



Highways Committee

Date Monday 16 December 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 14 November 2024 (Pages 3 - 8)
4. Declarations of Interest, if any
5. Crook Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 (Pages 9 - 32)
6. Barnard Castle Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 (Pages 33 - 78)
7. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Bradley

Director of Legal and Democratic Services

County Hall
Durham
6 December 2024

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

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

Councillors M Abley, D Boyes, T Duffy, O Gunn, P Heaviside,
J Higgins, J Howey, C Kay, L Maddison, R Manchester,

E Mavin, D Oliver, K Robson, A Simpson, G Smith, A Sterling,
F Tinsley, M Wilson and D Wood

Contact: Michelle Lagar

Tel: 03000 269 701

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Thursday 14 November 2024 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors O Gunn, P Heaviside, J Higgins, R Manchester, E Mavin, A Simpson, G Smith, A Sterling, F Tinsley, M Wilson and L Hovvels

Apologies:

Apologies for absence were received from Councillors G Hutchinson, J Howey, K Robson and D Wood

Also Present:

Councillor

1 Apologies for Absence

Apologies for absence were received from Councillors G Hutchinson, J Howey, K Robson and D Wood.

2 Substitute Members

There were no Substitute Members.

3 Minutes of the Meeting

The minutes of the meeting held on 18 October 2024 were confirmed as a correct record and signed by the Chair.

4 Declarations of Interest

There were no declarations of interest.

5 Ferryhill Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024

The Committee considered a report of the Major Projects Strategic Traffic Management, Regeneration, Economy and Growth which requested approval to progress changes to the Traffic Regulation Order (TRO) in the Ferryhill District at Broom Road and Cleves Court (for copy of report and presentation, see file of minutes).

Kieron Moralee, Traffic Management Section Manager provided a detailed presentation which included a location plan of the proposals and associated buildings; a plan showing the extent of the changes and a plan showing details of the proposals and objectors. He outlined the proposal to introduce no waiting at any time restriction following reports from residents via Elected Members at Broom Road and Cleves Court.

The Traffic Management Section Manager clarified a point made by Councillor A Sterling regarding the measures which had been suggested as parking restrictions were already in force along Broom Road. He added the measures were being introduced to help support existing highway code 243 regulations and these changes would formalise new highway marking.

Councillor A Sterling **Moved** that the recommendation be agreed. Councillor F Tinsley **Seconded** with agreement that there was ample off-street parking for residents opposite and as the school had a long frontage it would not be impacted by the regulations.

Upon a vote being taken the Committee unanimously **Resolved**: That the committee endorsed the proposal, in principle, to amend the Ferryhill Parking and Waiting Restrictions, Traffic Regulation Order 2018, with the final decision to be made by the Corporate Director under delegated powers.

6 Definitive Map Modification Application Trimdon Station Walkway

The Committee considered a report of the Corporate Director of Neighbourhoods and Climate Change and Corporate Director of Resources which sought approval to progress a Definitive Map Modification Application at Trimdon Station Walkway along the route of the former Railway line at Trimdon Station to Footpath 4 (Ref 5/22/033) (for copy of report and presentation, see file of minutes).

Dagmar Richardson, Definitive Map Officer provided a detailed presentation which included a location plan of the application proposal; user evidence of footpath use for an uninterrupted period and consultation responses. The application had been submitted in November 2022 and was based on unrestricted use of over twenty years under Section 31(6) of the Highways Act 1980. The application had been prompted by the erection of a fence blocking access to steps at the East end of the path from Station Road. The Station Road fence had been erected in May 2022 by the Durham County Council's Clean and Green Team in response to reports of anti-

social behaviour and a request from a Police Community Support Officer, the Parish, local Councillor and Safer Communities Officer.

Councillor L Hovvels, Local Member addressed the committee. She stated she had lived in Trimdon and was familiar with the steps leading down to the historic mineral path, which was overgrown due to low usage and not being maintained by Durham County Council. She outlined that there were steps down to the path making it inaccessible to cyclists, however motorbikes had accessed the route to escape when being pursued by the police. Due to repeated anti-social behaviour the path which bordered private land had been closed by Durham County Council's Clean and Green Team which protected residents and the wider community. Having heard from objectors who owned properties and business along the route it was stated there was a long list of criminality which had led to local residents installing security systems/CCTV and some had considered putting properties up for sale. Public transport had been cancelled on the route which passed the steps due to stones being thrown at buses which had impacted on the community. She said the planned opening of the steps would not have been in the interest of public safety and therefore she would not support the application as a more sensible plan would have been a compromise to find a revised route for an alternative path. Councillor L Hovvels added there would not have been funding available through Sustrans for upkeep and long-term maintenance, improved path accessibility and increasing policing for the area.

The Chair invited local resident Mr Elliott to speak. Mr Elliott asked that the committee considered the reasons the steps were closed and the impact reinstating access would have upon local residents. He stated on two occasions young people had thrown bricks at passing buses which had endangered the life of the passengers and the bus route was cancelled. During the closure of the steps an alternative route had been in use which was less than 2 minutes detour.

Mrs Elliott local resident was invited to speak. Mrs Elliott explained she had lived in the area for 62 years and knew the footpath well which was still open and in use. She highlighted the fence erected by Durham County Council had only been put in place to close access to the footpath via the steps and there were alternative routes down to the path. She felt it had not been highlighted in the public statements and reports that the path was still accessible to anyone who wished to use it. She added the steps should not be opened again due to anti-social behaviour.

The Chair invited local resident Mrs L Beston to speak. Mrs Beston noted the comments of Mr and Mrs Elliott and agreed with the points they had made. She had objected to the reopening of the steps and not the definitive map modification for Trimdon station walkway which had been used for years. Since closure of the steps due to anti-social behaviour the path which had crossed private land belonging to Mrs Beston had still been accessible via an alternative route. The anti-social behaviour which had been reported was listed in the objection letter and included

noise disruption at night from motorbikes ridden up and down the steps by people wearing balaclavas. It had been difficult to live with the worry and she felt it had not been considered by residents who wanted the steps re-opened. There was a duty of care for public safety with the negative impact upon properties and businesses nearby.

A late representation had been received prior to the start of the meeting from an objector who had been unable to attend. At the discretion of the Chair copies were circulated to Members. The letter summarised the objections which were outlined in the report and a map was included, which in the objector's opinion proved that there was not a footpath in this location.

The Chair thanked residents for attending and invited comments from Officers.

The Definitive Map Officer responded to points raised by Councillor Hovvels and residents regarding who had been responsible for the erection of the fencing and closure of the steps. It was confirmed the closure had been undertaken due to anti-social behaviour by the Clean and Green Team. The closure had been agreed in a correspondence from local Police Community Support Officer (PCSO) Rona Stocks which confirmed to the Chair of Trimdon Parish Council and Councillor Hovvels who been contacted and agreed. In relation to user evidence of significant continued use, demonstrated with photographs of the path used as a safe off-road walking route to Trimdon Grange and a gentleman who used the steps for access to allotments. It was noted issues with criminality supported by data from 2016 to the present, had shown that part of the Trimdon area was not unique in reports of anti-social behaviour. In response to the point made regarding access to the path, which crossed private land, when recording a definitive map route under the public rights of way legislation, if the route was evidenced as being in use historically the ownership of the land would have no bearing on the decision.

Neil Carter, Lawyer (Planning and Highways) added irrespective of the outcome of the application the Trimdon steps were already recognised as adopted public highway. Before closure a formal statutory process was not followed by the Clean and Green team and it should not have been closed. The criminality in the area was due to the inappropriate use of the alleged public footpath and the consideration of an alternative route were issues which would be addressed outside of the meeting. The application under discussion involved considering whether there was sufficient evidence to grant the application for the recording of a public footpath by the making of a modification order. As advised by Officers, there was sufficient evidence to demonstrate sustained use by the public as a footpath but not a bridleway (horse riders and cyclists).

The Lawyer (Planning and Highways) responded to questions from Members outlining the impact of recording the footpath application in the definitive map and statement. He clarified that as the steps were recorded as adopted Highway for Public Use in 1974 the fence would have to be taken down reinstating the steps as

designated highway. Diversion of the footpath to an alternative route would require recording the current path as public right of way before a diversion was considered.

Councillor A Sterling thanked residents for attending. She highlighted that objections were related to the steps which had already recognised as highway and the enclosed section of the path not the whole footpath application she **Moved** that the recommendation be agreed.

Councillor R Manchester **Seconded**. He asked for clarification of the process of redirecting a footpath. The Lawyer (Planning and Highways) clarified that for a route to be diverted this would involve extinguishment of the existing and replacement with an alternative route.

The Lawyer (Planning and Highways) responded to a question from Councillor Heaviside regarding the impact erecting the fence had upon access to the path from the street. He stated that a dead end had been created with no access to the path past the fence via the steps which are an adopted highway therefore it should not have been blocked.

Mrs Beston requested to make a point of clarification relating to the footpath route which runs through her garden area which had boundary fences in place. The Definitive Map Officer clarified that if the application was agreed that section of the path would likely be diverted by a future diversion order to a new route.

Councillor F Tinsley noted both applications for the definitive footpath and alternative route could have been sequenced to be agreed that one committee as granting a definitive path and then the alternative path later would impact upon residents. The Lawyer (Planning and Highways) clarified that generally the path would need to be recorded on the definitive map before an application could be made by the landowner to divert to an alternative route.

Councillor A Sterling asked for guidance on a timeframe between agreeing the definitive map modification and an alternative route being agreed. The Definitive Map Officer outlined that a definitive map order which was agreed would be published through notices displayed on site for a period of 6 weeks. Any objections received would go to the Secretary of State for review. Mike Ogden, The Access and Public Rights of Way Team Leader added Officers were supportive of an alternative route which would take the path around private property. The timeline could be compressed by starting informal discussions on a diverted footpath however, the modification order would have needed to be agreed before that could happen. He noted that if objections from other residents are received to a proposed alternative footpath route they would need to be considered.

Mrs Elliot requested to make a point of clarification stating her objection to the application was not the recording of the footpath. It was the steps which had been

closed for over 2 years and the diversion in place was a two-minute walk to get onto the footpath route.

Upon a vote being taken it was **Resolved**: That the the proposal to a Modification Order be made under the Wildlife and Countryside Act 1981 to add to the Definitive Map and Statement a public footpath along the applied for route from Station Road to Footpath 4.

Highways Committee

16th December 2024

Crook



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:

Tow Law

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 Crook.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only whether the TRO should be made, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2 Executive Summary

- 2.1 The County Council are committed to regularly reviewing Traffic Regulation Orders to ensure that the restrictions held within them are relevant and appropriate.

- 2.2 Representations have been received requesting a review of existing, and provision of additional, restrictions in Billy Row.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and reducing congestion. It is therefore proposed to amend the current Crook 2021 (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	19-Sep-23	10-Oct-23
Informal Consultation	10-Oct-23	01-Nov-23
Formal Consultation	18-Aug-24	06-Sep-24

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Crook (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 The proposed locations for the TRO that received objections during the consultation stages are detailed below.

4.2 **Location 1 – Billy Row Green** (to introduce no waiting at any time restrictions)

4.3 Proposal Background

Billy Row Green is located to the east of the B6298 which runs north-south through the village. Billy Row Green is a predominantly residential area with some commercial properties located in its vicinity. The B6289 acts as the main route between Stanley Crook and Crook and is a busy route.

Residents have raised concerns, via local elected members, regarding obstructive parking on and around both junctions onto the B6298 which limits visibility for approaching road users and reduces available space for access/egress.

It is therefore proposed that ‘no waiting at any time’ restrictions be introduced either side of this junction leading into Billy Row Green to prevent obstructive parking and improve road safety.

4.4 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
6	0	3

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
26.08.23 – 16.09.23	0	2

4.6 Summarised objections & responses:

4.7 Objections:

5 properties have objected to this proposal at the formal and informal consultation stage, the reasons for their objections have been summarised below:

- “I would prefer residential parking as residents can’t get parked due to the pub customers.”
- “Lines in front of my house would deprive us of our parking space. The people parking greenside are the ones blocking the road. We would be the only house with yellow lines on both sides”.
- “Unfair, double yellow lines directly outside no.3, maybe just go to dropped kerb”.

4.8 DCC Response:

- The introduction of 'permit holders only' is only considered for residential streets within commercial areas which are subject to a high demand for long stay commuter parking. More than 40% of kerbside space is required to be occupied by non-residents for over 6 hours within a period and more the 85% of kerbside space is occupied by any vehicle during the same 6 hours. As this area does not meet this criteria, permit parking would not be considered for this location.
- The proposed restriction allows for disabled badge holders to park for up to 3 hours at any one time providing they are not parked in an obstructive or dangerous manner. These restrictions will also still permit vehicles to load/unload and board/alight passengers.
- Whilst there is always a level of displacement when introducing formal restrictions, the purpose of this proposal is to ensure there is unobstructed access/egress and visibility for road users approaching this junction which will enhance road safety. The restrictions are proposed to a distance which allows for visibility whilst keeping displacement at a minimum.

5 Conclusion

- 5.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Crook (Parking & Waiting Restrictions) Traffic Regulation Amendment 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:\06 REGULATION DESIGN & IMPLEMENTATION\02. TROs & Small Lining Schemes\01. Settlement\Crook\Traffic Regulation Orders (Parking Restrictions)\2024 September

Author(s)

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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

The Council has a duty pursuant to section 149 of the Equality Act 2010 when exercising its functions to have regard to the need to a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Equality Act 2010; b) advance equality of opportunity between person who share a relevant protected characteristic and person who do not share it; and c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, disability, sex, race and religion.

The Council has considered its public sector equality duty in respect of this matter. It is noted that several residents have indicated that the proposals may have a negative impact on disabled people. However, any impacts are considered to be outweighed by the significant benefits of the scheme in term of having unobstructed access for emergency and other vehicles reduction in pollution and an improvement to visibility and highway safety.

Care has been taken to ensure that impacts on all protected groups are minimised and therefore have had die regard to all relevant factors, it is not considered that there are any identified factors which would suggest that it would be inappropriate to implement the order in this instance.

Climate Change

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

Human Rights

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

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

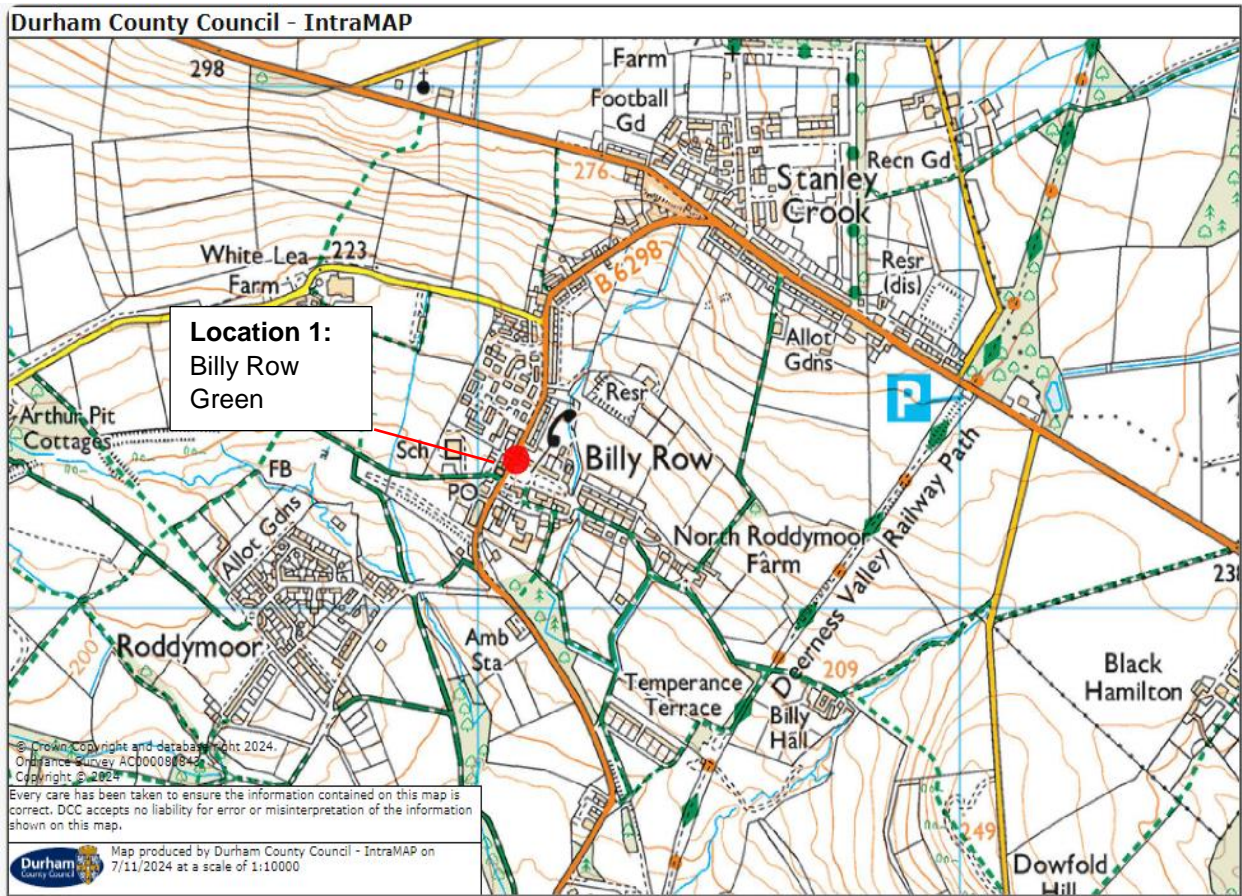
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Request History

Location 1: Billy Row Green

From: [REDACTED]
Sent: 30 July 2021 11:46
To: [REDACTED]
Subject: Parking issues in Billy Row

Good Morning [REDACTED], I hope this email finds you well. Firstly allow me to introduce myself, I am PCSO [REDACTED] stationed at Crook Police Station in the Neighbourhood Policing Team and part of my Beat area includes Billy Row. The reason I am writing to you is in relation to ongoing parking issues within Billy Row, specifically around The Green on the junction of the B6298 & Billy Row Green and the B6298 & Peases West. Naturally the most problematic period is during the schools runs when vehicles park dangerously around The Green and on the actual junction. This causes an obstruction whereby collisions have almost occurred, not only this but children are being put at risk when parents are walking them across the road as they are not always visible when walking out between parked vehicles. There have been unfortunate incidents whereby vehicles have been damaged due to inconsiderate and obstructive parking. I would welcome the idea of having double yellow lines painted on the junctions in order to prevent any vehicles parking at the location and in the case of dismissing this, action could be taken by Parking Enforcement Officers. I realize that parking around schools is an ongoing problem for most villages and schools however what is concerning is the fact that these vehicles are parking on a busy stretch which causes unnecessary risk for other drivers and pedestrians. Many thanks and I look forward to hearing from you.

Kind regards,

[REDACTED]

[REDACTED] 7816 3 Crook Neighbourhood Team Tel: 742447
Email: [REDACTED] uk Our Values & Vision: Positive |
Fair | Courageous | Inclusive | With Integrity Protecting Neighbourhoods,
Tackling Criminals, Solving Problems DURHAM CONSTABULARY,
Protecting

Road markings - Report damage

Please note that any questions marked with a * are mandatory.

[Information](#)

[Details](#)



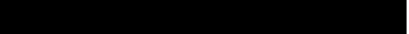
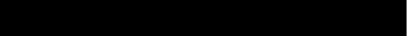


[Location](#)

[Contact details](#)

[Submission report](#)

[Back Office](#) 


Summary

Type of issue: **Request for new**
Type of road marking: **Edge line**
Additional information: **customer requesting for double yellow lines to be put on the corner of Billy Row going on to the main road**
Uploaded file(s)
Info about photos
Map Proximity Address: 
Location Info: **on the corner of Billy Row customer has said it is becoming very dangerous**
Contact: 
Landline: 
Mobile number: 
Email: 
Customer address: 

Appendix 4: Objection Details

Location 1: Billy Row Green

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF Billy Row Green

Comments UNFAIR DOUBLE YELLOW LINES, OUTSIDE
Nº 3. MAKE JUST GO AS STOPPED KEYS
DIRECTLY


(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

54270 RE&G

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF Billy Row Green

Comments THE LINES IN FRONT OF Nº3 WOULD
DEPRIVE US OF OUR PARKING SPACE. THE PEOPLE
PARKING GREENSIDE ARE THE ONLY BLOCK WITH THE
ROAD. WE WOULD BE THE ONLY HOUSE
WITH YELLOW LINES ON BOTH SIDES

(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

54270 RE&G

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF Billy Ann Green

Disabled

Comments Prefer residential parking only as
resident can't get parked due to pub customers

(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address [REDACTED]

[REDACTED]

64276 RE&G

From: [REDACTED]

Sent: Monday, August 19, 2024 5:04 PM

To: [REDACTED]

Subject: [EXTERNAL]:DI15 9ta yellow lines

You don't often get email from princess_1976_1@hotmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am emailing my objection to this. I have no objection to the corners but parking for residents is a nightmare because of pub customers to start with and this will make it even worse. I live at [REDACTED] and am disabled. It's hard enough to park outside my own home as it is with pub customers blocking the street. The yellow lines will stop me parking there at all and will just push the problem further along the street. There is already a problem if a fire engine needs to get past especially on Sundays when people

are going for dinners.a better solution would be to have resident only bays.regards [REDACTED]

Sent from [Outlook for Android](#)

From: [REDACTED] >
Sent: Monday, September 2, 2024 6:17 PM
To: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: Fwd: [EXTERNAL]:Fwd: 6869360

You don't often get email from mick.slack@hotmail.com. [Learn why this is important](#)

Please find the attached email chain for your further consideration.

Sent from [Outlook for Android](#)

From: [REDACTED]
Sent: Friday, August 30, 2024 5:02:52 PM
To: [REDACTED]
Subject: Re: [EXTERNAL]:Fwd: 6869360

Yes, that works.

Thank you!

Sent from [Outlook for Android](#)

From: [REDACTED]
Sent: Friday, August 30, 2024 2:18:45 PM
To: [REDACTED]
Subject: Re: [EXTERNAL]:Fwd: 6869360

Would Monday at 2pm be suitable?

Kind Regards,

[REDACTED]

Sent from [Outlook for iOS](#)

From: [REDACTED]
Sent: Friday, August 30, 2024 1:52:21 PM
To: [REDACTED]
Subject: Re: [EXTERNAL]:Fwd: 6869360

Hi [REDACTED]

If you give me a date and time I will make sure I am there. Look forward to meeting you.

Thanks

Sent from [Outlook for Android](#)

From: [REDACTED]
Sent: Friday, August 30, 2024 1:24:07 PM
To: [REDACTED]
Subject: Re: [EXTERNAL]:Fwd: 6869360

Yes, I'd be happy to visit. Are there any days or times over then next week that are better for you?

Kind Regards,

[REDACTED]

Sent from [Outlook for iOS](#)

From: [REDACTED]
Sent: Wednesday, August 28, 2024 9:47:06 AM
To: [REDACTED]
Subject: Re: [EXTERNAL]:Fwd: 6869360

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The reason I didn't mention the post office side is that it is more of a problem as people park right on the corner and nip to the shop. Although lines there will not stop this behaviour as people will risk it in the absence of enforcement. Having said that you mentioned 5 incidents with no injuries, that really amounts to 5 people complaining of minor things in reality. There is also an issue If you would like to come over for a brew I would be happy to point out my own and my neighbours issues and discuss possible solutions. I have

seen it before where authorities have a knee jerk reaction to minor things and over regulate, pushing the problem elsewhere but not solving it.

Thank you

[REDACTED]

[REDACTED]

Sent from [Outlook for Android](#)

From: [REDACTED]

Sent: Wednesday, August 28, 2024 9:27:17 AM

To: [REDACTED]

Subject: Re: [EXTERNAL]:Fwd: 6869360

Hi [REDACTED],

Thanks for sharing your comments. The Highways department are quite proactive at resolving concerns prior to any final decision. If they are unable to resolve these concerns the decision will be made by the Highways Committee.

I'm aware of 4-5 minor accidents (no personal injuries), though they were on the junction opposite the post office. I'll consider your comments and those of your neighbours in forming my own response to the consultation.

Kind Regards,

[REDACTED].

Sent from [Outlook for iOS](#)

From: [REDACTED]

Sent: Friday, August 23, 2024 4:24:01 PM

To: [REDACTED]

Subject: [EXTERNAL]:Fwd: 6869360

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached an email which I sent to your legal dept a short while ago. I have since this found out from my neighbour that there have been some complaints from people about minor accidents in this area [REDACTED], as far as I know there have been no accidents of any description in this area. No local people have mentioned any issues.

The only real issue as far as I'm concerned is people speeding on the main road not Billy Row Green. I [REDACTED] will be deprived of parking adjacent to our properties and the other cars parking in that area will be pushed to other areas of the green moving the problem further down. Especially when the green pub is open.

We also have non residents parking here from other parts of the village so maybe a residents only parking policy could be put in place.

I was about to install an electric car charger to the gable side of my property as I was planning on acquiring an electric vehicle. The yellow lines as I understand it would preclude me from parking to recharge there despite the triple wide pathway. So the question arises, if I did acquire an electric car where would I charge it overnight? So unless parking provision can be made on the gable end you would be preventing me from having said vehicle.

It seems you are trying to over regulate this area when most of the time common sense manages this space easily.

Sent from [Outlook for Android](#)

From: [REDACTED]
Sent: Sunday, August 18, 2024 6:52:54 PM
To: highways.orders@durham.gov.uk <highways.orders@durham.gov.uk>
Subject: 6869360

With reference to the above order. I have recently fed back to you my dissatisfaction with the Billy Row part of this order. By inflicting this order on us you are depriving [REDACTED] Billy Row Green of parking adjacent to our properties. We have no rear parking available to us. The resident at [REDACTED] has issues walking and would be forced away from their home. It would be possible to provide parking adjacent to [REDACTED] on the triple wide pavement running past the gable end. That would still leave [REDACTED] with issues.

The cars which normally park outside the properties will have to park somewhere which will have a knock on effect further down Billy Row Green. When the pub is open there will be less parking, again customers there will park further down causing more problems.

I have spoken with several people including the owner of the pub who have not been consulted about this issue.

I think personally you are over regulating this area and you should let common sense prevail. Thereby also saving funds which can be used elsewhere.

I would like by return

1. A summary of the number of accidents caused by the current set up
2. A summary of how many positive and negative responses you received during consultation.
3. Any history of complaints registered about the parking issues at Billy Row Green.

Thanks in anticipation of your prompt reply.

██████████

████████████████████

██████████

Sent from [Outlook for Android](#)

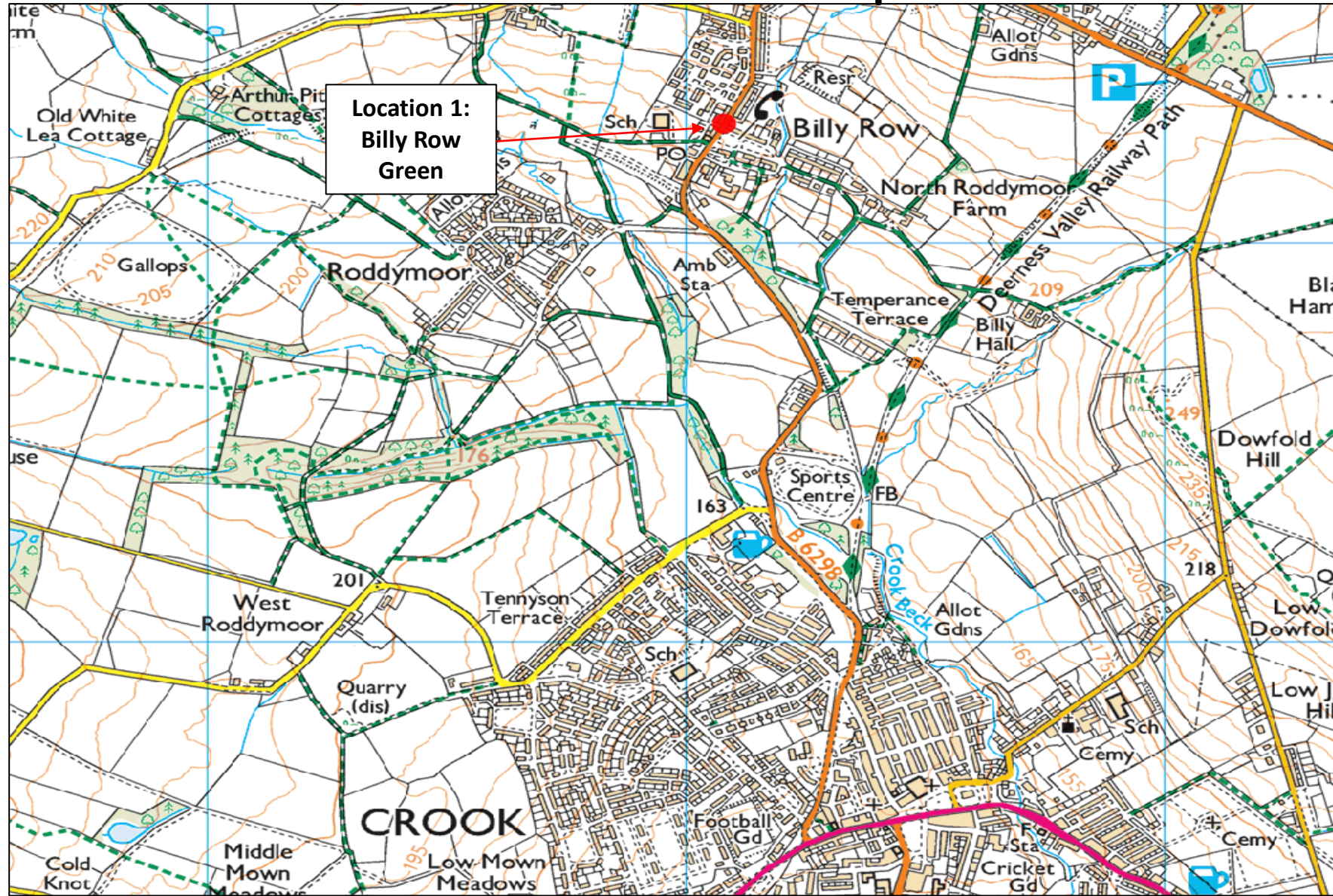
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Crook
Parking & Waiting Restrictions
Traffic Regulation Amendment
Order 2024

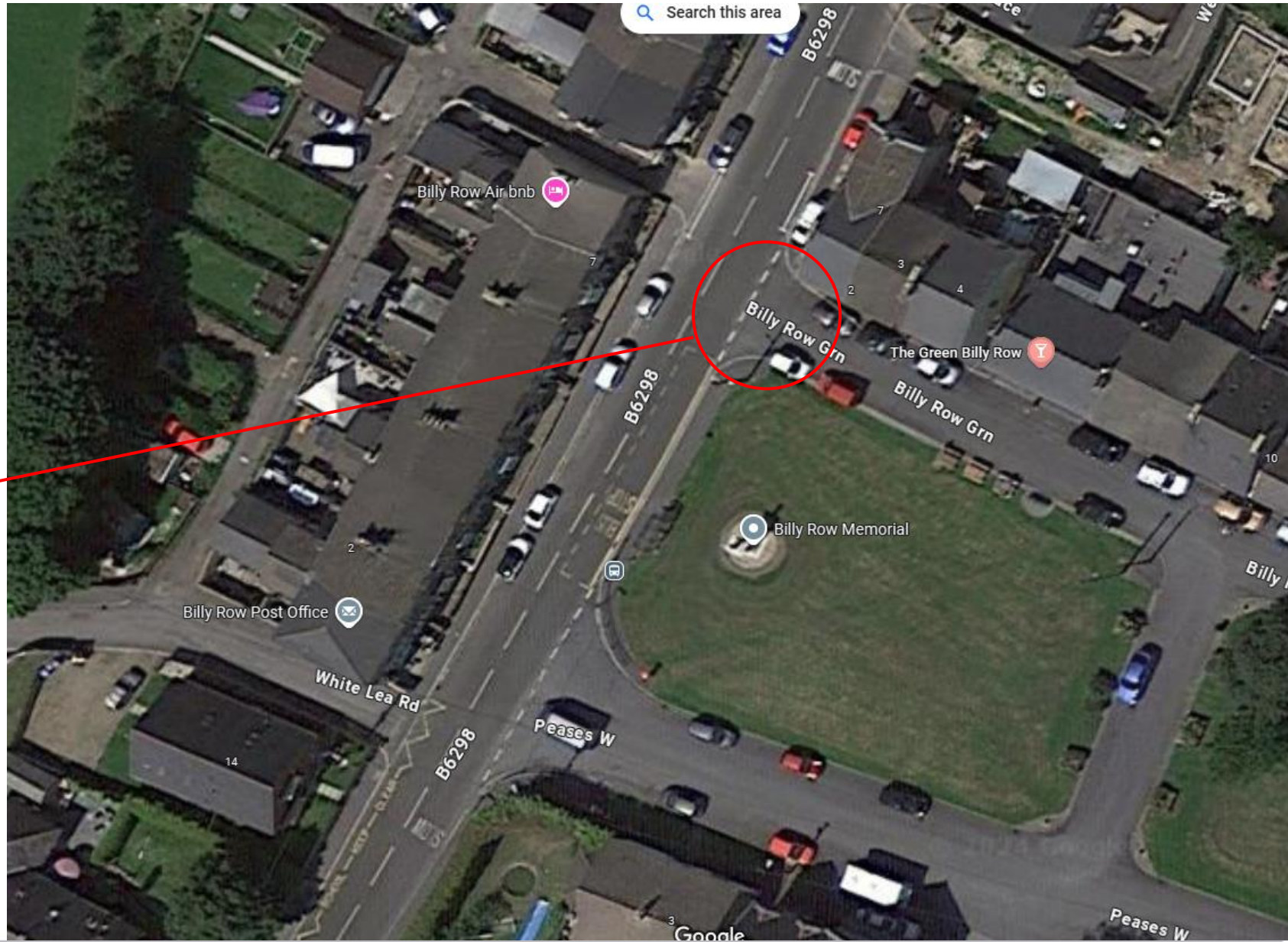
Highways Committee
16th December 2024



Location Plan of Proposals

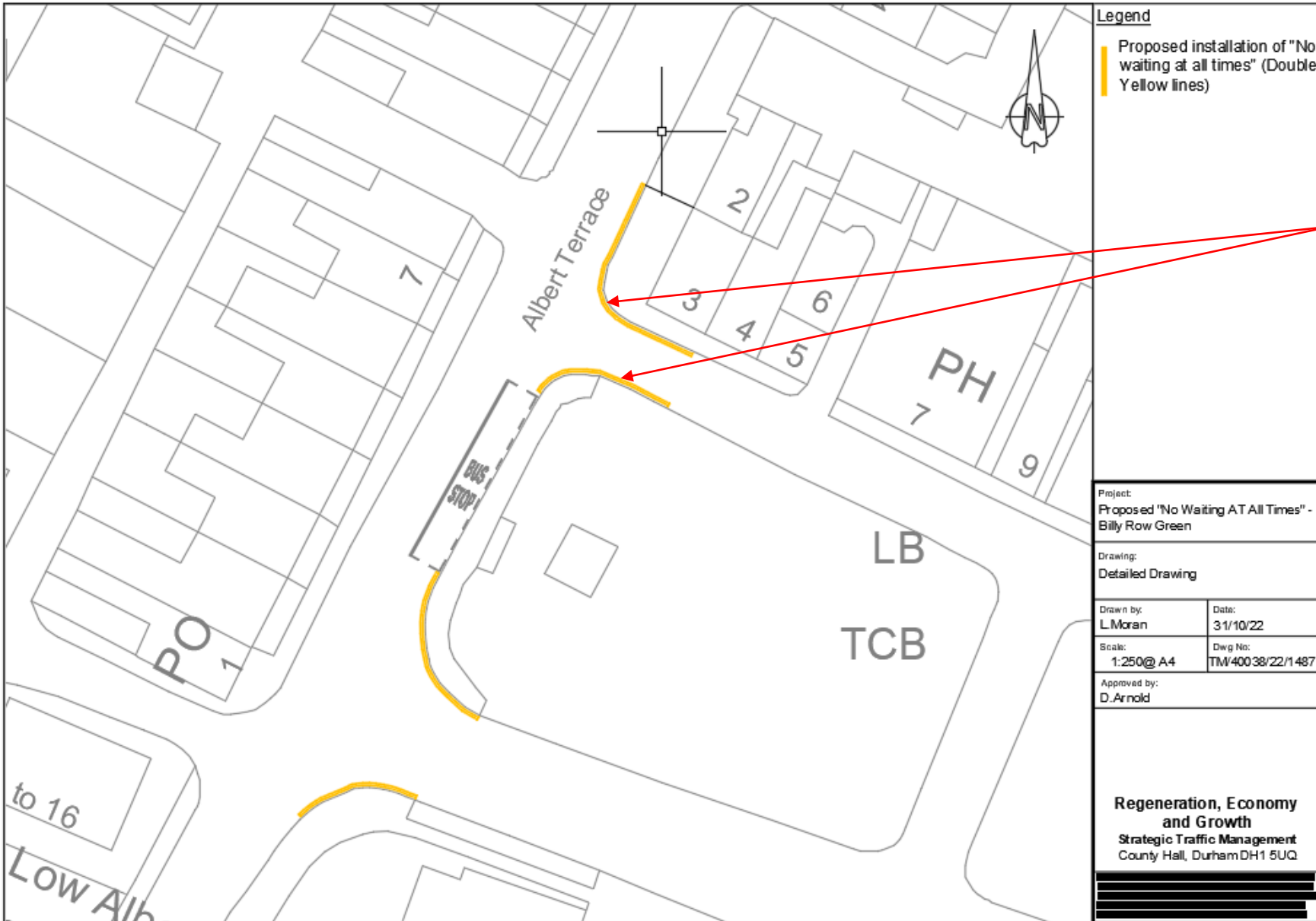


Location 1 – Billy Row Green – Proposals Locations



Vehicles parked immediately on the junction obstruct access/egress and restrict visibility for approaching road users.

Location 1 – Billy Row Green – Proposals Locations



Legend
 Proposed installation of "No waiting at all times" (Double Yellow lines)

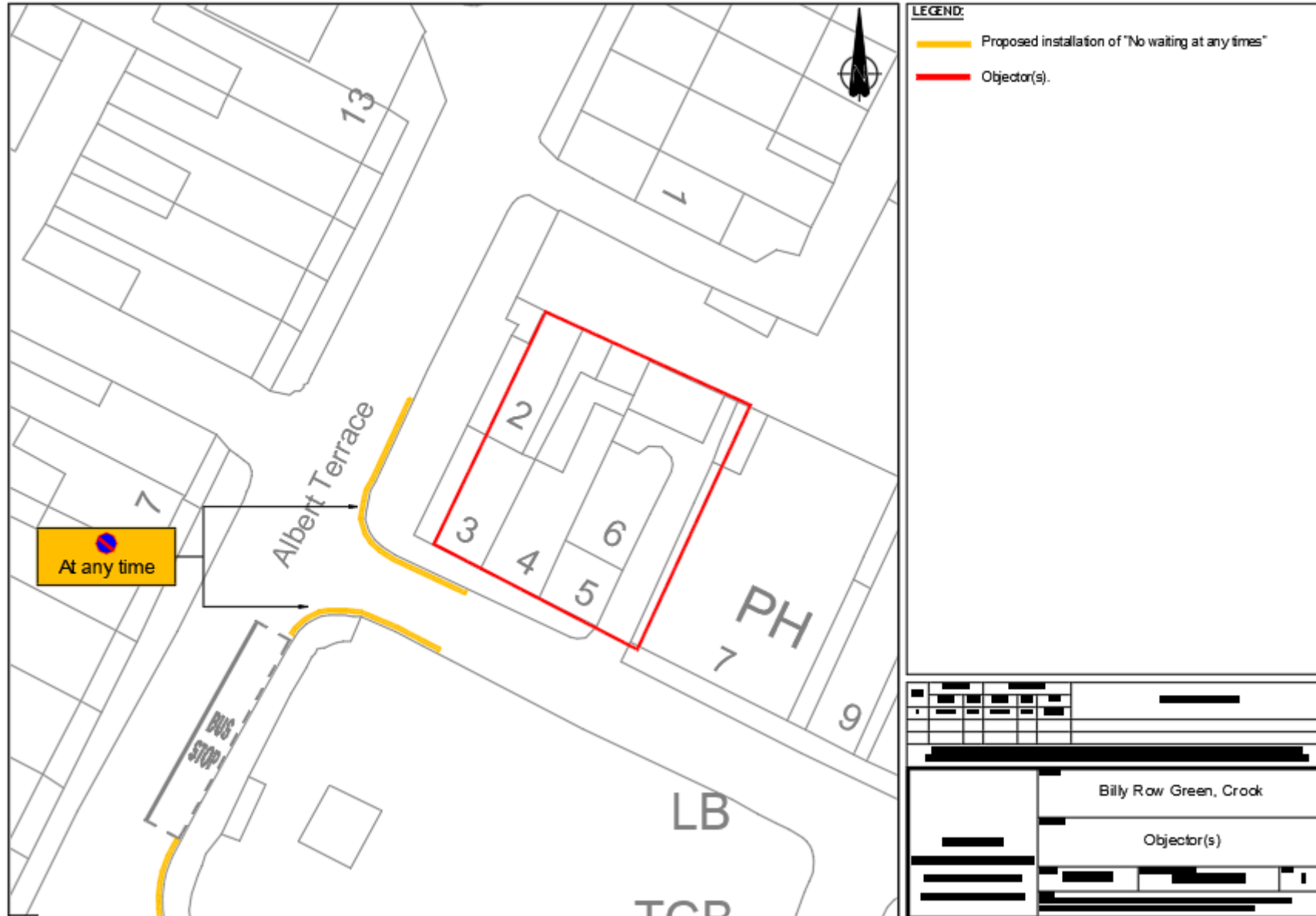
Prevention of obstructive parking will allow for improved access/egress from junction.
 Restrictions will improve visibility for road users approaching junction into Billy Row Green.

Project: Proposed 'No Waiting AT All Times' - Billy Row Green	
Drawing: Detailed Drawing	
Drawn by: L.Moran	Date: 31/10/22
Scale: 1:250@ A4	Dwg No: TM/40038/22/1487
Approved by: D.Arnold	

Regeneration, Economy and Growth
 Strategic Traffic Management
 County Hall, Durham DH1 5UQ



Location 1 – Billy Row Green – Proposals & Objectors



Durham County Council - Summary

Page 32

Location 1 – Billy Row Green – To introduce ‘no waiting at any time’ restrictions (double yellow lines) around the junction of the B6298 into Billy Row Green to address obstructive parking and improve access/egress.

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?

Highways Committee

16th December 2024

Barnard Castle



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:

Barnard Castle

1 Purpose of the Report

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

2 Executive Summary

- 2.1 The County Council are committed to regularly reviewing Traffic Regulation Orders to ensure that the restrictions held within them are relevant and appropriate.

- 2.2 Representations have been received requesting a review of existing, and provision of additional, restrictions in Barnard Castle.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and reducing congestion. It is therefore proposed to amend the current Barnard Castle (Parking and Waiting Restrictions) Traffic Regulation Order 2022 to allow the identified changes to be implemented.
- 2.4 Of the four local members and the local Parish covering this area, all are fully in support of the proposals. Durham Constabulary have been consulted and are also in full support of the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	06-Feb-23	27-Feb-23
	28-Feb-23	14-Mar-23
	14-Mar-23	04-Apr-23
Informal Consultation	15-May-23	05-Jun-23
Formal Consultation	14-Aug-24	04-Sept-24

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Barnard Castle (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 The proposed locations for the TRO that received objections during the consultation stages are detailed below.
- 4.2 **Location 1 – Vere Road / Commercial Yard** (to introduce no waiting at any time restrictions)
- 4.3 Proposal Background

Vere Road is located directly north of Galgate and adjoins the A67 via multiple side streets, including Flatts Road. It is predominately a residential area with an agriculture building which brings visitors to the area. It is located at the heart of the town centre and is surrounded by heavily trafficked routes.

Residents have raised concerns that vehicles are parking within close proximity to the junction of Vere Road and Commercial Yard which is obstructing access and restricting manoeuvrability, particularly for large service vehicles such as waste removal and emergency services and reducing visibility on access and egress to Commercial Yard.

It is therefore proposed that 'no waiting at any time' restrictions be introduced to cover the existing advisory white 'keep clear' markings and in addition to lengthen those restrictions to allow for appropriate manoeuvrability for service vehicles and improve road safety.

4.4 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
5	0	2

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
14/08/24 – 04/09/24	0	4

4.6 Summarised objections & responses:

4.7 Objections:

6 properties have objected to this proposal at the formal and informal consultation stage, with one objection being in relation to the overall parking scheme within Barnard Castle. The reasons for the objections have been summarised below:

- “The lines proposed are far longer than the current white lines and will deprive residents of several parking spaces in a road.”
- “Double yellows lines will simply displace the problem of too many vehicles.”

- “There needs to be a safe space on the streets for bona fide visitors”.

4.8 DCC Response:

- Whilst there is always a level of displacement when introducing formal restrictions, the purpose of these restrictions is to ensure there is unobstructed flow of traffic and clear visibility for road users when exiting Commercial Yard, also ensuring emergency and larger vehicles can service the area.
- There is a 2-metre extension from the current white lines to ensure adequate visibility when exiting Commercial Yard. This is to allow for appropriate visibility to be achieved, improving road safety.
- One of the duties of a highway authority is to protect and assert the right of all members of the public to use the highway. The new restrictions will ensure that vehicles can safely enter and exit Vere Road. There are no plans at present to introduce a permit parking area at this location.

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

4.10 Location 2 – Newgate (to introduce no waiting at any time restrictions)

4.11 Proposal Background

Newgate is located immediately East of the A67. It is situated near to the city centre and consists of residential and commercial properties. At its western end, it adjoins to the roundabout with the A67 and the marketplace, it is also the access road to The Bowes Museum.

Residents have raised concerns regarding obstructive parking on and around the immediate junctions of Hepsworth Close, North View and Wood Street with Newgate which is limiting visibility for road users and reducing available space for access/egress onto Newgate.

There is advisory ‘Keep Clear’ markings and hatched areas either side of these junctions, however, vehicles are still parking over the advisory markings causing obstruction and visibility concerns.

It is therefore proposed that ‘no waiting at any time’ restrictions be introduced, to cover the full extent of the existing advisory markings, to prevent obstructive parking and improve road safety.

4.12 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
12	0	0

4.13 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
14/08/24 – 04/09/24	0	3

4.14 Summarised objections & responses:

4.15 Objections:

3 properties objected to this proposal at the formal consultation stage with one objection being in relation to the overall parking scheme within Barnard Castle. The reasons for these objections have been summarised below:

- “Your proposal will have a profound and negative impact on the number of parking spaces available, chiefly for residents, but also local shop workers.
- “I frequently have to drive up and down the street in an attempt to find a parking space, this is not only takes considerable time (and sometimes proves a lost cause), but also causes major disruption to the continuous flow of traffic.”
- “This proposal, should it be passed, would further reduce the current already dire parking situation on Newgate for residents. It is almost impossible to park during office hours, Monday to Friday, due to the number of people who work in town.”

4.16 DCC Response:

- These proposals have originated following reports concerning limited visibility due to parked vehicles. The presence of parked vehicles parking on junctions and reduces visibility and safety when obstructed.

- The introduction of these restrictions also acts to reduce congestion and increase traffic flow for vehicles accessing and egressing the access roads from Newgate, whilst improving road safety by improving visibility.
- We understand that when introducing formal restrictions there will always be a level of displacement however, I can advise that these proposals have been in effort from Durham County Council to alleviate some of the issues regarding safety.

4.17 Location 3 – The Sills (to introduce no waiting at any time restrictions)

4.18 Proposal Background

The Sills (B6277) is located immediately south of the A67 following County Bridge, on the West of the River Tees. It is situated near to the city centre and consists of residential properties. At its southern end, it adjoins to the A66, acting as a shorter connecting route to Barnard Castle from Scotch Corner. The Sills is located at the side of the River Tees, and provides access to a number of riverside walks, as well as being positioned 400m from the site of the historic Barnard Castle.

Startforth Parish Council's observations as to obstructive parking were brought to DCC attention in the context of another matter with which they were involved. From this, streets Ullathorne Rise and Gill Lane, as well as along the riverside where identified. Such parking is obstructing access, egress and reduces visibility when exiting onto The Sills as well visibility for vehicles traveling along The Sills.

It is therefore proposed that 'no waiting at any time' restrictions be introduced, to cover the full extent of the junctions of Ullathorne Rise and Gill Lane as well as a passing place on The Sills, to prevent obstructive parking and improve visibility on access and egress to The Sills and the A67.

4.19 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
10	0	0

4.20 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
14/08/24 – 04/09/24	0	1

4.21 Summarised objections & responses:

4.22 Objections:

1 objection has been received to this proposal at the formal consultation stage. This objection is in relation to the overall parking scheme within Barnard Castle. The reason for the objection is summarised below:

- “I'd like to register an objection to the proposed parking scheme in Barnard Castle. Through their proposed plans, the parking department will reduce the parking spaces available in Barnard Castle. In consequence, the vehicles that would have parked in those spaces will now seek other free parking spaces, for example, in Hall, George, Ware, and Queen Streets”.

4.23 DCC Response:

- Whilst there is always a level of displacement when introducing formal restrictions, the purpose of these restrictions is to ensure there is unobstructed flow of traffic and clear visibility for road users, improving the overall road safety within Barnard Castle. While it is appreciated parking is at a premium within the town centre, the proposed restrictions are to ensure the safety of vehicle movement throughout the town.

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

4.25 **Location 4 – Flatts Road** (to introduce no waiting at any time restrictions)

4.15 Proposal Background

Flatts Road is located immediately North-West of the A67 / Galgate and at its northern end, it adjoins to Vere Road. It is situated near to the town centre and consists of primarily residential properties, however there is a post office situated on its junction with Galgate.

Durham Constabulary has raised concerns that vehicles are parking over the on-highway fire hydrant which is creating an obstruction for

emergency access and is likely to increase response times of emergency services.

It is therefore proposed that ‘no waiting at any time’ restrictions be extended at the junction of Flatts Road and Galgate, to cover the full extent of the on-highway fire hydrant to allow appropriate access to this utility outlet.

4.16 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
6	0	0

4.17 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
14/08/24 – 04/09/24	0	1

4.18 Summarised objections & responses:

4.19 Objections:

1 objection has been received to this proposal at the formal consultation stage. The objection is a generic one which covers the overall parking scheme within Barnard Castle. The reasons for the objection is summarised below:

- “I'd like to register an objection to the proposed parking scheme in Barnard Castle. Through their proposed plans, the parking department will reduce the parking spaces available in Barnard Castle. In consequence, the vehicles that would have parked in those spaces will now seek other free parking spaces, for example, in Hall, George, Ware, and Queen Streets”.
- 4.16 DCC Response:
 - Whilst there is always a level of displacement when introducing formal restrictions, the purpose of these restrictions is to ensure there is unobstructed flow of traffic and clear visibility for road users, improving the overall road safety within Barnard Castle. While it is appreciated parking is at a premium within the town centre, the

proposed restrictions are to ensure the safety of vehicle movement throughout the town.

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

5 Conclusion

5.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Barnard Castle (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2024 with the final decision to be made by the Corporate Director under delegated powers.

6 Background papers

6.1 Available on request.

Author(s)

[Joshua Wraith] Tel: 03000 265392

[Deborah Arnold] Tel: 03000 263953

[Lee Mowbray] Tel: 03000 263693

[Kieron Moralee] Tel: 03000 263368

[Dave Lewin] Tel: 03000 263582

Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

The Council has a duty pursuant to section 149 of the Equality Act 2010 when exercising its functions to have regard to the need to a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Equality Act 2010; b) advance equality of opportunity between person who share a relevant protected characteristic and person who do not share it; and c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, disability, sex, race and religion.

The Council has considered its public sector equality duty in respect of this matter and consider there are no Equality and Diversity issues to be addressed.

Climate Change

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

Human Rights

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

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

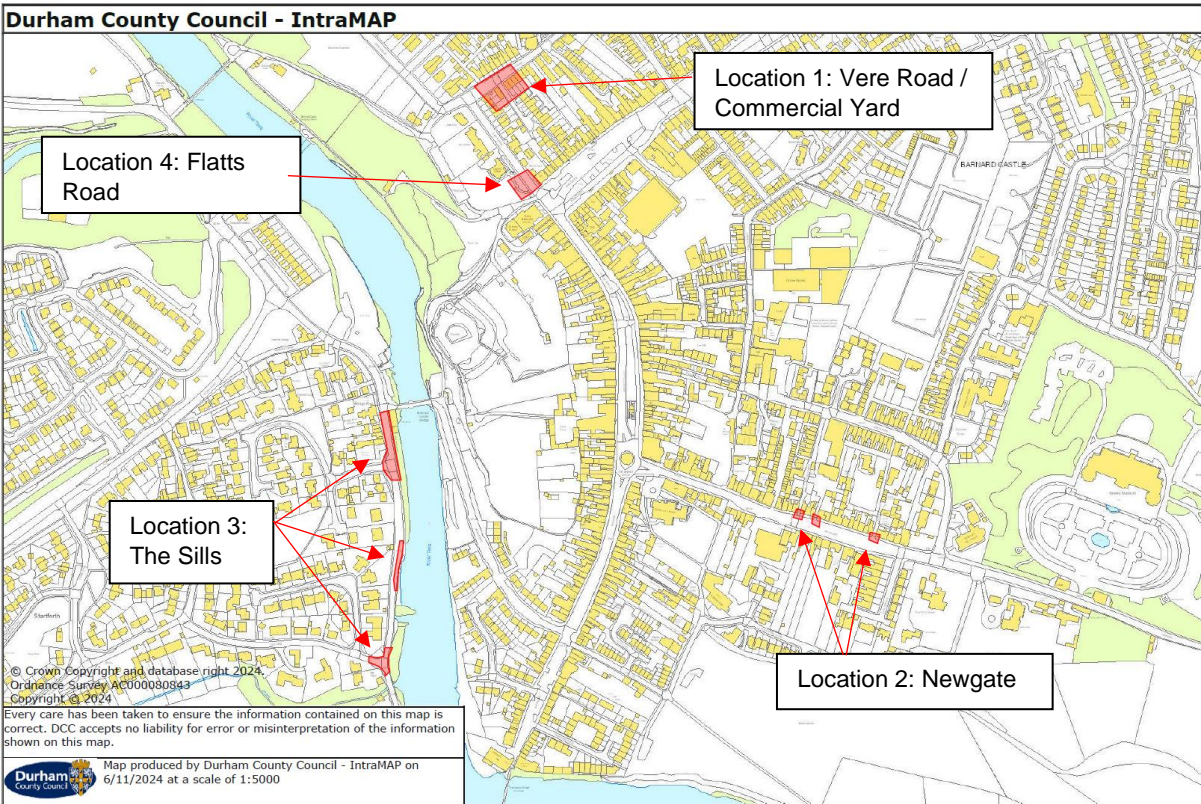
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Request History

Location 1 – Vere Road:

Case reference FS-Case-410779982

Case created: 25/03/2022 10:41:08

Printed on: 2022-04-07

Summary

Details:

Type of issue: Request for new

Type of road marking: No parking

Additional information: Double yellow lines needed on the corner turning into customer's street.

Parked cars are stopping access for bin motor and emergency vehicles.

Location

Street Name: street record commercial yard, barnard castle, ,

Map Proximity Address:

Location Info: Junction of Vere Road and Commercial yard.

Customer details:

Contact: [REDACTED]

Landline:

Mobile number: [REDACTED]

Email: [REDACTED]

Customer address: [REDACTED]

[REDACTED]

[REDACTED]

Location 2: Newgate:

Internal Request



CRM Reference: 454911724

Customer: [REDACTED] Newgate

Tel: .

Email: [REDACTED]

Incident Location: NEWGATE
BARNARD CASTLE

Reported Incident: Road;Condition causing general concern;;Hi,
The alley at Hepsworth Close going onto Newgate, Barnard Castle is having some dangerous obstruction issues. Currently there are white lines indicating a place to keep clear. When cars are parked on these lines you need to edge the car out in the middle of the busy Newgate road before you can see on coming traffic. It pretty much a gamble if you collide with a vehicle or not. I'm guessing that's why these lines are there. But as they are there, cars are still parking there and causing a potential hazardous collision. Is there a way to enforce yellow lines to stop parking in this area? I've attached photos of this concern. Ive also noticed that the road sign indicating Whorlton Bridge (shown in attached photos) has severe metal rust at the base of the poles and will need immediate attention before it falls and causes an accident. I thought I should raise these issues as Im concerned about the well being of the families in the area.
Kind Regards
[REDACTED] The opening to the alley way is opposite the masonic hall on Newgate. [REDACTED]
[REDACTED] *** 3 UPLOADED ATTACHMENT AVAILABLE VIA
DASH ***

Additional Information: Channel/Location Self
Do you consider this to be an emergency no

Request Action: Inspector: DU000356

Comment: I have arranged for the sign to be repaired but the parking needs enforcing.

Location 3: The Sills:

STARTFORTH PARISH COUNCIL

RESPONSE

to Highways England's proposal for A66 Trans-Pennine Route
at Cross Lanes Junction and Rokeby junction

At the Parish Council Meeting on Wednesday, 20th October 2021 the Councillors unanimously resolved to support the Blue Route proposals from Highways England as its preferred Route and to oppose the Black Route proposals.

The reasons for opposing the Black route and supporting the Blue route are as follows:

1. The Black Route will add approximately 2 miles of extra travel to Barnard Castle via the Abbey Bridge.
2. The diversion towards Cross Lanes will encourage many drivers to proceed further westwards to Cross Lanes and then access Barnard Castle via the narrow Sills Road at Startforth, the County Bridge and The Bank in Barnard Castle – routes which are already congested and frequently grid-locked. Durham County Council modelling suggests that this Black route would at least DOUBLE the traffic on this route; other suggestions by critics of the scheme put it in the region of TREBLING the volume of traffic. Whichever is correct, it does not bode well for Startforth and Barnard Castle and their residents, thus presenting serious danger to atmospheric and noise pollution, congestion and inconvenience, particularly for Startforth residents.
3. Under Highways England's Black route preferred option, there are no additional safety measures described in the consultation, as Highways England is only responsible for, and are only consulting on, the A66 proposals. Routes linking the A66 to and from Barnard Castle fall within the remit of Durham County Council (DCC).
4. Highways England's objection to the Blue route hinges on its impact on a small strip of land which is part of the Rokeby Park and Gardens, between the existing junction and Rokeby Church. This is no longer contiguous with the grounds of Rokeby itself and most of the woodland was felled approximately three years ago. This small strip of land is of little agricultural or aesthetic value and is in effect little more than scrubland but is registered as an 18th century-designed parkland. The argument to keep this stretch of land is spurious and not a good enough reason to instead favour the Black route. The Blue route would affect no more than two or three mature trees.
5. The Black route would lead to many vehicles heading for Barnard Castle continuing along to the Cross Lanes Junction and then entering Barnard Castle by way of the B6277. The Sills section of this road at Startforth is an important and frequently used pedestrian route, including primary school children. However, the footpath is narrow, and at times, virtually non-existent, thereby putting all pedestrians at significant risk of serious injury.
6. The Black route would create more noise pollution, adversely affecting 195 homes and 8 non-residential buildings compared with only 16 homes and one non-residential building for the Blue route (p.84 HE's Statutory Consultation booklet).

7. The Blue route would cause the loss of significantly less productive farmland than would the Black route. This could be reduced even further by re-aligning the Blue route approach road from the North and giving the Blue approach from the South a similar layout to the existing Bowes Junction. This layout has worked very successfully for many years and is simply being added to under current proposals.
8. The Parish Council received a presentation from a local resident highlighting numerous parts of the B6277 where there are serious issues of Health & Safety which will be greatly exacerbated by the potential three-fold increase in traffic if the Black route is adopted. We present, at Appendix 1, several photos pin-pointing these issues. (Nos. 1-19). These numbered photos visually show the potential risk to the public (pedestrians, cyclists, horses, and motorists). As mentioned above, there are no additional safety measures described in the Black route consultation.
9. Startforth Parish Council submits its objections to the Black route and fully put our support behind the Blue route.


Chairman of Startforth Parish Council

Location 4: Flatts Road:

From: [REDACTED]
Sent: 18 August 2022 09:58
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [EXTERNAL]:FW: Cars parking over fire hydrants in Barnard Castle
Follow Up Flag: Follow up
Flag Status: Flagged

Hello [REDACTED]
I've asked one of the lads to put some advisory markings down in the short term and we will add to the scheme list for the more permanent yellow line solution moving forwards.
[REDACTED] – When [REDACTED] starts next month he can look at this as well as the Galgate issues we discussed.

From: [REDACTED]
Sent: 07 August 2022 10:33
To: [REDACTED]
Subject: [EXTERNAL]:FW: Cars parking over fire hydrants in Barnard Castle

[REDACTED]
The email stream is self explanatory – would there be an opportunity to extend the DYL to cover the Fire Hydrant? In effect extending them to cover the length of the road occupied by the silver Vauxhall

[REDACTED]

From: [REDACTED]
Sent: 31 July 2022 14:02
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Cars parking over fire hydrants in Barnard Castle

Hi [REDACTED]
Is this something that Durham County Highways could look at?
Regards.

[Redacted]

Our Values & Vision:

Positive | Fair | Courageous | Inclusive | With Integrity
Protecting Neighbourhoods, Tackling Criminals, Solving Problems around the clock

From: [Redacted]
Sent: 31 July 2022 13:58
To: [Redacted]
Cc: [Redacted]
Subject: RE: Cars parking over fire hydrants in Barnard Castle
Insp.

Further to my last I noticed that the [Redacted] has been moved across the street so I feel the problem is going to persist with others taking up that spot.

[Redacted]

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From: [Redacted]
Sent: 30 July 2022 12:36
To: [Redacted]
Subject: RE: Cars parking over fire hydrants in Barnard Castle
Hi Insp..

I have located the owner of the [Redacted]. They were wanting to move the car after advising them regarding the fire hydrant however I said it would be better maybe just to put a note in the window of the car explaining where they lived so they are not just passing the issue to somebody else at least we will have a point of contact that is local. FYI they reside [Redacted]. The other vehicle is not local and was parked further down the street, so I believe they may just work in the town. Hope this helps, if not I can ask them to move the vehicle.

[Redacted]

[Redacted]

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From: [Redacted]

Sent: 26 July 2022 17:25

To: [Redacted]

Cc: [Redacted]

Subject: FW: Cars parking over fire hydrants in Barnard Castle

Hi [Redacted]

Not a problem- we'll find out who they are and pay them a visit.

[Redacted] will update you.

[Redacted]

External: [Redacted]

Our Values & Vision:

5

Positive | Fair | Courageous | Inclusive | With Integrity

Protecting Neighbourhoods, Tackling Criminals, Solving Problems

From: [Redacted]

Sent: 26 July 2022 16:02

To: [Redacted]

Subject: Cars parking over fire hydrants in Barnard Castle

Hi [Redacted]

I would have called but I do not have your super secret telephone number!

We are having an issue with a vehicle parking over a Fire Hydrant in Gable end Post Office, Flatts Rd Barnard Castle. The registrations are [Redacted]. Is there any way we could locate their home address, so we get in contact please? We need to be able to access the hydrant and the last 3 times crews have visited they have been unable to.

Speak to you soon.

[Redacted]



Safest People, Safest Places

2 or 3 breaths of toxic smoke and you're unconscious

Don't drown in toxic smoke

Test your smoke alarm today

County Durham and Darlington Fire and Rescue Service

Service Headquarters, Belmont Business Park, Durham DH1 1TW

Please consider the environment before printing this email.

DURHAM CONSTABULARY, Protecting Neighbourhoods, Tackling Criminals, Solving Problems...Around the Clock

NEIGHBOURHOOD POLICING: Use your postcode to get access to local news and events from your Neighbourhood

Policing Team, at <https://www.durham.police.uk>

This email carries a disclaimer, a copy of which may be read at


[https://www.durham.police.uk/Pages/EMail%](https://www.durham.police.uk/Pages/EMail%20and%20SMS%20Text%20Disclaimer.aspx)

[20and%20SMS%20Text%20Disclaimer.aspx](https://www.durham.police.uk/Pages/EMail%20and%20SMS%20Text%20Disclaimer.aspx)

Appendix 4: Objection Details

Location 1 – Vere Road

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF *AM/40038/22/1469*

Comments *(WE HAVE PURPOSE PARKING) BUT I THINK THERE
NEEDS TO BE SPACE ON THE STREETS FOR OUR 'BONA FIDE' VISITORS*

(Please use **BLOCK CAPITALS**)


Name: [REDACTED]

Address: [REDACTED]

..... [REDACTED]

54270 REG

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF *AM/40038/22/1469*

Comments *But not in the Commercial
Vaid in Vere Road. —*

(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 08 September 2024 22:21
To: [REDACTED]
Subject: RE: [EXTERNAL]:24 08 29 - Parking Restrictions to Vere Road
Importance: High

Hi,

We wish to continue with our objection as the extension of any parking restrictions on Vere Road will have a severe impact on residents, and is totally unnecessary as the white lines in place at the moment are adequate enough for visibility for traffic coming out of or in to Commercial Yard.

If anything, we could understand the extension of parking restrictions on both sides of the entrance into Commercial Yard, as that could cause restrictions for the rubbish trucks or Fire Engines.

Could you possibly provide us with a drawing/sketch showing the existing and intended changes to the parking restrictions, as the written descriptions received are totally unclear and confusing? Depending upon the clarity provided by a drawing/sketch, we could possibly change our opinion and withdraw our objection?

We look forward to hearing from you in the near future, preferably with some clearer details (i.e. drawing/sketch) of what the proposed changes are.

Many thanks,

[REDACTED]

From: [REDACTED]
Sent: 06 September 2024 10:52
To: [REDACTED]
Subject: FW: [EXTERNAL]:24 08 29 - Parking Restrictions to Vere Road
Importance: High

[REDACTED]

Thank you for writing to us regarding the proposal 'no waiting at any time' (double yellows) on Commercial Yard, Barnard Castle. We value comments from the local community which ensure correct measures are implemented to make the roads safer for all users.

These proposals have originated following reports concerning limited visibility due to parked vehicles. The presence of parked vehicles parking on junctions and reduces visibility and safety when obstructed. In an effort to deter this practice we proposed the introduction of the consulted 'No waiting at any time' (Double Yellow Line) restrictions at the proposed location, in an effort to improve road safety. The introduction of these restrictions also acts to reduce congestion and increase traffic flow due any vehicles currently being unable to pass any parked vehicles in the case that there is a buildup of traffic whilst improving visibility for vehicles egressing from the junctions.

We understand that when introducing formal restrictions there will always be a level of displacement however, I can advise that these proposals have been in effort from Durham County Council to alleviate some of the issues regarding safety. There is a 2 metre extension from the current white lines to ensure adequate visibility. Maintaining a positive relationship with residents is an important aspect of introducing such restrictions, however, there is a significant concern for road safety and accessibility, and we believe the introduction of such restrictions will address these concerns.

If objections are received, the scheme will need to be referred to Durham County Council's Highway's Committee where it will be put before panel of elected members who will discuss the proposals. All objectors are invited to the Highway Committee and provided the chance to express their concerns regarding the proposal to the panel.

I would therefore be extremely grateful if you could respond to this email advising whether you would like to affirm your objection or withdraw your objection if the information above has satisfied your concerns. If we do not hear from you by the 20th September, we will assume that this information has satisfied your concerns which has led to the withdrawal of your objection.

Should you have any further inquiries, please do not hesitate to contact us via the email provided below.

Kind Regards,

Strategic Traffic Management Team

Email: 

Regeneration, Economy & Growth

Corten House | Aykey Heads Business Park | DH1 5TS

From: [REDACTED]
Sent: Thursday, August 29, 2024 2:53 PM
To: [REDACTED]
Subject: [EXTERNAL]:24 08 29 - Parking Restrictions to Vere Road
Importance: High

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

We strongly object to the proposal for double yellow lines (parking restrictions) planned to be applied for 12m along Vere Road to either side of the junction with Commercial Yard in Barnard Castle.

To be honest, parking is currently limited for residents of both Vere Road and Commercial Yard, these plans will further reduce capacity for the residents to park their cars outside their own homes. Visitors and employees in the town often park in this road which also compounds the problem.

The current single white lines that are in operation are deemed sufficiently adequate as they are and if these were changed to double yellow lines then there would be no objection.

We look forward to receiving your response in the near future.

Many thanks,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, September 4, 2024 3:31 PM
To: [REDACTED]
Subject: FW: [EXTERNAL]:Proposed double yellow lines in Vere road Barnard Castle.

[REDACTED]

Thank you for writing to us regarding the proposal 'no waiting at any time' (double yellows) on Commercial Yard, Barnard Castle. We value comments from the local community which ensure correct measures are implemented to make the roads safer for all users.

These proposals have originated following reports concerning limited Visibility due to parked vehicles. The presence of parked vehicles parking on junctions and reduces visibility and safety when obstructed. In an effort to deter this practice we proposed the introduction of the consulted 'No waiting at any time' (Double Yellow Line) restrictions at the proposed location, in an effort to improve road safety. The introduction of these restrictions also acts to reduce congestion and increase traffic flow due any vehicles currently being unable to pass any parked vehicles in the case that there is a buildup of traffic whilst improving visibility for vehicles egressing from the junctions.

We understand that when introducing formal restrictions there will always be a level of displacement however, I can advise that these proposals have been in effort from Durham County Council to alleviate some of the issues regarding safety. There is a 2 metre extension from the current white lines to ensure adequate visibility. Maintaining a positive relationship with residents is an important aspect of introducing such restrictions, however, there is a significant concern for road safety and accessibility, and we believe the introduction of such restrictions will address these concerns.

If objections are received, the scheme will need to be referred to Durham County Council's Highway's Committee where it will be put before panel of elected members who will discuss the proposals. All objectors are invited to the Highway Committee and provided the chance to express their concerns regarding the proposal to the panel.

I would therefore be extremely grateful if you could respond to this email advising whether you would like to affirm your objection or withdraw your objection if the information above has satisfied your concerns. If we do not hear from you by the 18th September, we will assume that this information has satisfied your concerns which has led to the withdrawal of your objection.

Should you have any further inquiries, please do not hesitate to contact us via the email provided below.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, August 29, 2024 3:45 PM
To: [REDACTED]
Subject: [EXTERNAL]:Proposed double yellow lines in Vere road Barnard Castle.

I have an objection to the proposed installation of double yellow lines to be painted in Vere road. The lines proposed are far longer than the currant white lines and will deprive residents of several parking spaces in a road which suffers greatly in a lack of parking due to members of the general public parking in the road every day presumably to attend their work places in the area. I believe the length of the new lines will be adequate in keeping the entrance to Commercial Yard accessible by being the same as the currant white lines .yours sincerely [REDACTED] Resident.

From: [REDACTED]
Sent: 17 September 2024 15:44
To: [REDACTED]
Subject: RE: [EXTERNAL]:Parking in County Durham

Good afternoon [REDACTED],

Thank you for contacting us regarding the parking concerns in Barnard Castle following the recent advertisement of an amendment to the Barnard Castle (Parking & Waiting Restrictions) Traffic Regulation Order, I can advise as below:

We receive requests to consider and/or review parking and waiting restrictions within each settlement across County Durham on a daily basis from local residents, elected members, Durham Constabulary and other DCC teams/departments. These requests are considered and reviewed against Durham County Council's Parking Policies document (a copy of which can be found online via [County Durham Parking Policies](#)) which outline the specific criteria that must be met for the introduction of formal restrictions throughout our county.

Once requests are deemed feasible they are added to our future scheme's list for consideration as part of the next TRO/Amendment Order in that area. We would ordinarily wait until an individual settlement accumulates several changes/proposals which can be advertised as part of the same TRO/amendment order to maximise our available budget, however we can expedite this where there is serious and significant concern for road safety.

The bullet points below further expand on the TRO process, whilst highlighting information specific to the advertisement of the Barnard Castle amendment order.

- Section 2 of the Road Traffic Regulation Act 1984 identifies what measures can be introduced by a TRO.
- Any new TRO, or subsequent amendment to an order, is advertised in accordance with Statutory Instrument 2489 as specified in Part 2 of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996. This process requires we consult with statutory consultees (emergency services, elected members, service providers and other stakeholders) before advertising the proposals in full for the wider public to provide comment. As an additional consultation exercise, we also conduct a more informal ballot consultation with residents and/or directly affected properties to gauge the perception of any proposals before conducting a wider public consultation. Full details of the consultation dates have been specified below for reference:
 - Statutory Consultation: 06.05.23 – 27.05.23
 - Informal Consultation: 15.05.23 – 06.06.23
 - Formal Advertisement: 14.08.24 – 04.09.24
- Should objections be received, during any of the consultation stages listed above, where the concerns cannot be resolved we will refer the TRO to Durham County Council's Highway's Committee where a panel of elected members are asked to decide, in principle, whether or not to agree with any objections raised in order to guide and inform the Corporate Director of Regeneration, Economy and Growth.
- Under Table 3, Paragraph 90 of Durham County Council's Constitution, the Corporate Director then has the authority to discharge the regulatory and enforcement functions of the Council under legislation relating to highways and road traffic.

I hope this information is useful but if you would like any further clarification please do not hesitate to get in touch.

Kind regards,

[REDACTED]

Strategic Traffic Management Team

Email: [REDACTED]

Regeneration, Economy & Growth

Corten House | Aykey Heads Business Park | DH1 5TS

From: [REDACTED] >
Sent: 17 September 2024 06:11
To: Strategic Traffic <[REDACTED]>
Cc: [REDACTED] >
Subject: [EXTERNAL]:Parking in County Durham

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for your recent emails about the parking in Barnard Castle.

I now fully understand the position and don't want anymore explanation or details on the specifics of the case.

What I would like though is an understanding of how the parking regulations are decided at a county level and what the mechanism is for amending them - please could you very briefly and in layman's terms (bullet points would be ideal) describe the process, but please include the full legislation and guidelines referenced. Sometimes people screenshot one sub-clause of a guideline without naming the guideline itself, which as you could imagine isn't very helpful!

I'm guessing it's something along the lines of x piece of legislation has a provision in it for local government to create parking bye laws, which are decided by councillors, then a council team designs it on that brief.

Many thanks,

[REDACTED]

From: [REDACTED] >

Sent: 12 September 2024 16:21

To: Traffic Consultations <[REDACTED]>

Subject: [EXTERNAL]:Re: Barnard Castle (Parking & Waiting Restrictions) TRO

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for your email.

I'd like to affirm my objection.

I'd like to attend the highway committee meeting to speak.

I work in Durham Monday to Friday, 8am to 4pm, please could this be taken into account when the meeting tome is arranged.

Many thanks

[REDACTED]

Sent from [Outlook for Android](#)

From: Traffic Consultations <[REDACTED]>
Sent: Thursday, September 12, 2024 12:45:47 PM
To: [REDACTED]
Subject: Barnard Castle (Parking & Waiting Restrictions) TRO

Dear [REDACTED],

Thank you for writing to us regarding the proposed 'no waiting at any time' restrictions (double yellows) in Barnard Castle. We value comments from the local community which ensure correct measures are implemented to make the roads safer for all users.

These proposals have originated following reports of limited visibility due to parked vehicles. The presence of parked vehicles in strategic locations (such as junctions) reduces visibility and safety when obstructed. In an effort to deter this practice we have proposed the introduction of the consulted 'no waiting at any time' restrictions (Double Yellow Line) at proposed locations throughout Barnard Castle, in an effort to improve road safety. The introduction of these restrictions also acts to reduce congestion and increase traffic flow whilst improving visibility for vehicles accessing/egressing from the junctions.

We understand that with introducing formal restrictions there will always be a level of displacement however, I can advise that these proposals have been an effort from Durham County Council to alleviate a number of reported safety issues throughout the settlement. Maintaining a positive relationship with residents is an important aspect of introducing such restrictions, therefore we review any and all feedback to each of our proposals, however where there is a significant concern for road safety we believe measures to address these concerns must take precedent.

As for any concern over of the lack of consultation on this scheme, I can advise our consultation is done in three stages: Firstly emergency services, service providers and other stakeholders (elected members, town/parish councils) are consulted to ensure the proposals to not affect the services that they provide; the second stage is a 3 week informal consultation where we consult with directly affected frontages (properties in the immediate vicinity of any proposed restrictions), in this instance the residential properties; The third stage is a full public consultation, at this stage notices are placed on site, advertised online, in the local press and library for a further 3 weeks, aiming to consult a wider area and offers an opportunity to provide feedback – this consultation exercise was recently open between 14.08.24 – 04.09.24. If objections are received during any of these stages, the scheme will need to be referred to Durham County Council's Highway's Committee where it will be put before panel of elected members who will discuss the proposals. All objectors are invited to attend this Highway Committee and provided the chance to express their concerns regarding the proposal to the panel.

I would therefore be extremely grateful if you could respond to this email advising whether you would like to affirm your objection or withdraw your objection if the information above has satisfied your concerns. If we do not hear from you by the 26th September, we will assume that this information has satisfied your concerns which has led to the withdrawal of your objection.

Should you have any further inquiries, please do not hesitate to contact us via the email provided below.

Kind Regards,

Strategic Traffic Management Team

Email: [REDACTED]
Regeneration, Economy & Growth
Corten House | Aykey Heads Business Park | DH1 5TS

Hello,

I'd like to register an objection to the proposed parking scheme in Barnard Castle. Through their proposed plans, the parking department will reduce the parking spaces available in Barnard Castle. In consequence, the vehicles that would have parked in those spaces will now seek other free parking spaces, for example, in Hall, George, Ware, and Queen Streets. I live on Hall Street and have already unavailingly tried to reason with the head parking official at the council earlier in the year over the increase in residential properties (nine in the pipeline: six near completion and a further three given planning permission) and the pressure it will put on local parking for residents. He gave me a long and detailed response reiterating his position and wouldn't budge on my suggestions that a popular residents permit be introduced (we have to sadly still get approval for the current poorly conceived council one), or free parking in the hole in the wall car park (after all the council have increased the number of residences without a concomitant adequate parking provision).

It seems that the council planners have just ignored the easily foreseeable concerns of some streets in favour of others. It is frustrating that there has been zero help given to us, and zero consultation on an overall Barnard Castle wide parking strategy that we could have taken part in beforehand, and instead we have just been told that a parking scheme has been formulated and we can have a window dressed 'consultation' to rubber stamp the plan.

Many thanks,

[REDACTED]
[REDACTED]

Location 2 – Newgate

From: [REDACTED]
Sent: Wednesday, September 4, 2024 3:30 PM
To: [REDACTED]
Subject: FW: [EXTERNAL]:Ref - 6322546

Dear [REDACTED],

Thank you for writing to us regarding the proposal 'no waiting at any time' (double yellows) on Newgate, Barnard Castle. We value comments from the local community which ensure correct measures are implemented to make the roads safer for all users.

These proposals have originated following reports concerning limited visibility due to parked vehicles. The presence of parked vehicles parking on junctions and reduces visibility and safety when obstructed. In an effort to deter this practice we proposed the introduction of the consulted 'No waiting at any time' (Double Yellow Line) restrictions at the proposed locations, in an effort to improve road safety. The introduction of these restrictions also acts to reduce congestion and increase traffic flow due any vehicles currently being unable to pass any parked vehicles in the case that there is a buildup of traffic whilst improving visibility for vehicles egressing from the junctions.

We understand that when introducing formal restrictions there will always be a level of displacement however, I can advise that these proposals have been in effort from Durham County Council to alleviate some of the issues regarding safety. Maintaining a positive relationship with residents is an important aspect of introducing such restrictions, however, there is a significant concern for road safety and accessibility, and we believe the introduction of such restrictions will address these concerns.

If objections are received, the scheme will need to be referred to Durham County Council's Highway's Committee where it will be put before panel of elected members who will discuss the proposals. All objectors are invited to the Highway Committee and provided the chance to express their concerns regarding the proposal to the panel.

I would therefore be extremely grateful if you could respond to this email advising whether you would like to affirm your objection or withdraw your objection if the information above has satisfied your concerns. If we do not hear from you by the 18th September, we will assume that this information has satisfied your concerns which has led to the withdrawal of your objection.

Should you have any further inquiries, please do not hesitate to contact us via the email provided below.

Thank you;

[REDACTED]

From: [REDACTED]
Sent: Thursday, August 29, 2024 8:36 PM
To: [REDACTED]
Subject: [EXTERNAL]:Ref - 6322546

To whom it may concern,

I am writing to object to the sections of the above proposal involving Newgate, Barnard Castle.

This proposal, should it be passed, would further reduce the current already dire parking situation on Newgate for residents. It is almost impossible to park during office hours, Monday to Friday, due to the number of people who work in town using Newgate as their regular parking slot. Add to that the year round visitors to the town, residents have to pray they can get parked somewhere near to their homes on Newgate - the closer to town, the bigger the issue and the affected areas on Newgate in the proposal are a 2 minute walk into town. Be unlucky enough to need to use your car on a Saturday as a resident, and you can forget getting parked on Newgate until after shops close and before the restaurant opens. Visitors on a number of occasions have asked, (when parking outside or close to our home) 'are there any parking restrictions here', the reply being 'no you can park here for free for as long as you like', needless to say the response is one of great surprise.

After 5.30pm Mon-Fri spaces become available, but are often taken up by customers who frequent the large Italian restaurant on Newgate mentioned above. As a resident, I and my family struggle to get parked near our home - [REDACTED] - such is the need for parking. This proposal would make the situation worse for residents, some of them elderly and already struggling to park close to their homes.

If this proposal is due to a safety concern, then this of course is a matter to be addressed. However, there have been no accidents in the 10 years we have lived on Newgate, and neighbours having lived here for much longer say the same. We feel very strongly that the proposal would further negatively impact our day to day lives, and would ask that a long overdue residential parking scheme be considered if this proposal proceeds.

Kind regards

[REDACTED]

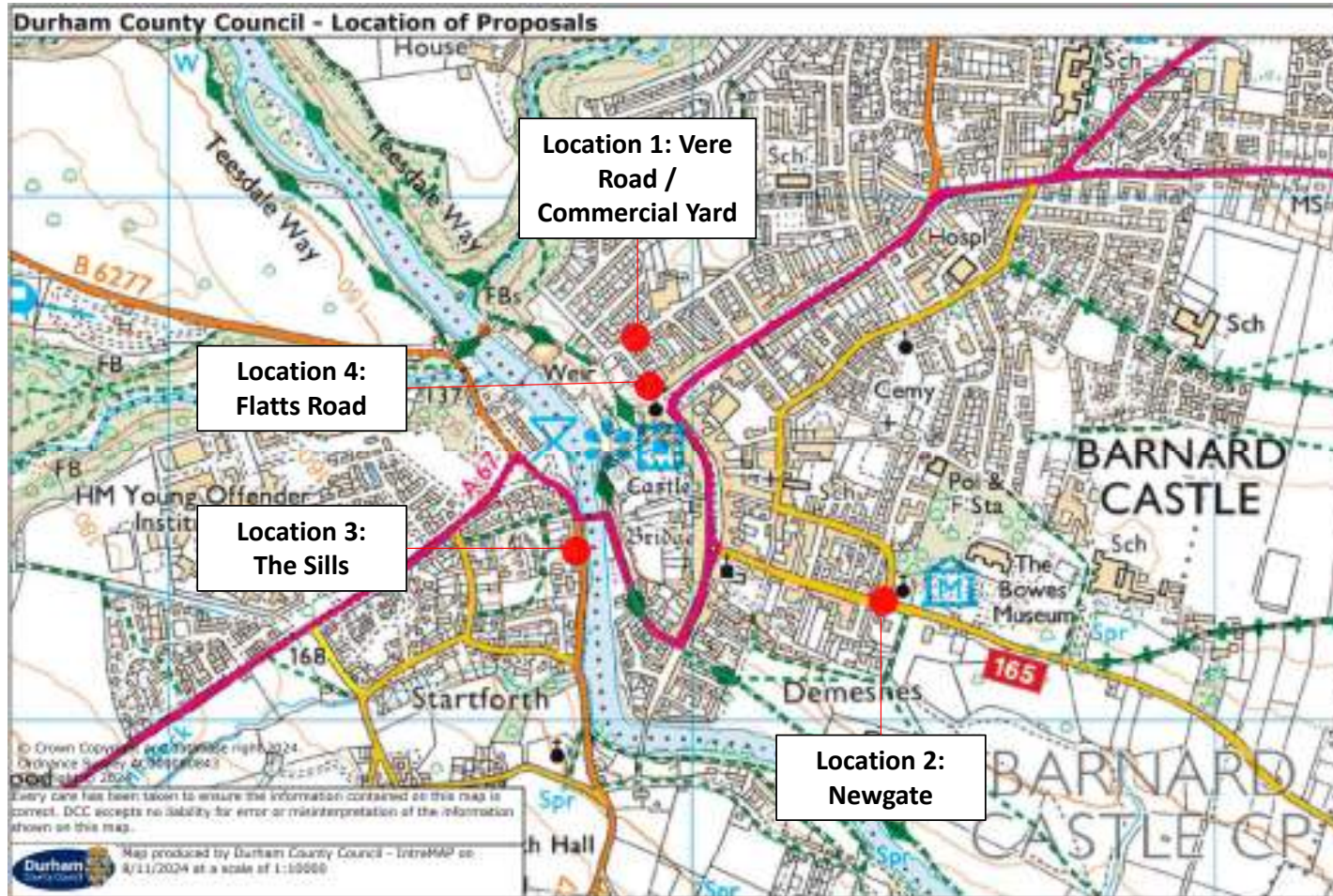
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Barnard Castle
Parking & Waiting Restrictions
Traffic Regulation Amendment
Order 2024

Highways Committee
16th December 2024



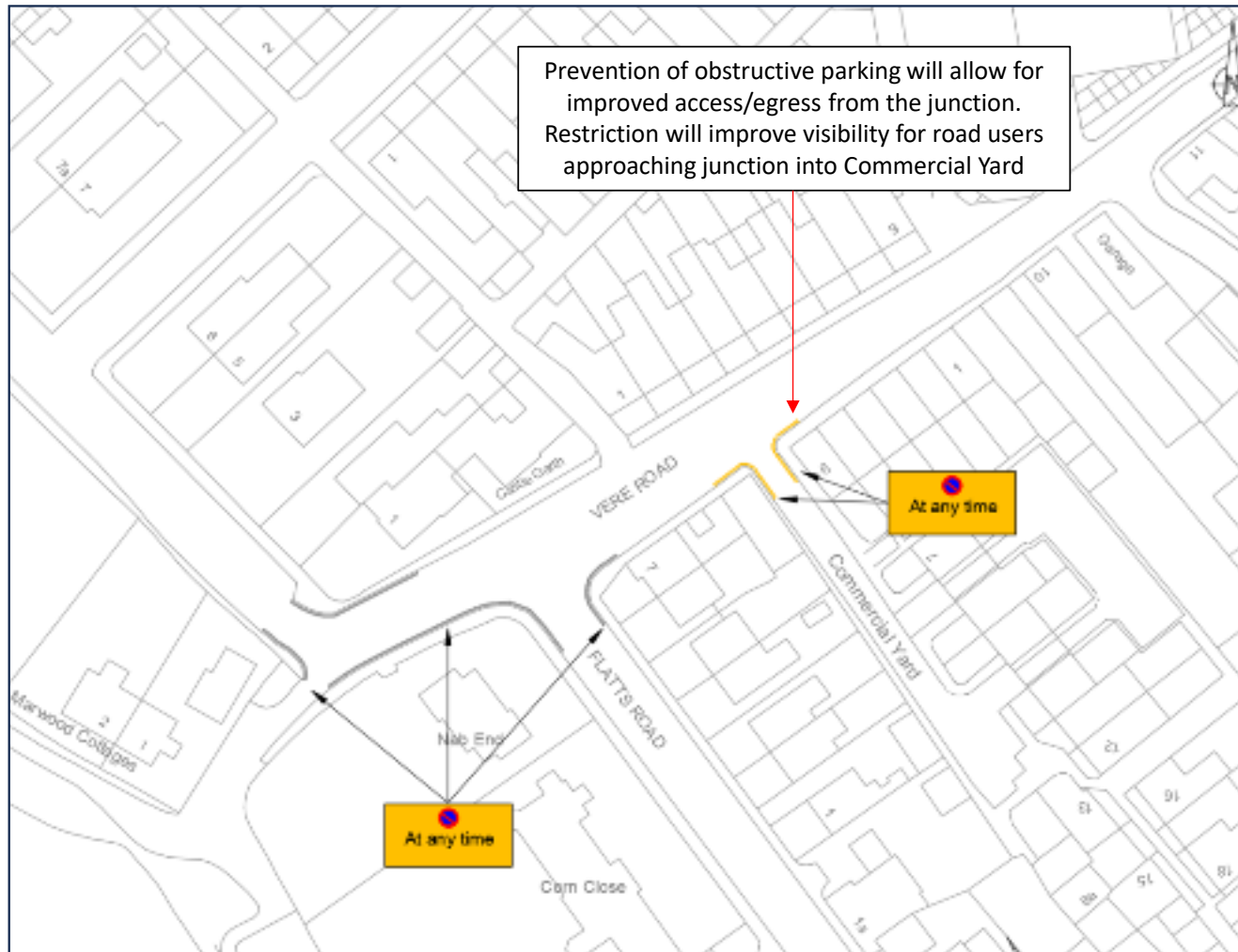
Location Plan of Proposals



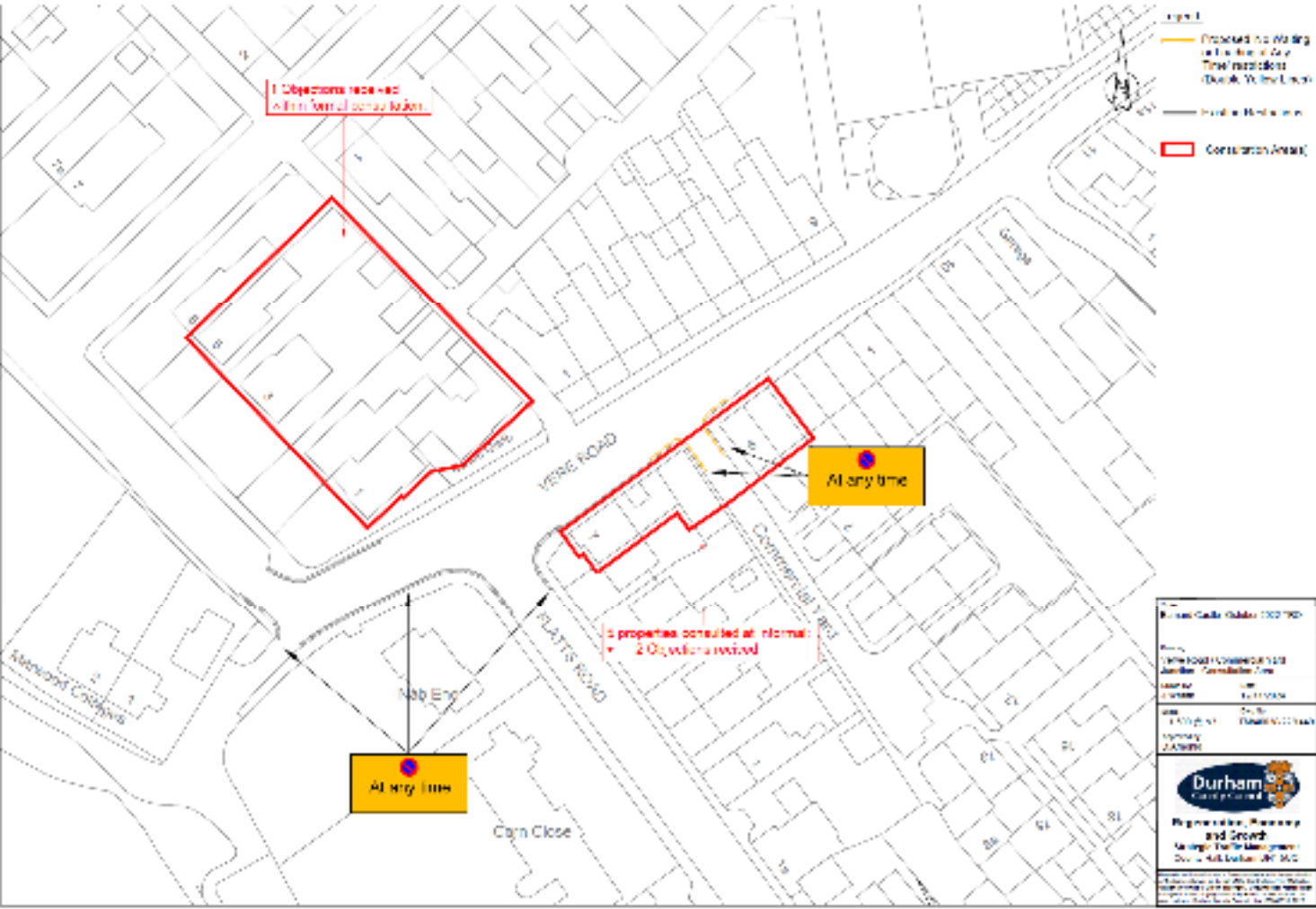
Location 1 – Vere Road – Proposals Locations



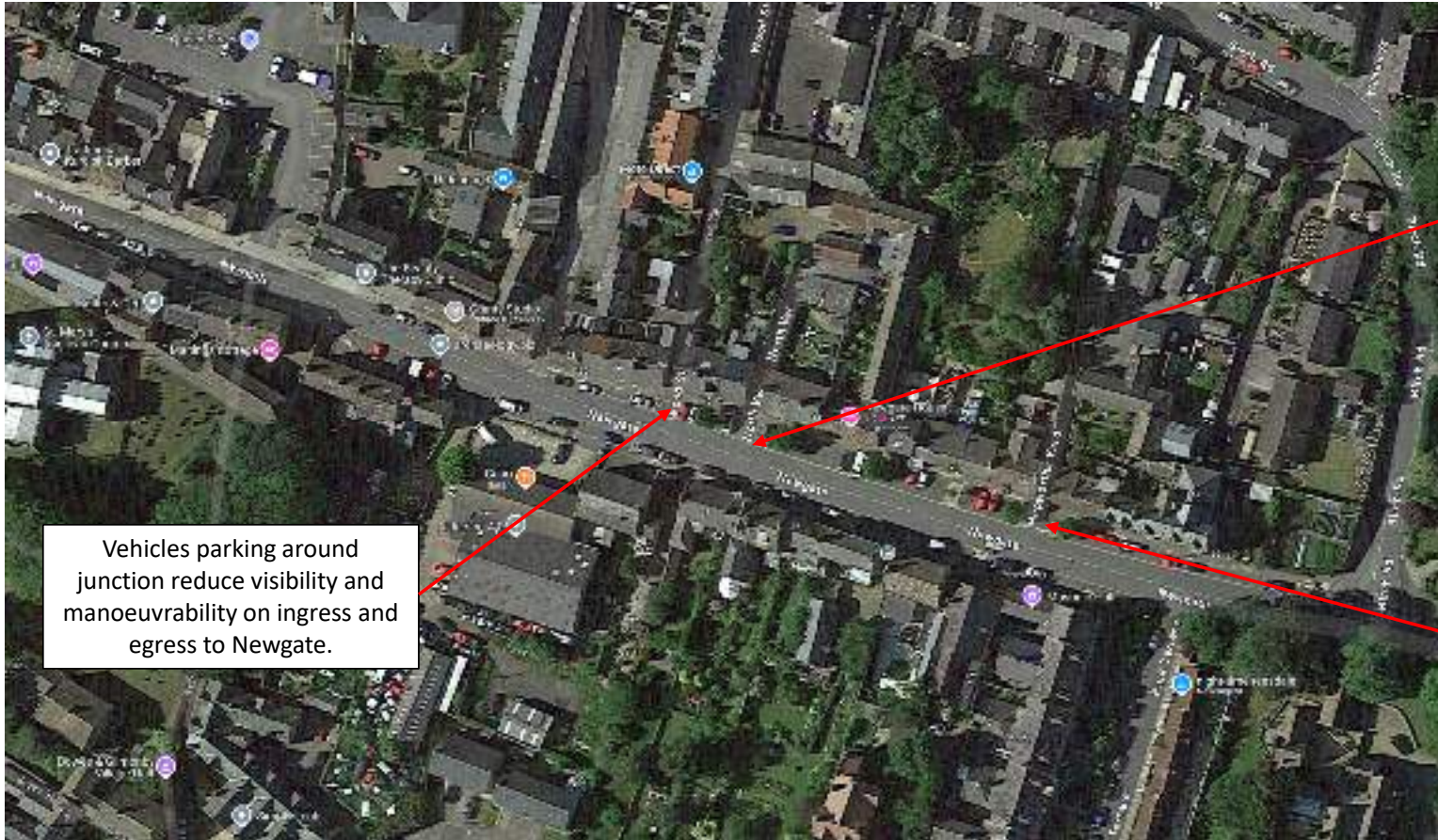
Location 1 – Vere Road – Proposals Locations



Location 1 – Vere Road – Proposals & Objectors



Location 2 – Newgate – Proposals Location



Vehicles parking around junction reduce visibility and manoeuvrability on ingress and egress to Newgate.

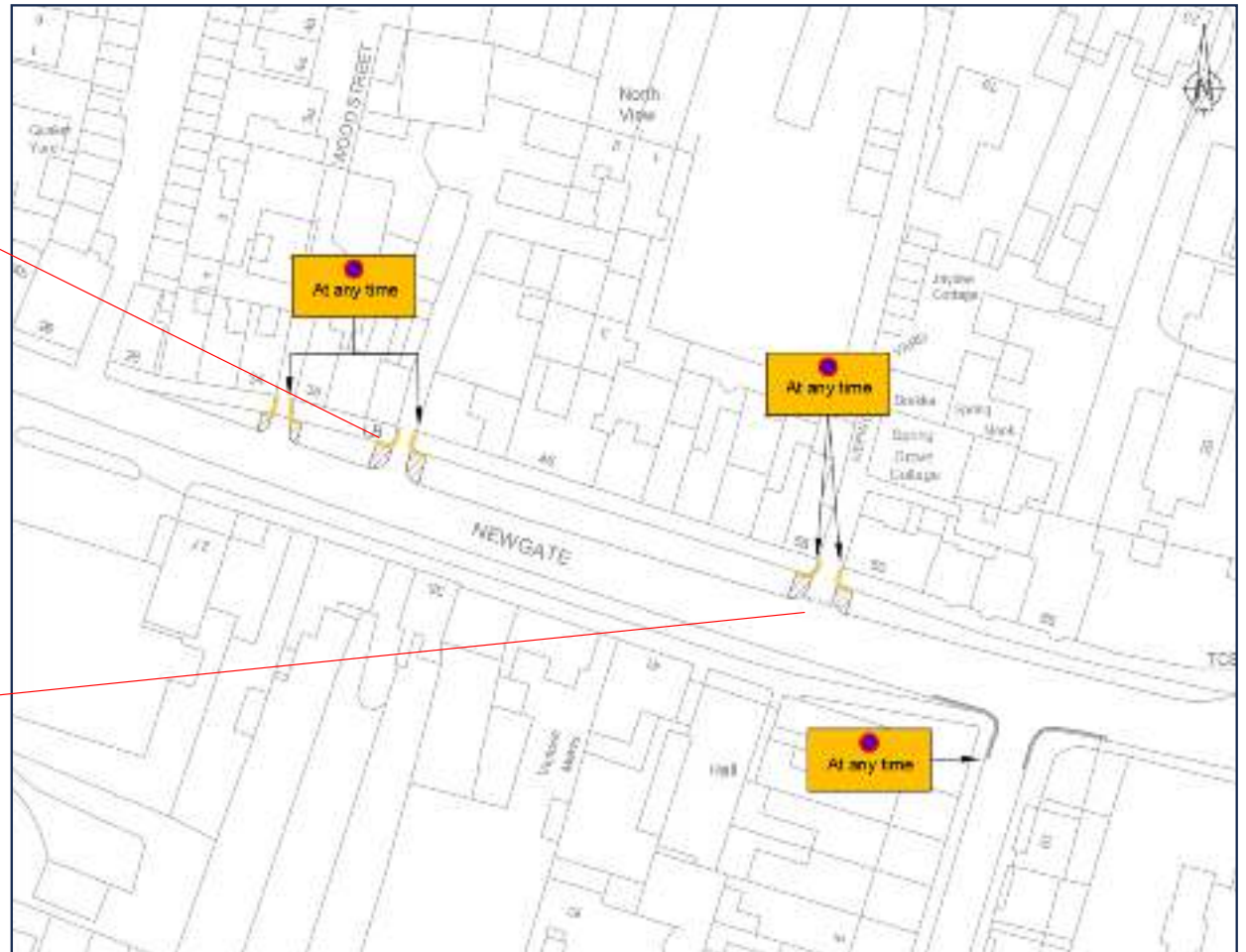
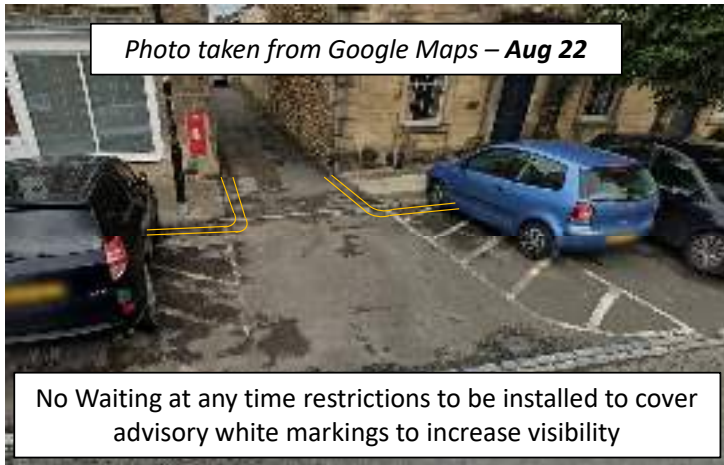


Misuse of advisory hatching, reducing visibility on egress

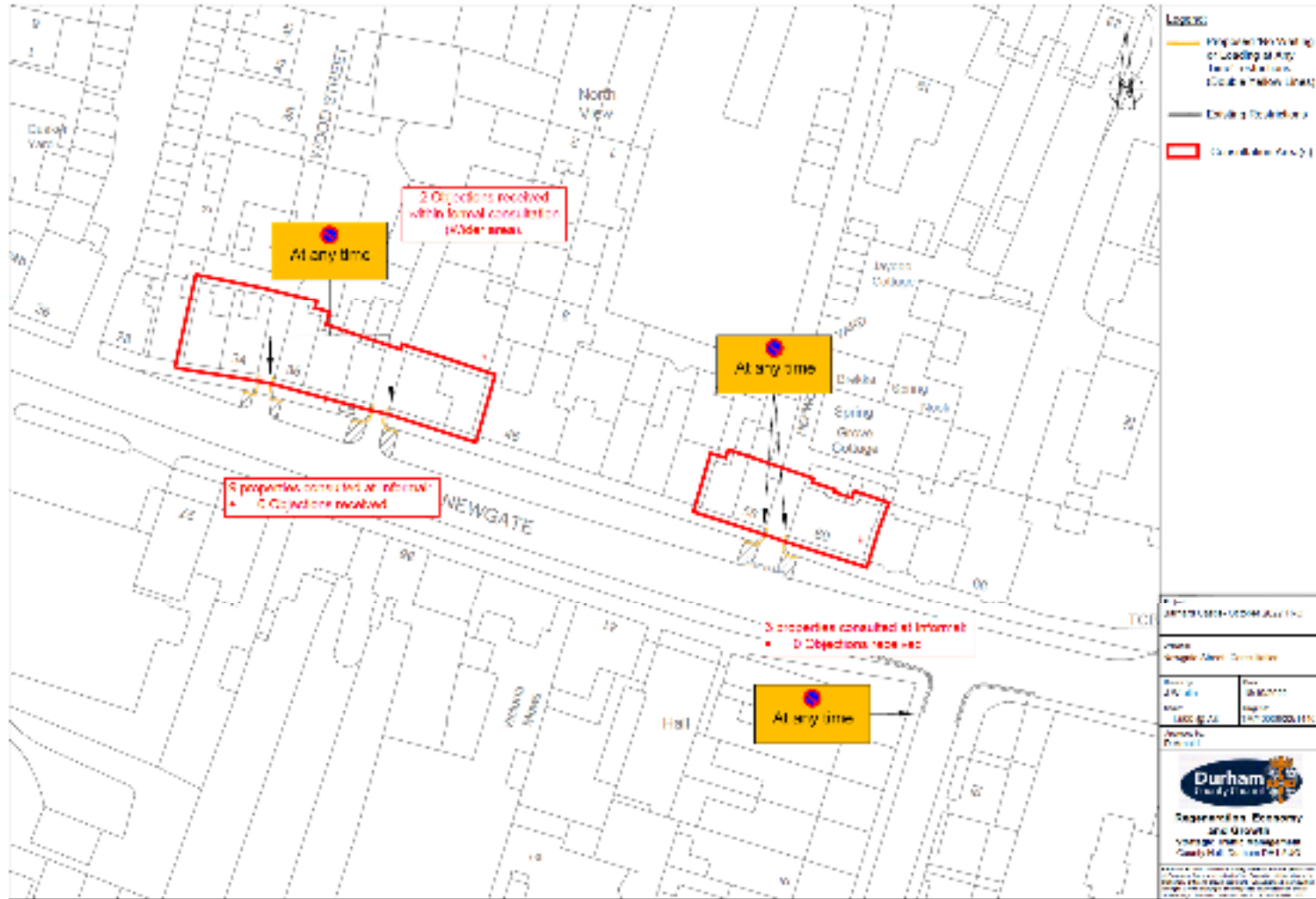


Obstructive parking on advisory hatching, reducing visibility on egress

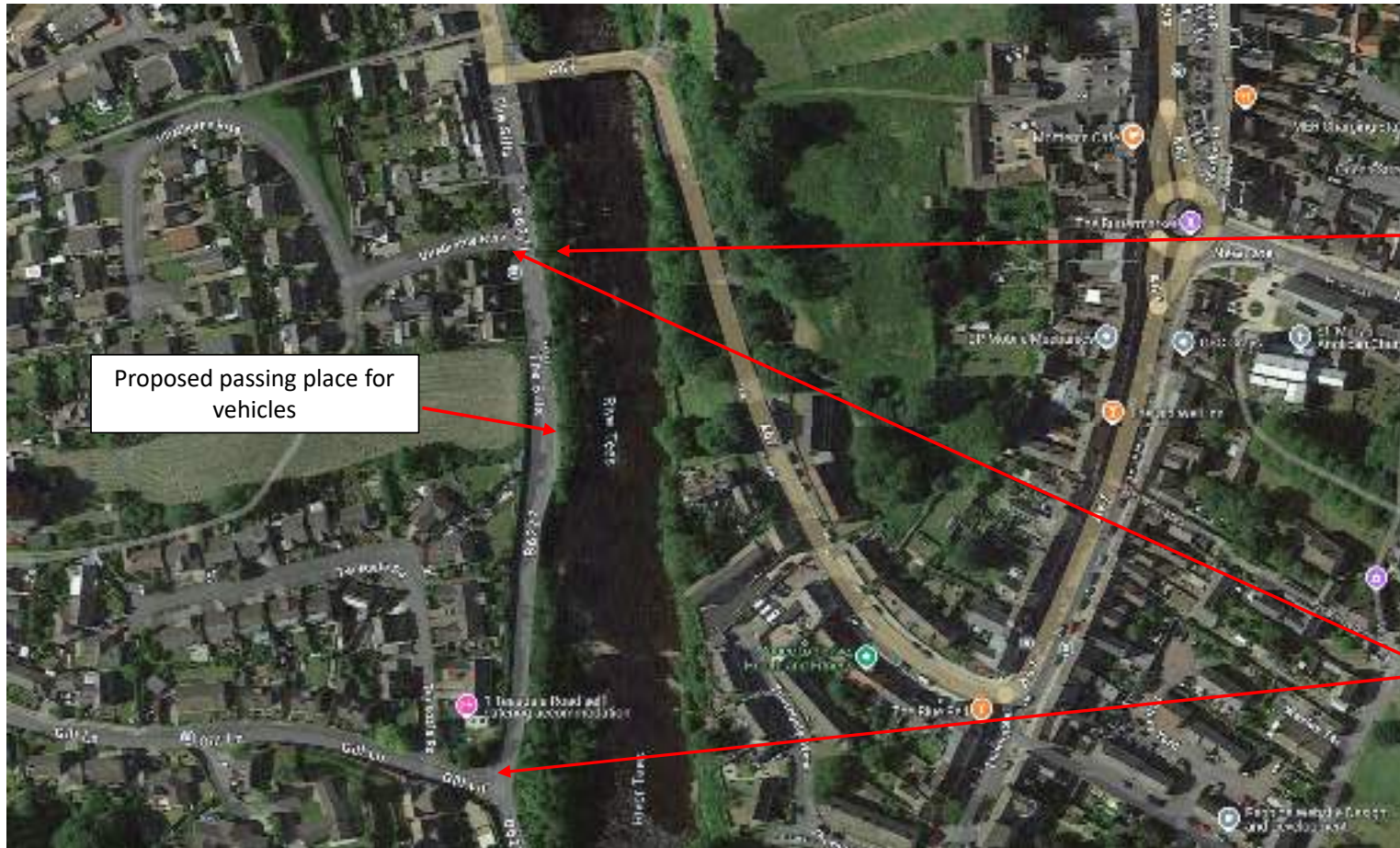
Location 2 – Newgate – Proposals Location



Location 2 – Newgate – Proposals & Objectors



Location 3 – The Sills – Proposal Location



Proposed passing place for vehicles

Site photo – taken Oct 24

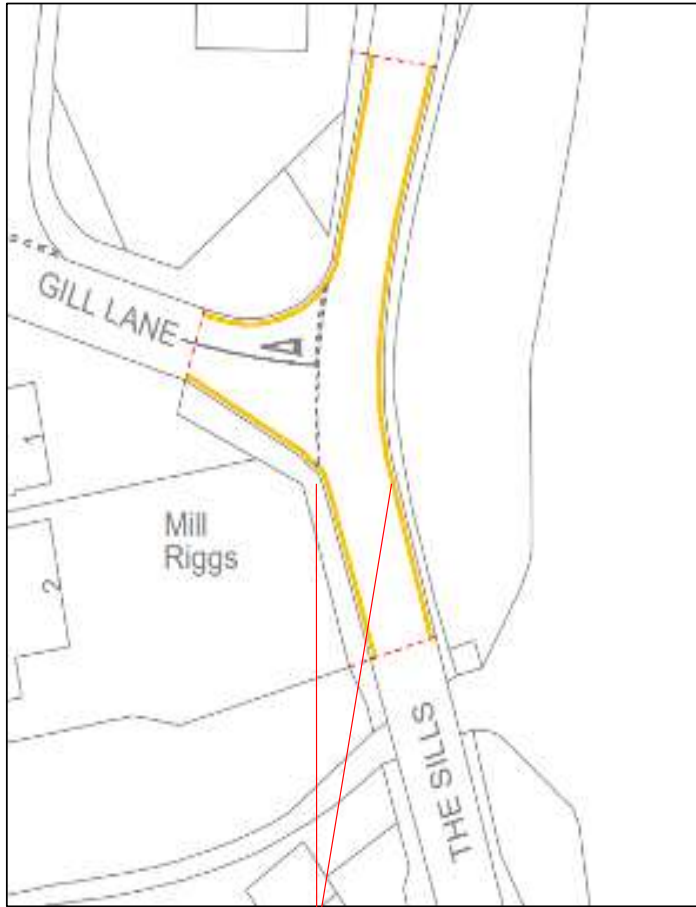


Obstructive parking on advisory markings, reducing visibility on egress

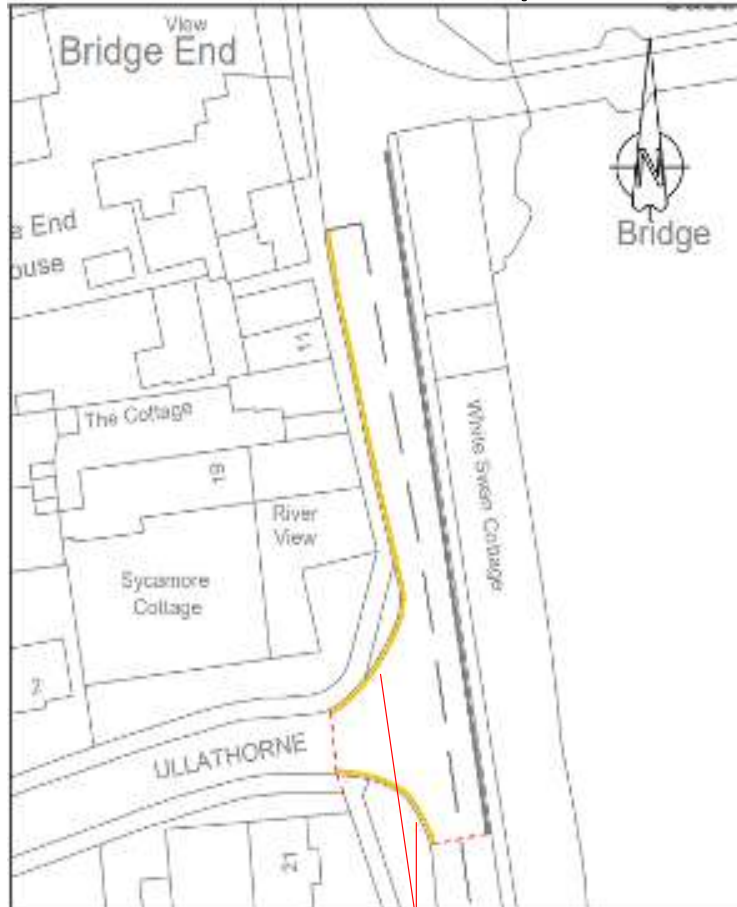
Vehicles parking over existing advisory markings at the junction of Ullathorne Rise and The Sills, reducing manoeuvrability and visibility on access / egress



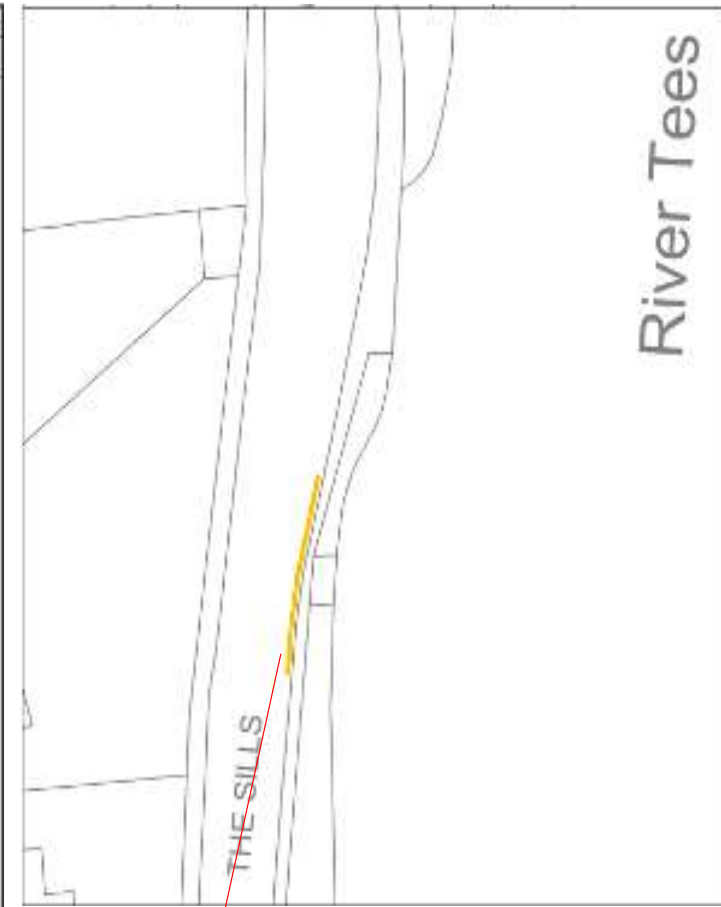
Location 3 – The Sills – Proposals Location



'No waiting at any time' restrictions to be installed to prevent obstructive parking, improving access/egress around the junction of Gill Lane.



'No waiting at any time' restrictions to be installed to prevent obstructive parking on the approach to the traffic signals and to improve egress from Ullathorne.



'No waiting at any time' restrictions to be installed to allow for a passing place.

Location 4 – Flatts Road – Proposal Location



Vehicles parking over fire hydrant at Flatts Road, increasing emergency access and response time.

Existing 'no waiting at any time' restrictions at the junction of Flatts Road and Galgate

Site photo – taken Oct 24



Parking over water access, increasing emergency response time and effectiveness.

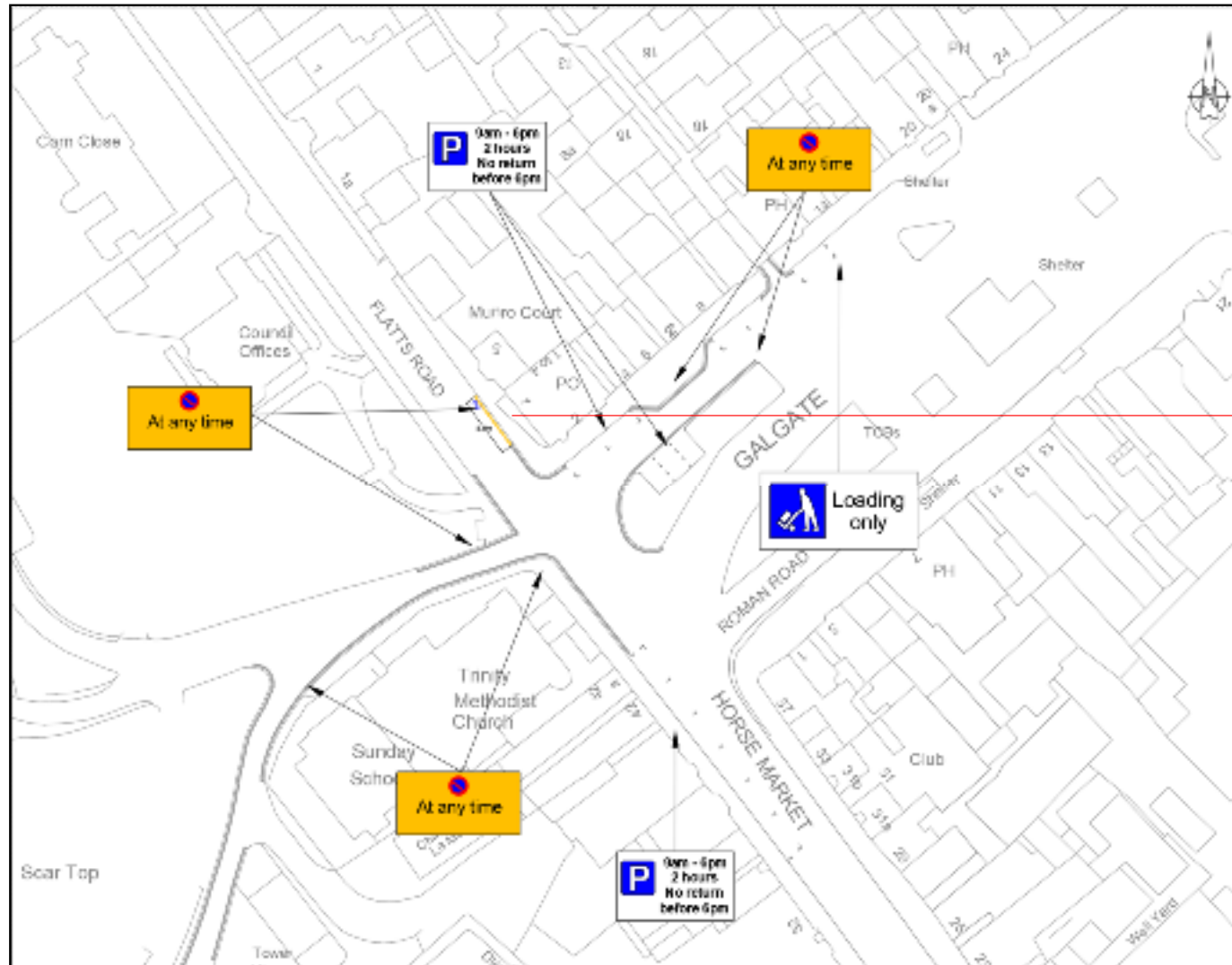
Site photo – taken Oct 24



Parking over water access, increasing emergency response time and effectiveness.



Location 4 – Flatts Road – Proposals Location



'No waiting at any time' restrictions to be extended on the northeast side of Flatts Road to prevent obstructive parking, allowing for unobstructed access to the fire hydrant.

Durham County Council - Summary

Location 1 – Vere Road – The proposed restrictions have been requested to address access issues associated with obstructive parking at the junction of Vere Road/Commercial Yard, improving road safety when accessing/egressing the junction.

Location 2 – Newgate - The proposed restrictions have been requested to improve access and egress issues associated with obstructive parking at the junctions of Hepworths Yard, North View and Wood Street.

Location 3 – The Sills - The proposed restrictions have been requested to address access and egress issues associated with obstructive parking at the junctions of Ullathorne Rise and Gill Lane. The proposals will also allow for a passing place upon The Sills.

Location 4 – Flatts Road – The proposed restrictions have been requested to allow unobstructed access to the fire hydrant located on Flatts Road.

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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