



Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024

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:

Belmont. Durham South, Elvet & Gilesgate.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City (North East). The area in question is shown on the plan at Appendix 2.
- 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 Cabinet approved a report in September 2023 which included proposals to extend parking controls in Durham City to a Sunday. The measures proposed will address the availability of parking space to encourage the use of alternative, more sustainable transport modes, as well as generating a financial contribution, to the ongoing management and maintenance costs of the car parks, from the end user.
- 2.3 An amendment to The Durham City (On Street Parking Places - Permits & Tariffs) TRO was therefore recommended to oversee an increase in on-street parking tariffs by 20p/hour and an extension in the regime's days of operation to include Sunday charging.
- 2.4 With the above in mind, it is proposed that all relevant on-street bays within Durham City (North East) such as loading, disabled parking, permit parking, taxi parking be amended so that their operational duration includes between 8am and 6pm on Sunday.
- 2.5 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified locations. It is therefore proposed to amend the current Durham City (North East) (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.6 The streets affected are:

A177, Stockton Road	Elvet Waterside	New Elvet
A181, Gilesgate	Ferens Close	Old Elvet
Bakehouse Lane	Ferens Park	Orchard Drive
Boyd Street	Gilesgate	Oswald Court
Church Lane	Green Lane	Ravensworth Terrace
Church Street/Church Street Head/ Church Street Villas/ Anchorage Terrace	High Wood View	Renny Street
Claypath	Hillcrest	St Giles Close
Court Lane	Leazes Lane	St Hild's Lane
Douglas Villas	Leazes Place	Station Lane
Ellis Leazes	Mayorswell Close	Wear View
Elvet Crescent	Mayorswell Field	Wearside Drive

- 2.7 Please see appendix 4 for details of changes.
- 2.8 All Local Members and Durham Constabulary have been consulted on this proposal.

2.9 Consultation Period:

	From	To
Statutory Consultees	20-Oct-23	10-Nov-23
Informal Consultation	23-Oct-23	13-Nov-23
Formal Consultation	30-Nov-23	21-Dec-23

2.10 The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Durham City (North East) (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

4.1 It is proposed that all restrictions within the Durham City (North East) TRO be amended so that they apply on All Days.

4.2 Proposal Background

Durham County Council currently charge for off street parking in 31 car parks located across the County as well as over 4000 on street parking bays within Durham City (4000+ spaces in total).

Durham City (North East) is recognised as having a high demand for parking and the Council has tailored its parking approach accordingly to promote maximum usage of spaces and discourage commuter parking.

Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity has been reached within a parking area.

Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. The County Council therefore monitor their charging regime and amend tariffs and restrictions where necessary to manage occupancy, increase turnover and increase the expectation of a space being available for visitors.

It is also important to note that these proposed measures also tie in with the County Council's long term environmental objectives. Durham County Council declared a climate emergency in February 2019 and it is expected that these changes will assist in the delivery of the Council's Climate Change Strategy by improving air quality, reducing transport emissions and encouraging modal shift.

Transport emissions accounts for 33% of all emissions in County Durham. Free or cheap parking makes car travel a more attractive option when residents are deciding by which mode of transport to travel by. By incentivising people to drive on these journeys, this increases both congestion and transport emissions.

4.3 Statutory Consultation:

Consultation dates	Expressions in favour	Expressions against
20.10.23 – 10.11.23	1	0

4.4 Informal Consultation:

A questionnaire was hosted online to invite comments from residents and visitors to the area where changes are proposed.

Total Properties consulted	Number in favour	Number opposed
NA (Notice via Comms)	19	302

4.5 Formal Consultation:

208 notices were posted and maintained on site across the affected areas and a formal advert was placed in the Advertiser North. The proposals were also provided in Durham Clayport library for the public to view them.

Consultation dates	Expressions in favour	Expressions against
30.11.23 – 21.12.23	0	6

4.6 Summarised objections & responses:

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

4.7 Objection Reason 1:

“These changes will have a negative effect on businesses within the area.”

82 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.8 DCC Response:

- Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity of a parking area has been reached. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. By effectively managing available parking space through the introduction of pay and display parking, we should help visitors access the city centre and make trips more attractive, encouraging future visits.
- Pay and Display parking is typically introduced in town/city centre locations where commuters occupy spaces that ideally would be used by visitors.
- The introduction of pay and display parking is intended to support the commercial viability of town centres and attractions by increasing parking availability for visitors and therefore increasing footfall.
- In the simplest form of illustration, if a space turns over 5 times a day, and the occupants of each vehicle spend £10 in the local economy:

= £50 per space per day

= £18,100 per space per annum (362 days excluding public holidays)

4.9 See appendix 3 for objection chart.

4.10 Objection Reason 2:

“These changes will make me / others visit the area less”.

131 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.11 DCC Response:

- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied by the same vehicles for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- Parking for blue badge holders will remain free for an unlimited length of time in the marked on-street pay and display parking bays.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.12 See appendix 3 for objection chart.

4.13 Objection Reason 3:

“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas”.

6 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.14 DCC Response:

- Some level of parking displacement is unfortunately inevitable when parking controls are introduced. If the controls are introduced, we would

be monitoring the nearby adjacent residential streets and areas to determine any effects. It is, however, envisaged that extending parking controls to include Sunday will be no more detrimental than the existing Monday to Saturday situation.

4.15 See appendix 3 for objection chart.

4.16 Objection Reason 4:

“There is currently a cost-of-living crisis and it is wrong to ask people to pay more”.

38 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.17 DCC Response:

- On street parking charges were first introduced in Durham City on 5 May 2003 with the aim of managing parking demand and encourage sustainable travel options. Parking charges were in place Mon to Sat between 8am and 6pm to reflect the core times when parking demand exceeded supply and caused problems for residents and their visitors and visitors to the city. Whilst the scheme has been extended to incorporate a wider area on a number of occasions, the charging days and times have remained unchanged to date.
- In the 19 years since introducing the charging regime, Sunday trading has been relaxed to the extent that almost all commercial outlets in the city are trading on a Sunday. The consequence of this is that free on street bays and residential streets are occupied at the start of the day by long stay parkers to the detriment of visitors and residents alike.
- In line with a number of neighbouring authorities, and all off street parking providers in the city, it is proposed to extend the parking charges to operate seven days a week to reflect core business opening times.
- Parking charges only apply to those people who own a car and choose to park in a location that has a parking tariff in force. All car parking areas are managed and maintained at a cost. Unfortunately, the service can not absorb the increasing costs associated with managing and maintain these facilities, it is therefore appropriate that these costs should be borne by the end user.

4.18 See appendix 3 for objection chart.

4.19 Objection Reason 5:

“Free parking is one of the main reasons people visit the area”.

23 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.20 DCC Response:

- There have been numerous instances where the on-street parking offer within the city has been operating over-capacity on a Sunday. This has led to congestion and the purpose of the introduction of paid parking is to manage the demand on this day.

4.21 See appendix 3 for objection chart.

4.22 Objection Reason 6:

“People will not use sustainable travel methods instead of their car. The sustainable travel offer in the area is inadequate”.

40 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.23 DCC Response:

- It is anticipated that the introduction of charges will assist people in making reasoned choices about their mode of transport when planning their journey.
- Transport emissions accounts for 33% of all emissions in County Durham and unfortunately free parking will make car travel a more attractive option than public transport or walking / cycling to the areas of interest.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.24 See appendix 3 for objection chart.

4.25 Objection Reason 7:

“These charges will have a negative effect on peoples physical and mental health”.

10 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.26 DCC Response:

- It is recognised that many people visit the historical city of Durham for exercise and to maintain and improve their mental health.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.27 See appendix 3 for objection chart.

4.28 Objection Reason 8:

“The money made from this proposal will not be reinvested within the city”.

7 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.29 DCC Response:

- Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind. If their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.
- Income from both on (and off-street parking) is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from on-street parking charges or on- street and off-street enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

- Whilst it is inevitable that the introduction of parking tariffs will be unpopular with many car owners, it should be recognised that any changes will potentially lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Durham City.

4.30 See appendix 3 for objection chart.

4.31 Objection Reason 9:

“These proposals will have a negative effect on workers within the town”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.32 DCC Response:

- Commuters parking within these areas for prolonged periods are effectively taking away trade from the businesses. Each parking space is potentially a source of income for the local economy and the introduction of a charging regime will encourage a turnover of vehicles, thus maximising income potential.

4.33 See appendix 3 for objection chart.

4.34 Objection Reason 10:

“There isn’t enough parking within this area”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.35 DCC Response:

- Durham City currently has approximately 3500 public car parking spaces within the City Centre. Of these spaces, 406 are contained within DCC off- street car park and 1594 are on-street.
- Durham Park and Ride will also be operating on a Sunday which can accommodate 859 vehicles.

4.36 See appendix 3 for objection chart.

4.37 Objection Reason 11:

“These proposals will not be cost effective”.

6 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.38 DCC Response:

- It is anticipated that these amendments will assist the service in managing and maintaining their parking asset(s) whilst managing demand within the area and assisting the environmental goals of the Authority.

4.39 See appendix 3 for objection chart.

4.43 Objection Reason 12:

“Houses of worship should be easy to attend.”

40 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.44 DCC Response:

- The proposals will introduce a tariff on a Sunday to all on street bays within Durham City. Visitors to the city will pay and display to park on street.
- Blue badge holders can park in any marked-on street pay and display bay for free, for an unlimited length of time.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.45 See appendix 3 for objection chart.

4.43 Objection Reason 13:

No specific reason was given but those responding simply were opposed to the proposal.

81 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.44 See appendix 3 for objection chart.

5 Conclusion

5.1 Having considered the objections to the proposals, officers remain of the view that it is necessary to introduce the proposals in order to manage parking occupancy levels and encourage use of sustainable travel. Additional charges are also necessary to ensure that the parking service is self-financing. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Durham City (North East) (Parking & Waiting Restrictions) Traffic Regulation Amendment 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\Proposed
Tariff and Duration Changes\Durham\Durham NE

Author(s)

[Strategic Traffic]

Tel: 03000 260000

[Dave Lewin]

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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

It is considered that proposals will have a positive impact with regard to climate change by encouraging modal shift, reducing congestion and vehicle emissions in line with the Councils declared climate emergency.

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.

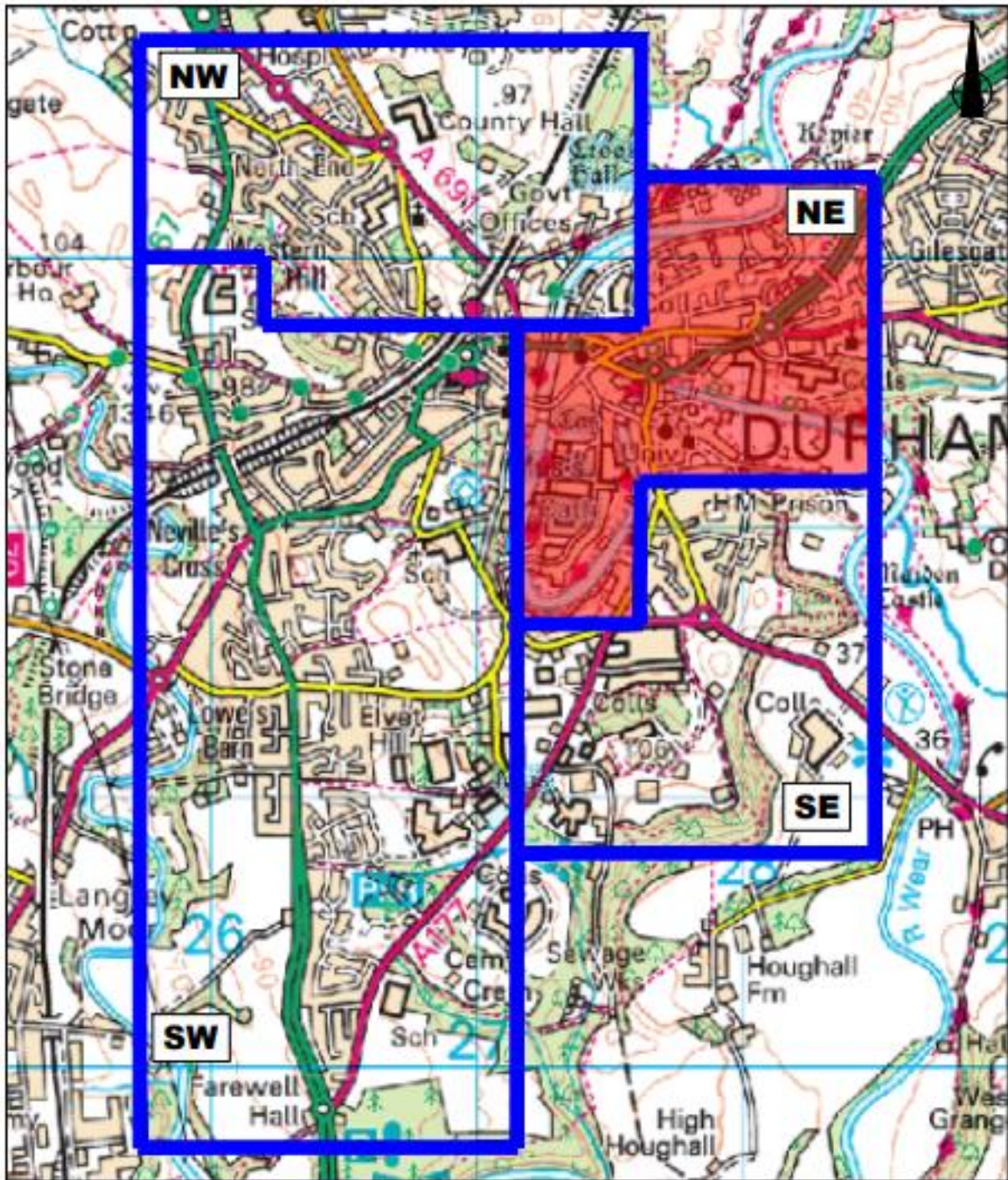
Risk

Not Applicable.

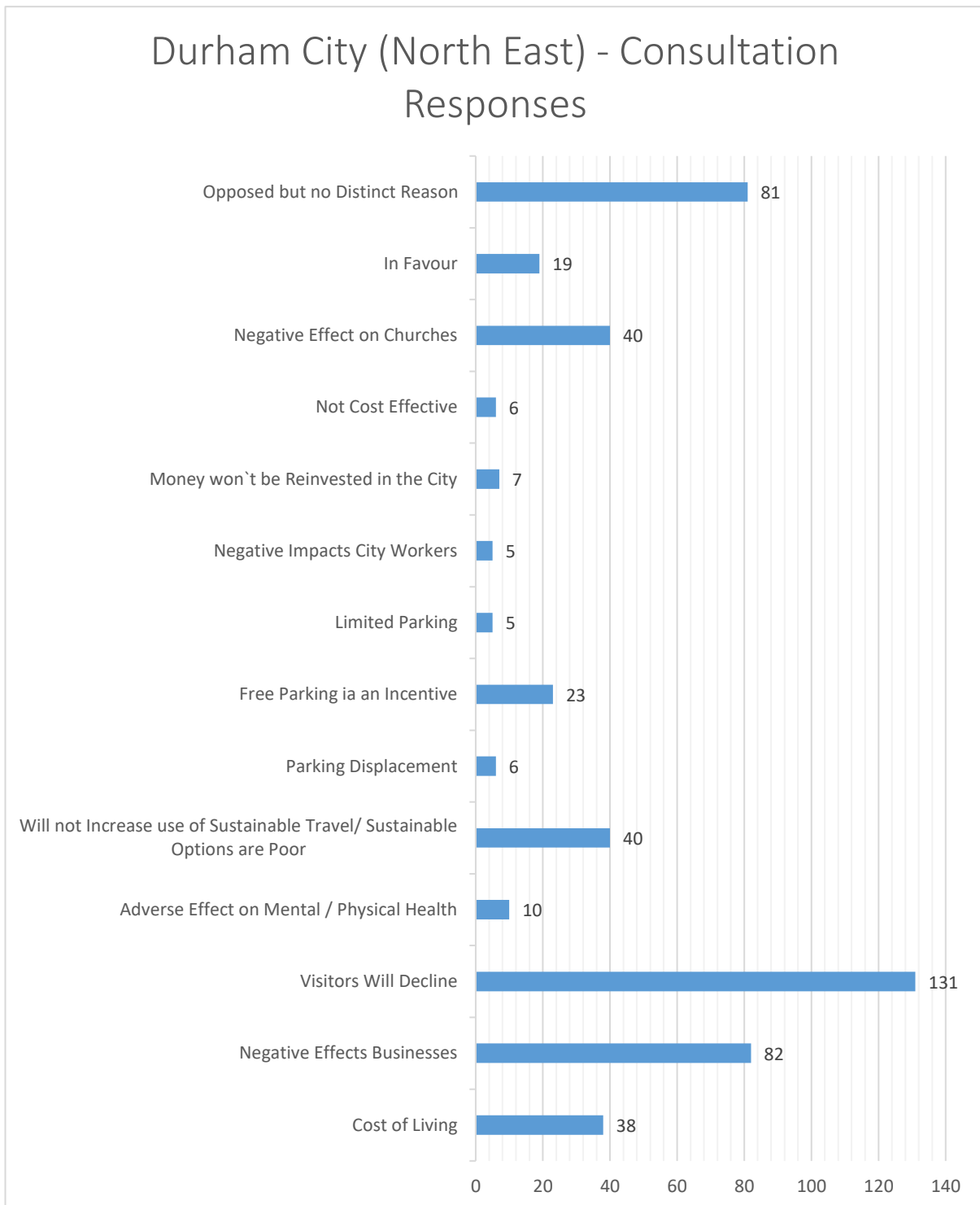
Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Combined Consultation Responses



**Data shown represents all responses from all stages of consultation.*

Appendix 4: Proposed Changes

Traffic Regulation Order (TRO): Durham City, North East

Permit Holders Only		
Street Name	Permit Zone	Proposed Restriction
Bakehouse Lane	E	Monday – Sunday, 8am-6pm
Boyd Street	B	Monday – Sunday, 8am-6pm
Church Lane	B	Monday – Sunday, 8am-6pm
Douglas Villas	E	Monday – Sunday, 8am-6pm
Elvet Crescent	C	Monday – Sunday, 8am-6pm
Ferens Close	F	Monday – Sunday, 8am-6pm
Ferens Park	F	Monday – Sunday, 8am-6pm
Gilesgate	AG	Monday – Sunday, 8am-6pm
High Wood View	B	Monday – Sunday, 8am-6pm
Hillcrest	E	Monday – Sunday, 8am-6pm
Leazes Place	D	Monday – Sunday, 8am-6pm
Mayorswell Close	E	Monday – Sunday, 8am-6pm
Mayorswell Field	E	Monday – Sunday, 8am-6pm
Orchard Drive	F	Monday – Sunday, 8am-6pm
Ravensworth Terrace	E	Monday – Sunday, 8am-6pm
St Giles Close	AG	Monday – Sunday, 8am-6pm
Wear View	E	Monday – Sunday, 8am-6pm
Wearside Drive	F	Monday – Sunday, 8am-6pm

Permit Holders or Pay & Display		
Street Name	Permit Zone	Proposed Restriction
A177, Stockton Road	B	Monday – Sunday, 8am-6pm
Church Street/Church Street Head/ Church Street Villas/ Anchorage Terrace	B	Monday – Sunday, 8am-6pm
Claypath	E	Monday – Sunday, 8am-6pm
Court Lane	C	Monday – Sunday, 8am-6pm
Ellis Leazes	E	Monday – Sunday, 8am-6pm
Elvet Waterside	C	Monday – Sunday, 8am-6pm
Gilesgate	E	Monday – Sunday, 8am-6pm
Green Lane	C	Monday – Sunday, 8am-6pm
Leazes Lane	E	Monday – Sunday, 8am-6pm
New Elvet	C	Monday – Sunday, 8am-6pm
Old Elvet	C	Monday – Sunday, 8am-6pm
Orchard Drive	F	Monday – Sunday, 8am-6pm
Oswald Court	B	Monday – Sunday, 8am-6pm
Renny Street	E	Monday – Sunday, 8am-6pm
St Hild's Lane	H	Monday – Sunday, 8am-6pm
Station Lane	H	Monday – Sunday, 8am-6pm

Restricted Waiting		
Street Name	Existing Restriction	Proposed Restriction
A181, Gilesgate	Monday – Saturday, 8am-6pm	Monday – Sunday, 8am-6pm

Loading Only

Street Name	Existing Restriction	Proposed Restriction
Elvet Crescent	Monday – Saturday, 8am-6pm	Monday – Sunday, 8am-6pm
New Elvet	Monday – Saturday, 8am-6pm	Monday – Sunday, 8am-6pm

Appendix 5: Statutory Consultation Responses

From: Durham Constabulary
Sent: 20 October 2023 13:37
To: Traffic Consultations
Subject: 0997 - Durham City - On Street Tariff and Parking Restriction Changes

Hi,

As all areas outside controlled parking bays are controlled by parking restrictions to address possible displacement and obstructive/dangerous parking issues within the City, no issues are raised with the proposed changes and it is welcomed that additional Park and Ride Services are being implemented in conjunction with on street parking changes on a Sunday as part of the strategic aims of modal shift but particularly giving people an option to park outside the immediate City as part of relieving congestion in the City Centre.

Regards



DURHAM
CONSTABULARY

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Highways Committee

20th February 2024

Durham City (North West)



Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024

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:

Neville's Cross.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City (North West). The area in question is shown on the plan attached at Appendix 2.
- 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 Cabinet approved a report in September 2023 which included proposals to extend parking controls in Durham City to a Sunday. The measures proposed will address the availability of parking space to encourage the use of alternative, more sustainable transport modes, as well as generating a financial contribution, to the ongoing management and maintenance costs of the car parks, from the end user.
- 2.3 An amendment to The Durham City (On Street Parking Places - Permits & Tariffs) TRO was therefore recommended to oversee an increase in on-street parking tariffs by 20p/hour and an extension in the regime's days of operation to include Sunday charging.
- 2.4 With the above in mind, it is proposed that all relevant on-street bays within Durham City (North West) such as loading, disabled parking, permit parking, taxi parking be amended so that their operational duration includes between 8am and 6pm on Sunday.
- 2.5 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified locations. It is therefore proposed to amend the current Durham City (North West) (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.6 The streets affected are:

Albert Street	Highgate	Springwell Avenue
Aykley Court	Larches Road	Springwell Road
Aykley Green	Millbank Court	The Bowers
Back Western Hill	North End	The Crescent
Boste Crescent	North Road	The Grove
Fieldhouse Lane	Obelisk Lane	Valeside
Flassburn Road	Old Dryburn Way	Wanless Terrace
Framwellgate Peth	Princes' Street	West Terrace
Framwellgate Waterside	Shaw Wood Close	Whitesmocks
Frankland Lane	Sidegate	
Freemans Place	Springfield Park	

- 2.7 Please see appendix 4 for details of changes.
- 2.8 All Local Members and Durham Constabulary have been consulted on this proposal.

2.9 Consultation Period:

	From	To
Statutory Consultees	20-Oct-23	10-Nov-23
Informal Consultation	23-Oct-23	13-Nov-23
Formal Consultation	30-Nov-23	21-Dec-23

2.10 The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Durham City (North West) (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

4.1 It is proposed that all restrictions within the Durham City (North West) TRO be amended so that they apply on All Days.

4.2 Proposal Background

Durham County Council currently charge for off street parking in 31 car parks located across the County as well as over 4000 on street parking bays within Durham City (4000+ spaces in total).

Durham City (North West) is recognised as having a high demand for parking and the Council has tailored its parking approach accordingly to promote maximum usage of spaces and discourage commuter parking.

Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity has been reached within a parking area.

Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. The County Council therefore monitor their charging regime and amend tariffs and restrictions where necessary to manage occupancy, increase turnover and increase the expectation of a space being available for visitors.

It is also important to note that these proposed measures also tie in with the County Council's long term environmental objectives. Durham County Council declared a climate emergency in February 2019 and it is expected that these changes will assist in the delivery of the Council's Climate Change Strategy by improving air quality, reducing transport emissions and encouraging modal shift.

Transport emissions accounts for 33% of all emissions in County Durham. Free or cheap parking makes car travel a more attractive option when residents are deciding by which mode of transport to travel by. By incentivising people to drive on these journeys, this increases both congestion and transport emissions.

4.3 Statutory Consultation:

Consultation dates	Expressions in favour	Expressions against
20.10.23 – 10.11.23	1	0

4.4 Informal Consultation:

A questionnaire was hosted online to invite comments from residents and visitors to the area where changes are proposed.

Total Properties consulted	Number in favour	Number opposed
NA (Notice via Comms)	19	302

4.5 Formal Consultation:

208 notices were posted and maintained on site across the affected areas and a formal advert was placed in the Advertiser North. The proposals were also provided in Durham Clayport library for the public to view them.

Consultation dates	Expressions in favour	Expressions against
30.11.23 – 21.12.23	0	8

4.6 **Summarised objections & responses:**

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

4.7 **Objection Reason 1:**

“These changes will have a negative effect on businesses within the area.”

80 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.8 DCC Response:

- Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity of a parking area has been reached. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. By effectively managing available parking space through the introduction of pay and display parking, we should help visitors access the city centre and make trips more attractive, encouraging future visits.
- Pay and Display parking is typically introduced in town/city centre locations where commuters occupy spaces that ideally would be used by visitors.
- The introduction of pay and display parking is intended to support the commercial viability of town centres and attractions by increasing parking availability for visitors and therefore increasing footfall.

- In the simplest form of illustration, if a space turns over 5 times a day, and the occupants of each vehicle spend £10 in the local economy:

= £50 per space per day

= £18,100 per space per annum (362 days excluding public holidays)

4.9 See appendix 3 for objection chart.

4.10 Objection Reason 2:

“These changes will make me / others visit the area less”.

129 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.11 DCC Response:

- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied by the same vehicles for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- Parking for blue badge holders will remain free for an unlimited length of time in the marked on-street pay and display parking bays.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.12 See appendix 3 for objection chart.

4.13 Objection Reason 3:

“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas”.

8 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.14 DCC Response:

- Some level of parking displacement is unfortunately inevitable when parking controls are introduced. If the controls are introduced, we would be monitoring the nearby adjacent residential streets and areas to determine any effects. It is, however, envisaged that extending parking controls to include Sunday will be no more detrimental than the existing Monday to Saturday situation.

4.15 See appendix 3 for objection chart.

4.16 **Objection Reason 4:**

“There is currently a cost-of-living crisis and it is wrong to ask people to pay more”.

39 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.17 DCC Response:

- On street parking charges were first introduced in Durham City on 5 May 2003 with the aim of managing parking demand and encourage sustainable travel options. Parking charges were in place Mon to Sat between 8am and 6pm to reflect the core times when parking demand exceeded supply and caused problems for residents and their visitors and visitors to the city. Whilst the scheme has been extended to incorporate a wider area on a number of occasions, the charging days and times have remained unchanged to date.
- In the 19 years since introducing the charging regime, Sunday trading has been relaxed to the extent that almost all commercial outlets in the city are trading on a Sunday. The consequence of this is that free on street bays and residential streets are occupied at the start of the day by long stay parkers to the detriment of visitors and residents alike.
- In line with a number of neighbouring authorities, and all off street parking providers in the city, it is proposed to extend the parking charges to operate seven days a week to reflect core business opening times.
- Parking charges only apply to those people who own a car and choose to park in a location that has a parking tariff in force. All car parking areas are managed and maintained at a cost. Unfortunately, the service can not absorb the increasing costs associated with managing and

maintain these facilities, it is therefore appropriate that these costs should be borne by the end user.

4.18 See appendix 3 for objection chart.

4.19 Objection Reason 5:

“Free parking is one of the main reasons people visit the area”.

23 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.20 DCC Response:

- There have been numerous instances where the on-street parking offer within the city has been operating over-capacity on a Sunday. This has led to congestion and the purpose of the introduction of paid parking is to manage the demand on this day.

4.21 See appendix 3 for objection chart.

4.22 Objection Reason 6:

“People will not use sustainable travel methods instead of their car. The sustainable travel offer in the area is inadequate”.

39 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.23 DCC Response:

- It is anticipated that the introduction of charges will assist people in making reasoned choices about their mode of transport when planning their journey.
- Transport emissions accounts for 33% of all emissions in County Durham and unfortunately free parking will make car travel a more attractive option than public transport or walking / cycling to the areas of interest.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.24 See appendix 3 for objection chart.

4.25 Objection Reason 7:

“These charges will have a negative effect on peoples physical and mental health”.

10 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.26 DCC Response:

- It is recognised that many people visit the historical city of Durham for exercise and to maintain and improve their mental health.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.27 See appendix 3 for objection chart.

4.28 Objection Reason 8:

“The money made from this proposal will not be reinvested within the city”.

8 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.29 DCC Response:

- Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind. If their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.
- Income from both on (and off-street parking) is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from on-street parking charges or on- street and off-street enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

- Whilst it is inevitable that the introduction of parking tariffs will be unpopular with many car owners, it should be recognised that any changes will potentially lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Durham City.

4.30 See appendix 3 for objection chart.

4.31 Objection Reason 9:

“These proposals will have a negative effect on workers within the town”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.32 DCC Response:

- Commuters parking within these areas for prolonged periods are effectively taking away trade from the businesses. Each parking space is potentially a source of income for the local economy and the introduction of a charging regime will encourage a turnover of vehicles, thus maximising income potential.

4.33 See appendix 3 for objection chart.

4.34 Objection Reason 10:

“There isn’t enough parking within this area”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.35 DCC Response:

- Durham City currently has approximately 3500 public car parking spaces within the City Centre. Of these spaces, 406 are contained within DCC off- street car park and 1594 are on-street.
- Durham Park and Ride will also be operating on a Sunday which can accommodate 859 vehicles.

4.36 See appendix 3 for objection chart.

4.37 Objection Reason 11:

“These proposals will not be cost effective”.

4 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.38 DCC Response:

- It is anticipated that these amendments will assist the service in managing and maintaining their parking asset(s) whilst managing demand within the area and assisting the environmental goals of the Authority.

4.39 See appendix 3 for objection chart.

4.43 Objection Reason 12:

“Houses of worship should be easy to attend.”

38 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.44 DCC Response:

- The proposals will introduce a tariff on a Sunday to all on street bays within Durham City. Visitors to the city will pay and display to park on street.
- Blue badge holders can park in any marked-on street pay and display bay for free, for an unlimited length of time.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.45 See appendix 3 for objection chart.

4.43 Objection Reason 13:

No specific reason was given but those responding simply were opposed to the proposal.

82 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.44 See appendix 3 for objection chart.

5 Conclusion

5.1 Having considered the objections to the proposals, officers remain of the view that it is necessary to introduce the proposals in order to manage parking occupancy levels and encourage use of sustainable travel. Additional charges are also necessary to ensure that the parking service is self-financing. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Durham City (North West) (Parking & Waiting Restrictions) Traffic Regulation Amendment 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\Proposed
Tariff and Duration Changes\Durham\Durham NW

Author(s)

[Strategic Traffic]

Tel: 03000 260000

[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 proposals will have a positive impact with regard to climate change by encouraging modal shift, reducing congestion and vehicle emissions in line with the Councils declared climate emergency.

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.

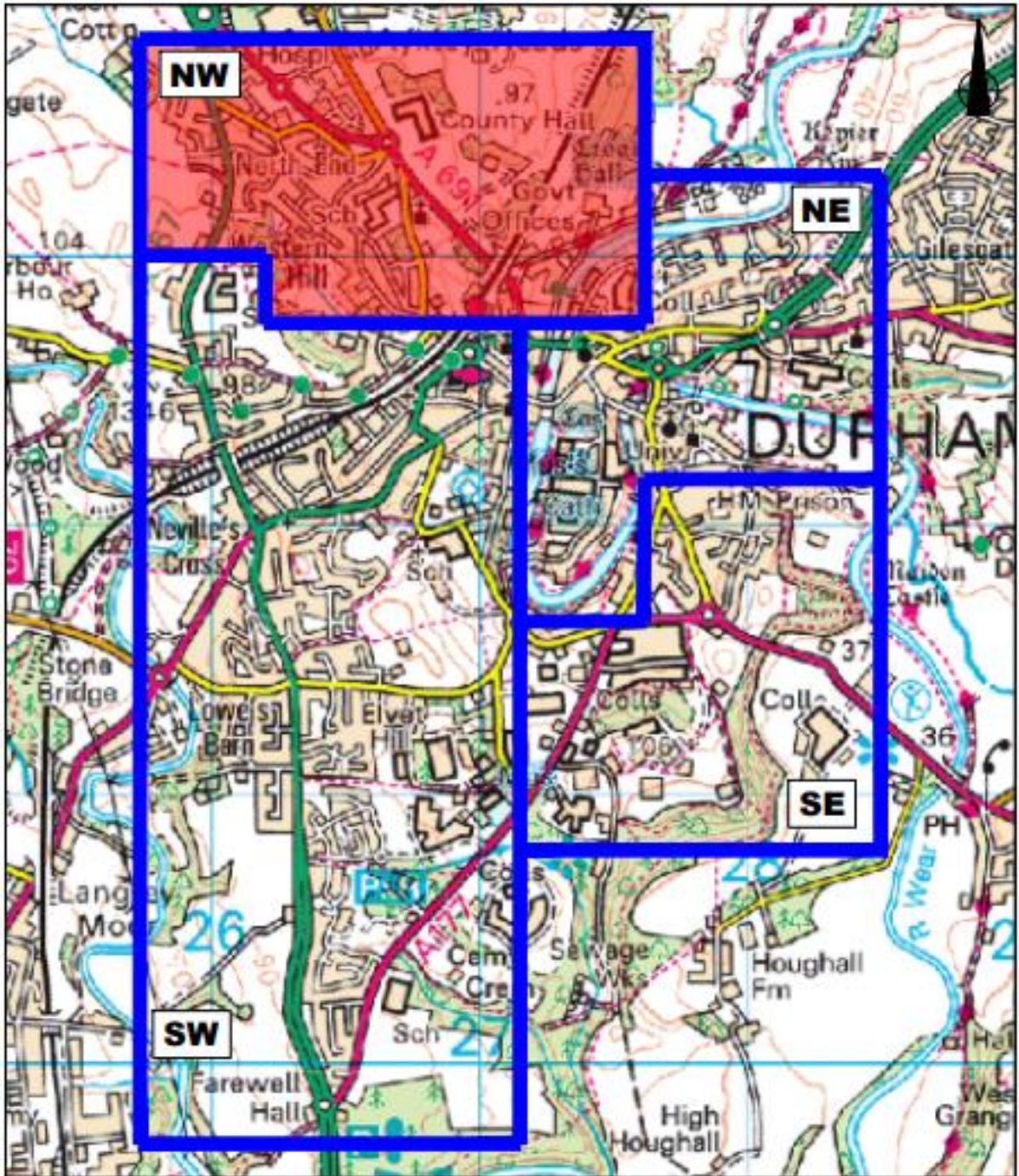
Risk

Not Applicable.

Procurement

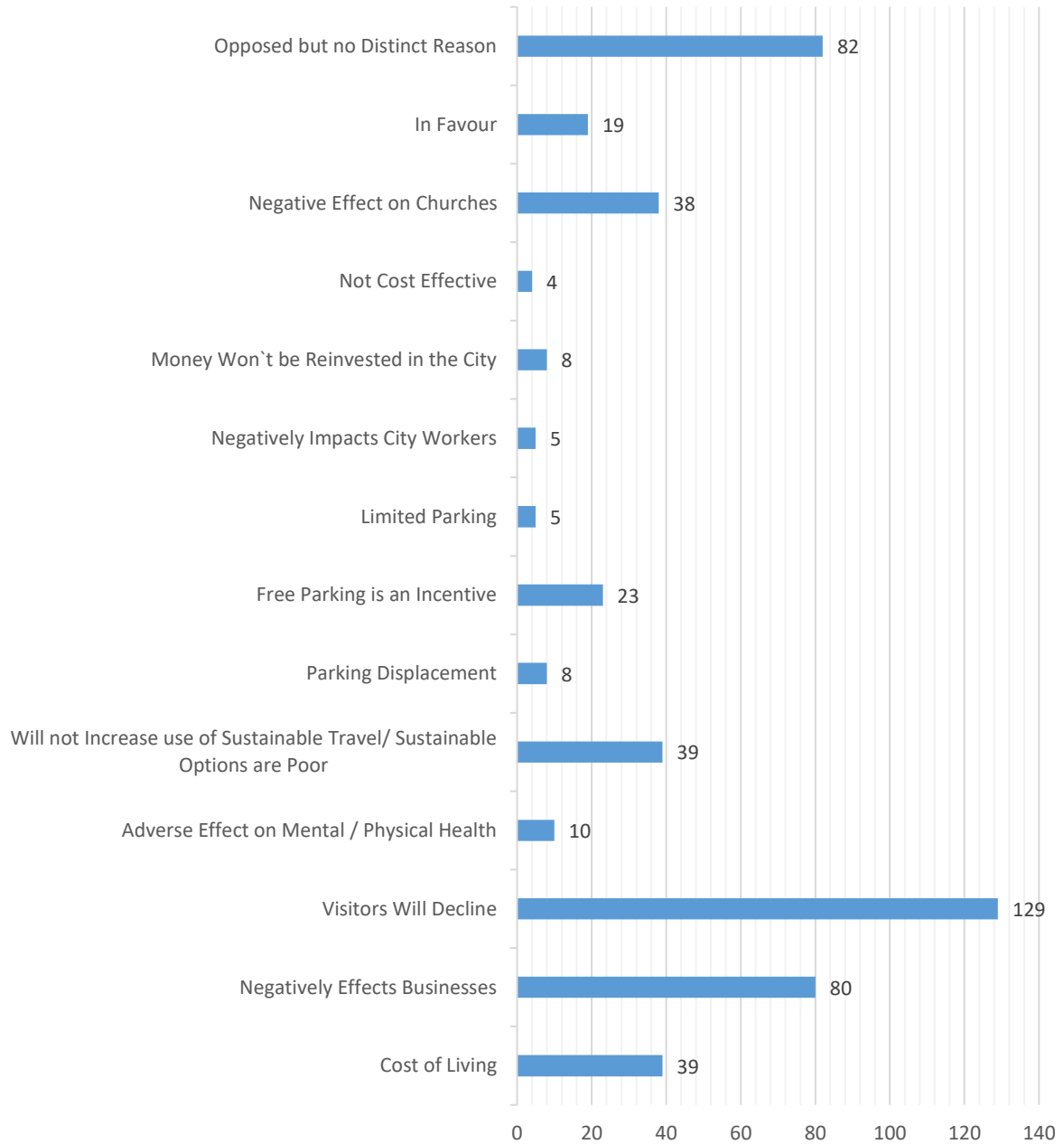
Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Combined Consultation Responses

Durham City (North West) - Consultation Responses



**Data shown represents all responses from all stages of consultation.*

Appendix 4: Proposed Changes

Permit Holders Only		
Street Name	Permit Zone	Proposed Restriction
Albert Street	M	Monday – Sunday, 8am-6pm
Aykley Court	FR	Monday – Sunday, 8am-6pm
Aykley Green	FR	Monday – Sunday, 8am-6pm
Back Western Hill	M	Monday – Sunday, 8am-6pm
Boste Crescent	NE	Monday – Sunday, 8am-6pm
Fieldhouse Lane	NE	Monday – Sunday, 8am-6pm
Flassburn Road	NE	Monday – Sunday, 8am-6pm
Framwellgate Peth	NE	Monday – Sunday, 8am-6pm
Highgate	I	Monday – Sunday, 8am-6pm
Larches Road	NE	Monday – Sunday, 8am-6pm
Millbank Court	M	Monday – Sunday, 8am-6pm
North End	NE	Monday – Sunday, 8am-6pm
Obelisk Lane	M	Monday – Sunday, 8am-6pm
Old Dryburn Way	NE	Monday – Sunday, 8am-6pm
Princes' Street	L	Monday – Sunday, 8am-6pm
Shaw Wood Close	NE	Monday – Sunday, 8am-6pm
Sidegate	G	Monday – Sunday, 8am-6pm
Springfield Park	NE	Monday – Sunday, 8am-6pm
Springwell Avenue	NE	Monday – Sunday, 8am-6pm
Springwell Road	NE	Monday – Sunday, 8am-6pm
The Bowers	TB	Monday – Sunday, 8am-6pm
The Crescent	NE	Monday – Sunday, 8am-6pm

The Grove	NE	Monday – Sunday, 8am-6pm
Valeside	M	Monday – Sunday, 8am-6pm
Wanless Terrace	F	Monday – Sunday, 8am-6pm
West Terrace	M	Monday – Sunday, 8am-6pm

Loading Only		
Street Name	Existing Restriction	Proposed Restriction
Freemans Place	Monday – Saturday, 8am-6pm	Monday – Sunday, 8am-6pm

Restricted Bays		
Street Name	Existing Restriction	Proposed Restriction
Larches Road	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm
Springfield Park	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm
Whitesmocks	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm

Limited Waiting Bays or Permit Holders Only			
Street Name	Zone	Existing Restriction	Proposed Restriction
North End	NE	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm
Old Dryburn Way	NE	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm	Monday – Saturday, 8am-6pm, 3hr limit – No return before 6pm

Permit Holders or Pay & Display		
Street Name	Permit Zone	Proposed Restriction
Framwellgate Peth	L	Monday – Sunday, 8am-6pm
Framwellgate Waterside	G	Monday – Sunday, 8am-6pm
Frankland Lane	G	Monday – Sunday, 8am-6pm
North Road	L	Monday – Sunday, 8am-6pm
Sidegate	G	Monday – Sunday, 8am-6pm

Appendix 5: Statutory Consultation Responses

From: Durham Constabulary
Sent: 20 October 2023 13:37
To: Traffic Consultations
Subject: 0997 - Durham City - On Street Tariff and Parking Restriction Changes

Hi,

As all areas outside controlled parking bays are controlled by parking restrictions to address possible displacement and obstructive/dangerous parking issues within the City, no issues are raised with the proposed changes and it is welcomed that additional Park and Ride Services are being implemented in conjunction with on street parking changes on a Sunday as part of the strategic aims of modal shift but particularly giving people an option to park outside the immediate City as part of relieving congestion in the City Centre.

Regards



DURHAM
CONSTABULARY

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Highways Committee

20th February 2024

Durham City (South East)



Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024

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:

Durham South.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City (South East). The area in question is shown on the plan attached at Appendix 2.
- 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 Cabinet approved a report in September 2023 which included proposals to extend parking controls in Durham City to a Sunday. The measures proposed will address the availability of parking space to encourage the use of alternative, more sustainable transport modes, as well as generating a financial contribution, to the ongoing management and maintenance costs of the car parks, from the end user.
- 2.3 An amendment to The Durham City (On Street Parking Places - Permits & Tariffs) TRO was therefore recommended to oversee an increase in on-street parking tariffs by 20p/hour and an extension in the regime's days of operation to include Sunday charging.
- 2.4 With the above in mind, it is proposed that all relevant on-street bays within Durham City (South East) such as loading, disabled parking, permit parking, taxi parking be amended so that their operational duration includes between 8am and 6pm on Sunday.
- 2.5 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified locations. It is therefore proposed to amend the current Durham City (South East) (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.6 The streets affected are:

Church Lane	Illingworth Grove	Stockton Road
Elvet Crescent	New Elvet	The Hallgarth
Green Lane	Oswald Court	Whinney Hill
Hallgarth Street	Quarryheads Lane	

- 2.7 Please see appendix 4 for details of changes.
- 2.8 All Local Members and Durham Constabulary have been consulted on this proposal.
- 2.9 Consultation Period:

	From	To
Statutory Consultees	20-Oct-23	10-Nov-23
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2.10 The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

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Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

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4.6 Summarised objections & responses:

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

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= £18,100 per space per annum (362 days excluding public holidays)

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“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas”.

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“There is currently a cost-of-living crisis and it is wrong to ask people to pay more”.

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- On street parking charges were first introduced in Durham City on 5 May 2003 with the aim of managing parking demand and encourage sustainable travel options. Parking charges were in place Mon to Sat between 8am and 6pm to reflect the core times when parking demand exceeded supply and caused problems for residents and their visitors and visitors to the city. Whilst the scheme has been extended to incorporate a wider area on a number of occasions, the charging days and times have remained unchanged to date.
- In the 19 years since introducing the charging regime, Sunday trading has been relaxed to the extent that almost all commercial outlets in the city are trading on a Sunday. The consequence of this is that free on street bays and residential streets are occupied at the start of the day by long stay parkers to the detriment of visitors and residents alike.
- In line with a number of neighbouring authorities, and all off street parking providers in the city, it is proposed to extend the parking charges to operate seven days a week to reflect core business opening times.
- Parking charges only apply to those people who own a car and choose to park in a location that has a parking tariff in force. All car parking areas are managed and maintained at a cost. Unfortunately, the service can not absorb the increasing costs associated with managing and maintain these facilities, it is therefore appropriate that these costs should be borne by the end user.

4.18 See appendix 3 for objection chart.

4.19 Objection Reason 5:

“Free parking is one of the main reasons people visit the area”.

23 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.20 DCC Response:

- There have been numerous instances where the on-street parking offer within the city has been operating over-capacity on a Sunday. This has led to congestion and the purpose of the introduction of paid parking is to manage the demand on this day.

4.21 See appendix 3 for objection chart.

4.22 Objection Reason 6:

“People will not use sustainable travel methods instead of their car. The sustainable travel offer in the area is inadequate”.

39 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.23 DCC Response:

- It is anticipated that the introduction of charges will assist people in making reasoned choices about their mode of transport when planning their journey.
- Transport emissions accounts for 33% of all emissions in County Durham and unfortunately free parking will make car travel a more attractive option than public transport or walking / cycling to the areas of interest.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

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4.25 Objection Reason 7:

“These charges will have a negative effect on peoples physical and mental health”.

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- It is recognised that many people visit the historical city of Durham for exercise and to maintain and improve their mental health.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied

for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.

- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
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“The money made from this proposal will not be reinvested within the city”.

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- Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind. If their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.
- Income from both on (and off-street parking) is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from on-street parking charges or on- street and off-street enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.
- Whilst it is inevitable that the introduction of parking tariffs will be unpopular with many car owners, it should be recognised that any changes will potentially lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Durham City.

4.30 See appendix 3 for objection chart.

4.31 Objection Reason 9:

“These proposals will have a negative effect on workers within the town”.

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4.32 DCC Response:

- Commuters parking within these areas for prolonged periods are effectively taking away trade from the businesses. Each parking space is potentially a source of income for the local economy and the introduction of a charging regime will encourage a turnover of vehicles, thus maximising income potential.

4.33 See appendix 3 for objection chart.

4.34 Objection Reason 10:

“There isn’t enough parking within this area”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

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- Durham City currently has approximately 3500 public car parking spaces within the City Centre. Of these spaces, 406 are contained within DCC off- street car park and 1594 are on-street.
- Durham Park and Ride will also be operating on a Sunday which can accommodate 859 vehicles.

4.36 See appendix 3 for objection chart.

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“These proposals will not be cost effective”.

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4.38 DCC Response:

- It is anticipated that these amendments will assist the service in managing and maintaining their parking asset(s) whilst managing demand within the area and assisting the environmental goals of the Authority.

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“Houses of worship should be easy to attend.”

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No specific reason was given but those responding simply were opposed to the proposal.

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4.44 See appendix 3 for objection chart.

5 Conclusion

- 5.1 Having considered the objections to the proposals, officers remain of the view that it is necessary to introduce the proposals in order to manage parking occupancy levels and encourage use of sustainable travel. Additional charges are also necessary to ensure that the parking service is self-financing. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Durham City (South East) (Parking & Waiting Restrictions) Traffic Regulation Amendment 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\Proposed
Tariff and Duration Changes\Durham\Durham SE

Author(s)

[Strategic Traffic]

Tel: 03000 260000

[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 proposals will have a positive impact with regard to climate change by encouraging modal shift, reducing congestion and vehicle emissions in line with the Councils declared climate emergency.

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.

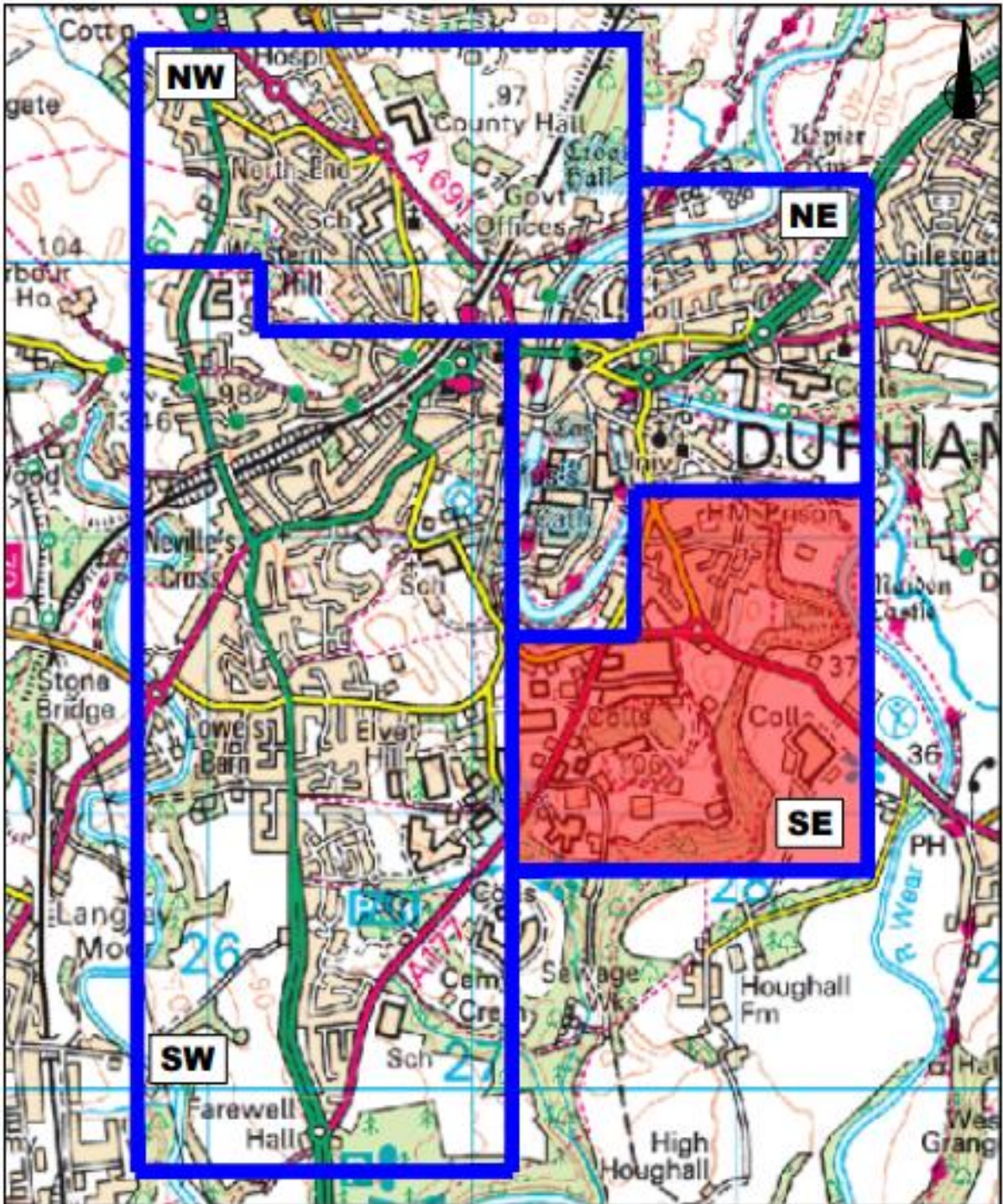
Risk

Not Applicable.

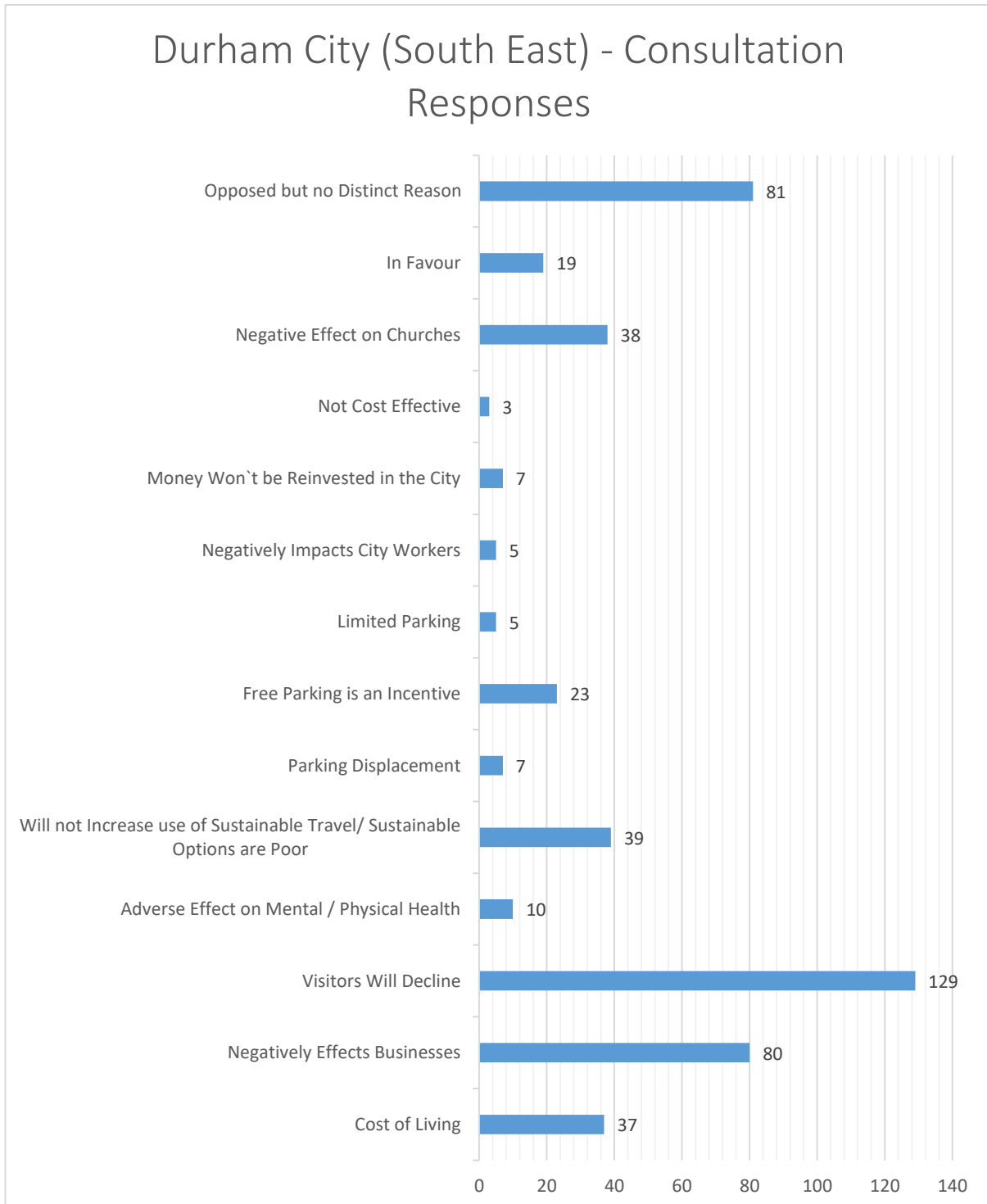
Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Combined Consultation Responses



**Data shown represents all responses from all stages of consultation.*

Appendix 4: Proposed Changes

Permit Holders or Pay & Display		
Street Name	Permit Zone	Proposed Restriction
Green Lane	C	Monday – Sunday, 8am-6pm
Hallgarth Street	B	Monday – Sunday, 8am-6pm
New Elvet	C	Monday – Sunday, 8am-6pm
Oswald Court	C	Monday – Sunday, 8am-6pm
Quarryheads Lane	A	Monday – Sunday, 8am-6pm
Stockton Road	B	Monday – Sunday, 8am-6pm
The Hallgarth	B	Monday – Sunday, 8am-6pm
Whinney Hill	B	Monday – Sunday, 8am-6pm

Permit Holders Only		
Street Name	Permit Zone	Proposed Restriction
Church Lane	B	Monday – Sunday, 8am-6pm
Elvet Crescent	C	Monday – Sunday, 8am-6pm
Illingworth Grove	IG	Monday – Sunday, 8am-6pm
Stockton Road	B	Monday – Sunday, 8am-6pm
The Hallgarth	B	Monday – Sunday, 8am-6pm
Whinney Hill	B	Monday – Sunday, 8am-6pm

Appendix 5: Statutory Consultation Responses

From: Durham Constabulary

Sent: 20 October 2023 13:37

To: Traffic Consultations

Subject: 0997 - Durham City - On Street Tariff and Parking Restriction Changes

Hi,

As all areas outside controlled parking bays are controlled by parking restrictions to address possible displacement and obstructive/dangerous parking issues within the City, no issues are raised with the proposed changes and it is welcomed that additional Park and Ride Services are being implemented in conjunction with on street parking changes on a Sunday as part of the strategic aims of modal shift but particularly giving people an option to park outside the immediate City as part of relieving congestion in the City Centre.

Regards



DURHAM
CONSTABULARY

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Highways Committee

20th February 2024

Durham City (South West)



Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024

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:

Neville's Cross.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City (South West). The area in question is shown on the plan attached at Appendix 2.
- 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 Cabinet approved a report in September 2023 which included proposals to extend parking controls in Durham City to a Sunday. The measures proposed will address the availability of parking space to encourage the use of alternative, more sustainable transport modes, as well as generating a financial contribution, to the ongoing management and maintenance costs of the car parks, from the end user.
- 2.3 An amendment to The Durham City (On Street Parking Places - Permits & Tariffs) TRO was therefore recommended to oversee an increase in on-street parking tariffs by 20p/hour and an extension in the regime's days of operation to include Sunday charging.
- 2.4 With the above in mind, it is proposed that all relevant on-street bays within Durham City (South West) such as loading, disabled parking, permit parking, taxi parking be amended so that their operational duration includes between 8am and 6pm on Sunday.
- 2.5 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified locations. It is therefore proposed to amend the current Durham City (South West) (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.6 The streets affected are:

Alexandria Crescent	Crossgate Peth	Holly Street
Allergate	East Atherton Street	John Street
Atherton Street	Elvet Hill Road	Laburnam Avenue
Back Nevilledale Terrace	Farnley Hey Road	Lambton Street
Beech Crest	Farnley Mount	Lawson Terrace
Briardene	Farnley Ridge	Neville's Cross Bank
Bridge Street Access	Flass Street	Percy Terrace
Brierville	George Street	Redhills Lane
Castle Chare	Grape Lane	Summerville
Chevallier Court	Grove Street	Tenter Terrace
Cross View Terrace	Hawthorn Terrace	Tenter Terrace (Rear)
Crossgate	Highgate	The Bowers

- 2.7 Please see appendix 4 for details of changes.
- 2.8 All Local Members and Durham Constabulary have been consulted on this proposal.

2.9 Consultation Period:

	From	To
Statutory Consultees	20-Oct-23	10-Nov-23
Informal Consultation	23-Oct-23	13-Nov-23
Formal Consultation	30-Nov-23	21-Dec-23

2.10 The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Durham City (South West) (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

4.1 It is proposed that all restrictions within the Durham City (South West) TRO be amended so that they apply on All Days.

4.2 Proposal Background

Durham County Council currently charge for off street parking in 31 car parks located across the County as well as over 4000 on street parking bays within Durham City (4000+ spaces in total).

Durham City (South West) is recognised as having a high demand for parking and the Council has tailored its parking approach accordingly to promote maximum usage of spaces and discourage commuter parking.

Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity has been reached within a parking area.

Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. The County Council therefore monitor their charging regime and amend tariffs and restrictions where necessary to manage occupancy, increase turnover and increase the expectation of a space being available for visitors.

It is also important to note that these proposed measures also tie in with the County Council's long term environmental objectives. Durham County Council declared a climate emergency in February 2019 and it is expected that these changes will assist in the delivery of the Council's Climate Change Strategy by improving air quality, reducing transport emissions and encouraging modal shift.

Transport emissions accounts for 33% of all emissions in County Durham. Free or cheap parking makes car travel a more attractive option when residents are deciding by which mode of transport to travel by. By incentivising people to drive on these journeys, this increases both congestion and transport emissions.

4.3 Statutory Consultation:

Consultation dates	Expressions in favour	Expressions against
20.10.23 – 10.11.23	1	0

4.4 Informal Consultation:

A questionnaire was hosted online to invite comments from residents and visitors to the area where changes are proposed.

Total Properties consulted	Number in favour	Number opposed
NA (Notice via Comms)	19	302

4.5 Formal Consultation:

208 notices were posted and maintained on site across the affected areas and a formal advert was placed in the Advertiser North. The

proposals were also provided in Durham Clayport library for the public to view them.

Consultation dates	Expressions in favour	Expressions against
30.11.23 – 21.12.23	0	4

4.6 Summarised objections & responses:

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

4.7 Objection Reason 1:

“These changes will have a negative effect on businesses within the area.”

80 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.8 DCC Response:

- Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity of a parking area has been reached. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. By effectively managing available parking space through the introduction of pay and display parking, we should help visitors access the city centre and make trips more attractive, encouraging future visits.
- Pay and Display parking is typically introduced in town/city centre locations where commuters occupy spaces that ideally would be used by visitors.
- The introduction of pay and display parking is intended to support the commercial viability of town centres and attractions by increasing parking availability for visitors and therefore increasing footfall.
- In the simplest form of illustration, if a space turns over 5 times a day, and the occupants of each vehicle spend £10 in the local economy:

= £50 per space per day

= £18,100 per space per annum (362 days excluding public holidays)

4.9 See appendix 3 for objection chart.

4.10 Objection Reason 2:

“These changes will make me / others visit the area less”.

129 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.11 DCC Response:

- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied by the same vehicles for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- Parking for blue badge holders will remain free for an unlimited length of time in the marked on-street pay and display parking bays.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.12 See appendix 3 for objection chart.

4.13 Objection Reason 3:

“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas”.

7 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.14 DCC Response:

- Some level of parking displacement is unfortunately inevitable when parking controls are introduced. If the controls are introduced, we would

be monitoring the nearby adjacent residential streets and areas to determine any effects. It is, however, envisaged that extending parking controls to include Sunday will be no more detrimental than the existing Monday to Saturday situation.

4.15 See appendix 3 for objection chart.

4.16 Objection Reason 4:

“There is currently a cost-of-living crisis and it is wrong to ask people to pay more”.

38 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.17 DCC Response:

- On street parking charges were first introduced in Durham City on 5 May 2003 with the aim of managing parking demand and encourage sustainable travel options. Parking charges were in place Mon to Sat between 8am and 6pm to reflect the core times when parking demand exceeded supply and caused problems for residents and their visitors and visitors to the city. Whilst the scheme has been extended to incorporate a wider area on a number of occasions, the charging days and times have remained unchanged to date.
- In the 19 years since introducing the charging regime, Sunday trading has been relaxed to the extent that almost all commercial outlets in the city are trading on a Sunday. The consequence of this is that free on street bays and residential streets are occupied at the start of the day by long stay parkers to the detriment of visitors and residents alike.
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Author(s)

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Crime and Disorder

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Staffing

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Accommodation

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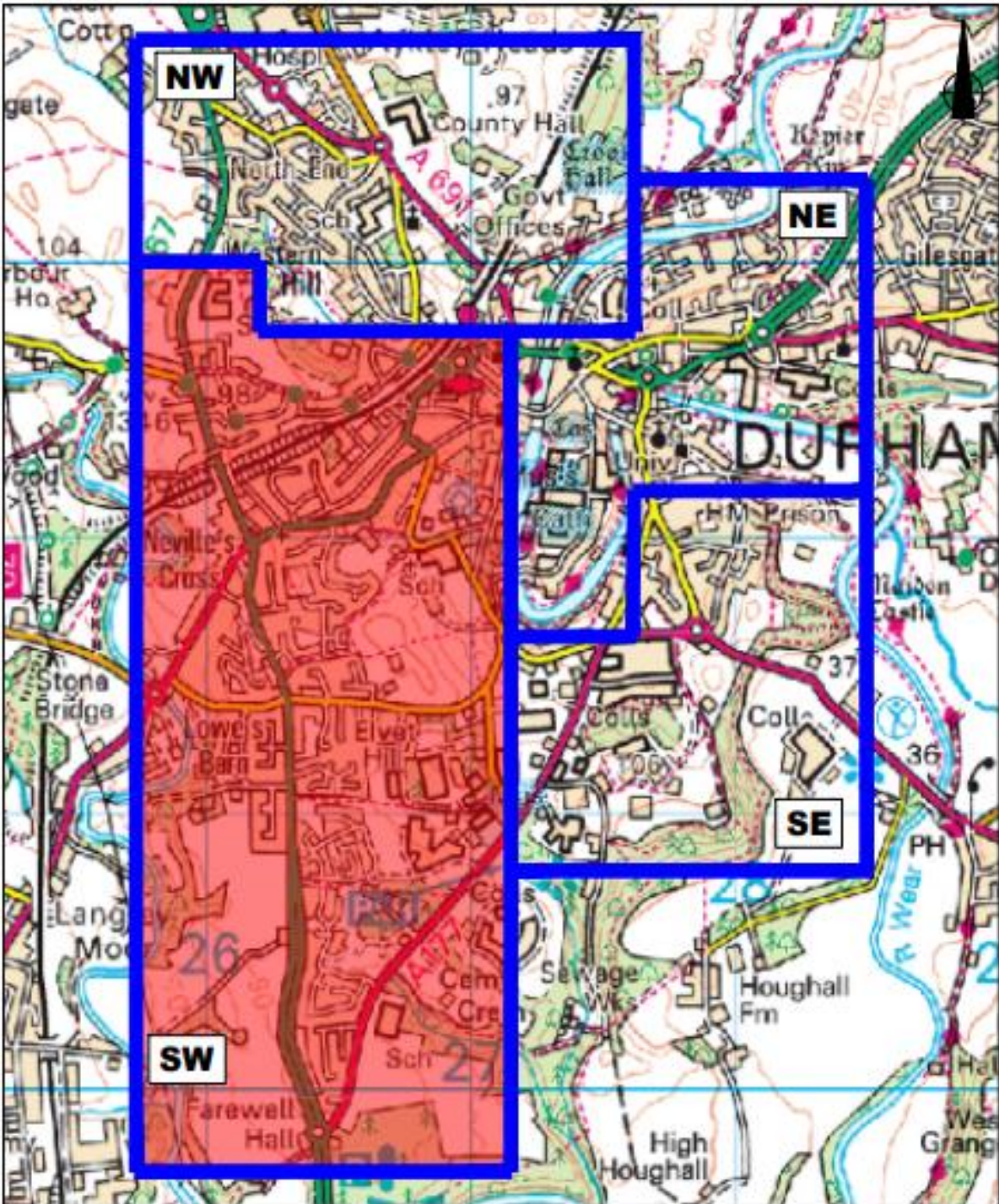
Risk

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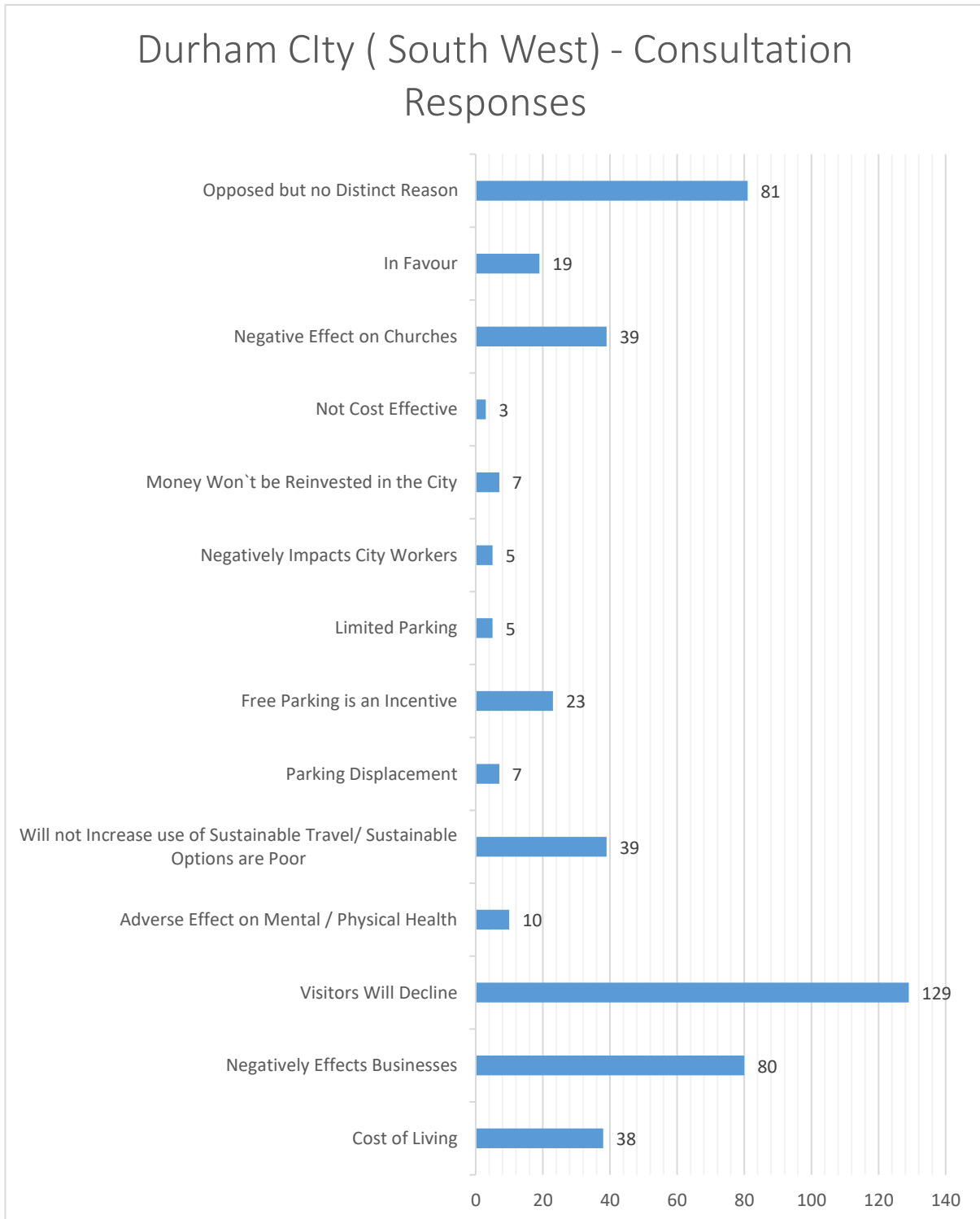
Procurement

Operations, DCC.

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Appendix 3: Combined Consultation Responses



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Back Nevilledale Terrace	J	Monday – Sunday, 8am-6pm
Beech Crest	J	Monday – Sunday, 8am-6pm
Briardene	J	Monday – Sunday, 8am-6pm
Bridge Street Access	K	Monday – Sunday, 8am-6pm
Brierville	J	Monday – Sunday, 8am-6pm
Chevallier Court	CC	Monday – Sunday, 8am-6pm
Crossgate	I	Monday – Sunday, 8am-6pm
Crossgate Peth	J	Monday – Sunday, 8am-6pm
Farnley Hey Road	P	Monday – Sunday, 8am-6pm
Farnley Mount	P	Monday – Sunday, 8am-6pm
Farnley Ridge	P	Monday – Sunday, 8am-6pm
Grape Lane	GL	Monday – Sunday, 8am-6pm
Highgate	I	Monday – Sunday, 8am-6pm
Lambton Street	K	Monday – Sunday, 8am-6pm
Percy Terrace	P	Monday – Sunday, 8am-6pm
Redhills Lane	K	Monday – Sunday, 8am-6pm
Summerville	J	Monday – Sunday, 8am-6pm
Tenter Terrace	I	Monday – Sunday, 8am-6pm
Tenter Terrace (Rear)	I	Monday – Sunday, 8am-6pm
The Bowers	TB	Monday – Sunday, 8am-6pm

Electric Vehicle (EV) Recharging Point		
Street Name	Existing Restriction	Proposed Restriction
Cross View Terrace	Monday-Saturday, 8am-6pm 4 hr limit – No return within 4 hrs	All days , 8am-6pm, 4 hr limit – No return within 4 hrs
Cross View Terrace	Monday-Saturday, 8am-6pm 3 hr limit – No return within 4 hrs	All days , 8am-6pm, 3 hr limit – No return within 4 hrs

Loading Only		
Street Name	Existing Restriction	Proposed Restriction
Crossgate	Monday-Saturday, 8am-6pm	All days , 8am-6pm,

Restricted Waiting		
Street Name	Existing Restriction	Proposed Restriction
Cross View Terrace	Monday-Saturday, 8am-6pm	All days , 8am-6pm
Neville's Cross Bank	Monday-Saturday, 8am-6pm	All days , 8am-6pm

Restricted Bays		
Street Name	Existing Restriction	Proposed Restriction
Cross View Terrace	Monday-Saturday, 8am-6pm 3 hr limit – No return within 4 hrs	All days , 8am-6pm, 3 hr limit – No return within 4 hrs
Neville's Cross Bank	Monday-Saturday, 8am-6pm 3 hr limit – No return within 4 hrs	All days , 8am-6pm 3 hr limit – No return within 4 hrs

Permit Holders or Pay & Display		
Street Name	Permit Zone	Proposed Restriction
Allergate	O	Monday – Sunday, 8am-6pm
Atherton Street	O	Monday – Sunday, 8am-6pm
Castle Chare	I	Monday – Sunday, 8am-6pm
Crossgate	I	Monday – Sunday, 8am-6pm
East Atherton Street	O	Monday – Sunday, 8am-6pm
Elvet Hill Road	A	Monday – Sunday, 8am-6pm
Flass Street	K	Monday – Sunday, 8am-6pm
George Street	P	Monday – Sunday, 8am-6pm
Grove Street	I	Monday – Sunday, 8am-6pm
Hawthorn Terrace	N	Monday – Sunday, 8am-6pm
Holly Street	N	Monday – Sunday, 8am-6pm
John Street	K	Monday – Sunday, 8am-6pm
Laburnam Avenue	N	Monday – Sunday, 8am-6pm
Lawson Terrace	N	Monday – Sunday, 8am-6pm

Appendix 5: Statutory Consultation Responses

From: Durham Constabulary
Sent: 20 October 2023 13:37
To: Traffic Consultations
Subject: 0997 - Durham City - On Street Tariff and Parking Restriction Changes

Hi,

As all areas outside controlled parking bays are controlled by parking restrictions to address possible displacement and obstructive/dangerous parking issues within the City, no issues are raised with the proposed changes and it is welcomed that additional Park and Ride Services are being implemented in conjunction with on street parking changes on a Sunday as part of the strategic aims of modal shift but particularly giving people an option to park outside the immediate City as part of relieving congestion in the City Centre.

Regards



DURHAM
CONSTABULARY

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Highways Committee

20th February 2024

Durham City



On Street Parking Places - Permits & Tariffs, Traffic Regulation Amendment Order 2024

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:

Durham South, Elvet, Gilesgate, Belmont and Neville's Cross.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City (On Street Parking Places - Permits & Tariffs).
- 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 Cabinet approved a report in September 2023 which included proposals to extend parking controls in Durham City to a Sunday. The measures proposed will address the availability of parking space to encourage the use of alternative, more sustainable transport modes, as well as generating a financial contribution, to the ongoing management and maintenance costs of the car parks, from the end user.
- 2.3 With the above in mind, it is proposed that all relevant on-street bays within Durham City such as loading, disabled parking, permit parking, taxi parking be amended so that they operate on a Sunday between 8am and 6pm. The proposals in this regard for each of the 4 areas within Durham City (NE, NWM SE & SW) are contained in separate reports. The proposed order subject of this report is necessary to actually set the tariffs for and days of operation for each on street parking place. These are set out in Appendix 4.
- 2.4 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified locations. It is therefore proposed to amend the current Durham City (On Street Parking Places - Permits & Tariffs) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.5 The streets affected are:

Allergate	Orchard Drive	Grove Street
Atherton Street	Percy Terrace	Hallgarth Street
Castle Chare	Pimlico	Hawthorn Terrace
Church St/ Church St Head/ Church St Villas/ Anchorage Terrace	Potters Bank	Holly Street
Court Lane (Prison Green)	Quarryheads Lane	John Street
Crossgate	Oswald Court	Laburnum Avenue
East Atherton Street / New Street	Renny Street	Lawson Terrace
Ellis Leazes	Sidegate	Leazes Lane
Elvet Hill Road	South Street	Margery Lane
Elvet Waterside	Station Lane	May Street
Flass Street	St Hilds Lane	Mistletoe Street
Framwellgate Peth	St Johns Road	Mitchell Street
Framwellgate Waterside	Sutton Street	Mowbray Street
Frankland Lane	The Avenue	Neville Street
George Street	The Hallgarth	New Elvet

Gilesgate / Claypath	The Sands	New Street
Stockton Road	Waddington Street	North Road
Green Lane	Whinney Hill	Old Elvet

2.6 Please see appendix 4 for details of changes.

2.7 All Local Members and Durham Constabulary have been consulted on this proposal.

2.8 Consultation Period:

	From	To
Statutory Consultees	20-Oct-23	10-Nov-23
Informal Consultation	23-Oct-23	13-Nov-23
Formal Consultation	30-Nov-23	21-Dec-23

2.9 The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Durham City (On Street Parking Places - Permits & Tariffs) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

4.1 It is proposed that the Durham City (On Street Parking Places - Permits & Tariffs) TRO be amended to oversee an increase in on-street parking tariffs by 20p/hour and an extension in the regime's days of operation to include Sunday charging within the whole of Durham City, as shown on the plan at Appendix 2.

4.2 Proposal Background

Durham County Council currently charge for off street parking in 31 car parks located across the County as well as over 4000 on street parking bays within Durham City (4000+ spaces in total).

Durham City is recognised as having a high demand for parking and the Council has tailored its parking approach accordingly to promote maximum usage of spaces and discourage commuter parking.

Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity has been reached within a parking area. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. The County Council therefore monitor their charging regime and amend tariffs and restrictions where necessary to manage occupancy, increase turnover and increase the expectation of a space being available for visitors.

It is also important to note that these proposed measures also tie in with the County Council's long term environmental objectives. Durham County Council declared a climate emergency in February 2019 and it is expected that these changes will assist in the delivery of the Council's Climate Change Strategy by improving air quality, reducing transport emissions and encouraging modal shift.

Transport emissions accounts for 33% of all emissions in County Durham. Free or cheap parking makes car travel a more attractive option when residents are deciding by which mode of transport to travel by. By incentivising people to drive on these journeys, this increases both congestion and transport emissions.

4.3 Statutory Consultation:

Consultation dates	Expressions in favour	Expressions against
20.10.23 – 10.11.23	0	0

4.4 Informal Consultation:

A questionnaire was hosted online to invite comments from residents and visitors to the area where changes are proposed.

Questionnaire Category	Number in favour	Number opposed
Sunday Parking	19	302
Tariff Increase	31	243

4.5 Formal Consultation:

208 notices were posted and maintained on site across the affected areas and a formal advert was placed in the Advertiser North. The proposals were also provided in Durham Clayport library for the public to view them.

Consultation dates	Expressions in favour	Expressions against
30.11.23 – 21.12.23	0	21

4.6 **Summarised objections & responses:**

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

4.7 **Objection Reason 1:**

“These changes will have a negative effect on businesses within the area.”

122 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.8 DCC Response:

- Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity of a parking area has been reached. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. By effectively managing available parking space through the introduction of pay and display parking, we

should help visitors access the city centre and make trips more attractive, encouraging future visits.

- Pay and Display parking is typically introduced in town/city centre locations where commuters occupy spaces that ideally would be used by visitors.
- The introduction of pay and display parking is intended to support the commercial viability of town centres and attractions by increasing parking availability for visitors and therefore increasing footfall.
- In the simplest form of illustration, if a space turns over 5 times a day, and the occupants of each vehicle spend £10 in the local economy:
= £50 per space per day
= £18,100 per space per annum (362 days excluding public holidays)

4.9 See appendix 3 for objection chart.

4.10 Objection Reason 2:

“These changes will make me / others visit the area less”.

182 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.11 DCC Response:

- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied by the same vehicles for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- Parking for blue badge holders will remain free for an unlimited length of time in the marked on-street pay and display parking bays.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.12 See appendix 3 for objection chart.

4.13 Objection Reason 3:

“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas”.

10 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.14 DCC Response:

- Some level of parking displacement is unfortunately inevitable when parking controls are introduced. If the controls are introduced, we would be monitoring the nearby adjacent residential streets and areas to determine any effects. It is, however, envisaged that extending parking controls to include Sunday will be no more detrimental than the existing Monday to Saturday situation.

4.15 See appendix 3 for objection chart.

4.16 Objection Reason 4:

“There is currently a cost-of-living crisis and it is wrong to ask people to pay more”.

109 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.17 DCC Response:

- On street parking charges were first introduced in Durham City on 5 May 2003 with the aim of managing parking demand and encourage sustainable travel options. Parking charges were in place Mon to Sat between 8am and 6pm to reflect the core times when parking demand exceeded supply and caused problems for residents and their visitors and visitors to the city. Whilst the scheme has been extended to incorporate a wider area on a number of occasions, the charging days and times have remained unchanged to date.
- In the 19 years since introducing the charging regime, Sunday trading has been relaxed to the extent that almost all commercial outlets in the city are trading on a Sunday. The consequence of this is that free on street bays and residential streets are occupied at the start of the day by long stay parkers to the detriment of visitors and residents alike.

- In line with a number of neighbouring authorities, and all off street parking providers in the city, it is proposed to extend the parking charges to operate seven days a week to reflect core business opening times.
- Parking charges only apply to those people who own a car and choose to park in a location that has a parking tariff in force. All car parking areas are managed and maintained at a cost. Unfortunately, the service can not absorb the increasing costs associated with managing and maintain these facilities, it is therefore appropriate that these costs should be borne by the end user.

4.18 See appendix 3 for objection chart.

4.19 Objection Reason 5:

“Free parking is one of the main reasons people visit the area”.

23 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.20 DCC Response:

- There have been numerous instances where the on-street parking offer within the city has been operating over-capacity on a Sunday. This has led to congestion and the purpose of the introduction of paid parking is to manage the demand on this day.

4.21 See appendix 3 for objection chart.

4.22 Objection Reason 6:

“People will not use sustainable travel methods instead of their car. The sustainable travel offer in the area is inadequate”.

74 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.23 DCC Response:

- It is anticipated that the introduction of charges will assist people in making reasoned choices about their mode of transport when planning their journey.

- Transport emissions accounts for 33% of all emissions in County Durham and unfortunately free parking will make car travel a more attractive option than public transport or walking / cycling to the areas of interest.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.24 See appendix 3 for objection chart.

4.25 Objection Reason 7:

“These charges will have a negative effect on peoples physical and mental health”.

10 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.26 DCC Response:

- It is recognised that many people visit the historical city of Durham for exercise and to maintain and improve their mental health.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.
- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.27 See appendix 3 for objection chart.

4.28 Objection Reason 8:

“The money made from this proposal will not be reinvested within the city”.

8 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.29 DCC Response:

- Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind. If their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.
- Income from both on (and off-street parking) is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from on-street parking charges or on- street and off-street enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.
- Whilst it is inevitable that the introduction of parking tariffs will be unpopular with many car owners, it should be recognised that any changes will potentially lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Durham City.

4.30 See appendix 3 for objection chart.

4.31 Objection Reason 9:

“These proposals will have a negative effect on workers within the town”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.32 DCC Response:

- Commuters parking within these areas for prolonged periods are effectively taking away trade from the businesses. Each parking space is potentially a source of income for the local economy and the introduction of a charging regime will encourage a turnover of vehicles, thus maximising income potential.

4.33 See appendix 3 for objection chart.

4.34 Objection Reason 10:

“There isn’t enough parking within this area”.

5 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.35 DCC Response:

- Durham City currently has approximately 3500 public car parking spaces within the City Centre. Of these spaces, 406 are contained within DCC off- street car park and 1594 are on-street.
- Durham Park and Ride will also be operating on a Sunday which can accommodate 859 vehicles.

4.36 See appendix 3 for objection chart.

4.37 Objection Reason 11:

“These proposals will not be cost effective”.

7 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.38 DCC Response:

- It is anticipated that these amendments will assist the service in managing and maintaining their parking asset(s) whilst managing demand within the area and assisting the environmental goals of the Authority.

4.39 See appendix 3 for objection chart.

4.43 Objection Reason 12:

“Houses of worship should be easy to attend.”

41 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.44 DCC Response:

- The proposals will introduce a tariff on a Sunday to all on street bays within Durham City. Visitors to the city will pay and display to park on street.
- Blue badge holders can park in any marked-on street pay and display bay for free, for an unlimited length of time.
- The lack of a charging regime within the city on a Sunday has led to capacity issues whereby the majority of the on-street bays are occupied

for most of the day. The introduction of charges should encourage turnover of space, giving more opportunities for visitors to park on street.

- It is worth noting that the charges for parking on street on the outskirts of the city are considerably less than those within the centre.
- The park and ride bus service will operate on a Sunday to aid journeys in and out of the city.

4.45 See appendix 3 for objection chart.

4.43 Objection Reason 13:

No specific reason was given but those responding simply were opposed to the proposal.

184 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.44 See appendix 3 for objection chart.

5 Conclusion

5.1 Having considered the objections to the proposals, officers remain of the view that it is necessary to introduce the proposals in order to manage parking occupancy levels and encourage use of sustainable travel. Additional charges are also necessary to ensure that the parking service is self-financing. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Durham City (On Street Parking Places - Permits & Tariffs) Traffic Regulation Amendment 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\Proposed
Tariff and Duration Changes\Durham\Parking Permits & Tariffs

Author(s)

[Strategic Traffic]

Tel: 03000 260000

[Dave Lewin]

Tel: 03000 263582

Appendix 1: Implications

Legal Implications

Imposing charges under the powers of section 35 of the 1984 Road Traffic Regulation Act, section 32 or 33(4) requires a Traffic Regulation Order.

Increases in parking charges introduced by Order can be made either by Amendment Order or, under section 35C or 46A of the 1984 Act (as appropriate), by Notice. Making changes by Notice means that objections to the changes need not be entertained, as would be the case if an amendment order was advertised. Changes can thus be made more quickly.

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 proposals will have a positive impact with regard to climate change by encouraging modal shift, reducing congestion and vehicle emissions in line with the Councils declared climate emergency.

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.

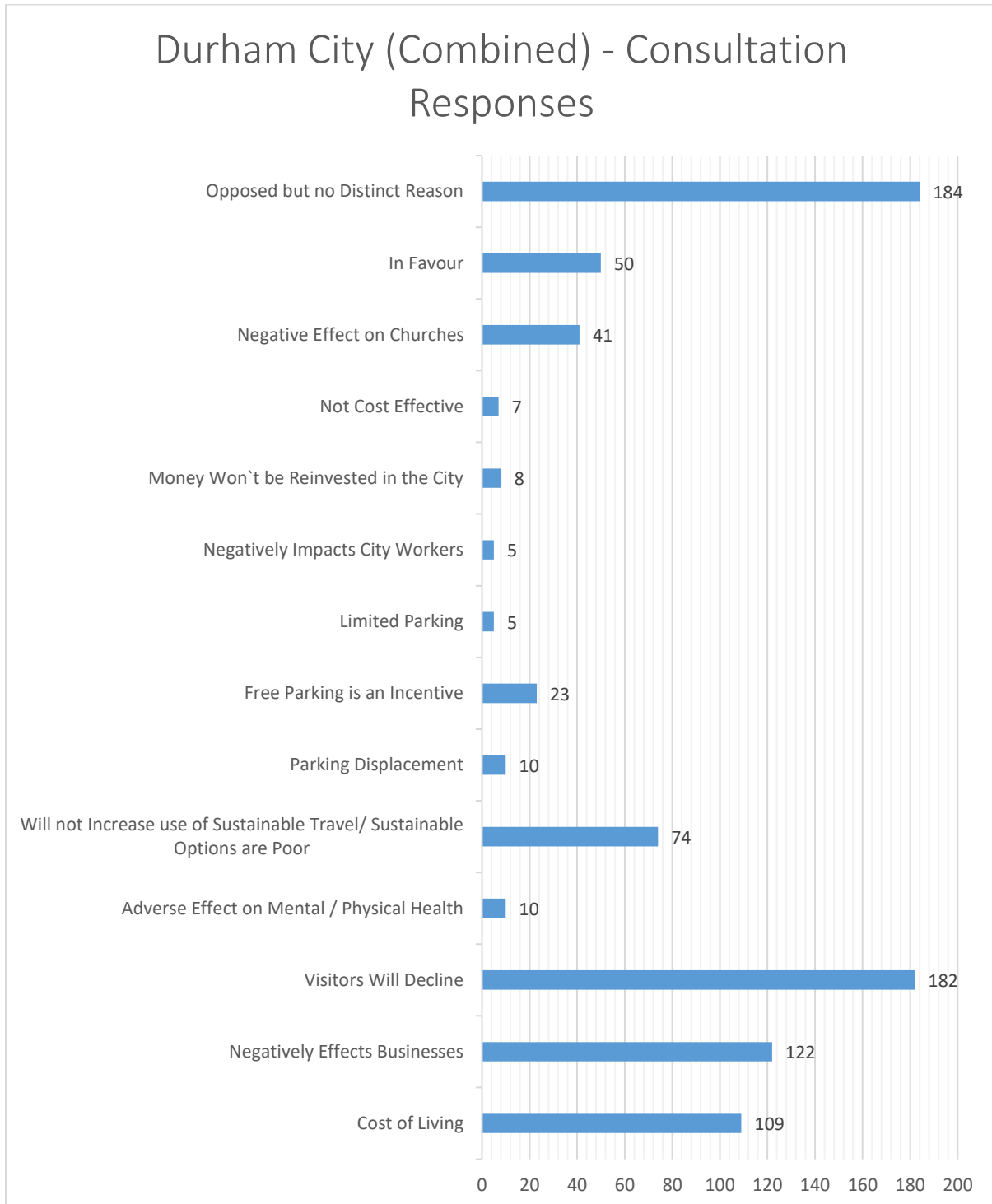
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 3: Combined Consultation Responses



**Data shown represents all responses from all stages of consultation.*

Appendix 4: Proposed Changes

Traffic Regulation Order (TRO): Durham City, On Street Parking Places – Tariff & Permits Order

Parking Places with Meters, 8am – 6pm

No	Street Name	Plans	Initial Charge
1	Allergate	DX138 DX139	90p per ½ hour
2	Atherton Street	DX139	60p per ½ hour
3	Castle Chare	DX139	60p per ½ hour
4	Church St/ Church St Head/ Church St Villas/ Anchorage Terrace	DY136 DY137	40p per ½ hour
5	Court Lane (Prison Green)	DZ138	60p per ½ hour
6	Crossgate	DX138	90p per ½ hour
7	East Atherton Street / New Street	DX139	60p per ½ hour
8	Ellis Leazes	DZ140	40p per ½ hour
9	Elvet Hill Road	DX134 DX135	30p per ½ hour
10	Elvet Waterside	DZ139	50p per ½ hour
11	Flass Street	DX139	60p per ½ hour
12	Framwellgate Peth	DX141	40p per ½ hour
13	Framwellgate Waterside	DY140	60p per ½ hour
14	Frankland Lane	DY141	40p per ½ hour

No	Street Name	Plans	Initial Charge
15	George Street	DV137 DW137	30p per ½ hour
16	Gilesgate / Claypath	DY139 DZ139 DZ140	90p per ½ hour
17	Stockton Road	DY136 DZ136	40p per ½ hour
18	Green Lane	DZ138 EA138 EA137	40p per ½ hour
19	Grove Street	DX137	40p per ½ hour
20	Hallgarth Street	DZ136 DZ137	40p per ½ hour
21	Hawthorn Terrace	DW138 DX138	40p per ½ hour
22	Holly Street	DX138 DX139	40p per ½ hour
23	John Street	DX139	60p per ½ hour
24	Laburnum Avenue	DW138	40p per ½ hour
25	Lawson Terrace	DW138	40p per ½ hour
26	Leazes Lane	DZ140	40p per ½ hour
27	Margery Lane	DX137 DX138	40p per ½ hour
28	May Street	DW137 DW138	40p per ½ hour
29	Mistletoe Street	DW138 DX138	40p per ½ hour

No	Street Name	Plans	Initial Charge
30	Mitchell Street	DX139	60p per ½ hour
31	Mowbray Street	DW139 DX139	60p per ½ hour
32	Neville Street	DX138 DX139	60p per ½ hour
33	New Elvet	DY137	50p per ½ hour
34	New Street	DX139	60p per ½ hour
35	North Road	DX139 DX140 DX141	40p per ½ hour
36	Old Elvet	DY138 DZ138	90p per ½ hour
37	Orchard Drive	DZ141	40p per ½ hour
38	Percy Terrace	DW137	30p per ½ hour
39	Pimlico	DX136 DX137	40p per ½ hour
40	Potters Bank	DX135	30p per ½ hour
41	Quarryheads Lane	DX136	30p per ½ hour
42	Oswald Court	DY136 DZ136	60p per ½ hour
43	Renny Street	DZ140	40p per ½ hour
44	Sidegate	DY141	40p per ½ hour
45	South Street	DX137 DX138	90p per ½ hour
46	Station Lane	DZ140 EA140	40p per ½ hour
47	St Hilds Lane	DZ139	40p per ½ hour

No	Street Name	Plans	Initial Charge
48	St Johns Road	DV137 DV138 DW137	30p per ½ hour
49	Sutton Street	DX139	60p per ½ hour
50	The Avenue	DW137 DW138 DX138	40p per ½ hour
51	The Hallgarth	DZ136 DZ137	40p per ½ hour
52	The Sands	DY140 DY141 DZ141	40p per ½ hour
53	Waddington Street	DW139 DX139	60p per ½ hour
54	Whinney Hill	DZ136 DZ137	30p per ½ hour

Durham City Parking Place Traffic Regulation Order 2024

Highways Committee
20th February 2024



Background

- On street parking charges were first introduced in Durham City on 5 May 2003 with the aim of managing parking demand and encourage sustainable travel options.
- Parking charges were in place Mon to Sat between 8am and 6pm to reflect the core times when parking demand exceeded supply and caused problems for residents and their visitors and visitors to the city.
- Whilst the scheme has been extended to incorporate a wider area on a number of occasions, the charging days and times have remained unchanged to date.
- In the 20 years since introducing the charging regime, Sunday trading has been relaxed to the extent that almost all commercial outlets in the city are trading on a Sunday.
- The consequence of this is that free on street bays and residential streets are occupied at the start of the day by long stay parkers to the detriment of visitors and residents alike. This is evident by the queuing observed at city centre private car parks.

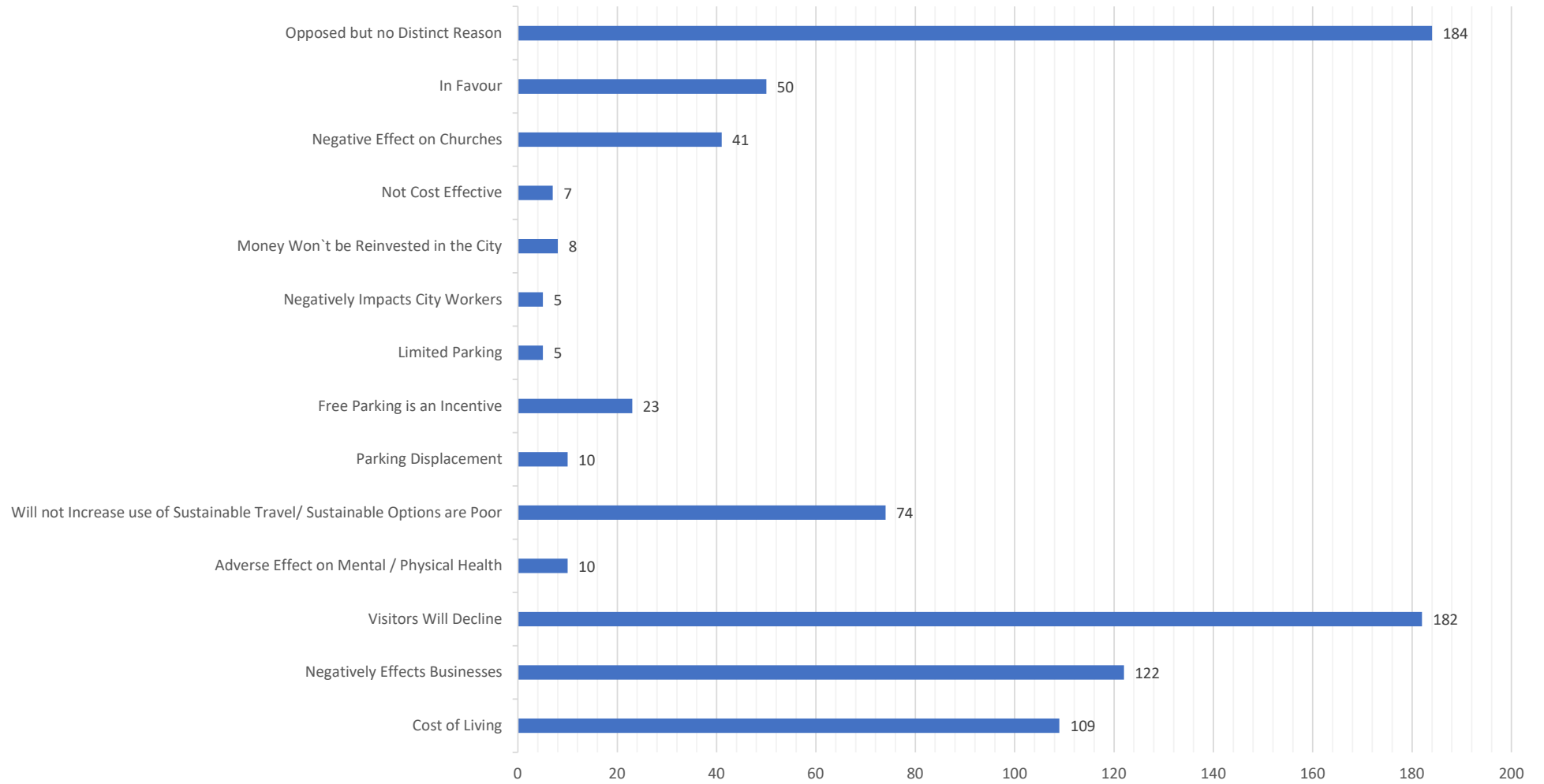
Proposals

It is proposed that:

- all relevant on-street bays within Durham City such as loading, disabled parking, permit parking, taxi parking be amended so that they operate on a Sunday between 8am and 6pm.
- income from extending the charging regime to include Sundays will allow us to extend our Park and Ride operation to provide a Sunday service to facilitate our visitor economy:
 - helping visitors access Durham and make trips more attractive, encouraging future visits.
 - reduce congestion and emissions
 - bring us in line with private sector parking providers in the City.

Objections

Durham City (Combined) - Consultation Responses



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?

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Highways Committee

20th February 2024

SEAHAM OFF-STREET PARKING PLACES

Parking & Waiting Restrictions, Traffic Regulation Order 2024

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:

Seaham / Dawdon

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Off-Street Parking Places Traffic Regulation Order (TRO) in six coastal car parks within Seaham.
- 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 Strategic Corporate Management Team (CMT) approved a report in September 2023 which included proposals to introduce parking controls in Seaham. The measures proposed will address the availability of parking space to encourage the use of alternative, more sustainable

transport modes, as well as generating a financial contribution, to the ongoing management and maintenance costs of the car parks, from the end user.

2.2 The County Council consider that there is a need for a revised parking strategy that recognises that the availability of spaces together with the price point is the major determinant of modal shift. The objective is to develop a strategy that recognises the difference between work and leisure trips and adopts measures that seek to achieve a balance between the needs of residents to park, access to local employment and local retail and service providers, the need to reduce trips by conventional cars, and the requirement to address the funding deficit in managing and maintaining parking facilities.

2.3 With the above in mind, it is proposed that pay and display parking (Monday – Sunday, 8am-6pm) and terms & conditions be introduced within the six car parks listed below within Seaham.

- Seaham Hall Beach
- Vane Tempest
- Terrace Green
- Seaham Marina
- Dock Top
- Noses Point

2.4 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified locations. It is therefore proposed to introduce a new Seaham Off-Street Parking Places (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.

2.5 All Local Members and Durham Constabulary have been consulted on this proposal.

2.6 Consultation Period:

	From	To
Statutory Consultees	20-10-23	10-11-23
Informal Consultation	23-10-23	13-11-23
Formal Consultation	07-12-23	28-12-23

The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Seaham Off-Street Parking Places (Parking and Waiting Restrictions) Traffic Regulation Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

4.1 It is proposed that Pay and Display parking (Monday – Sunday, 8am-6pm) and Terms & Conditions be introduced at:

- Seaham Hall Beach
- Vane Tempest
- Terrace Green
- Seaham Marina
- Dock Top
- Noses Point

4.2 Proposal Background

Durham County Council currently charge for on and off-street parking in numerous locations across the County where demand for parking space outstrips the available capacity.

All off-street parking in Seaham is currently free and there are no designated maximum lengths of stay in car parks adjacent to the coast.

The area is recognised as having a high demand for parking and the Council has looked to tailor its approach to parking outlined within this proposal accordingly. It is anticipated that the proposed measures will promote the efficient use of car parks at this location and address the growing management and maintenance costs.

Within the parking sector, 85% occupancy is considered to be the figure whereby operational capacity has been reached within a parking area. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making by visitors and could deter them from returning to the area at a later date. With this in mind, the County Council therefore monitor their parking assets and amend restrictions and tariffs where necessary to manage occupancy, increase turnover and increase the expectation of a space being available for visitors.

It is also important to note that these proposed measures also tie in with the County Council’s long term environmental objectives. Durham County Council declared a climate emergency in February 2019, and it is expected that these changes will assist in the delivery of the Council’s Climate Change Strategy by reducing emissions and encouraging modal shift.

It is therefore proposed a charge of £1/hour, £3/all day be introduced pay between Monday – Sunday, 8am-6pm within the listed car parks.

Transport emissions accounts for 33% of all emissions in County Durham. Free or cheap parking makes car travel a more attractive option when residents are deciding by which mode of transport to travel. By incentivising people to drive on these journeys, this increases both congestion and transport emissions.

Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

4.3 Statutory Consultation:

Consultation dates	Expressions in favour	Expressions against
20/10/23 to 10/11/23	0	7

4.4 Informal Consultation:

A questionnaire was hosted online to invite comments from residents and visitors to the area where changes are proposed.

Total Properties consulted	Number in favour	Number opposed
N/A	53	2614

4.5 Formal Consultation:

30 notices were posted and maintained on site across the affected areas and a formal advert was placed on the County Council's website as well as in East Durham Life. The proposals were also provided in Seaham and Murton Library for the public to view them.

Consultation dates	Expressions in favour	Expressions against
07/12/23 to 28/12/23	0	27

4.6 **Summarised objections & responses:**

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

4.7 **Objection Reason 1:**

"These changes will have a negative effect on businesses within the area".

1120 No. of respondents mentioned this reason.

4.8 DCC Response:

- Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity of a parking area has been reached. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. By effectively managing available parking space through the introduction of pay and display parking, we should help visitors access Seaham and make trips more attractive, encouraging future visits.
- Pay and Display parking is typically introduced in town centre locations where commuters occupy spaces that ideally would be used by visitors.
- The introduction of pay and display parking is intended to support the commercial viability of town centres and attractions by increasing parking availability for visitors and therefore increasing footfall.
- In the simplest form of illustration, if a space turns over 5 times a day, and the occupants of each vehicle spend £10 in the local economy:

= £50 per space per day

= £18,100 per space per annum (362 days excluding public holidays)

- Whilst visitors to facilities such as local care homes and playgroups noted that parking charges would massively inconvenience their visits to such places, raising the suggestion as to whether the first hour could be free, such visitors could still park for free in any of the parking bays and car parks not affected by this scheme.

4.9 See appendix 3 for objection chart.

4.10 Objection Reason 2:

“These changes will make me / others visit the area less”.

1009 No. of respondents mentioned this reason.

4.11 DCC Response:

- Charging for parking helps regulate the demand for parking spaces, preventing overuse, and ensuring a fair distribution of available spots. This can be particularly important in busy areas, such as Seaham, where free parking can lead to congestion, limited availability, and difficulties for both visitors and local businesses.
- There will still be a number of car parks away from the immediate seafront that will be free to park in for visitors.
- A number of residents noted that they often call into town when running errands or using local businesses/services and, charges would deter them from doing this. Whilst a number of these respondents will be encouraged to use other, more sustainable modes, which is one of the aims of the proposal, others could continue to do this whilst using one of the many remaining free car parking areas within the town.
- Suggestions were received relating to the introduction of a disc parking system within the town. Such schemes are used in other areas of the UK, but it is confirmed that there is no plan to introduce them within Seaham at this time. Parking surveys will be undertaken within the town should pay and display be introduced to ascertain whether further measures such as permit parking are required.
- Seasonal charging was also suggested with respondents stating that pay and display should only be applicable in the busier, warmer months of the year. Whilst there are numerous ways to manage parking and an endless

combination of tariff arrangements and exemptions the parking management proposals are for Pay and Display parking which apply over the full year in line with Pay and Display car parks elsewhere in the county/region.

- A number of responses stated that they do voluntary or charity work within the town and that they would be less likely to attend should charges be introduced. As mentioned previously it is advised that they could continue to do this whilst using one of the remaining free car parking areas within the town.
- Other responses noted that they visit the area regularly and do not believe the area gets busy enough to justify the introduction of parking charges. Following the government announcement of their “Living with Covid” plan in February 2022, the County Council arranged for a series of surveys to be carried out around the county to understand parking trends and demands. The surveys in Seaham confirmed anecdotal evidence that car parks on the heritage coast experienced capacity issues at numerous times per day, even whilst still in a national state of recovery from the pandemic.

4.12 See appendix 3 for objection chart.

4.13 Objection Reason 3:

“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas”.

465 No. of respondents mentioned this reason.

4.14 DCC Response:

- Some level of parking displacement is unfortunately inevitable when parking controls are introduced. If the controls were introduced, we would be monitoring the nearby adjacent residential streets and areas to determine any effects. The results of this exercise would determine if additional restrictions or alternative measures such as permit parking areas would be beneficial.
- Any new measures would be introduced in line with the relevant individual policies outlined in the County Council’s Parking Policies document.
- Some residents of the town have also suggested that a permit system be introduced. The reasoning behind this suggestion appears to be two-fold with some people requesting residents be given a nominal time of free parking and others who live close to the sea front concerned that they will

not be able to park on street close to their home. Whilst a free parking period is not being considered, permits for residents may be introduced at a later date but would be dependent on the results of the surveys mentioned above.

4.15 See appendix 3 for objection chart.

4.16 Objection Reason 4:

“There is currently a cost-of-living crisis, and it is wrong to ask people to pay more”.

332 No. of respondents mentioned this reason.

4.17 DCC Response:

- Parking charges only apply to those people who own a car and choose to park in a car park that has a parking tariff in force. All DCC carparks are managed and maintained at a cost. Unfortunately, the service can no longer absorb the increasing costs associated with managing and maintain these facilities, it is therefore proposed that these costs should be borne by the end user.

4.18 See appendix 3 for objection chart.

4.19 Objection Reason 5:

“Free parking is one of the main reasons people visit the area”.

255 No. of respondents mentioned this reason.

4.20 DCC Response:

- There are numerous occasions over the course of a year where the coastal car parking areas within Seaham have been operating over-capacity. This has led to congestion during these periods and one purpose of these proposals is to manage demand in the busier areas when necessary.
- A number of responses mentioned volunteers using the area to offer their services to the betterment of the town. In addition to this some objections stated that there were not enough amenities to attract people to the town if free parking was removed.
- There will still be a number of car parks away from the immediate seafront that will be free to park in for visitors as well as all parking to the west of

the B1287 & A182 being free for an unlimited length of time on all days of the week.

4.21 See appendix 3 for objection chart.

4.22 Objection Reason 6:

“People will not use sustainable travel methods instead of their car. The sustainable travel offer in the area is inadequate”.

334 No. of respondents mentioned this reason.

4.23 DCC Response:

- It is anticipated that the introduction of charges will assist people in making reasoned choices about their mode of transport when planning their journey.
- Transport emissions accounts for 33% of all emissions in County Durham and unfortunately free parking makes car travel a more attractive option than public transport or walking / cycling to the areas of interest.
- Some respondents were concerned that no details were provided as to what improvement were to be made to the existing sustainable travel offer supplying the town. They were also concerned that the existing cycle routes on the coast are hilly and unsafe, and people would be reluctant to use them. The County Council are committed to monitoring, reviewing and where possible improving our sustainable transport offer. Income from parking is ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used for transport measures including subsidising bus services.
- Objectors also noted that traditional beach trips by families involved transporting a lot of items to the area to entertain members of the group. If such visitors were reluctant to use the pay and display areas they could pick up and drop off at any place near the coast which is safe and legal before parking their vehicle in one of the many free parking spaces, a slight walking distance from the sea front.

4.24 See appendix 3 for objection chart.

4.25 Objection Reason 7:

“These charges will have a negative effect on peoples physical and mental health”.

209 No. of respondents mentioned this reason.

4.26 DCC Response:

- It is recognised that many people visit the coastal areas for exercise and to maintain and improve their mental health.
- There are over 1000 designated car parking bays within Seaham which can be used by the general public. These parking areas are of mixed private and public ownership.
- These proposals will see charges added to the car parks at Seaham Hall Beach, Vane Tempest, Terrace Green, Seaham Marina, Dock Top and Noses Point. These car parks contain approximately 630 spaces. All other car parking within the town will remain free.
- The charges will only apply on the area most conveniently located for access to the coast. Free access to the area can still be obtained but will require the visitors to walk for approximately 5/10 minutes to the sea front. There are two formal zebra crossings linking the eastern and western sides of North Road / North Terrace. There are also several other crossing points available to use in the near vicinity.

4.27 See appendix 3 for objection chart.

4.28 **Objection Reason 8:**

“The money made from this proposal will not be reinvested within the town”.

59 No. of respondents mentioned this reason.

4.29 DCC Response:

- Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind. If their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.
- Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking charges or enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.
- Whilst it is inevitable that the introduction of parking tariffs will be unpopular with many car owners, it should be recognised that any changes will potentially lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus

income generated from parking is ringfenced for transport measures county wide, including Seaham.

4.30 See appendix 3 for objection chart.

4.31 Objection Reason 9:

“These proposals will have a negative effect on workers within the town”.

26 No. of respondents mentioned this reason.

4.32 DCC Response:

- Commuters parking within this area for prolonged periods are effectively sterilising the parking asset and ultimately reducing the opportunities for potential customers visiting the town. Each parking space is potentially a source of income for the local economy, and it is anticipated that the introduction of a charging regime will encourage a turnover of vehicles, thus maximising income potential for the local area.

4.33 See appendix 3 for objection chart.

4.34 Objection Reason 10:

“There isn’t enough parking within this area”.

16 No. of respondents mentioned this reason.

4.35 DCC Response:

- There are over 1000 designated car parking bays within Seaham which can be used by the general public. These parking areas fall under a mix of private and public ownership.
- These proposals will see charges added to the car parks at Seaham Hall Beach, Vane Tempest, Terrace Green, Seaham Marina, Dock Top and Noses Point. These car parks contain approximately 630 spaces. All other car parking within the town will remain free.
- The current parking provision, with the addition of Dock Top, is considered to be adequate, and a charging regime will manage occupancy levels better in the more desirable locations.

4.36 See appendix 3 for objection chart.

4.37 Objection Reason 11:

“These proposals will not be cost effective”.

5 No. of respondents mentioned this reason.

4.38 DCC Response:

- It is anticipated that these amendments will assist the service in managing and maintaining their parking asset(s) whilst managing demand within the area and assisting the environmental goals of the Authority.
- Some comments suggested that different price points and seasonal tariffs should be considered with dispensation given to those who live locally. Other comments suggested introducing a maximum time limit instead of pay and display. The management of a tiered charging regime would be confusing for the end user and incredibly difficult to manage with administration costs negating any cost savings. Such a scheme would also not enable the Council to manage parking occupancy and could lead to capacity problems within the parking area. A maximum stay could assist in managing capacity but would potentially deter people from visiting the area for a prolonged period.
- Objectors mentioned that if people had paid to park all day they would be more likely to stay longer. Survey data indicates that capacity issues do occur in these areas during busier periods. The introduction of the charging regime will assist people in making more informed decisions about the manner of their journey and the length of their stay at the destination.

4.39 See appendix 3 for objection chart.

4.40 Objection Reason 12:

No specific reason was given but those responding simply were opposed to the proposal.

536 No. of respondents mentioned this reason.

4.41 See appendix 3 for objection chart.

5 Conclusion

- 5.1 Having considered the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to manage parking occupancy levels and encourage sustainable transport methods as well as ensuring that the parking service is self-financing. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Seaham Off-street Parking Places (Parking & Waiting Restrictions) Traffic Regulation Order 2024, 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\Proposed
Tariff and Duration Changes\Seaham (Off-Street)

Author(s)

[Strategic Traffic]

Tel: 03000 260000

[Dave Lewin]

Tel: 03000 263582

Appendix 1: Implications

Legal Implications

Imposing charges under the powers of section 35 of the 1984 Road Traffic Regulation Act, section 32 or 33(4) requires a Traffic Regulation Order.

Increases in parking charges introduced by Order can be made either by Amendment Order or, under section 35C or 46A of the 1984 Act (as appropriate), by Notice. Making changes by Notice means that objections to the changes need not be entertained, as would be the case if an amendment order was advertised. Changes can thus be made more quickly.

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 proposals will have a positive impact with regard to climate change by encouraging modal shift, reducing congestion and vehicle emissions in line with the Councils declared climate emergency.

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.

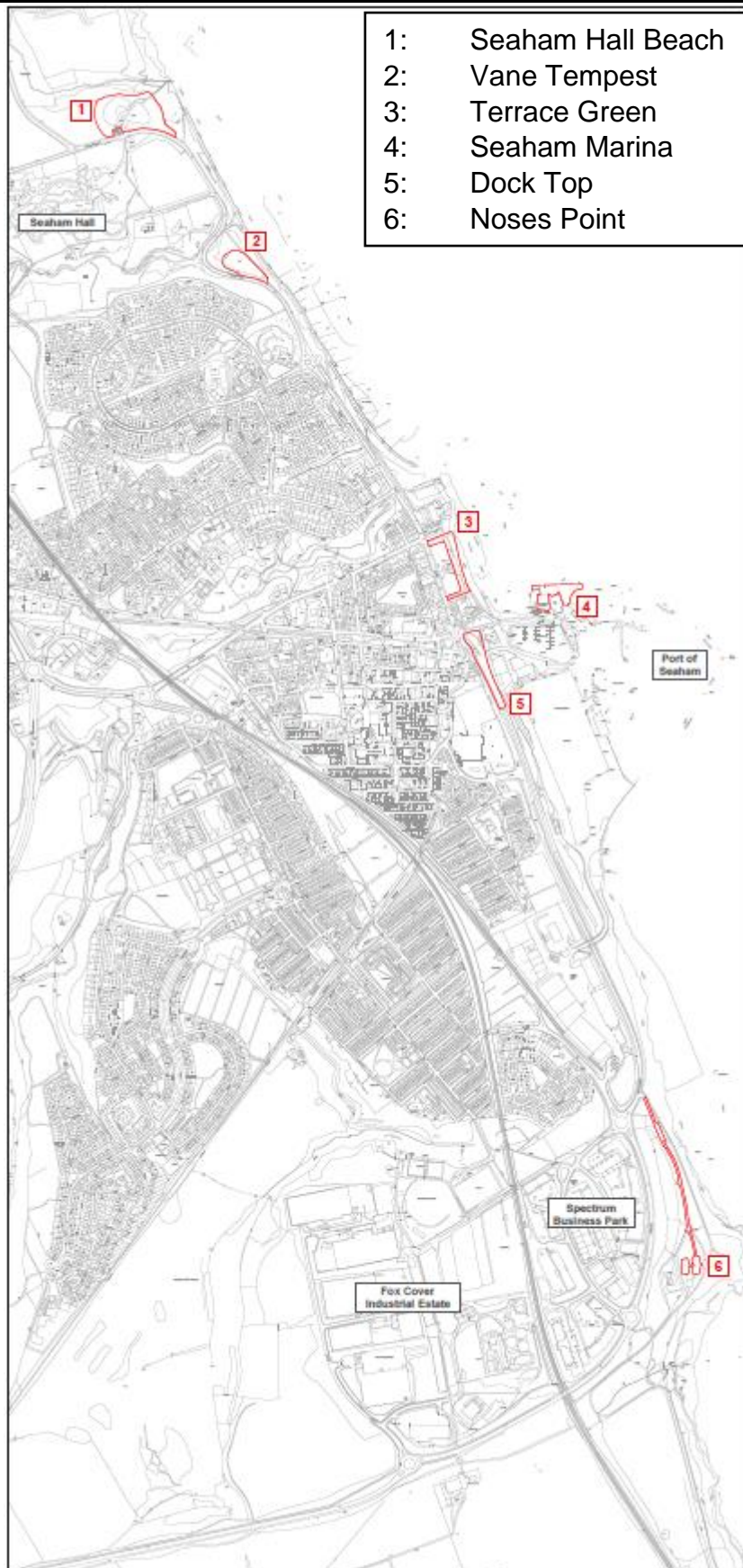
Risk

Not Applicable.

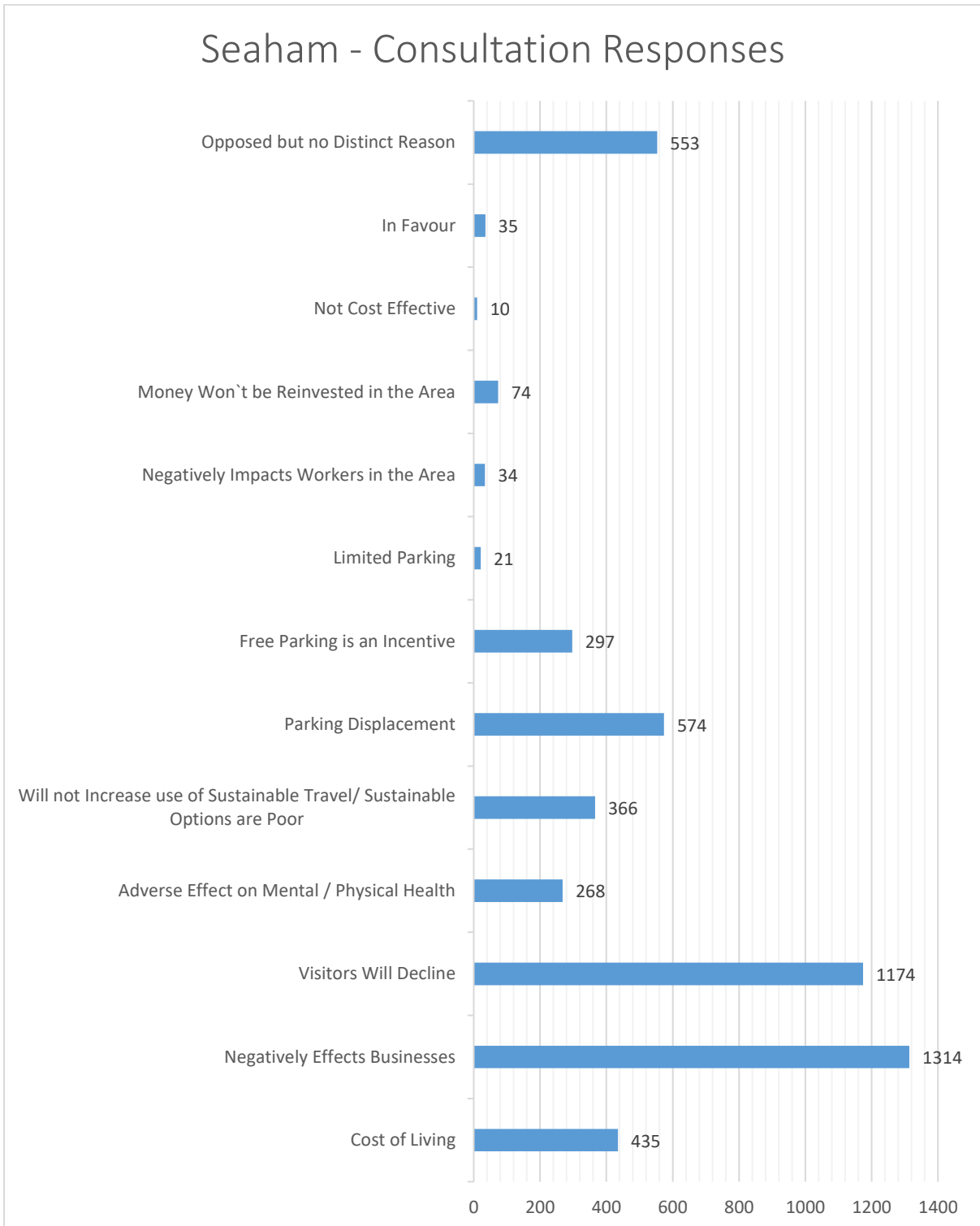
Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Combined Consultation Responses



**Data shown represents all responses from all stages of consultation*

Appendix 4: Statutory Consultation Responses

Durham Constabulary

From a Police perspective the consequences of charging for parking is the main consideration relative to potential displacement and obstruction rather than the charge itself.

My concern has to be that, while some will be displaced into other car parking areas, introducing charges may displace more vehicles, especially at peak times e.g. weekends and nice summer evenings, into residential areas where we already get concerns around non-residential parking and obstruction.

In consequence, it is the view that a wider consideration of parking restrictions in the Town area is undertaken to ensure key junctions/routes are covered by parking restrictions to reduce the effect of displacement from the outset for blue lights, general road safety and residents.

Local MP

To Whom It May Concern,

Subject: Response to Traffic Management Order

I am writing to express my opposition to the implementation of car parking charges at Crimdon Dene, Seaham, and East Shore Village. These charges have not been discussed with or sought from elected representatives in East Durham. I am unaware of any support for these proposals from Parish or Town Councils, County Councillors, Community Councillors, or the broader public.

In the absence of local demand, these proposals are seen as a money grab by Durham County Council to cover budget shortfalls rather than a measure to support the local economy, the community, or traffic management.

As a Member of Parliament, I have consistently raised concerns about traffic issues in and around O'Neill Drive and Peterlee Hospital which impacts on the local community. Unfortunately, there has been limited action from Durham County Council, which now seems to be due to your inability to generate revenue from addressing these concerns.

I am concerned that, instead of using traffic management orders to address local issues, Durham County Council is using them to plug financial failings, irrespective of any problems they create or harm to the local economy.

Displacement of vehicles is a significant concern. The introduction of parking charges will lead to visitors parking on residential streets or occupying free parking spaces meant for businesses like Aldi, Asda, and the Byron Shopping Centre. This would exacerbate traffic issues as visitors first check these sites for available free parking, unlike the current situation where visitors park in the most convenient location depending on the purpose of their visit.

During busy times, it's common for people to use residential streets like Dene House Road and Hawthorn Square for parking. The introduction of charges will make this behaviour an everyday occurrence in order to avoid parking charges.

I am pleased that Crimdon Dene and Seaham are increasingly popular destinations, primarily for local visitors within County Durham. The absence of parking charges and easy access to the coastline make these areas appealing. Imposing charges will eliminate the incentive for local visitors to choose Seaham and Crimdon Dene over neighbouring spots like Roker, Seaburn, and Seaton Carew. While this may raise revenues for Durham County Council, it will come at the expense of local businesses.

Visitors to the East Durham Coastline often resort to driving due to the lack of frequent and reliable public transport options. Rather than penalising these individuals, improving public transport would enhance traffic management across all communities.

Unfortunately, private operators Arriva and Go North East have failed to provide effective public transport, despite receiving Durham County Council subsidies. These failing services damage the local economy, employment and the community. Durham County Council should take a more robust approach in relation to delivering public transport rather than imposing charges on those wanting to visit our community.

The local business community has shown great resilience amidst the challenges posed by COVID, the government's economic downturn, and a cost-of-living crisis. It is surprising that the Department of Regeneration, Economy, and Growth at Durham County Council would propose a traffic management order that could harm local businesses, the economy and growth. The various parking options in Seaham cater to the diverse needs of visitors, and the introduction of parking charges is an unnecessary disruption to traffic management and the local economy.

Many businesses along the seafront benefit from short-stay visitors, especially during quieter trading times. Feedback suggests that parking charges would discourage casual visits, leading people to visit Seaham only for specific reasons. The revenue gains for Durham County Council would come at the expense of lost business revenues, potential closures and a fall in business rate revenues.

These charges contradict the goals of a department with the remit of Regeneration, Economy, and Growth at Durham County Council.

The parking challenges at Crimdon Dene have arisen due to the popularity of the Dunes Café. Rather than resorting to parking charges to curb demand, Durham County Council should seize the opportunity to build on this success by implementing development projects and proposals that will draw even more people to our region.

It's expected that there will be some level of displacement, where drivers might opt to use highway spaces for parking, and others may choose not to visit at all.

Durham County Council should explore ways to expand or establish additional parking facilities, rather than implementing measures that could restrict and hinder the number of visitors to the area.

The East Durham Coastline stands out as the only area on the North East coast that offers free parking. Instead of viewing this as a disadvantage or a potential source of revenue, Durham County Council should leverage this unique feature to promote the area and encourage more visitors.

I acknowledge the financial failings of Durham County Council. However, the most effective strategy is to take proactive steps to boost the local economy, making our communities the most appealing destinations in the North East for both visitors and businesses, raising revenues through new business rate receipts.

Attempting to extract every last penny from the community through ill-conceived parking charges is a counterproductive approach that undermines the long-term success of our local economy.

In conclusion, I have serious concerns about the management of Durham County Council, particularly the Department for Regeneration, Economy, and Growth. These traffic management orders lack support from local elected representatives and the wider community. They appear to be motivated by financial concerns rather than genuine traffic management needs.

The department should focus on delivering positive change and investment within our community, addressing issues like public transport and supporting the local economy. There should be a clear plan for growing the coastline economy and creating employment opportunities.

Our communities seek support from Durham County Council to address various concerns, and it is frustrating to see time and effort devoted to proposals that lack community support. The public deserves accountability for these proposals and should be informed who initiated them.

I oppose the imposition of parking charges, which, if implemented, would affect our communities without their consent or the support of elected representatives in East Durham.

Kind regards,

Local Members

We write in response to the consultation on the proposed introduction of car parking charges particularly in Seaham.

As regular visitors to Seaham we feel we must register our opposition to these proposals which will surely have a negative impact on businesses and local residents.

These proposals will push motorists who are looking to avoid parking charges into taking up resident parking in nearby streets as well as taking up vital spaces in local supermarkets such as Aldi and ASDA. Seaham is a booming tourist town which has battled through adversity to maintain its popularity after covid and during a cost-of-living crisis.

We fail to see how these proposals can be for the benefit of the local area and will do nothing to increase visitor number or help businesses to maintain their success or increase trade.

We wholeheartedly oppose these proposals and trust you will take these comments into consideration along with all other comments submitted during this consultation.

Kind regards,

Subject: Objection to Parking Charges Seaham,

I am writing to object to Durham County Councils proposals to introduce car parking charges at Seaham Hall Beach and the Vane tempest car park. As elected members we have never been consulted or our opinions considered regarding this outrageous proposal, I have never once received a complaint about parking issues in these locations. The main concern in relation to Seaham Hall Beach was and is camper vans stopping overnight . While signage has been in place there has never been any enforcement. If DCC wished to impose charges on these camper vans stopping over I would be supportive of such a measure.

There are no parking issues at Seaham Hall Beach or Vane Tempest, introducing parking charges is simply a means of generating revenues for Durham County Council. This will come at the expense of businesses such as North Beach Coffee Bar, which is dependent on visitors.

In relation to the Vane Tempest Car Park, visitors will instead park on residential streets, creating unnecessary problems and tension between the community and visitors. I am perplexed at why DCC would attack our local economy and undermine tourism. The comments about boosting visitors and spending are nonsensical , as there is already significant available parking across Seaham.

I have already spoken to people about these charges, with visitors advising they will go elsewhere, such as Dalton Park, Rainton Meadows or Castle Eden, free parking is a significant attraction for encouraging people to visit Seaham and distinguishes our area from Sunderland and Hartlepool.

The argument that these plans have anything to do with active travel, environment, and traffic management are disingenuous , and it is clear to everyone that these proposals are a means of creating an income stream for Durham County Council.

While I acknowledge Durham will raise revenues, this will come at the expense of business, employment and promoting Seaham as a tourist destination. There is no public or political support for these proposals and should be withdrawn.

Seaham Division

Town Council

At the recent meeting of Seaham Town Council's Planning Committee held on Tuesday, 31st October, the proposed parking charges were discussed. Town Councillors unanimously agreed to object to Durham County Council's consultation proposals to charge for car parking on Seaham's seafront. During discussions, Councillors raised concerns as to why the proposals should be opposed, these included but were not limited to:

- Monies raised will not specifically be utilised for Seaham improvements.
- Seaham has a history of free parking which is utilised by many aspects of the community.
- There is potential for local businesses to receive lower footfall with customers not wanting to pay parking charges.
- Car parking charges would negatively impact workers from the seafront bars, cafes, and shops.
- There is potential for vehicles avoiding paid zones which could cause additional pressures on local residents who live in the surrounding streets, some of which already find it difficult to park

Seaham
(Off-Street Parking Place)
Traffic Regulation Order
2024

Highways Committee
20th February 2024



Seaham Proposed Pay & Display Car Parks

1. Seaham Hall Beach

2. Vane Tempest

3. Terrace Green

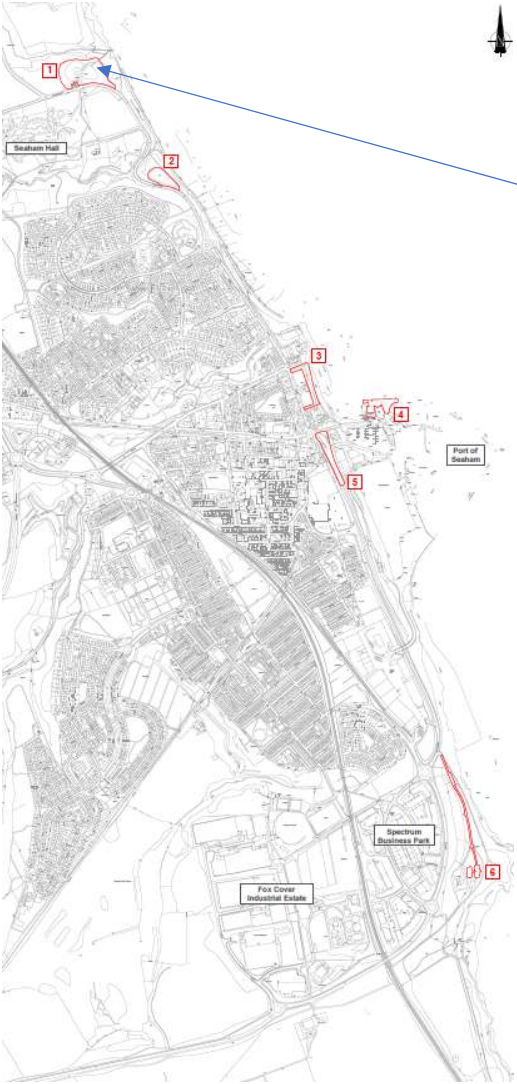
4. Seaham Marina

5. Dock Top

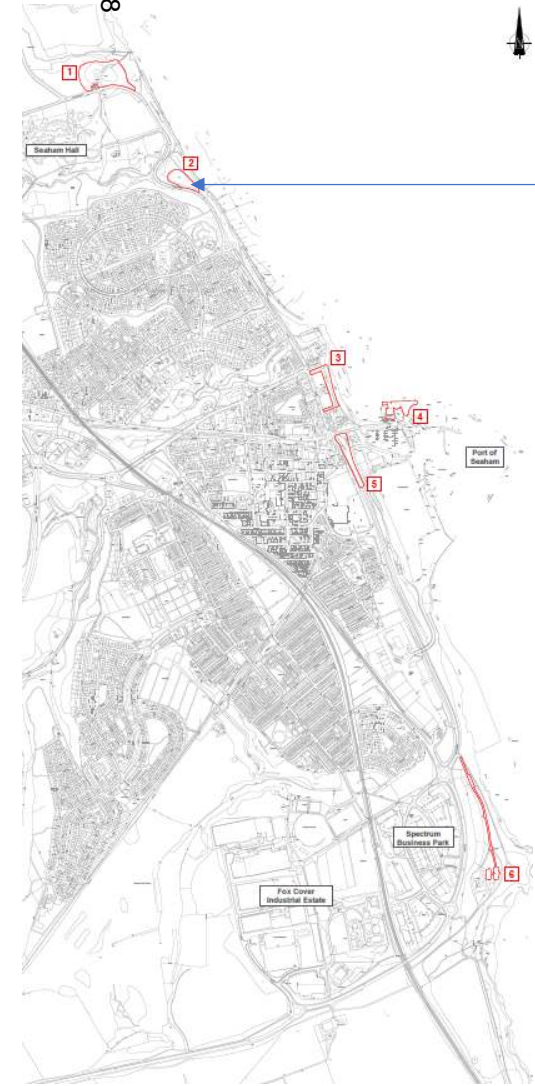
6. Noses Point



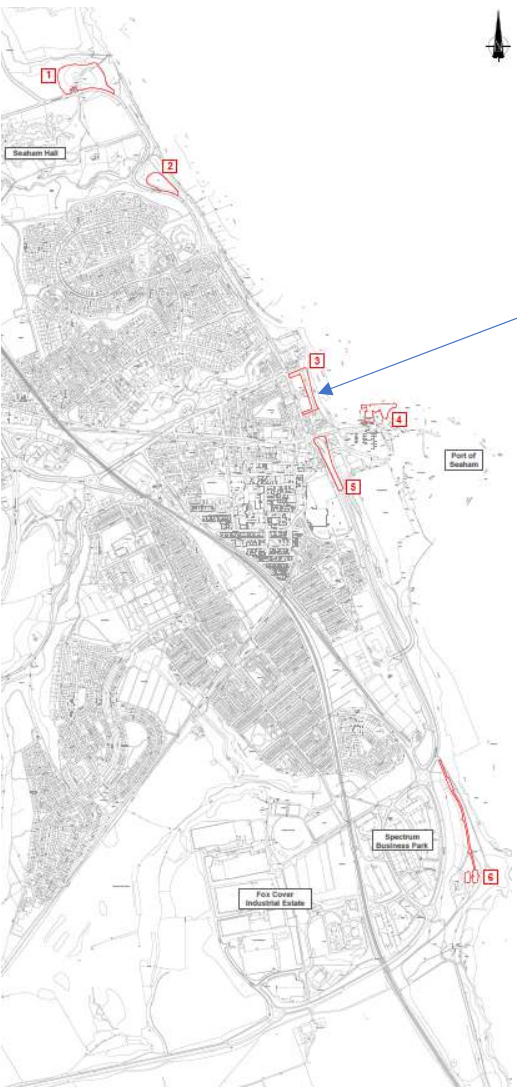
1. Seaham Hall Beach



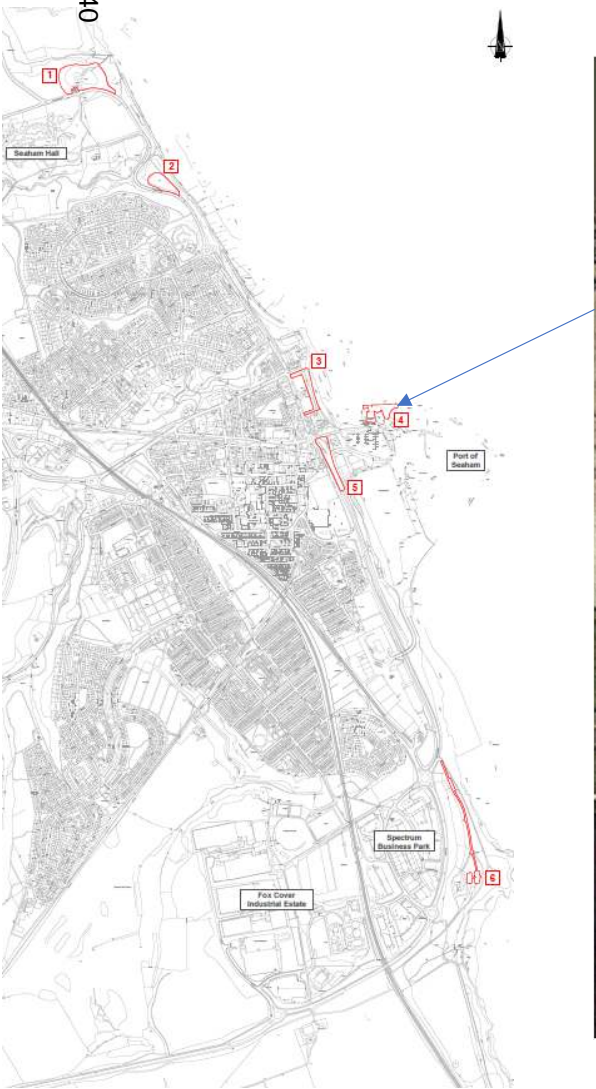
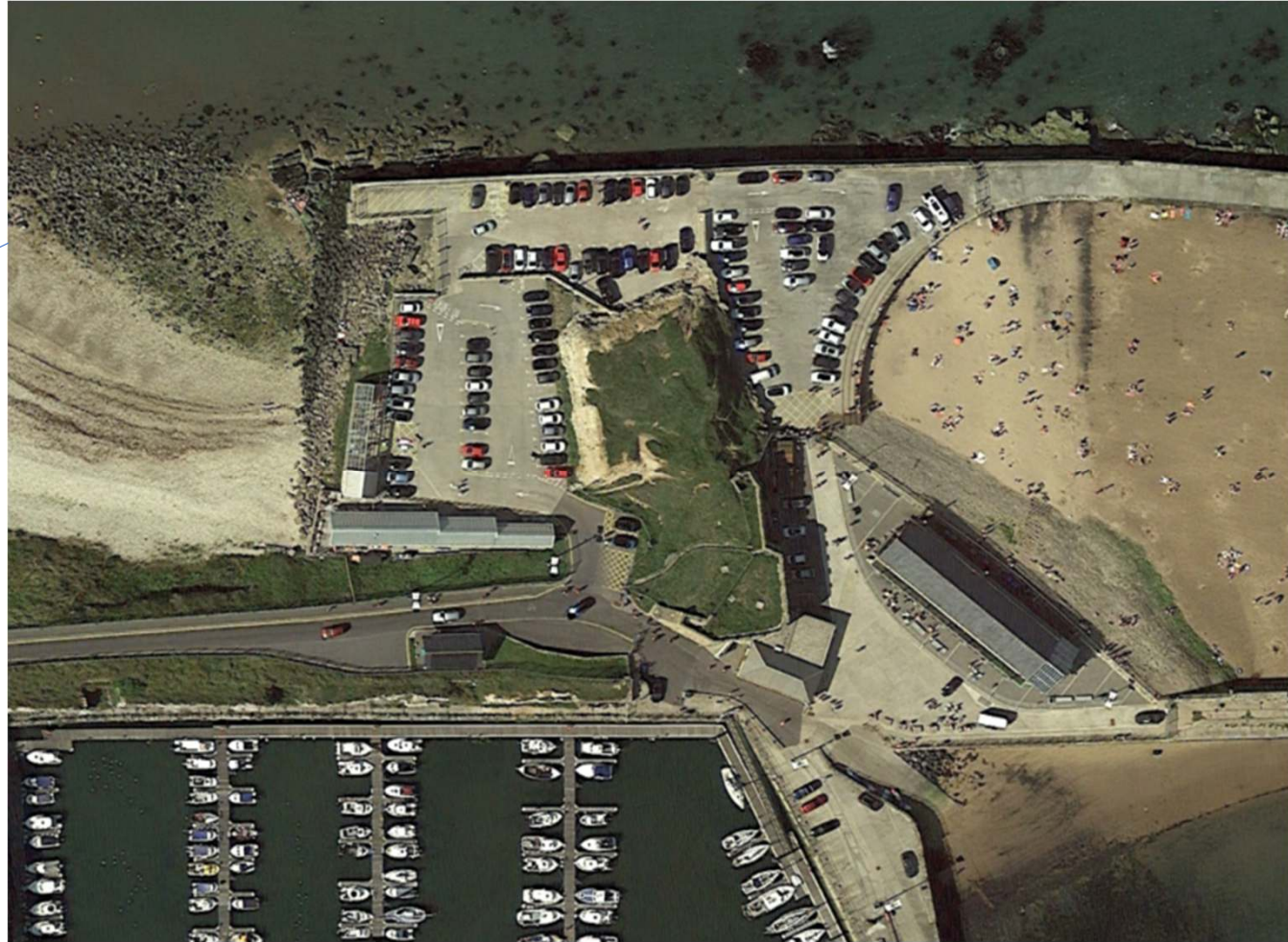
2. Vane Tempest



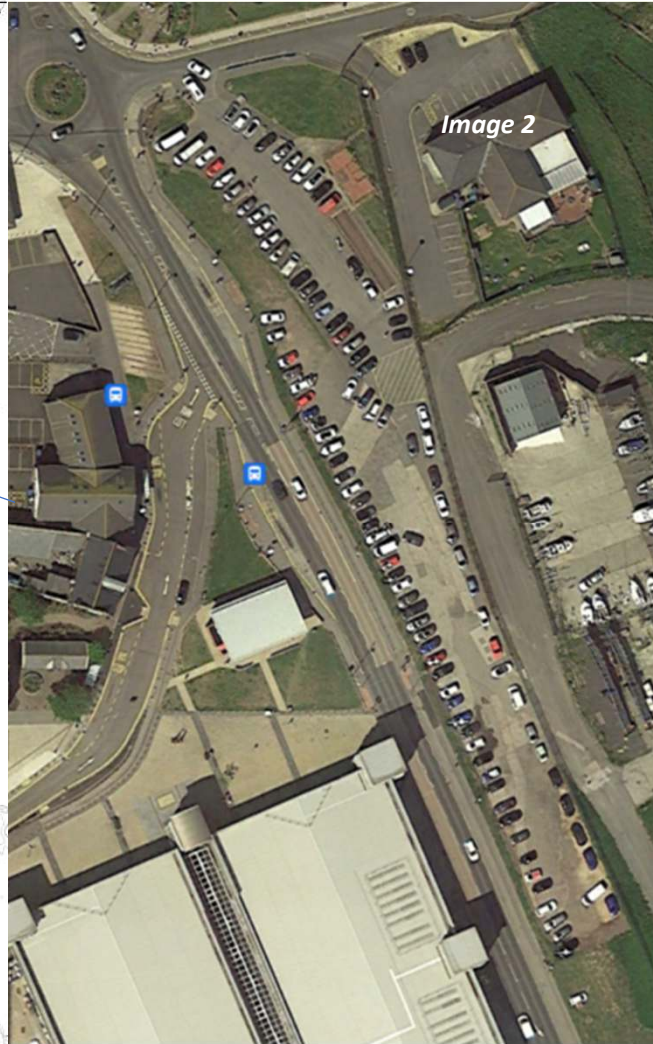
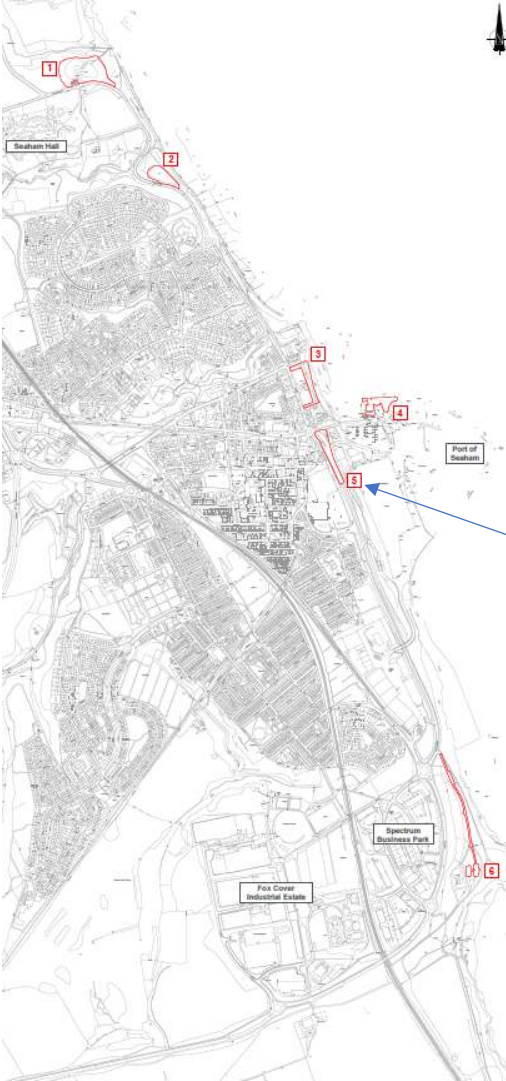
3. Terrace Green



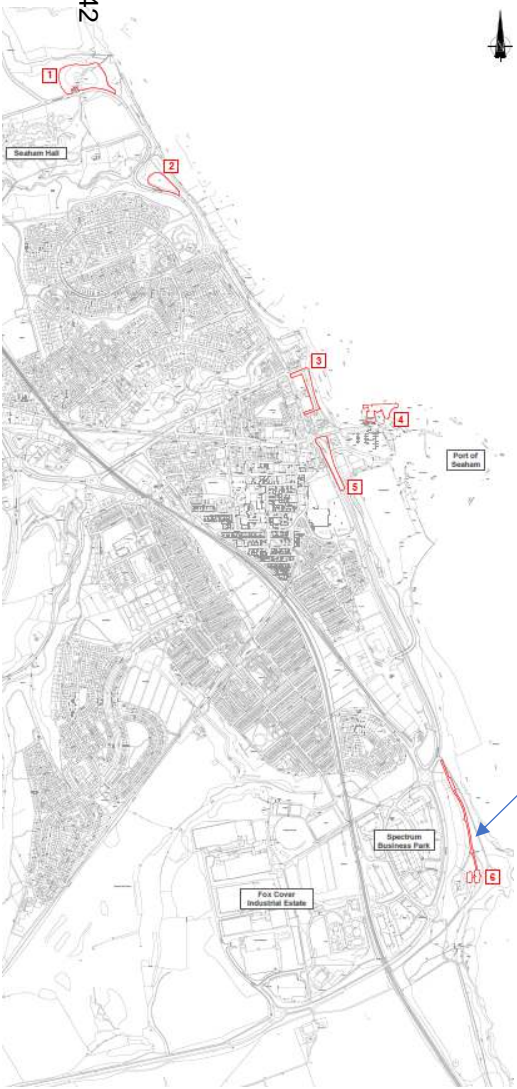
4. Seaham Marina



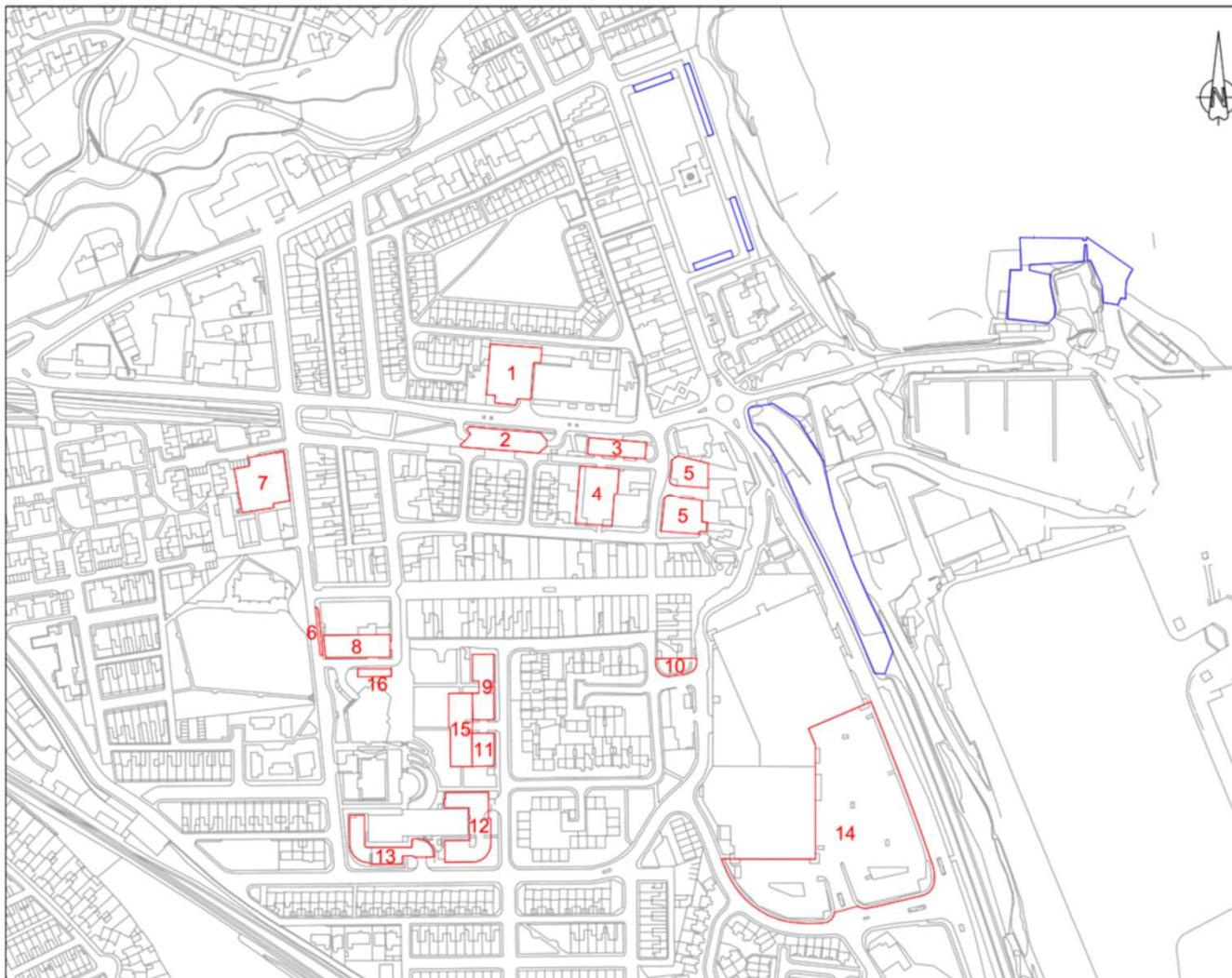
5. Dock Top



6. Noses Point



Seaham Free Car Parks



Seaham Car Parks	
Car Park No.	Capacity
1. ALDI	42
2. ALDI Overflow	32
3. Opposite Pub	25
4. Golden Lion	41
5. Next to Barclays	55
6. Sophia St Disabled	5
7. Lloyds Bank	49
8. Heron Foods	27
9. NHS Shelley St (right entrance)	32
10. Shaw St	8
11. NHS Shelley St (left entrance)	20
12. NHS Office Shelley St	45
13. NHS Pharmacy Sophia St	24
14. ASDA	348
15. Main NHS	34
16. Caroline St (BBH)	6



Background

- There are numerous occasions over the course of a year where the coastal car parking areas within Seaham operate over-capacity where free parking can lead to congestion, limited availability, and difficulties for both visitors and local businesses.
- Effectively managing available parking space through the introduction of pay and display parking will:
 - help visitors access Seaham and make trips more attractive, encouraging future visits.
 - reduce congestion and emissions
 - Increase foot fall in commercial areas such as Church Street from those choosing to park in the remaining FOC car parks
 - ensure that it is the end user who contributes to the operational costs of the facility rather than the community at large.
 - lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Seaham

Proposals

?? BEACH CAR PARK



CHARGES APPLY MONDAY TO SUNDAY

8am - 6pm

Cars Up to 1 hour **£1.00**
All day **£3.00**

Solo Motorcycles **FREE**



**Disabled Badge Holders
charges as above**

TICKETS NOT TRANSFERABLE

EXCESS CHARGES

An excess charge of £50 may become payable for any vehicles left in contravention of the provisions of the terms and conditions.

OPERATIONAL HOURS

24-hour car park – please refer to terms of use.

If you wish to discuss any parking enforcement issues, please contact Parking Services on 03000 263 985

Designation of Parking Places / Parking Bays

1. The Crimdon Beach car park, which is marked with the appropriate lines/signs, is designated as a Parking Place.
2. Each area of the Parking Place, which is marked with the appropriate lines/signs, is designated as a Parking Bay.

Conditions of use of Parking Places

3. The following are classes of vehicles which are Permitted Vehicles
 - (i) motor cycles
 - (ii) motor cars (without caravans or trailers)
 4. No person shall cause or permit any vehicle other than the Permitted Vehicles to use the Parking Place.
 5. Every vehicle left in a Parking Place shall stand so that every part of the vehicle is wholly within the limits of a Parking Bay.
 6. Where a Parking Bay is described as available for vehicles of a specific class the driver of a vehicle shall not, unless authorised in writing by the Council, permit it to wait in the Parking Bay unless it is of the class so specified.
 7. Electric Vehicle owners must pay & display in addition to paying for any charge drawn within the car park.
 8. No person shall cause or permit a vehicle to wait or park in a Parking Bay marked for disabled persons unless the vehicle displays a valid disabled person's badge in the relevant position and unless the vehicle has been or is about to be used by the person(s) in respect of whom the disabled person's badge has been issued either immediately before or immediately after the act of parking. Where required the vehicle shall also display the disabled person's badge clock in accordance with local regulations.
 9. No person shall cause or permit a vehicle to wait or park in a Parking Bay marked for motorcycles unless the vehicle is a motorcycle.
 10. No person shall cause or permit a vehicle to wait or park in a Parking Bay marked for electric vehicles unless the vehicle is an electric vehicle.
- Power to close or suspend Parking Places / Parking Bays**
11. Any person duly authorised by Durham County Council may where appropriate temporarily close or suspend the use of any Parking Place or Parking Bay for any class of vehicle for any period.
 12. The suspension of a Parking Place or Parking Bay shall be indicated by the use of the appropriate signs.
 13. No person shall cause or permit any vehicle to wait in a Parking Place or Parking Bay or part thereof, where an appropriate traffic sign has been placed or erected by any person duly authorised by the Council, indicating that the Parking Place / Parking Bay should not be used.

Use of Parking Place

14. (1) No person shall use any part of a Parking Place or use any vehicle in a Parking Place:
 - (i) to carry out any work of construction overhauling cleaning or repair in respect of the vehicle except as may be necessary to enable the vehicle to be moved from the Parking Place;
 - (ii) for sleeping, camping or cooking; or
 - (iii) for the playing or taking part of any sport; or
 - (iv) to engage in any unlawful activity; or
 - (v) to congregate with others with or without vehicles; or
 - (vi) to erect or cause to be erected any tent, booth, stand, building or other structure; or
 - (vii) to light or cause to be lit any fire; or
 - (viii) to shout or otherwise make a loud noise to the disturbance or annoyance of users of the Parking Place or residents or occupiers of premises in the neighbourhood; or
 - (ix) to play music or other recorded sound to the disturbance or annoyance of users of the Parking Place or residents or occupiers of premises in the neighbourhood.
- (2) to engage in the sale of goods.
- (3) for overnight parking.
- (4) No person shall, except with the express written authority of the Council, affix or cause to be affixed any advertising material to any vehicle left in a Parking Place.
- (5) Nothing in these Terms and Conditions shall apply to anything so approved by an authorised officer of the Council.
- (6) No person shall use a vehicle while it is in a Parking Place in connection with the sale of any article to persons in or near the Parking Place or in connection with the selling or offering for hire of his or another person's skills or services in any capacity, unless with the express written permission of the Council.
- (7) No person shall except with the permission of an authorised officer of the Council drive any vehicle in a Parking Place other than for the purpose of leaving that vehicle in the Parking Place or for the purpose of departing from the Parking Place in accordance with these Terms and Conditions.
- (8) No person shall leave an engine running except for the sole purpose of entering, departing or manoeuvring the vehicle in the Parking Place.
- (9) No person shall be permitted to use a Parking Place for the purpose of offering a vehicle for sale.

Parked Causing an Obstruction

16. The driver of a vehicle using a Parking Place shall not park the vehicle in such a manner or place where it causes an obstruction to any other users of the Parking Place.

Contravention and Penalty Charges

17. (1) A person who contravenes these Terms and Conditions, or who uses a vehicle, or causes or permits a vehicle to be used in contravention of the Traffic Regulation Order relating to this Parking Place, shall be guilty of an offence under Section 35 of the Road Traffic Regulation Act 1984.
- (2) A Penalty Charge may become payable in the event of a vehicle failing to comply with the provisions of these Terms and Conditions.
- (3) Where a Penalty Charge is payable a Civil Enforcement Officer shall attach to the vehicle in respect of which the Penalty Charge has been incurred in a conspicuous position a notice to be called the "Penalty Charge Notice".
- (4) The Penalty Charge shall be paid to the Council in accordance with the instructions contained in the Penalty Charge Notice.
- (5) A person who contravenes section 13 of these Terms and Conditions may incur a Fixed Penalty Notice.
18. A Penalty Charge Notice attached to a vehicle shall not be removed or interfered with except by or under the authority of:
 - (i) the owner or person in charge of the vehicle; or
 - (ii) the Council for the Parking Place in which the vehicle in question was found.

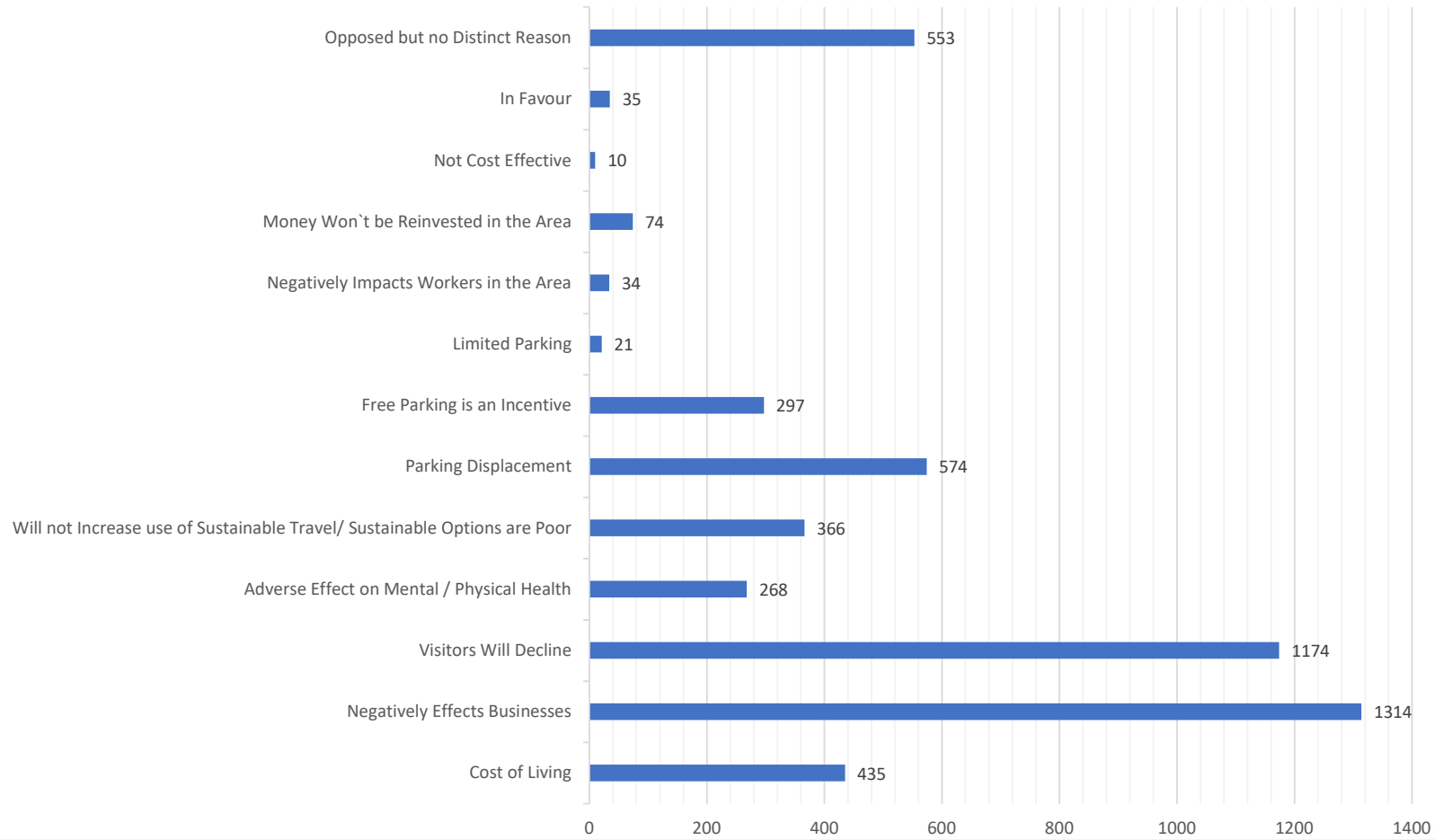
Movement and Removal of Vehicles and Other Equipment

19. If a vehicle is left within a Parking Place in a position other than in accordance with the provisions of these Terms and Conditions Durham County Council may alter or cause to be altered the position of that vehicle so that it is in accordance with the Terms and Conditions.
20. The Terms and Conditions shall apply equally to any other equipment deposited in the Parking Place which in the opinion of a person authorised by Durham County Council constitutes a contravention of the Terms and Conditions and these provisions are extended to include for the disposal of the equipment where it is deemed appropriate by Durham County Council.
21. If a vehicle is left in a Parking Place in contravention of any of the provisions of the Terms and Conditions a person authorised by Durham County Council in that respect may remove the vehicle from the Parking Place or arrange for such removal.
22. If an emergency occurs, Durham County Council or a police officer in uniform may alter or cause to be altered the position of a vehicle in a Parking Place or remove or arrange for the removal of a vehicle from a Parking Place.
23. Any person altering or causing the alteration of the position of a vehicle or removing or causing the removal of a vehicle may do so by towing, lifting or driving the vehicle or using such other manner as may think reasonably necessary to enable the position of the vehicle to be altered or the vehicle to be removed.



Objections

Seaham - Consultation Responses



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?

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Highways Committee

20th February 2024

SEAHAM

Parking & Waiting Restrictions, Traffic
Regulation Order 2024

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:

Seaham / Dawdon

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Seaham.
- 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 The Strategic Corporate Management Team (CMT) approved a report in September 2023 which recommended the introduction of measures to address the availability of parking space and pricing to encourage the use of alternative, more sustainable transport modes.

- 2.3 The County Council consider that there is a need for a revised parking strategy that recognises that the availability of spaces together with the price point is the major determinant of modal shift. The objective is to develop a strategy that recognises the difference between work and leisure trips and adopts measures that seek to achieve a balance between the needs of residents to park, access to local employment and local retail and service providers, and the need to reduce trips by conventional cars.
- 2.4 With the above in mind, it is proposed that restricted parking be introduced on North Road in Seaham. Additional waiting restrictions will also be introduced on East Shore Drive, Dene House Road and Dene Terrace.
- 2.5 Officers have determined that the changes listed below would be of benefit in terms of facilitating the turnover of vehicles in the identified location. It is therefore proposed to amend the current Seaham (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.

Restriction	Location
Pay and Display Parking, All Days, 8am –6pm	North Road
No Waiting At Any Time	East Shore Drive
No Waiting At Any Time	North Road
No Waiting At Any Time	Dene House Road
No Waiting At Any Time	Dene Terrace

- 2.4 All Local Members and Durham Constabulary have been consulted on this proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	20-10-23	10-11-23
Informal Consultation	23-10-23	13-11-23
Formal Consultation	7-12-23	28-12-23

The informal consultation exercise for this proposal took the form of an online questionnaire which invited comments on the proposed amendments.

3 Recommendation(s)

3.1 Committee is recommended to:

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

4 Proposal, Objections & Responses

4.1 It is proposed that pay and display parking of £1/hour, £3/all day be introduced on North Terrace to encourage a turnover of vehicles to improve access to local amenities whilst aiding the Authority's policies on sustainable travel and climate change. No Waiting At Any Time restrictions will also be introduced in the immediate surrounding area to prevent any obstructive or dangerous parking by displaced vehicles.

4.2 Proposal Background

Durham County Council currently charge for on and off-street parking in numerous locations across the County where demand for parking space outstrips the available capacity.

All on-street parking in Seaham is currently free and there are no designated maximum lengths of stay on the kerb space adjacent to the coast.

The area is recognised as having a high demand for parking and the Council has looked to tailor its approach to parking outlined within this proposal accordingly. It is anticipated that the proposed measures will promote the efficient use of the limited kerb-space at this location and address the growing management and maintenance costs.

Within the parking sector, 85% occupancy is considered to be the figure whereby operational capacity has been reached within a parking area. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the car park, queue within the car park, or leave to go to another destination. This affects future decision making by visitors and could deter them from returning to the area at a later date. With this in mind, the County Council therefore monitor their parking assets and amend restrictions and tariffs where necessary to manage occupancy, increase turnover and increase the expectation of a space being available for visitors.

It is also important to note that these proposed measures also tie in with the County Council's long term environmental objectives. Durham County Council declared a climate emergency in February 2019, and it is expected that these changes will assist in the delivery of the Council's

Climate Change Strategy by reducing emissions and encouraging modal shift.

Transport emissions accounts for 33% of all emissions in County Durham. Free or cheap parking makes car travel a more attractive option when residents are deciding by which mode of transport to travel by. By incentivising people to drive on these journeys, this increases both congestion and transport emissions.

Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind that if their scheme is not, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.

4.3 Statutory Consultation:

Consultation dates	Expressions in favour	Expressions against
20-10-23 – 10-11-23	0	7

4.4 Informal Consultation:

A questionnaire was hosted online to invite comments from residents and visitors to the area where changes are proposed.

Properties Consulted	Number in favour	Number opposed
N/A	73	2898

4.5 Formal Consultation:

Notices were posted and maintained on site across the affected areas and a formal advert was placed online on the County Council's website as well as in Seaham and Murton libraries as well as in the East Durham Life publication.

Consultation dates	Expressions in favour	Expressions against
7-12-23 to 28-12-23	0	23

4.6 Summarised objections & responses:

Owing to the scale of the consultation exercise undertaken for this proposal the objections have been summarised into categories and are listed below:

4.7 Objection Reason 1:

“These changes will have a negative effect on businesses within the area”.

494 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.8 DCC Response:

- Within the parking sector 85% occupancy is considered to be the figure whereby operational capacity of a parking area has been reached. Beyond this level of usage people find some difficulty locating a vacant space and either continuously circulate the area, queue within it, or leave to go to another destination. This affects future decision making whereby people choose to go to a destination where there is an expectation of easily finding a space. By effectively managing available parking space through the introduction of pay and display parking, we should help visitors access Seaham and make trips more attractive, encouraging future visits.
- Pay and Display parking is typically introduced in town centre locations where commuters occupy spaces that ideally would be used by visitors.
- The introduction of pay and display parking is intended to support the commercial viability of town centres and attractions by increasing parking availability for visitors and therefore increasing footfall.
- In the simplest form of illustration, if a space turns over 5 times a day, and the occupants of each vehicle spend £10 in the local economy:

= £50 per space per day

= £18,100 per space per annum (362 days excluding public holidays)
- Whilst visitors to facilities such as local care homes and playgroups noted that parking charges would massively inconvenience their visits to such places, raising the suggestion as to whether the first hour could be free, such visitors could still park for free in any of the parking bays and car parks not affected by this scheme.

4.9 See appendix 3 for objection chart.

4.10 Objection Reason 2:

“These changes will make me / others visit the area less”.

365 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.11 DCC Response:

- The proposed charges will only be introduced on-street on the eastern side of North Road. Whilst a separate proposal is looking to introduce paid parking in several coastal car parks in the vicinity, all other car parking within the town centre will remain free. These facilities are only a short walk from the town centre amenities and coastline.
- Charging for parking helps regulate the demand for parking spaces, preventing overuse, and ensuring a fair distribution of available spots. This can be particularly important in busy areas, such as Seaham, where free parking can lead to congestion, limited availability, and difficulties for both visitors and local businesses.
- Parking for blue badge holders will remain free for an unlimited length of time in the marked on-street pay and display parking bays.
- A number of residents noted that they often call into town when running errands or using local businesses/services and, charges would deter them from doing this. Whilst a number of these respondents will be encouraged to use other, more sustainable modes, which is one of the aims of the proposal, others could continue to do this whilst using one of the many remaining free car parking areas within the town.
- Suggestions were received relating to the introduction of a disc parking system within the town. Such schemes are used in other areas of the UK but it is confirmed that there is no plan to introduce them within Seaham at this time. Parking surveys will be undertaken within the town should pay and display be introduced to ascertain whether further measures such as permit parking are required.
- Seasonal charging was also suggested with respondents stating that pay and display should only be applicable in the busier, warmer months of the year. Whilst there are numerous ways to manage parking and an endless combination of tariff arrangements and exemptions the parking management proposals are for Pay and Display parking which apply over

the full year in line with Pay and Display parking elsewhere in the county/region.

- A number of responses stated that they do voluntary or charity work within the town and that they would be less likely to attend should charges be introduced. As mentioned previously it is advised that they could continue to do this whilst using one of the many free car parking areas within the town.
- Other responses noted that they visit the area regularly and do not believe the area gets busy enough to justify the introduction of parking charges. Following the government announcement of their “Living with Covid” plan in February 2022, the County Council arranged for a series of surveys to be carried out around the county to understand parking trends and demands. The surveys in Seaham confirmed anecdotal evidence that car parks on the heritage coast experienced capacity issues at numerous times per day, even whilst still in a national state of recovery from the pandemic.

4.12 See appendix 3 for objection chart.

4.13 Objection Reason 3:

“These changes will cause parked vehicles to be displaced, leading to congestion and road safety issues in the surrounding residential areas, could residents be exempt or a permit scheme be introduced ?”

241 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.14 DCC Response:

- Some level of parking displacement is unfortunately inevitable when parking controls are introduced. In anticipation the proposals also include restrictions in other locations on B1287 North Road, Dene House Road & East Shore Drive to address displacement in the immediate area. If the controls were introduced, we would also be monitoring the nearby adjacent residential streets and areas to determine any effects. The results of this exercise would determine if additional restrictions or alternative measures such as permit parking areas would be beneficial.
- Any new measures would be introduced in line with the relevant individual policies outlined in the County Council’s Parking Policies document.
- Some residents of the town have also suggested that a permit system be introduced. Reasons behind this suggestion appear to be two-fold with

some people requesting residents be given a nominal time of free parking and others who live close to the sea front concerned that they will not be able to park on street close to their home. Whilst a free parking period is not currently being considered, permits for residents may be introduced at a later date but this would be dependent on the results of the surveys mentioned above.

4.15 See appendix 3 for objection chart.

4.16 Objection Reason 4:

“There is currently a cost-of-living crisis, and it is wrong to ask people to pay more”.

100 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.17 DCC Response:

- Parking charges only apply to those people who own a car and choose to park in a car park that has a parking tariff in force. All DCC carparks are managed and maintained at a cost. Unfortunately, the service can no longer absorb the increasing costs associated with managing and maintain these facilities, it is therefore proposed that these costs should be borne by the end user.

4.18 See appendix 3 for objection chart.

4.19 Objection Reason 5:

“Free parking is one of the main reasons people visit the area”.

256 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.20 DCC Response:

- There have been numerous occasions over the course of the year where North Road has been operating over-capacity. This has led to congestion during these periods and the purpose of these proposals is to manage demand in the busier areas when necessary.
- These proposals will see charges added to 31 on-street parking spaces located on the eastern side of North Road.

- A number of responses mentioned volunteers using the area to offer their services to the betterment of the town. In addition to this some objections stated that there were not enough amenities to attract people to the town if free parking was removed.
- There will still be a number of car parks away from the immediate seafront that will be free to park in for visitors as well as all parking to the west of the B1287 & A182 being free for an unlimited length of time on all days of the week.

4.21 See appendix 3 for objection chart.

4.22 **Objection Reason 6:**

“People will not use sustainable travel methods instead of their car. The sustainable travel offer in the area is inadequate”.

203 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.23 DCC Response:

- It is anticipated that the introduction of charges will assist people in making reasoned choices about their mode of transport when planning their journey.
- Transport emissions accounts for 33% of all emissions in County Durham and unfortunately free parking will make car travel a more attractive option than public transport or walking / cycling to the areas of interest.
- Some respondents were concerned that no details were provided as to what improvement were to be made to the existing sustainable travel offer supplying the town. They were also concerned that the existing cycle routes on the coast are hilly and unsafe, and people would be reluctant to use them. The County Council are committed to monitoring, reviewing and where possible improving our sustainable transport offer. Income from parking is ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking enforcement activities, must be used for transport measures including subsidising bus services.
- Objectors also noted that traditional beach trips by families involved transporting a lot of items to the area to entertain members of the group. If such visitors were reluctant to use the pay and display areas they could pick up and drop off at any place near the coast which is safe and legal before parking their vehicle in one of the many free parking spaces, a slight walking distance from the sea front.

4.24 See appendix 3 for objection chart.

4.25 Objection Reason 7:

“These charges will have a negative effect on peoples physical and mental health”.

228 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.26 DCC Response:

- It is recognised that many people visit the coastal areas for exercise and to maintain and improve their mental health.
- There are over 1000 designated car parking bays within Seaham which can be used by the general public. These parking areas are of mixed private and public ownership.
- These proposals will see charges added to the 31 on-street parking bays on the eastern side of North Road. All car parking to the west of the B1287 & A182 will remain free.
- The charges will only apply on the area most conveniently located for access to the coast. Free access to the area can still be obtained but will require the visitors to walk for approximately 5/10 minutes to the sea front. There are two formal zebra crossings linking the eastern and western sides of North Road / North Terrace. There are also several other crossing points available to use in the near vicinity.

4.27 See appendix 3 for objection chart.

4.28 Objection Reason 8:

“The money made from this proposal will not be reinvested within the town”.

18 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.29 DCC Response:

- Government guidance says that local authority parking enforcement should be self-financing and that authorities need to bear in mind. If their scheme is not self-financing, then they need to be certain that they can

afford to pay for it from within existing funding. The Secretary of State does not expect either national or local taxpayers to meet any deficit.

- Income from parking is therefore ringfenced to provide the service and maintain facilities to a good standard. Any surplus from parking charges or enforcement activities, must be used in accordance with the legislative restrictions in Section 55 of the RTRA 1984.
- Whilst it is inevitable that the introduction of parking tariffs will be unpopular with many car owners, it should be recognised that any changes will potentially lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Seaham.

4.30 See appendix 3 for objection chart.

4.31 Objection Reason 9:

“These proposals will have a negative effect on workers within the town”.

35 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.32 DCC Response:

- Commuters parking within this area for prolonged periods are effectively sterilising the parking asset and ultimately reducing the opportunities for potential customers visiting the town. Each parking space is potentially a source of income for the local economy, and it is anticipated that the introduction of a charging regime will encourage a turnover of vehicles, thus maximising income potential for the local area.

4.33 See appendix 3 for objection chart.

4.34 Objection Reason 10:

“There isn’t enough parking within this area”.

74 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.35 DCC Response:

- There are over 1000 designated car parking bays within Seaham which can be used by the general public. These parking areas fall under a mix of private and public ownership.

- These proposals will see charges added to the 31 on-street parking spaces on the eastern side of North Road.
- The parking provision is considered to be adequate and a charging regime will manage occupancy levels better in the more desirable locations.

4.36 See appendix 3 for objection chart.

4.37 Objection Reason 11:

“These proposals will not be cost effective”.

9 No. of respondents mentioned this reason during the informal and formal consultation exercise.

4.38 DCC Response:

- It is anticipated that these amendments will assist the service in managing and maintaining their parking asset(s) whilst managing demand within the area and assisting the environmental goals of the Authority.
- Some comments suggested that different price points and seasonal tariffs should be considered with dispensation given to those who live locally. Other comments suggested introducing a maximum time limit instead of pay and display. The management of a tiered charging regime would be confusing for the end user and incredibly difficult to manage with administration costs negating any cost savings. Such a scheme would also not enable the Council to manage parking occupancy and could lead to capacity problems within the parking area. A maximum stay could assist in managing capacity but would potentially deter people from visiting the area for a prolonged period.
- Objectors mentioned that if people had paid to park all day they would be more likely to stay longer. Survey data indicates that capacity issues do occur in these areas during busier periods. The introduction of the charging regime will assist people in making more informed decisions about the manner of their journey and the length of their stay at the destination.

4.39 See appendix 3 for objection chart.

4.40 Objection Reason 12:

No specific reason was given but those responding were simply opposed to the proposal.

897 No. of respondents did not state a reason other than that they were opposed to the proposals during the informal and formal consultation exercise.

4.41 See appendix 3 for objection chart.

5 Conclusion

5.1 Having considered the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to manage parking capacity and encourage the use of sustainable travel alternatives. The introduction of charges will also assist in the car parking service becoming self-financing. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Seaham (Parking & Waiting Restrictions) Traffic Regulation Amendment 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\Proposed
Tariff and Duration Changes\Seaham (On-Street)

Author(s)

[Strategic Traffic]

Tel: 03000 260000

[Dave Lewin]

Tel: 03000 263582

Appendix 1: Implications

Legal Implications

Imposing charges under the powers of section 35 of the 1984 Road Traffic Regulation Act, section 32 or 33(4) requires a Traffic Regulation Order.

Increases in parking charges introduced by Order can be made either by Amendment Order or, under section 35C or 46A of the 1984 Act (as appropriate), by Notice. Making changes by Notice means that objections to the changes need not be entertained, as would be the case if an amendment order was advertised. Changes can thus be made more quickly.

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 proposals will have a positive impact with regard to climate change by encouraging modal shift, reducing congestion and vehicle emissions in line with the Councils declared climate emergency.

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.

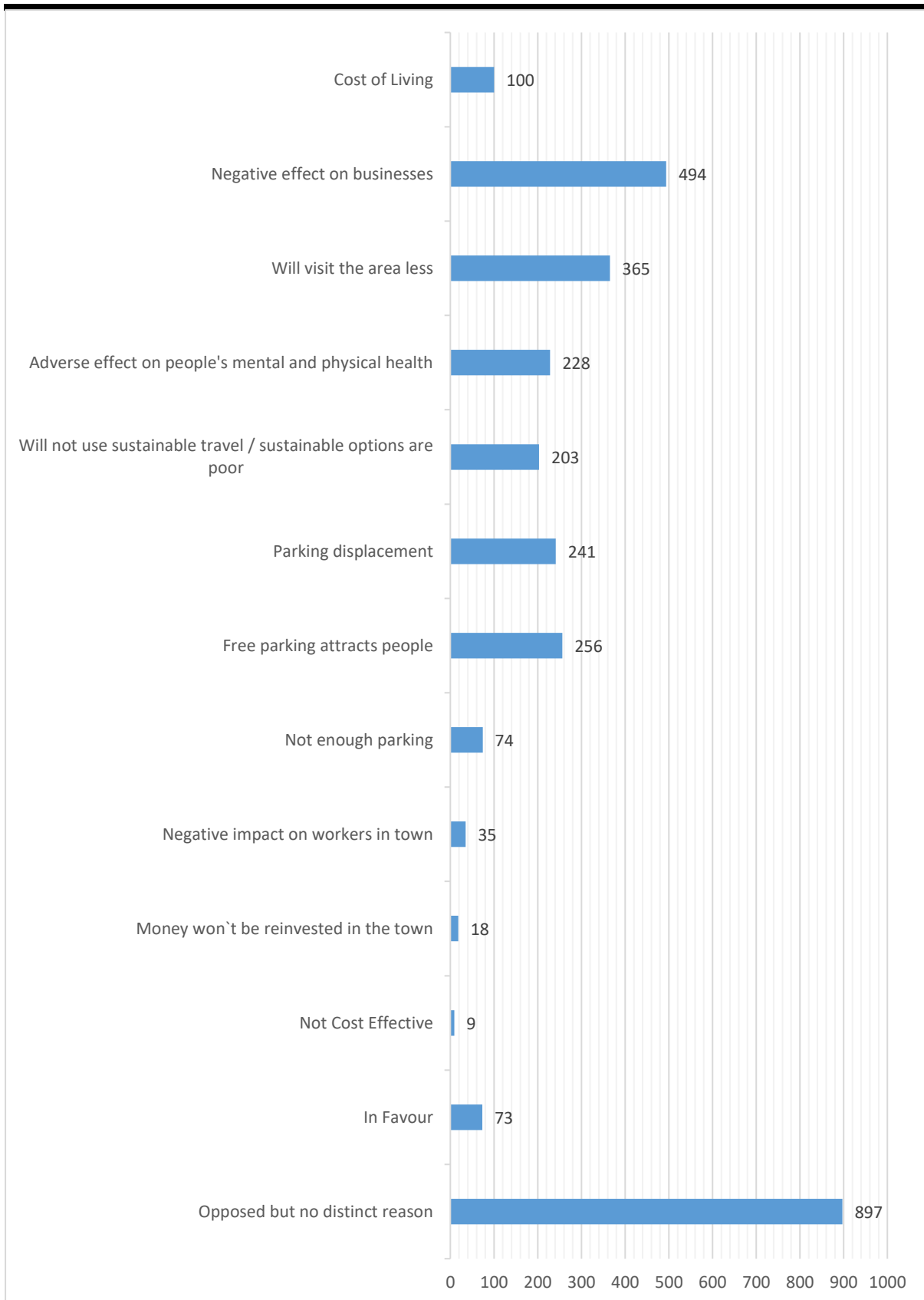
Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Combined Consultation Responses



Appendix 4: Statutory Consultation Responses

Durham Constabulary

From a Police perspective the consequences of introducing charging for on-street parking is the main consideration relative to potential displacement and obstruction rather than the charge itself.

My concern has to be that introducing on-street parking charges may displace more vehicles seeking to avoid payment into residential areas where we already get concerns around non-residential parking and obstruction.

I note that the attached plan includes some additional NWAAT restrictions, but I don't believe they cover the main hot-spot locations.

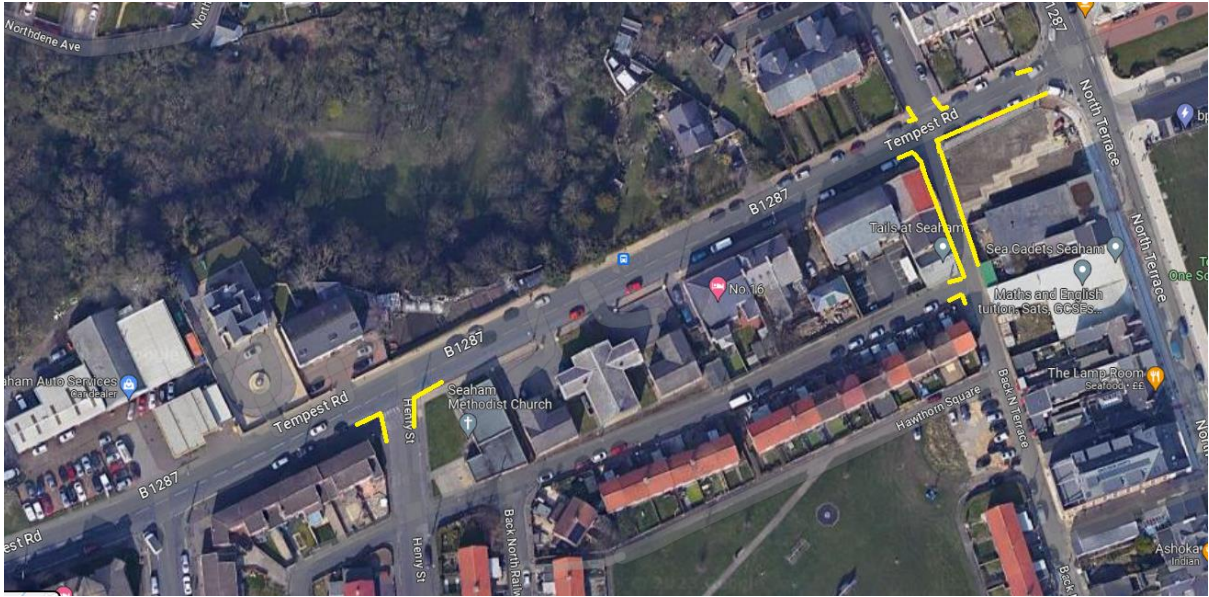
While the consultation for B1287 North Road/ East Shore Drive and Consultation for Coastal Car Parks has been received in separate e-mails I believe the cumulative effect of both should be considered in tandem.

In consequence, it is the view that a wider consideration of parking restrictions in the Town area is undertaken alongside the proposed changes highlighted in the attached consultation plans to ensure key junctions/routes are covered by parking restrictions to reduce the effect of displacement from the outset, as a result of the significant parking changes proposed, for the passage of blue lights in particular but also for general road safety and residents.

Happy to discuss this further but as a guide the main locations of concern on our radar where further consideration is requested include:

(forgive the rough blue peter sketches but hopefully they give a reasonable idea of areas of concerns)





Local MP

To Whom It May Concern,

Subject: Response to Traffic Management Order

I am writing to express my opposition to the implementation of car parking charges at Crimdon Dene, Seaham, and East Shore Village. These charges have not been discussed with or sought from elected representatives in East Durham. I am unaware of any support for these proposals from Parish or Town Councils, County Councillors, Community Councillors, or the broader public.

In the absence of local demand, these proposals are seen as a money grab by Durham County Council to cover budget shortfalls rather than a measure to support the local economy, the community, or traffic management.

As a Member of Parliament, I have consistently raised concerns about traffic issues in and around O'Neill Drive and Peterlee Hospital which impacts on the local community. Unfortunately, there has been limited action from Durham County Council, which now seems to be due to your inability to generate revenue from addressing these concerns.

I am concerned that, instead of using traffic management orders to address local issues, Durham County Council is using them to plug financial failings, irrespective of any problems they create or harm to the local economy.

Displacement of vehicles is a significant concern. The introduction of parking charges will lead to visitors parking on residential streets or occupying free parking spaces meant for businesses like Aldi, Asda, and the Byron Shopping Centre. This would exacerbate traffic issues as visitors first check these sites for available free parking, unlike the current situation where visitors park in the most convenient location depending on the purpose of their visit.

During busy times, it's common for people to use residential streets like Dene House Road and Hawthorn Square for parking. The introduction of charges will make this behaviour an everyday occurrence in order to avoid parking charges.

I am pleased that Crimdon Dene and Seaham are increasingly popular destinations, primarily for local visitors within County Durham. The absence of parking charges and easy access to the coastline make these areas appealing. Imposing charges will eliminate the incentive for local visitors to choose Seaham and Crimdon Dene over neighbouring spots like Roker, Seaburn, and Seaton Carew. While this may raise revenues for Durham County Council, it will come at the expense of local businesses.

Visitors to the East Durham Coastline often resort to driving due to the lack of frequent and reliable public transport options. Rather than penalising these individuals, improving public transport would enhance traffic management across all communities.

Unfortunately, private operators Arriva and Go North East have failed to provide effective public transport, despite receiving Durham County Council subsidies. These failing services damage the local economy, employment and the community. Durham County Council should take a more robust approach in relation to delivering public transport rather than imposing charges on those wanting to visit our community.

The local business community has shown great resilience amidst the challenges posed by COVID, the government's economic downturn, and a cost-of-living crisis. It is surprising that the Department of Regeneration, Economy, and Growth at Durham County Council would propose a traffic management order that could harm local businesses, the economy and growth. The various parking options in Seaham cater to the diverse needs of visitors, and the introduction of parking charges is an unnecessary disruption to traffic management and the local economy.

Many businesses along the seafront benefit from short-stay visitors, especially during quieter trading times. Feedback suggests that parking charges would discourage casual visits, leading people to visit Seaham only for specific reasons. The revenue gains for Durham County Council would come at the expense of lost business revenues, potential closures and a fall in business rate revenues.

These charges contradict the goals of a department with the remit of Regeneration, Economy, and Growth at Durham County Council.

The parking challenges at Crimdon Dene have arisen due to the popularity of the Dunes Café. Rather than resorting to parking charges to curb demand, Durham County Council should seize the opportunity to build on this success by implementing development projects and proposals that will draw even more people to our region.

It's expected that there will be some level of displacement, where drivers might opt to use highway spaces for parking, and others may choose not to visit at all.

Durham County Council should explore ways to expand or establish additional parking facilities, rather than implementing measures that could restrict and hinder the number of visitors to the area.

The East Durham Coastline stands out as the only area on the North East coast that offers free parking. Instead of viewing this as a disadvantage or a potential source of revenue, Durham County Council should leverage this unique feature to promote the area and encourage more visitors.

I acknowledge the financial failings of Durham County Council. However, the most effective strategy is to take proactive steps to boost the local economy, making our communities the most appealing destinations in the North East for both visitors and businesses, raising revenues through new business rate receipts.

Attempting to extract every last penny from the community through ill-conceived parking charges is a counterproductive approach that undermines the long-term success of our local economy.

In conclusion, I have serious concerns about the management of Durham County Council, particularly the Department for Regeneration, Economy, and Growth. These traffic management orders lack support from local elected representatives and the wider community. They appear to be motivated by financial concerns rather than genuine traffic management needs.

The department should focus on delivering positive change and investment within our community, addressing issues like public transport and supporting the local economy. There should be a clear plan for growing the coastline economy and creating employment opportunities.

Our communities seek support from Durham County Council to address various concerns, and it is frustrating to see time and effort devoted to proposals that lack community support. The public deserves accountability for these proposals and should be informed who initiated them.

I oppose the imposition of parking charges, which, if implemented, would affect our communities without their consent or the support of elected representatives in East Durham.

Local Members

We write in response to the consultation on the proposed introduction of car parking charges particularly in Seaham.

As regular visitors to Seaham we feel we must register our opposition to these proposals which will surely have a negative impact on businesses and local residents.

These proposals will push motorists who are looking to avoid parking charges into taking up resident parking in nearby streets as well as taking up vital spaces in local supermarkets such as Aldi and ASDA. Seaham is a booming tourist town which has battled through adversity to maintain its popularity after covid and during a cost of living crisis.

We fail to see how these proposals can be for the benefit of the local area and will do nothing to increase visitor number or help businesses to maintain their success or increase trade.

We wholeheartedly oppose these proposals and trust you will take these comments into consideration along with all other comments submitted during this consultation.

Kind regards,

Objection to Parking Charges Seaham,

I am writing to object to Durham County Councils proposals to introduce car parking charges at Seaham Hall Beach and the Vane tempest car park. As elected members we have never been consulted or our opinions considered regarding this outrageous proposal, I have never once received a complaint about parking issues in these locations. The main concern in relation to Seaham Hall Beach was and is camper vans stopping overnight . While signage has been in place there has never been any enforcement. If DCC wished to impose charges on these camper vans stopping over I would be supportive of such a measure.

There are no parking issues at Seaham Hall Beach or Vane Tempest, introducing parking charges is simply a means of generating revenues for Durham County Council. This will come at the expense of businesses such as North Beach Coffee Bar, which is dependent on visitors.

In relation to the Vane Tempest Car Park, visitors will instead park on residential streets, creating unnecessary problems and tension between the community and visitors. I am perplexed at why DCC would attack our local economy and undermine tourism. The comments about boosting visitors and spending are nonsensical , as there is already significant available parking across Seaham.

I have already spoken to people about these charges, with visitors advising they will go elsewhere, such as Dalton Park, Rainton Meadows or Castle Eden, free parking is a significant attraction for encouraging people to visit Seaham and distinguishes our area from Sunderland and Hartlepool.

The argument that these plans have anything to do with active travel, environment, and traffic management are disingenuous , and it is clear to everyone that these proposals are a means of creating an income stream for Durham County Council.

While I acknowledge Durham will raise revenues, this will come at the expense of business, employment and promoting Seaham as a tourist destination. There is no public or political support for these proposals and should be withdrawn.

Town Council

At the recent meeting of Seaham Town Council's Planning Committee held on Tuesday, 31st October, the proposed parking charges were discussed. Town Councillors unanimously agreed to object to Durham County Council's consultation proposals to charge for car parking on Seaham's seafront. During discussions, Councillors raised concerns as to why the proposals should be opposed, these included but was not limited to:

- Monies raised will not specifically be utilised for Seaham improvements.
- Seaham has a history of free parking which is utilised by many aspects of the community.
- There is potential for local businesses to receive lower footfall with customers not wanting to pay parking charges.
- Car parking charges would negatively impact workers from the seafront bars, cafes and shops.
- There is potential for vehicles avoiding paid zones which could cause additional pressures on local residents who live in the surrounding streets, some of which already find it difficult to park

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Seaham Traffic Regulation Amendment Order 2024

Highways Committee
20th February 2024



Location Plan of Proposal



North Road, Seaham – Proposal Locations

Image 1

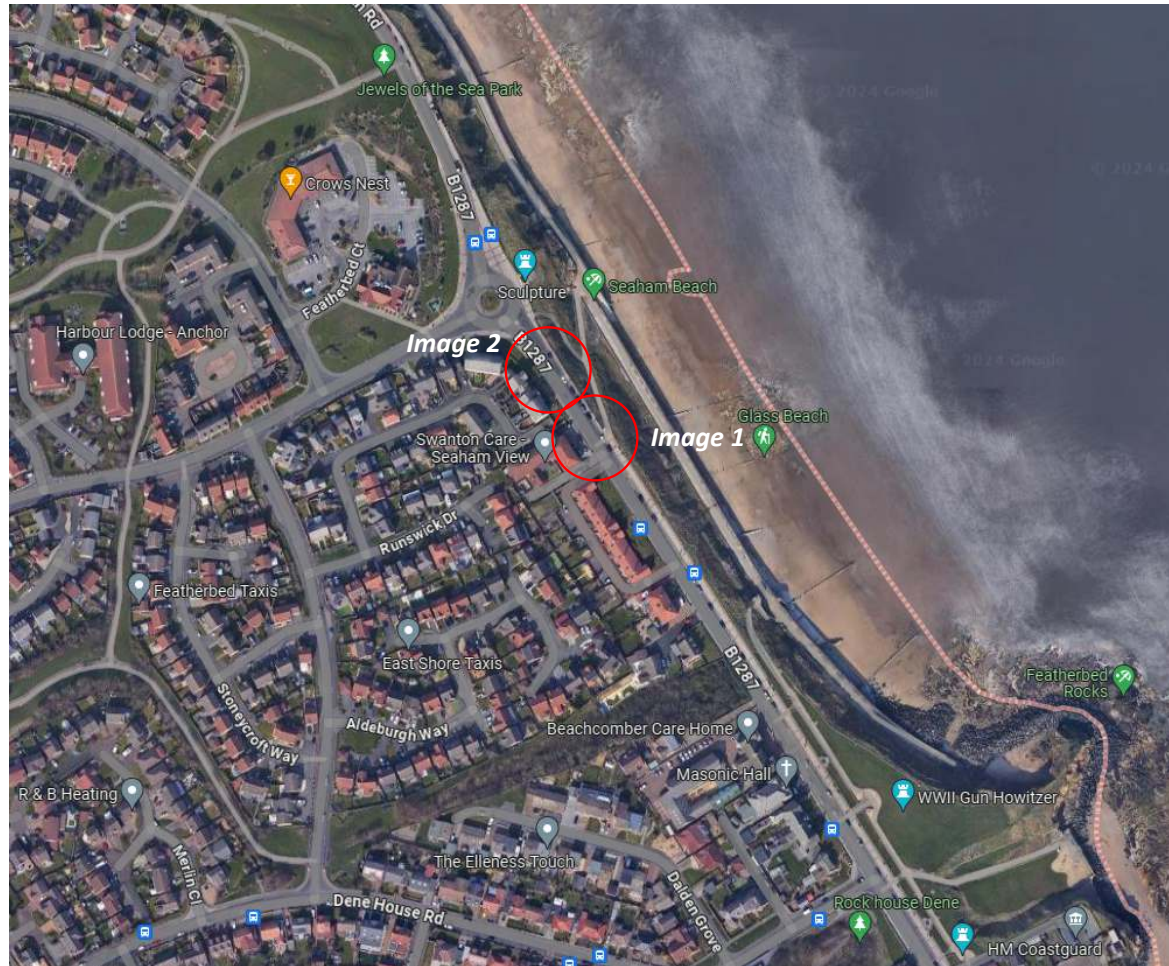


Parking on North Road, Seaham

Image 2



Vehicles can extend outside the designated on-street parking resulting in them overhanging or impeding the walkway area.



North Road, Seaham – Proposals

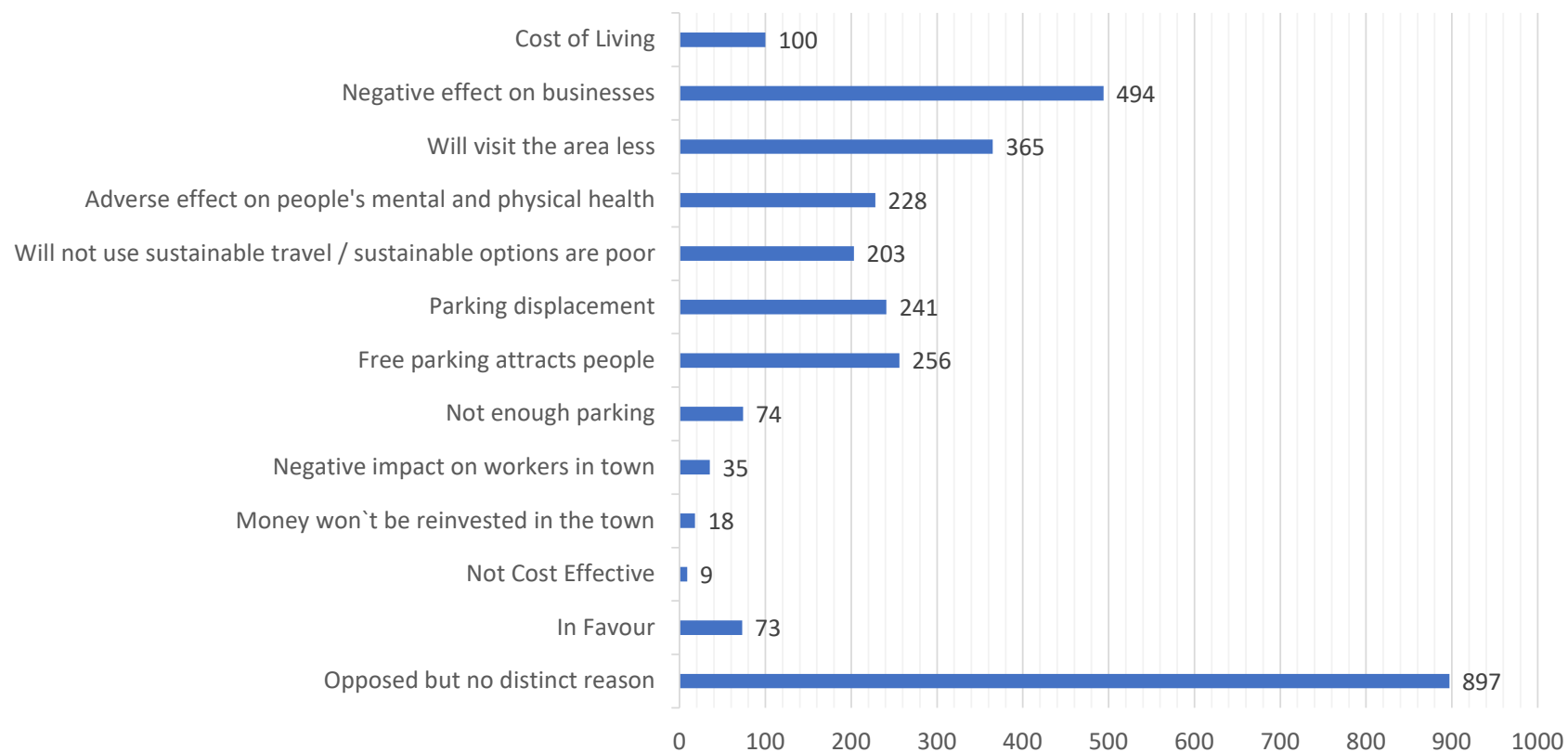


KEY	
	Proposed "No Waiting At Any Time" Restrictions
	Proposed "Pay & Display" Parking Bay. All Days : 8am - 6pm ; 2m wide bays
	Existing Centre Line Marking
	Proposed Centre Line Marking
	Existing Bus Stop Clearway
	Existing No Waiting At Any Time Restrictions

Background

- There are numerous occasions over the course of a year where the coastal car parking areas within Seaham operate over-capacity where free parking has led to congestion, limited availability, and difficulties for both visitors and local businesses.
- Effectively managing available parking space through the introduction of pay and display parking will:
 - help visitors access Seaham and make trips more attractive, encouraging future visits.
 - reduce congestion and emissions
 - Increase foot fall in commercial areas such as Church Street from those choosing to park in the remaining FOC car parks
 - ensure that it is the end user who contributes to the operational costs of the facility rather than the community at large.
 - lead to a positive impact for those who rely on other modes such as public transport, walking or cycling, as any surplus income generated from parking is ringfenced for transport measures county wide, including Seaham

North Road, Seaham – Objections & Responses



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?

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