



Highways Committee

Date Thursday 8 March 2012
Time 10.00 am
Venue Committee Room 2 - County Hall, Durham

Business

Part A

1. Declarations of interest, if any
2. Various Streets, Chester-le-Street - Proposed Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 1 - 20)
3. A1086/Unc Cotsford Lane, Horden - Proposed Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 21 - 28)
4. B6310 and Unc Birch Crescent, Myrtle Grove & Valley View, Burnopfield - Proposed Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 29 - 40)
5. Unc Aldin Grange Terrace, Bearpark - Proposed No Entry - Report of Corporate Director, Neighbourhood Services (Pages 41 - 46)
6. Closure of Footpaths - St Marys Close, Bishop Auckland - Report of Corporate Director, Neighbourhood Services (Pages 47 - 58)
7. A690, Kepier Crossing, Gilesgate - Report of Corporate Director, Neighbourhood Services (Pages 59 - 62)
8. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Colette Longbottom
Head of Legal and Democratic Services

County Hall
Durham
29 February 2012

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

Councillor G Bleasdale (Chair)
Councillor J Robinson (Vice-Chairman)

Councillors B Arthur, A Bainbridge, D Burn, N Foster, D Hancock,
S Hugill, D Marshall, J Maslin, A Naylor, J Shiell, P Stradling,
T Taylor, L Thomson, R Todd, E Tomlinson, J Turnbull, C Woods,
A Wright and R Young

Contact: Michael Turnbull

Tel: 0191 383 3861

Highways Committee

8 March 2012



**Various Streets, Chester-le-Street
Proposed Waiting Restrictions**

Report of Terry Collins, Corporate Director Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations received to the proposed introduction / alteration of waiting restrictions in five separate streets in Chester le Street.
- 2 It is recommended that the Committee endorse the proposals having considered the representations to the proposals and proceed with the implementation of the parking restrictions in the five streets in Chester le Street as per the plans in Appendix 2

Background

- 3 For a number of years Durham County Council has identified areas of concern in relation to parking and access causing road safety issues in Chester le Street as a whole. The Council has worked closely with Durham Constabulary and our Parking Team in Strategic Traffic to identify solutions which would assist and improve the situations at these various locations. This close working ensures that the resolutions we propose can be enforced by both Durham Constabulary for moving traffic offences and the Parking Team under Civil Parking Enforcement.
- 4 Thirteen locations were identified as suffering from parking issues and congestion and the proposals are designed to improve road and pedestrian safety. The locations are B6313 North Burns, B1284 Lumley New Road, C184 Front Street, C91 Ropery Lane, Unc South Burns, Unc Wesley Terrace, Unc Station Road, Unc West Lane, Unc Lombard Drive, Unc Plantaganet Ave/Rear of Ropery Lane, Unc Queens Park, Un-named Link Road and Unc Crichton Avenue.
- 5 B6313 North Burns, B1284 Lumley New Road, C184 Front Street, C91 Ropery Lane, Unc Station Road, Unc Lombard Drive, Unc Queens Park and the Unc un-named Link Road, received no responses against the proposals at either the informal or legal consultation stages. The only responses received were in favour of the proposals therefore they are not referred to in this report.

- 6 The Five Locations which received representations / objections are Unc Crichton Avenue, Unc Plantaganet Ave / Rear Ropery Lane, Unc South Burns, Unc Wesley Terrace and Unc West Lane.

Proposals

- 7 The proposal for Crichton Avenue is to replace the existing advisory Keep Clear road markings with a no waiting at any time restriction. Representations have been made by the local residents and Durham Constabulary about road safety concerns with respect to parking on the short access road and bend into Crichton Avenue, increasing potential conflict between vehicles turning into Crichton Avenue from the A167 and vehicles exiting Crichton Avenue. Vehicles often have to leave the A167 at a higher speed than would otherwise be normal due to the speed of traffic on the A167 and the potential for rear end shunts.
- 8 There are current advisory 'Keep Clear' Markings but these are not adhered to and as they are advisory only cannot legally be enforced. There have been a number of reported near miss incidents from residents of them meeting vehicles head on as they have entered Crichton Avenue from the A167 because of motorists being parked on the short access road. This also results in the residents being forced onto the wrong side of the road and as there is a 90 degree bend meeting vehicles leaving Crichton Avenue head on.
- 9 The proposal for Plantaganet Avenue/Rear of Ropery Lane is to extend the existing no waiting at any time to assist with the turning movement into and out of Plantaganet Avenue and to introduce a no waiting 8 am to 6 pm on the southern side of the rear of Ropery Lane to assist in the safe passage of vehicles. These are being proposed following representations made by local residents from the area with regard to inconsiderate parking causing a road safety hazard, preventing safe access and damage to property.
- 10 The proposals for South Burns include major alterations to the existing layout as part of a larger Market Place Scheme covering B6313 North Burns, Un-named Link Road and C184 Front Street. There is an existing prohibition of Motor Vehicles which covers South Burns and currently only allows buses and Market Traders to access South Burns from the B6313 North Burns. However there are businesses which now also require vehicular access for deliveries, servicing and residential / business premise parking. Therefore our proposals are to introduce a permit parking scheme in this area.
- 11 The proposals for Unc Welsey Terrace are to change the existing advisory keep clear markings to no waiting / no loading at any time, alter part of the existing no waiting 8 am to 6 pm to no waiting / no loading at anytime and provide further no waiting 8am to 6 pm restrictions at the junction with Front Street.
- 12 The proposals for Unc West Lane are to provide two disabled bays and a loading bay to formalise the existing parking which occurs and to implement a no waiting / no loading restriction for the remainder of the length of the southern side.

Consultation

- 13 Informal consultation for Crichton Avenue was carried out with the two most directly affected residents and statutory consultees from the 27th October 2008 until 18th November 2008. A further update was provided to the residents on 15th April 2010 and again in June 2011.
- 14 Of the 2 letters sent to affected residents both replied against the original option of a no waiting / no loading at any time restriction. At the legal advertising stage we removed the loading element following the residents concerns.
- 15 Informal consultation for Plantaganet Avenue / Rear of Ropery Lane was carried out with the affected residents, businesses and statutory bodies from the 27th July 2010 until 18th August 2010.
- 16 Of the 11 letters sent out to affected residents / businesses four responses were received. 2 were in favour of the proposals and 2 were against the proposals. Durham Constabulary responded in full support of the proposals.
- 17 Informal consultation for Unc South Burns was undertaken as part of the larger scheme with affected businesses / residents and statutory bodies from the 28th April 2010 until 20th May 2010.
- 18 Out of the 35 letters sent out to affected residents / businesses for the overall scheme for the area 7 responses were received. Of these 5 were from properties on South Burns. 2 were in full support of the proposals, 1 was in support of the proposals as long as his vehicles could still park outside the business, 1 fully opposed the proposals and 1 partially opposed the proposals. Durham Constabulary and County Councillor S Henig responded in full support of the proposals.
- 19 A response was also received from Go North East requesting further consideration being given to bus turning movements. A site meeting occurred and the issues were resolved and the scheme was amended before legal advertisement to the satisfaction of the bus company.
- 20 Informal consultation for Unc Welsey Terrace initially occurred with residents and statutory bodies from 19th September 2008 until 10th October 2008 offering two proposals. Option one being to remove all parking and Option two to still allow some parking on Welsey Terrace. Option 2 was the preferred option at this time. Durham Constabulary also responded at the time in favour of Option 2.
- 21 Out of the 16 letters sent out to the affected residents in 2008 7 responses indicated a preference for Option 2, 1 response indicating no preference and 1 response opposed to either option. A further update letter was sent to the residents on 21st May 2010.
- 22 Informal consultation for Unc West Lane was carried out with the directly affected residents, businesses and statutory bodies from 10th August 2010 to 31st August 2010.

- 23 Of the 19 letters sent out to the affected properties 7 responses were received. 2 were in favour of the proposals, 2 were against the proposals and 3 offered further comments on the proposals.
- 24 All of the restrictions for the 13 identified locations were legally advertised as an amendment order to the Chester le Street and Birtley (Prohibition and Restriction of waiting, loading/unloading and parking places order) 2010. The legal advertisement period covered 29th November 2011 until 3rd Jan 2012 to allow for the holiday period. 2 objections were received during the legal advertisement period. One to Unc Welsey Terrace and One to Unc West Lane. Both objections have since been resolved.
- 25 The local Members, Councillors Simon Henig, Linda Marshall, Beaty Bainbridge and John Shiell are minded to support the proposals.

Representation / Objections and responses – Unc Crichton Avenue, Unc Plantaganet Avenue / Rear Ropery Lane, Unc South Burns, Unc Wesley Terrace and Unc West Lane.

26 Representation 1 – Crichton Avenue

A number of points were raised by both residents.

‘There is nowhere else for visitors to park outside my property’.

Whilst we appreciate this there are safer locations available elsewhere within Crichton Avenue where visitors would be able to park safely within a short walking distance.

‘From time to time I have put my caravan outside my property in order to hitch up’

We have removed the loading element from the proposals which would allow the action of the caravan being hitched on the carriageway outside of the property.

‘There is no congestion problem at present’

The issue at this location is not one of congestion; it is a road safety issue. There have been a number of reported near miss incidents from residents of them meeting vehicles head on as they have entered Crichton Avenue from the A167 because of motorists being parked on the short access road. This also results in the residents being forced onto the wrong side of the road and as there is a 90 degree bend meeting vehicles leaving Crichton Avenue head on. To date there has been no major incident.

‘Find something better to do with your time and our money’

This is classed as a personal opinion but as the Highway Authority we need to take a holistic approach of the road safety issue. The national average cost of an accident is over £75k. If one accident is prevented, or the severity reduced as a result of the implementation of these restrictions, then it can easily be established as having been cost effective.

'When the original white lines were introduced it was made clear that they were to be a deterrent to dissuade cricket supporters and anglers from free off-street parking, as these seemed to be the most regular parkers in this area'

This may have been the original intention but parking on these lines occurs on a regular basis which is not limited to cricket match days. Therefore the new restrictions would provide an overall improvement in road safety at a well used junction.

Why are the new proposals not covering the same area as the present white lines, which extend to the drive of No.4 Crichton Avenue

It is felt that the length of proposed parking restriction is adequate to prevent the obstructive parking which is the cause of concern for the majority of residents. It was not deemed necessary to prevent parking along the frontage of No 4 Crichton Avenue as there are driveways which cover the majority of this length and under Highway Law it is an offence to obstruct such a crossing facility into a premises.

Proposals such as this can only cause conflict and resentment between neighbours. This can not be a healthy nor desirable situation.

It is considered that there is currently adequate on street parking combined with off street residential parking within Crichton Avenue to accommodate the number of vehicles. We cannot guarantee parking on the highway outside of a resident's property as we must advise the highway is available for all users.

27 Representation 2 – Unc Plantagenet Avenue / Rear of Roper Lane

Only top half of the rear of Roper Lane as we use this entrance for loading and unloading.

Response: The proposed restrictions will not affect the business's ability to load and unload as they are on the opposite side of the road to their access.

As a resident of Plantagenet Avenue [the nearest property to the restrictions] the current concern I have with the road in question is that trade vehicles and transit vans currently travel at great speed down what is a very minor road. This causes noise issues within our property and is a great concern as young children from the residential area tend to play there. Your proposals will only increase the volume, size and speed of these already large vehicles using this very built up residential area.

Response: The proposal for Plantagenet Avenue is to extend the current restriction on its eastern side a further 6metres in a southerly direction. It is difficult to see the connection between the proposal and an "increase (in) the volume, size and speed" of vehicles on this avenue.

I am clueless to the reason why these proposals are necessary? To open up access to this small lane for large vehicles when access to and from Roper Lane is so much wider and safer from the Lancaster Terrace entrance/exit?

I have never found any problem with the current situation and can not recall any occasion where my vehicle movement or access to my property has been impeded. This also extends to other commercial vehicles which have made deliveries to properties in the street [Including removal vans and other category B1 vehicles]. Having spoken to a number of other residents we are in agreement that these proposals are not needed. We believe that the proposals will have a detrimental impact on the road safety and quality of life in Plantagenet Avenue/ Lancaster Terrace.

The council have been made aware of damage to a property caused by vehicles attempting to negotiate Rear Ropery Lane from Plantagenet Avenue with a contributory factor being the parked vehicles on the south side of the lane which also cause congestion; can be an obstruction to the free movement of vehicles and also vehicular access to the rear of properties on Ropery Lane. The council is also in receipt of a response to this consultation which states that the proposal is "Most beneficial as it gets very congested".

28 Representation 3 – Unc South Burns

The following was raised by 2 businesses

We will lose out takeaway customers and sit in customers' thank you. Any restriction to my taxis for picking up and dropping off will drastically affect my business

Response: There are a number of alternative parking areas available for customers of both establishments within a very short walking distance of the premises. These are available on North Burns, South Burns, Cone Terrace and also Tesco's Car Park (for Tesco's customers) which has a taxi pick up / drop off area. It should be noted that these patrons should not be within the restricted area at present anyway. Under the proposed scheme each company would be entitled to one permit which will allow a vehicle from the company to park within the restricted zone. .

The following was raised by 1 business

With permit holder bays all across our frontage we cannot get our deliveries on Tuesdays and Fridays. The Dray wagon unloads 184 kilo kegs of beer and unless they can park directly in front of our cellar hatch, it makes our deliveries impossible. We need an unloading only area across 50% of our frontage to allow pantechnicans to unload.

Response: It is hoped that once these restrictions are implemented the number of vehicles entering the restricted zone will be reduced and therefore more parking will be available. It should be noted that the market has traded for a long time on Tuesdays and Fridays and the previous owners of the business have never raised concerns about deliveries. The business has already been provided with a permit to load and unload within the existing restricted zone and this will remain. Therefore we have no proposals to introduce the loading / unloading bay as requested as this will reduce the available parking. The business may wish to consider the option of having their deliveries on a day which is not a market trading day.

29 Representation 4 – Unc Wesley Terrace

I believe that further restrictions on parking would hamper business growth. The town has become so restricted that further restrictions would fence the town and lock the gate (i.e. Chester-le-Street closed).

Response: There is only one business on Wesley Terrace. The other businesses only have rear accesses (service accesses). Whilst we appreciate the need to provide some on highway parking we do need to take a holistic view of the provision of parking restrictions which also includes looking at the situation from both the position of the pedestrian, vulnerable road users, as well as the motorist. It was therefore considered appropriate to offer the two options and to progress with the most popular option. Option two being the proposals supported by the majority of residents; Option one being to remove all parking 8am to 6pm which was rejected.

It is anticipated that the introduction of Prohibition of Waiting and Loading/unloading at Any Time restrictions at strategic locations along the southern kerbline of Wesley Terrace, and a section of Prohibition of Waiting 8am to 6pm Monday to Saturday on the southern kerbline around the cul-de-sac near to the junction with Front Street would improve road safety by discouraging unnecessary parking near to the junctions and accesses within Wesley Terrace. It will also improve the traffic movements into/out of the junction and facilitate vehicles turning round. These proposals will improve carriageway discipline and general road safety. There are also a number of car-parks available for other motorists to use within a short distance.

The following concern was raised by 1 resident at the informal stage and through an objection received at the legal advertisement stage. The objection was subsequently resolved following reduction of the restriction.

The plans advertised at the legal stage show a greater length of restriction than the existing keep clear markings in the vicinity of No 8 to No 10 Wesley Terrace.

Response: We have revisited the location and will amend the length to cover only from the boundary line of No 8/9 Wesley Terrace to the gable of No 10 Wesley Terrace at the sealing of the order stage. Therefore we feel that we have resolved this representation.

30 Representation 5 – Unc West Lane

Waste of money considering the current cutbacks
Enforcement of the current restrictions doesn't occur by police
Road is used as a car park with the same vehicles being there everyday

Response: Durham County Council have now taken on civil parking enforcement from Durham Constabulary and these types of restrictions will now receive regular enforcement. The proposals are expected to formalise the existing parking in respect of blue badge holders by providing official bays, a loading bay for the businesses and the no waiting / no loading element will remove all other parking.

Scheme will move parking further west along West Lane obstructing access to the company's off-street loading bay.

Response: The scheme, as currently proposed, will prevent legal parking by Disabled Badge Holders through the introduction of the proposed Loading Restriction along the south kerbline. This will improve the current situation whereby Disabled Blue Badge holders may park for up to 3 hours in West Lane adjacent to the access. This is why the proposal includes the provision of 2 formal disabled parking bays nearer the junction with Front Street to still allow some parking for such persons.

The introduction of a new Loading Bay may prohibit our delivery vehicle being able to get access to our store.

Response: As stated above, the proposed restrictions will help prevent the obstruction of the access to the store's loading area. The proposal will not be detrimental to the company's ability to service the store. Observation has shown that the delivery vehicles pull forward of the loading area and then reverse into the delivery bay. This movement will still be possible and the removal of the Disabled Badge Holders from the west end of West Lane will ensure that this manoeuvre can be taken unhindered without the risk of damage to parked vehicles.

Two employees in West Lane.....who could legitimately park in the two proposed bays and effectively prevent any other Blue Badge Holder from enjoying the benefit of these bays.

Response: It would be irresponsible and not in the best interests of the business concerned for the staff to park for the whole working day. However, the use of the Disabled Parking Bays will be limited to 2 hours with no return during that day. This will provide for greater use of the bays giving a reasonable turnover.

The age profile of the clientele ...many of them Blue Badge Holders... the proposal will make it more difficult to drop-off.

Response: The proposal will reduce the opportunity for Disabled Badge Holders to park in West Lane as the objective of the scheme is to confine parking and loading, in West Lane, to lengths of highway where it will not cause congestion, particularly to buses; and also access to properties from West Lane in particular to the loading bay servicing a local business. However it should be noted that there are 10 Disabled Parking Bays in the County Council owned Osbourne Road Car Park as well as another 2 Disabled Bays on Front Street itself and one in the adjacent privately run public car park.

Provide Additional Blue Badge Holders bays... in Clarence Terrace off-street car park.

Response: This is a privately managed and controlled car park and therefore not a facility which the council has any influence over.

One person who responded to the informal consultation who lives outside of the remit of the scheme provided representations as follows:

Prevent buses from using West Lane and force them to use the roundabout at the top end of Front Street.

Response: In respect of the comment relating to buses using West Lane and their diversion to the roundabout at the southern extents of Front Street, it is the right of all highway users to have the right to pass along the public highway including buses. If the council were to propose the prohibition of buses from West Lane, I think it is reasonable to assume that the bus companies would object on the grounds of the increased mileage and times incurred on journeys.

Extend the disabled parking bays towards the delivery entrance of the local business.

Response: In relation to your suggestion of extending the proposed Blue Badge Holder Bays to a point opposite the entrance to the local business loading bay access, the Council has received representation from the company expressing concerns about accessing their loading bay due to the proximity of the parking bays as currently proposed. Further checks of carriageway widths have unfortunately ruled out the provision of further bays due to the narrowness of the road at this point and the types of vehicles which use this road i.e. buses and large HGVs.

Legal Objection

Business owner was concerned that the no loading element would prevent him from receiving deliveries.

Response; We have agreed to remove the loading element from between the access into Victoria Place and Nelson Street. If blue badge holder parking becomes a problem at this location we will revisit the restrictions and consider the implementation of a loading bay. Caller was happy with this response and withdrew his objection.

Recommendations and reasons

- 31 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the parking restrictions as amended in the report.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – None

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

Human Rights – None

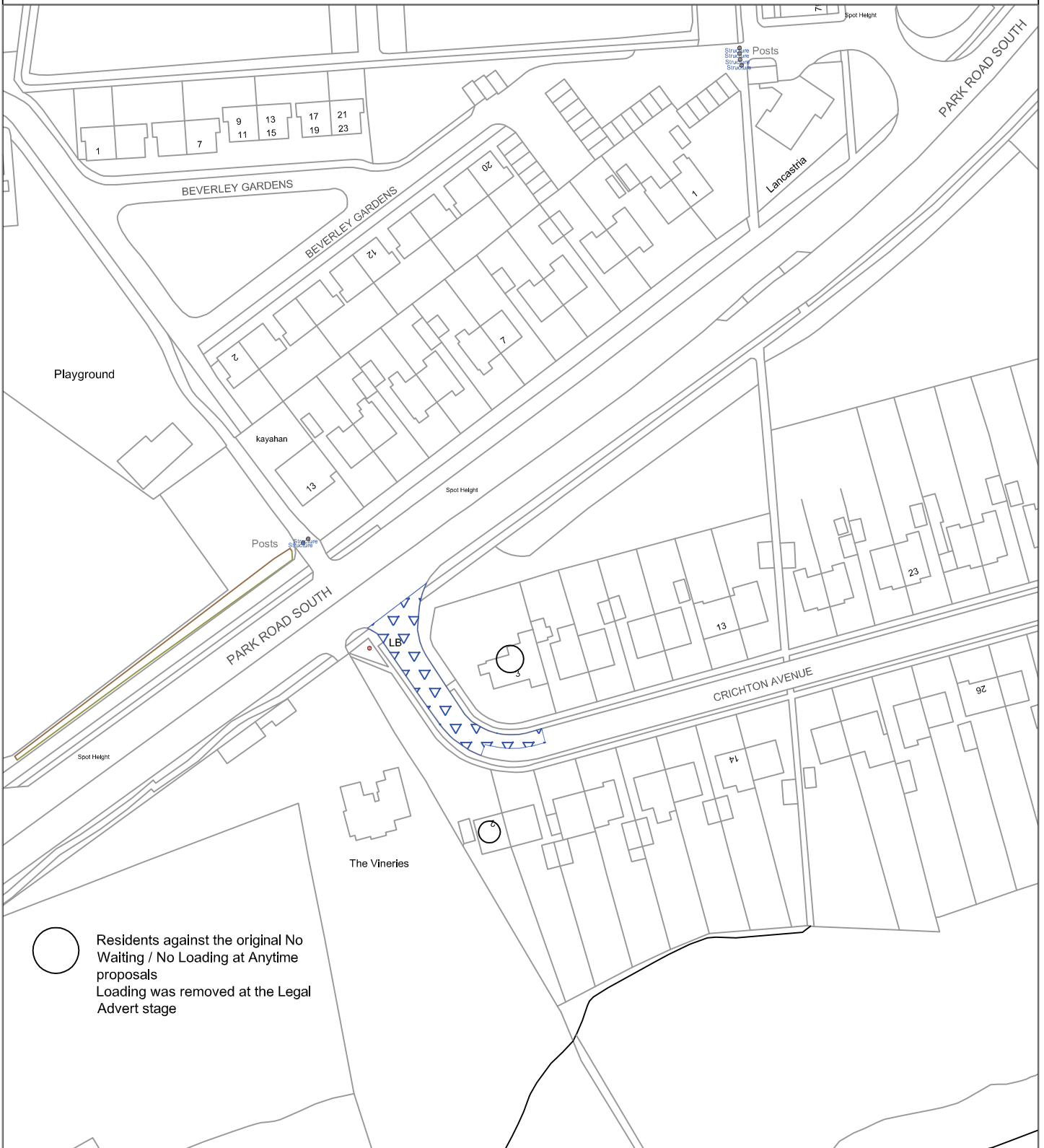
Consultation – As described in the report

Procurement – None

Disability Issues – None

Legal Implications - None

PATH:



○ Residents against the original No Waiting / No Loading at Anytime proposals
Loading was removed at the Legal Advert stage

KEY



Proposed No Waiting At Any Time Restriction

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Rev/ Amdt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
A	DJW	Apr 10	D. Batt.	Apr 10	DB	Linetype amended



STRATEGIC HIGHWAYS MANAGEMENT
CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES
COUNTY HALL, DURHAM. DH1 5UQ

Project: **Crichton Avenue, Chester - Le - Street**

Drawing: **No Waiting at Any Time Restriction Location Plan**

Scales: **1:1250**

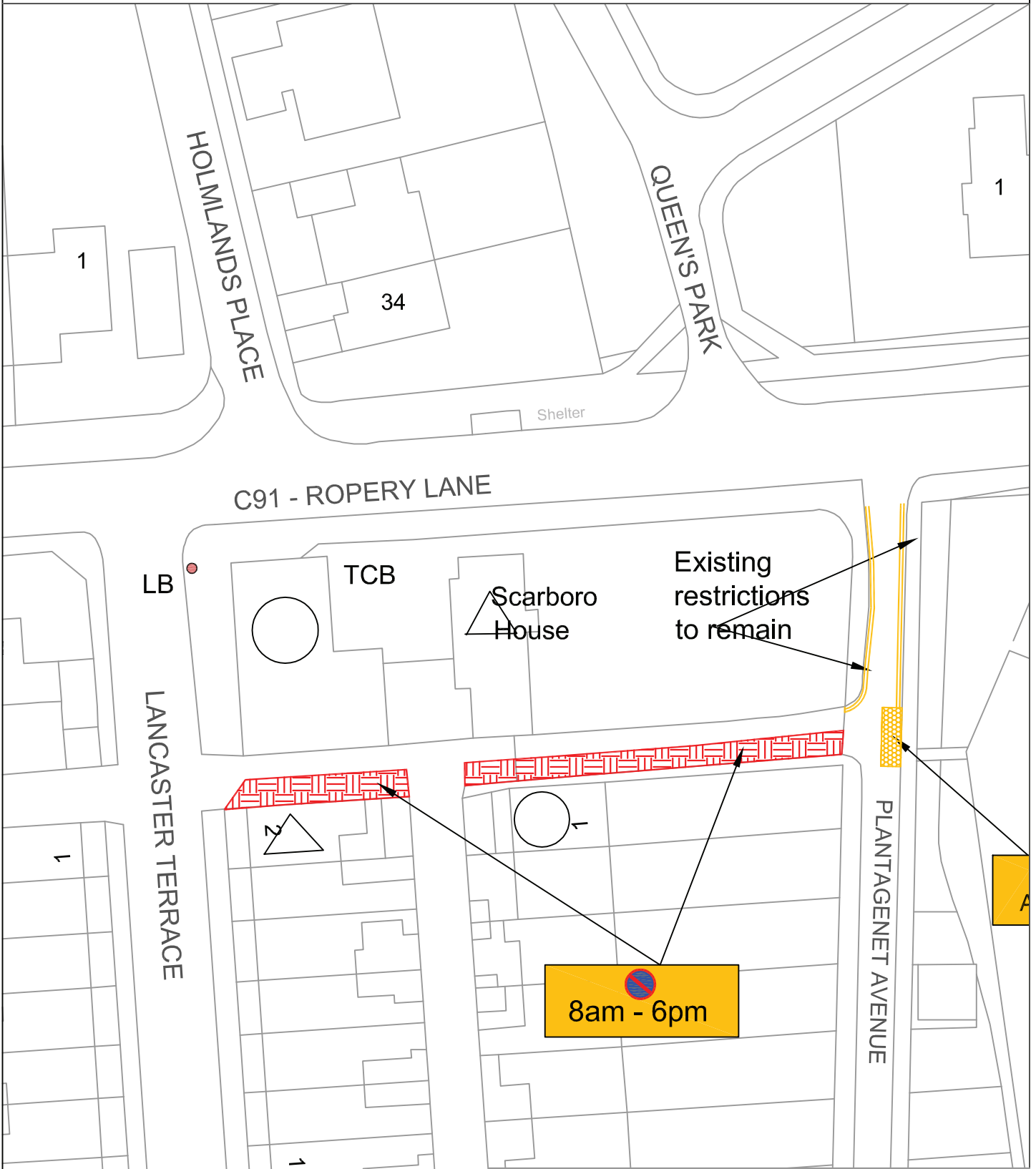
Project/Drawing No. **T11999 - 01**

Page 11

Rev.

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PATH:



KEY

- Proposed Prohibition of Waiting at Any Time**
- Proposed Prohibition of Waiting 8am to 6pm**

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Rev/ Amdt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	

 Durham County Council STRATEGIC HIGHWAYS MANAGEMENT CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES COUNTY HALL, DURHAM. DH1 5UQ	Project Plantagenet / Rear Ropery Lane, Chester - Le - Street	
	Drawing Responses Plan	
Scales 1:500	Project/Drawing No. T11999 - 02	
Page 13 of 13		

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KEY

- Proposed No Waiting / No Loading At Any Time Restriction
- Proposed Bus Stop Clearway
- Proposed No Entry Signs
- Proposed Permit Holders Only Bays
- Proposed No Entry Signs
- Proposed One Way Signs
- Proposed Pedestrian Zone / Prohibition of Vehicles except for buses and permit holders (to include One Way Street Signs)
- Existing Sign Locations
- Existing Sign Locations (to remain)

Proposed Linked Waiting: 1 hour no return in 1 hour, 8am to 6pm Mon-Sat except for permit holders restriction
 Proposed Disabled bays, 2 hour no return in 1 hour, 8am to 6pm Mon-Sat

Rev/Amnd	Drawn By	Approved By	Description Of Amendments
0	D Wall	DB	
A	D Wall	DB	
B	D Wall	DB	Amended format of details

Rev/Amnd	Name	Date	Name	Date	Sign
0	D Wall	April 2010	D Battersby	April 2010	DB
A	D Wall	June 2010	D Battersby	June 2010	DB
B	D Wall	July 2010	D Battersby	July 2010	DB



Durham
County Council

STRATEGIC HIGHWAYS MANAGEMENT
CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES
COUNTY HALL, DURHAM, DH1 1TA

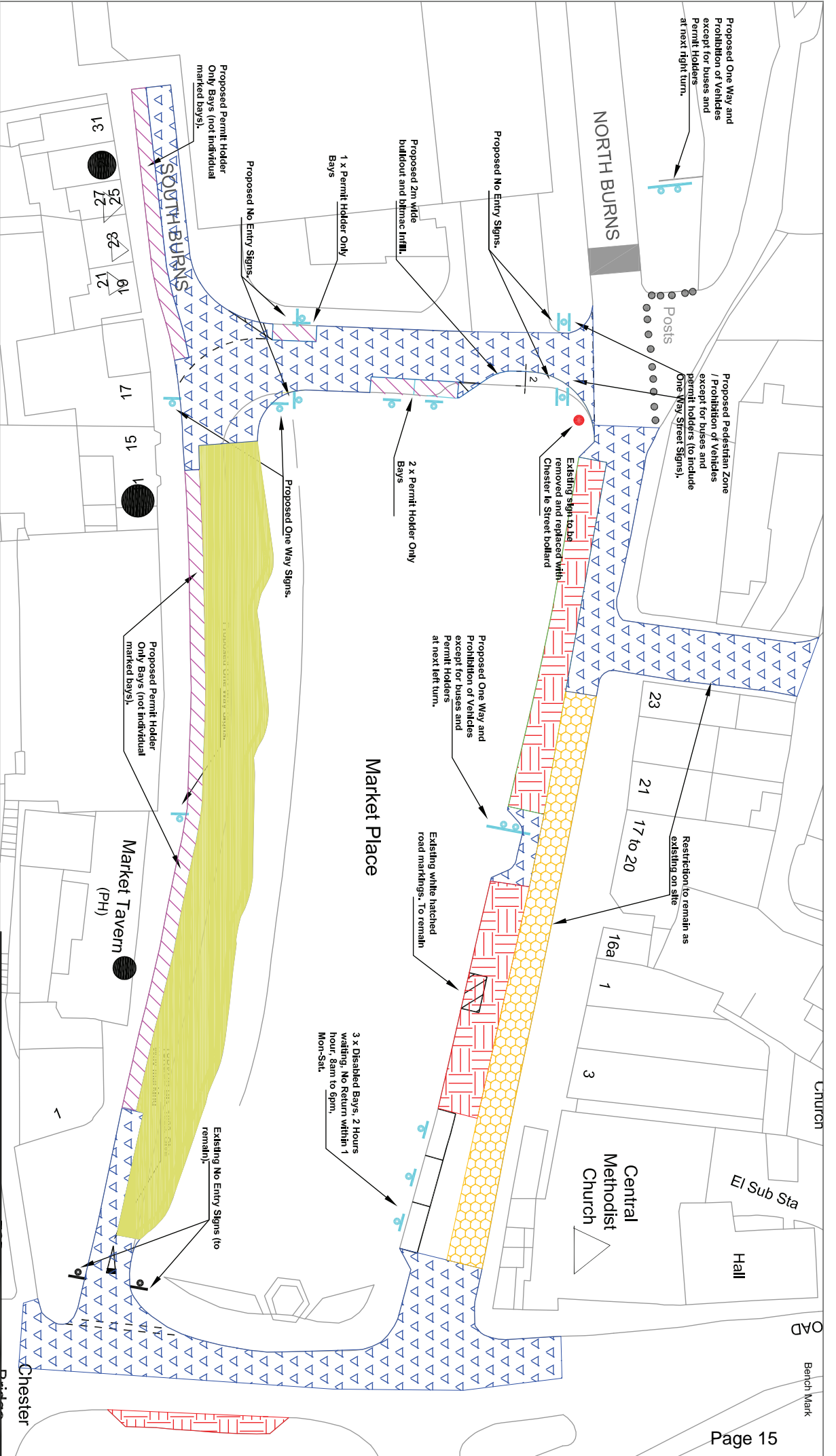
Project: South Burns, Chester - Le Street

Drawing: Responses Plan

Scales: NTS

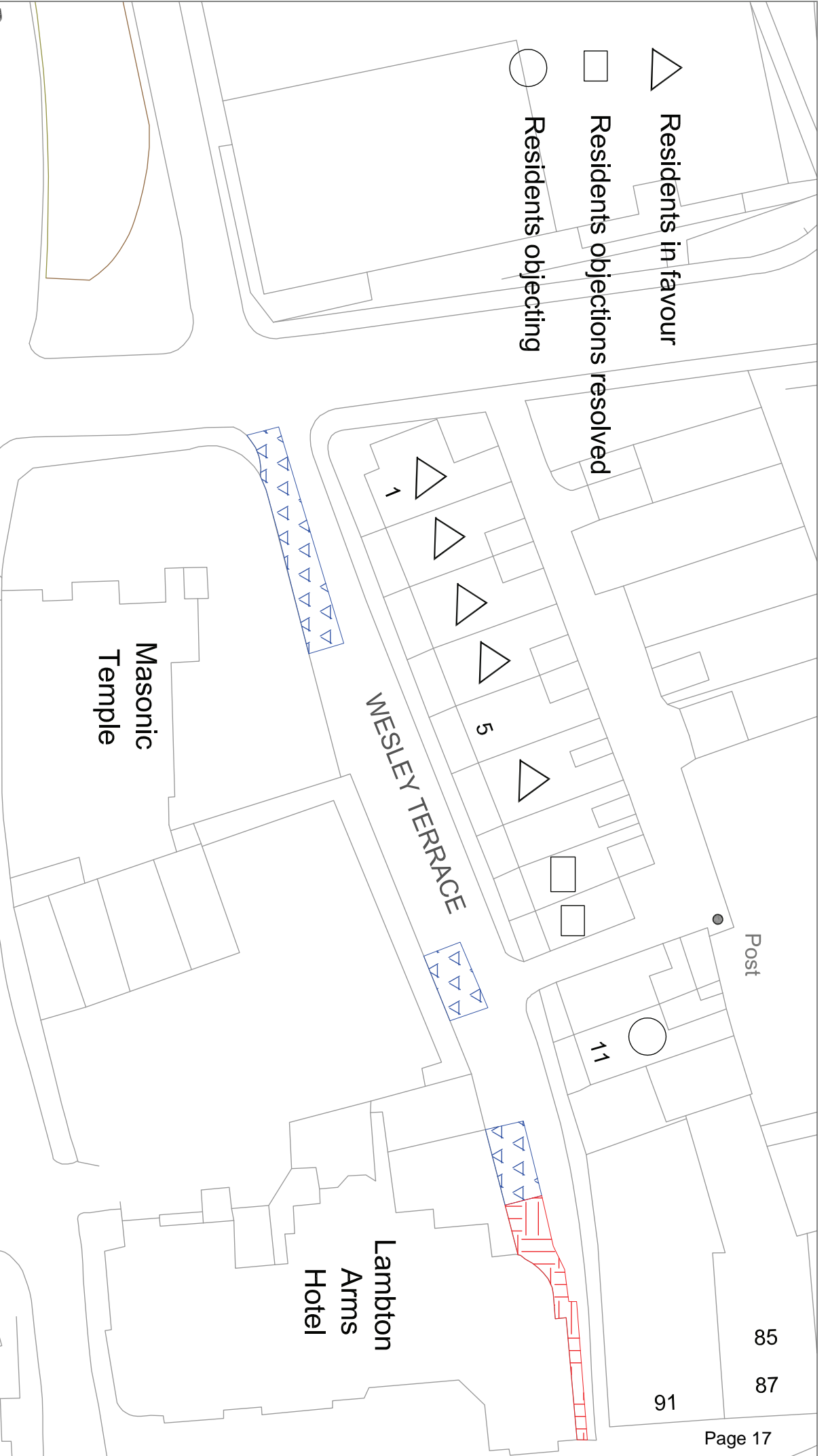
Project/Drawing No: T11999 - 03

Rev:



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- △ Residents in favour
- Residents objections resolved
- Residents objecting



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KEY

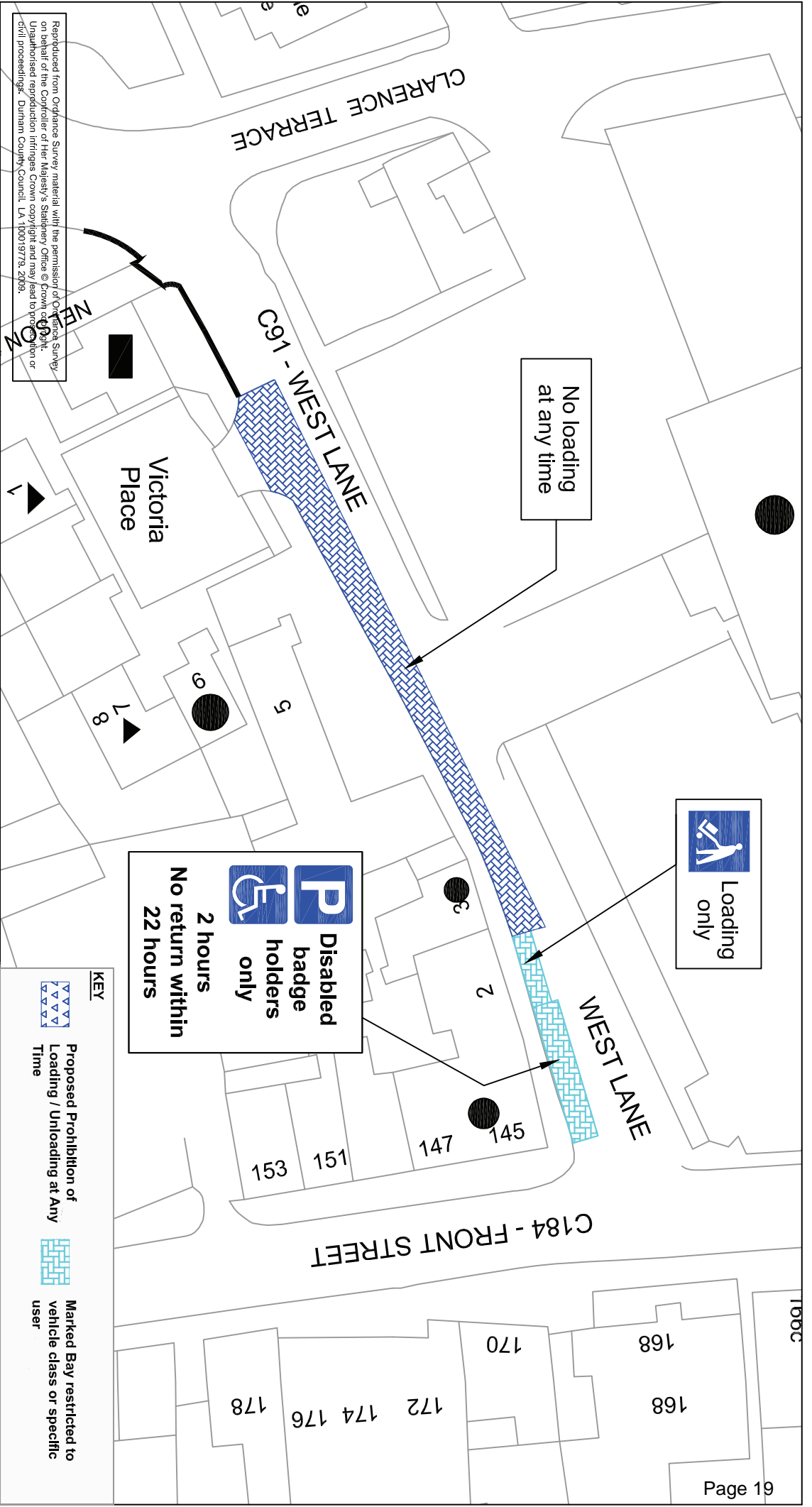
- △△△△△ Proposed Prohibition of Unloading At Any Time
- Proposed Prohibition of Unloading Between 8pm and 6am Monday to Saturday

Rev. A

Rev/Amnd	Name	Date	Name	Date	Sign	Description Of Amendments
0	D Wall	April 2010	D Bateman	April 2010	DB	

Project	Wesley Terrace, Chester - Le - Street
Drawing	Responses Plan
Scales	1:500
Project/Drawing No.	T11999-04
Rev.	A

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- Opposed to scheme
- ▲ In favour of scheme
- Objections resolved to scheme

Rev/Amnt	Drawn By Name	Date	Approved By Name	Date	Sign
0/-	HGS	8/10	BM	8/10	

Description
Of Amendments

PATH: F:\NASDA\Bob Major\Chester TROI\West Lane\Drawings\West Lane.dwg



Durham
County Council

STRATEGIC HIGHWAYS
MANAGEMENT

CORPORATE DIRECTOR OF
NEIGHBOURHOOD SERVICES
COUNTY HALL, DURHAM, DH1 1TA

Project
West Lane,
Chester - Le - Street

Drawing
Responses Plan

Scales
NTS

Project/Drawing No.
T11999-05

Rev.

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Highways Committee

8 March 2012

**A1086/Unc Cotsford Lane, Horden
Proposed Waiting Restrictions**



Report of Terry Collins, Corporate Director Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations received to the proposed introduction of waiting restrictions in the two separate streets in Horden
- 2 It is recommended that the Committee endorse the proposals having considered the representations to the proposals and proceed with the implementation of the parking restrictions in the two streets in Horden as per the plans in Appendix 2

Background

- 3 Representations have been received from the local County Councillors, Parish Council, residents and the Police about inconsiderate parking and the consequential congestion/road safety issues that is associated with the nearby school and businesses at the 3 locations where we are proposing restrictions.
- 4 Three separate locations were identified as suffering from parking issues and congestion and the proposals are designed to improve road safety. The locations are at the junction of the A1086/Unc Cotsford Lane, Cotsford Lane between the junctions of Third Street and Adam Street and Cotsford Lane between Alder Street Junction and Langthorne Avenue.
- 5 Only 2 of the roads received representations against the proposals at the informal consultation stage those being the junction of the A1086/Unc Cotsford Lane and Cotsford Lane between Third Street and Adam Street. These are therefore covered within this report.

Proposals

- 6 The proposal for A1086/Unc Cotsford Lane as shown on plan Location 2 is for a No Waiting/No Loading At Any Time restriction to prevent congestion associated with obstructive parking relating to the nearby shops. Some physical measures have already been introduced including bollards and pedestrian guardrail but require the restrictions to complete these works.

- 7 The proposal for Cotsford Lane between Third Street junction and Adam Street junction as shown on plan Location 4 is for No Waiting at Any Time. These were proposed to improve visibility at the two junctions therefore improving road safety and inconsiderate parking which was obstructing the footpaths for pedestrians.

Consultation

- 8 Informal consultation was carried out with the affected residents, businesses and statutory consultees at both locations from the 25th October 2010 to the 17th November 2010.
- 9 At the A1086/Cotsford Lane junction 9 letters were sent out to the directly affected businesses. 5 responses were received. 3 in favour of the proposals and 2 opposing the proposals.
- 10 At the Unc Cotsford Lane between Third Street and Adam Street junctions 23 letters were sent out to the directly affected businesses and residents. 8 responses were received. 4 in favour of the proposals and 4 against the proposals.
- 11 Statutory responses were received from Durham Constabulary in support of the proposals and a response was received from the Ambulance Service.
- 12 A statutory advertisement of the proposals was undertaken from 11th August 2011 until the 29th August 2011.
- 13 The local Members, County Councillors Paul Stradling and Dennis Maddison are minded to support the scheme.

Representation and responses

- 14 A1086/Unc Cotsford Road Junction representations

The two representations are as follows:

Objected to the scheme but gave no comments on reasons

Response: Gave no reason for his objection therefore we cannot respond.

We have daily courier deliveries who need to park there for a few minutes.

Response: The parking restrictions to be implemented are not on the side of the road where this business operates from and there is alternative parking available to the front of the said business.

- 15 Unc Cotsford Road between Third Street and Adam Street

The four representations are as follows:

Priority should be given to people who actually live in the area.

Response: The restrictions are being considered following issues raised from residents via the Local Elected Members of road safety and difficulty in crossing the junctions due to poor visibility caused by parked vehicles. Therefore these restrictions are proposed to remove the parked vehicles into the recently provided off road parking facilities.

Concerned about obstruction of a driveway

Response: further investigation showed that this resident already benefits from the provision of a driveway protection markings in-accordance with the County Council's Parking Strategy Policy. Therefore any obstruction offences which occur could be dealt with by Durham Constabulary.

The no waiting restriction should be outside the Windsor corner not opposite.

Response: The parking restrictions are not being introduced on the side of the residents properties to assist in keeping as much available parking as possible for them. The scheme does include junction protection on the Windsor corner to assist with visibility concerns of local residents when trying to cross the road. There is alternative free parking in an off highway car – park for the people who wish to use the existing businesses.

Just objected – but provided no comments on reasons why

Response: Gave no reason for his objection therefore we cannot respond

Full support for all proposals was received from Durham Constabulary and the standard response was received from the North East Ambulance Service.

Recommendations and reasons

- 20 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the parking restrictions as amended in the report.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – Funding is from the Local Area Members Allowance

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

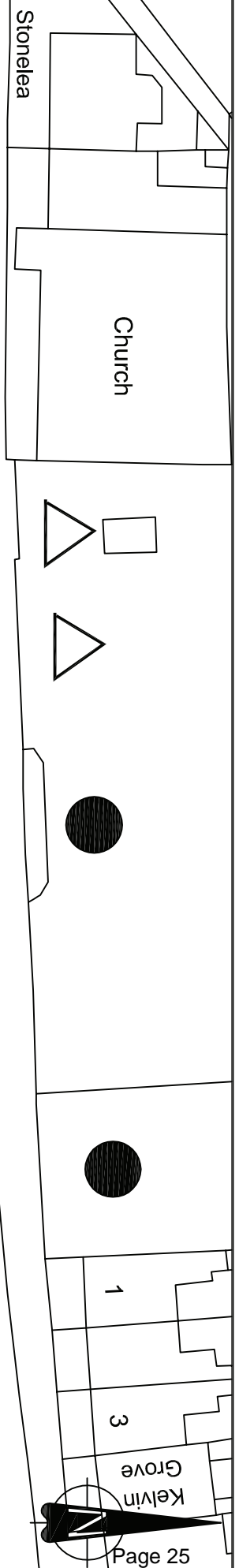
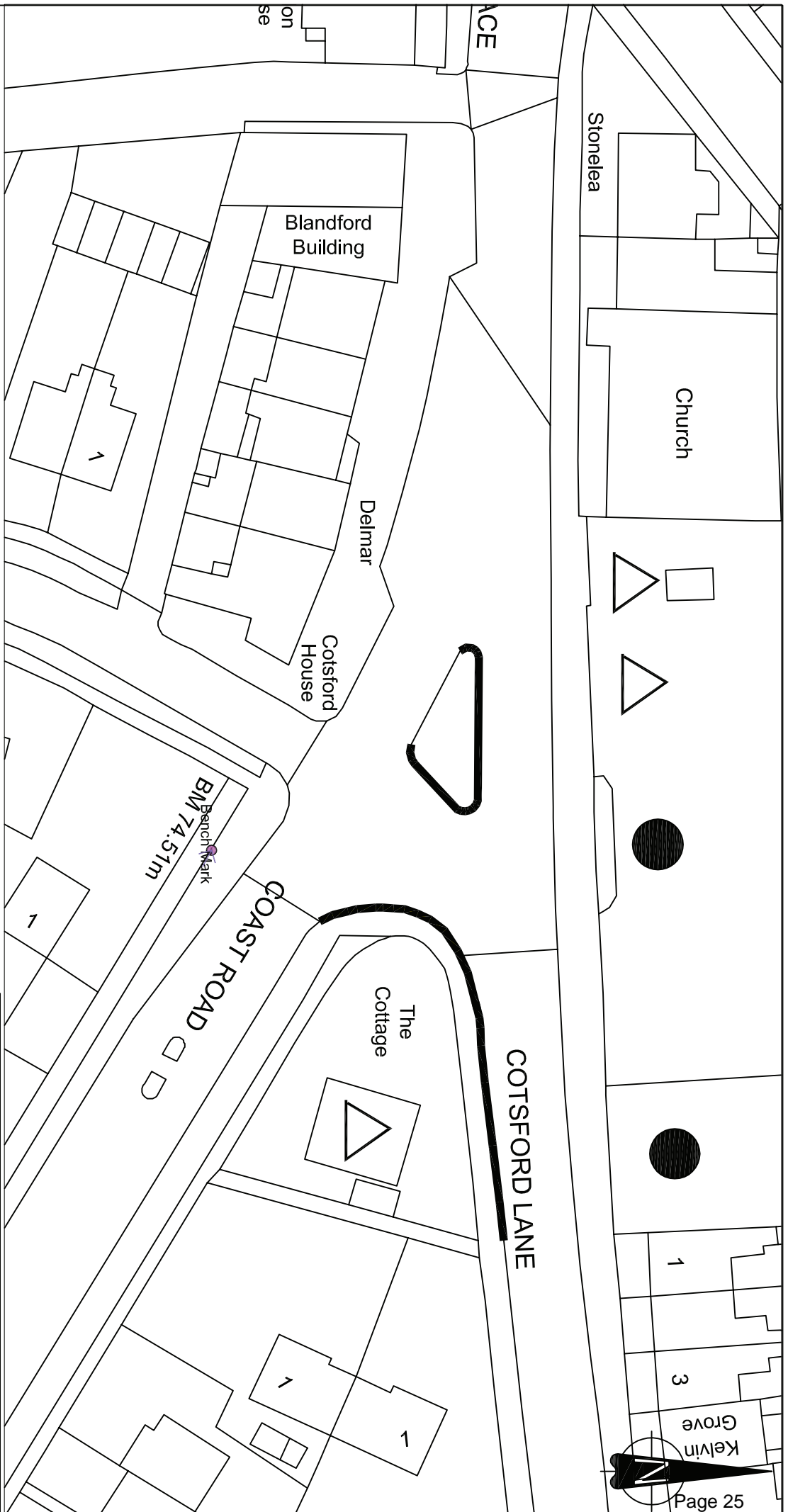
Human Rights – None

Consultation – As described in the report

Procurement – None

Disability Issues – None

Legal Implications - None



Extent of proposed No Waiting / No Loading at


Any time restriction

Objectors to the proposals

In favour of the proposals

Rev/Amnd	Name	Date	Sign	Description Of Amendments
??/??	NJB	10/10	DB	

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Durham
County Council

NEIGHBOURHOOD SERVICES

DAVID WILCOX B.Sc., C.Eng.
NORTHERN AREA ENGINEER
ABBEY WOODS BUSINESS PARK
PITTSIE DURHAM DH1 5TH

Project
N14502 Cotstford Road, Horden Location No 2

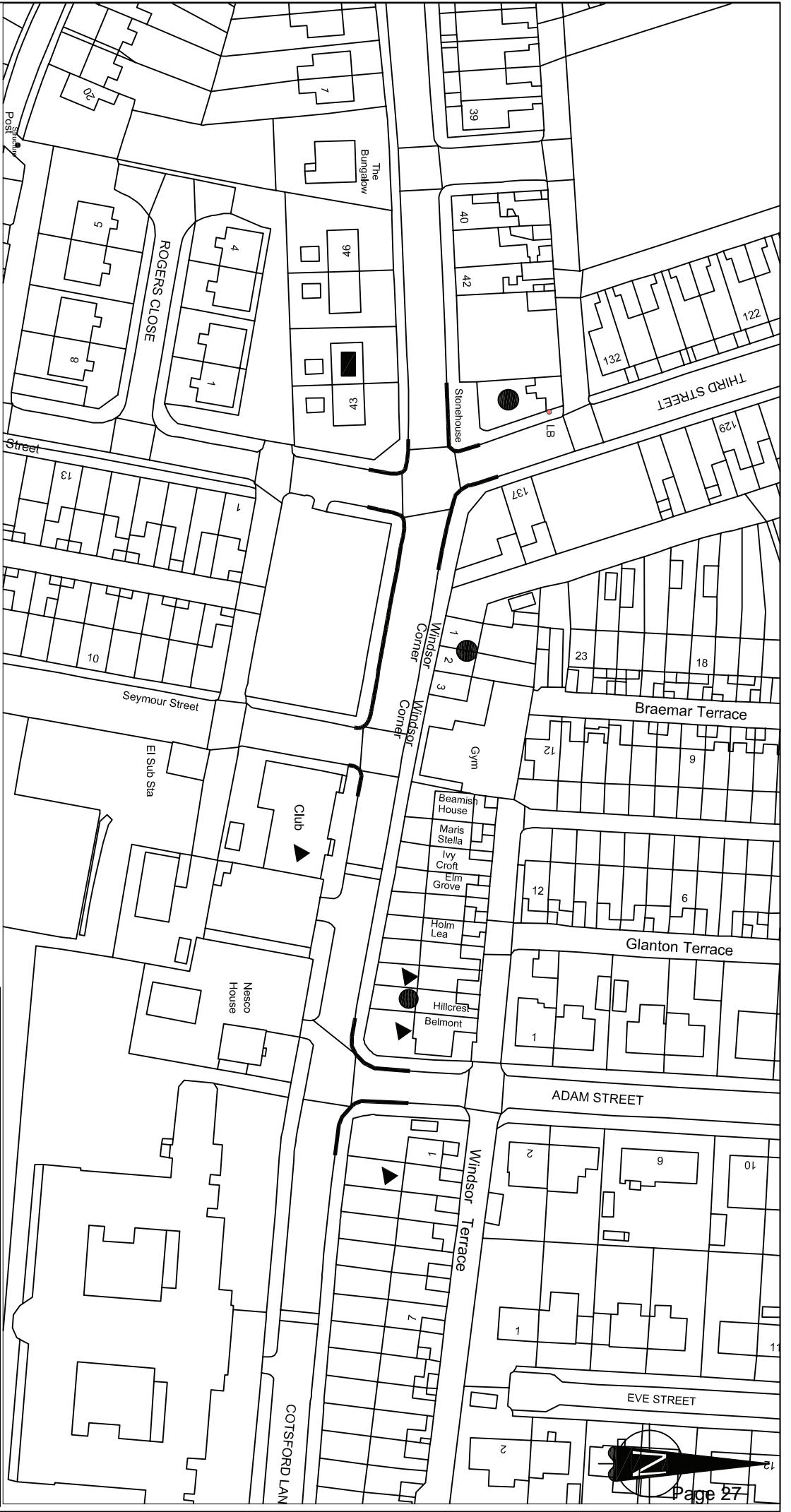
Drawing
Location No 2

Scales
1 / 500

Project/Drawing No.
N14502/02

Rev.

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Extent of proposed No Waiting at Any Time Restrictions

In favour of the proposals

against the proposals

Objection resolved



Rev/ Amt	Name	Date	Sign	Approved By
??/??	NJB	10/10	DB	

Description Of Amendments



NEIGHBOURHOOD SERVICES

DAVID WILCOX B.Sc., C.Eng.
NORTHERN AREA ENGINEER
ABBEYWOODS BUSINESS PARK
PITTSIE DURHAM DH1 5TH

Project
N14502 Cotxford Road, Horden - Location No 4

Drawing

Location No 4

Scales
1 / 1000

Project/Drawing No.
N14502/04

Rev.

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Highways Committee

8 March 2012



**B6310 and Unc Birch Cresc, Myrtle Grove
& Valley View, Burnopfield
Proposed Waiting Restrictions**

Report of Terry Collins, Corporate Director Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations received to the proposed introduction of waiting restrictions in the three separate streets in Burnopfield.
- 2 It is recommended that the Committee endorse the proposals having considered the representations to the proposals and proceed with the implementation of the parking restrictions in the three streets in Burnopfield as per the plans in Appendix 2

Background

- 3 Representations have been received from the local County Councillor Bob Alderson, residents and the Police about inconsiderate parking and the consequential congestion that is associated with the nearby school and residents.
- 4 Three separate locations were identified as suffering from parking issues and congestion and the proposals are designed to improve road safety at junctions and on a tight bend.

Proposals

- 5 The proposal for Valley View is for a No Waiting At Any Time restriction to improve visibility to the East on the B6310 and allow better access/egress from Valley View.
- 6 The proposal for Myrtle Grove / Elm Grove is for a No Waiting restriction Monday to Friday between 8am and 6pm. This is aimed at keeping the tight bend in the road free of vehicles at a location where children exit from the primary school pedestrian access. A School Keep Clear marking was proposed during the development of Civil Parking Enforcement scheme but due to a number of issues this proposal was removed. However the road safety and obstruction issues still persist.

- 7 The proposal for Birch Crescent / Leazes Villas is for a No Waiting At Any Time restriction to protect the junction and narrow accesses from the B6310.

Consultation

- 8 Informal consultation was carried out with the affected residents, businesses and statutory consultees from the 19th July 2010 to the 9th August 2010.
- 9 Out of the 33 letters sent to affected residents covering the three locations, 16 responses were received. In addition, Durham Constabulary, the Ambulance Service and bus company responded in favour to the informal consultation.
- 10 Of the 16 responses from residents, they are as follows:
- For Valley View, 3 were in favour and 1 was against
- For Myrtle Grove, 4 were in favour and 3 were against the proposal. However one of the opponents to the scheme withdrew their objection and supported the scheme when the restrictions were amended at the legal advert stage; resulting in 5 in favour and 2 against.
- For Birch Cresc / Leazes Villas, 4 were against, 1 was in favour and 1 ticked both boxes. One length of restriction which was on Birch Crescent was removed from the proposal to address concerns of two of the objectors.
- 11 A statutory advertisement of the proposals was undertaken from 19th May 2011 until the 9th June 2011. During this period 4 emails of objection were received against the proposals. Of the 4 responses, 3 were confirming their previous representations (Valley View – 1 and Myrtle Grove – 2) and the fourth was a new objection to Myrtle Grove. Subsequent to this one of the objections to Myrtle Grove was resolved leaving a single objection.
- 12 The local Members, County Councillors Bob Alderson and Reg Ord are minded to support the scheme.

Representation and responses – Valley, Myrtle, Birch

- 13 Representation 1 – Valley View

A number of points were raised by a resident of Valley View

The plan does not match the description in the notice. The southern boundary description differs from the line of the main property garage.

Response: It is proposed to use the description as the definitive end to the restriction which is the southern boundary to the property, this being a shorter length than shown on the plan.

The Police already have the power to deal with parking problems. The Police are unable to enforce the restrictions due to lack of maintenance.

Response: Where there are no existing restrictions such as Valley View the Police can only consider the offence of obstruction, this does not deal with issues of inappropriate parking. Since the consultation and legal advertisement of these proposals the existing restrictions throughout

Burnopfield have been recovered as part of the preparation for civil parking enforcement and are now deemed to be in an enforceable condition. Durham County Council in November 2011 have now taken over the enforcement of parking restrictions under civil parking enforcement from Durham Constabulary. We have a dedicated contractor who now enforce parking restrictions on our behalf therefore we are able to respond to any concerns about contravention of parking restrictions in a more positive manner.

Vehicles will park on the grassed area between Valley View and the flats to the east.

Response: This piece of land is not public highway and therefore the Police are unable to take action if vehicles park on it. The land is not in public ownership therefore the County Council are unable to make changes to this land. The Highway Authority has no powers to undertake works on private land and we are also unable to expend public monies on the same.

Introduce a No Motor Vehicles Except for Access or provide a barrier on the grassed area.

Response: Such a restriction would not prevent vehicles other than residents from entering Valley View or parking in the street as there is a public right of way accessed from the street. Pedestrians accessing the right of way still have the legal right to park on Valley View as long as their vehicle is taxed, tested, insured, road worthy and not parked in contravention of parking restrictions. We also have no powers to reserve the adopted highway network for the use of an individual or residents and their visitors only. In addition previous experience of 'access only' restrictions has shown that they are extremely difficult to enforce and as such are not supported by the Police. The issue of providing a barrier would be for the landowner to consider.

15 Representation 2 – Myrtle Grove

These issues were raised by two respondents

Can the grassed area be converted for parking?

Response: Whilst in principle this may be possible, it would be subject to the provision of funding which is not currently available. In past years, we have been able to undertake 'verge hardening' in some particularly problematic areas with joint funding from the ex-District Councils. Unfortunately a recent bid for capital funding for verge hardening was not successful due to other competing Council priorities. The highway maintenance budget is prioritised towards the main adopted carriageway network and so given this and the current economic climate it is unlikely that we will be able to direct monies to verge hardening for the foreseeable future.

16 The times of the restriction would cause parking difficulties for residents.

Response: The length of the proposed restriction is to make access /egress from Laurel Terrace easier. Complaints about vehicles parking at this entrance have been received in the past and the proposal addresses this issue. The advertised restriction is limited to Monday to Friday 8am to 6pm to

cover working day hours however as a concession for residents it is proposed to reduce the times to Monday to Friday 8am to 4pm.

17 Representation 3 – Birch Cresc / Leazes Villas

These issues were raised by 4 respondents

The proposed restrictions will create further parking problems for residents

Response: The proposed restrictions on the western access road between the Primary School and Leazes Villas have been progressed as the street is narrow and any parking would obstruct the road for the free movement of vehicles. It is also adjacent to a

18 Representation 4

The respondent indicated that if a resident's permit could be issued she would be in favour as access is required for her to board and alight vehicles due to a disability

Response: The restriction would still permit the boarding and alighting of vehicles so should not prevent the respondent from accessing a vehicle. Short term parking with a Blue Badge would also be likely however any longer term parking would cause an obstruction to all other road users.

Recommendations and reasons

- 19 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the parking restrictions as amended in the report.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – Funding from Local Area Members Allowance

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

Human Rights – None

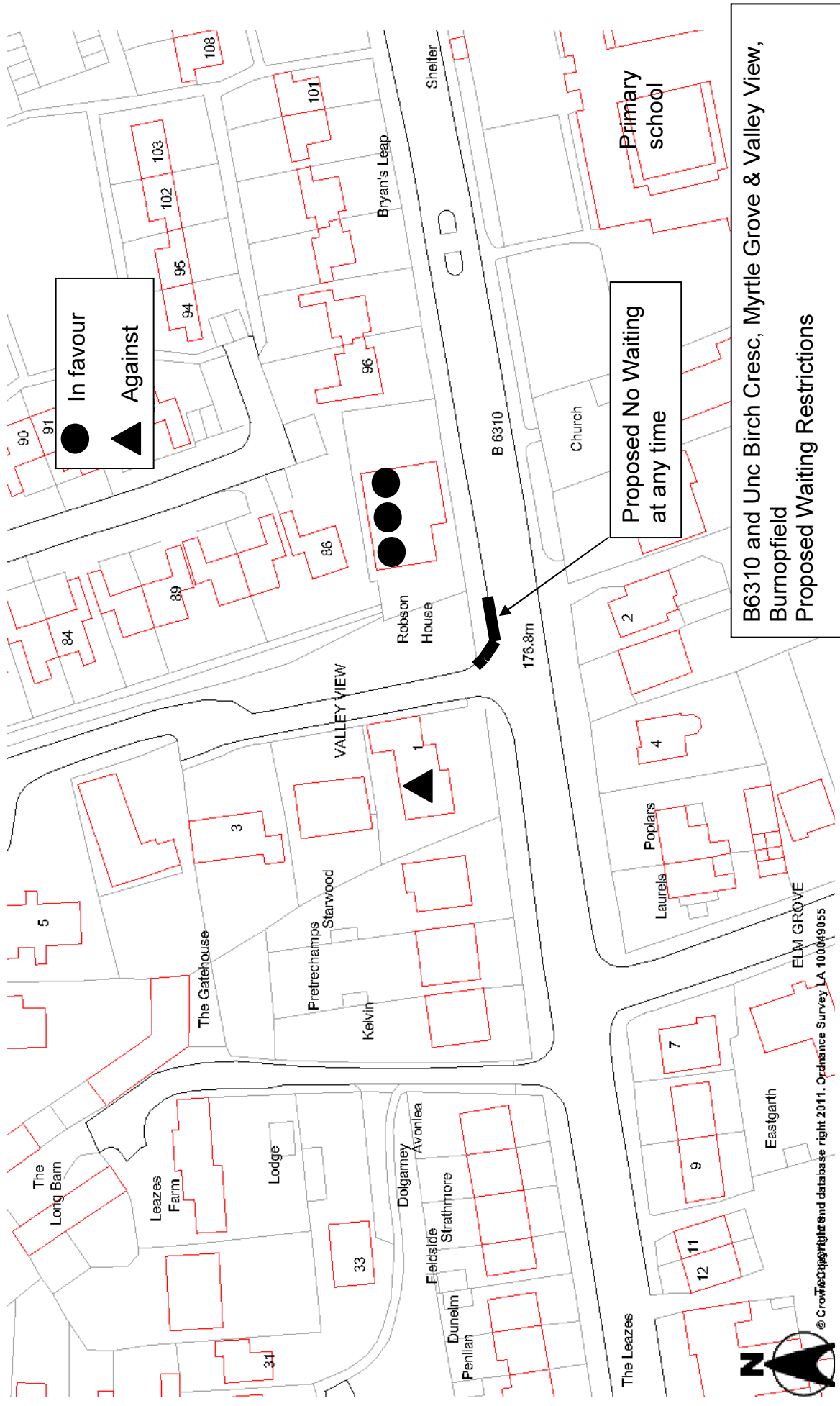
Consultation – As described in the report

Procurement – None

Disability Issues – None

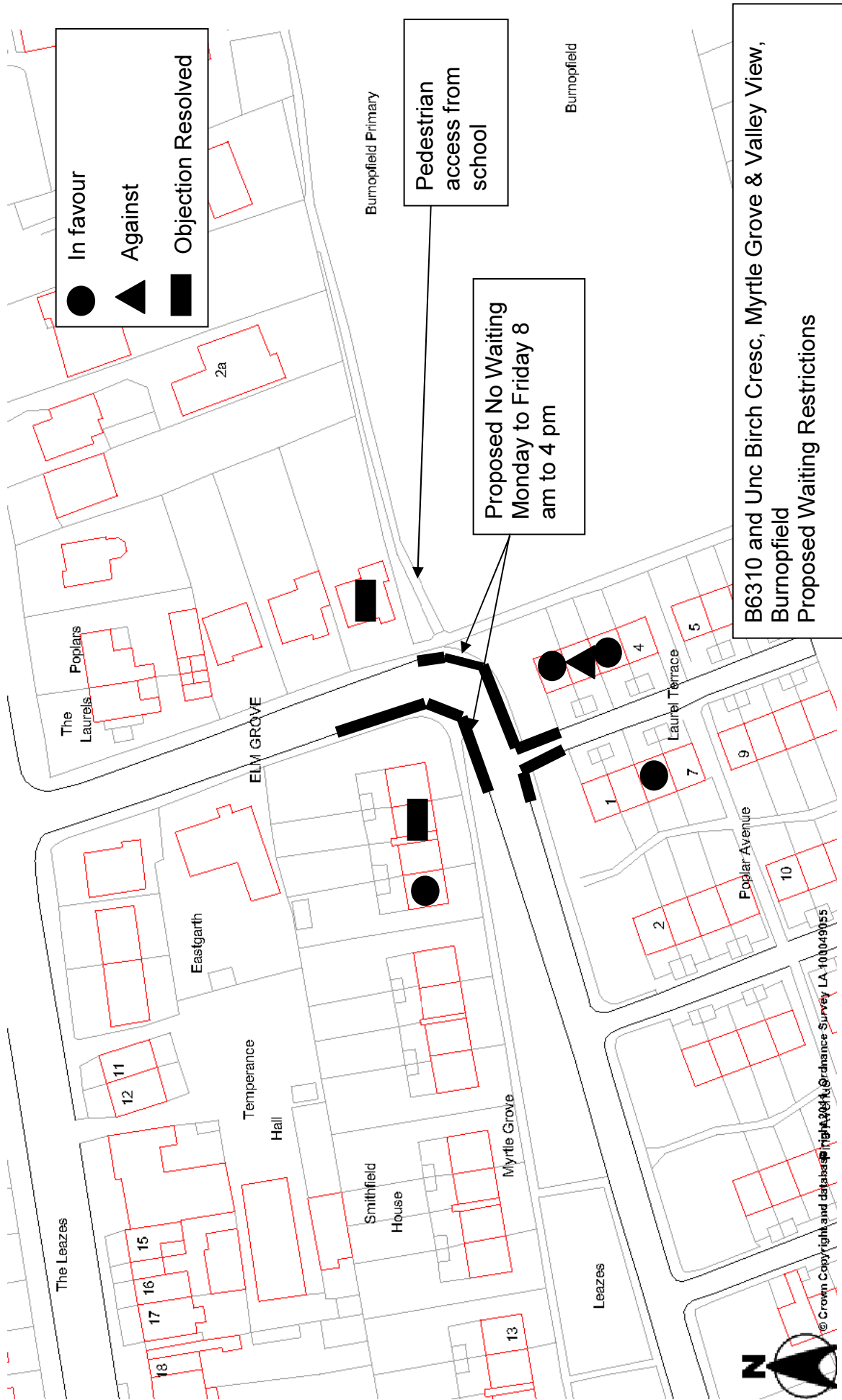
Legal Implications - None

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B6310 and Unc Birch Cresc, Myrtle Grove & Valley View,
 Burnopfield
 Proposed Waiting Restrictions
 Appendix 2 – A Valley View

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● In favour
 ▲ Against
 ■ Objection Resolved

Proposed No Waiting
 Monday to Friday 8
 am to 4 pm

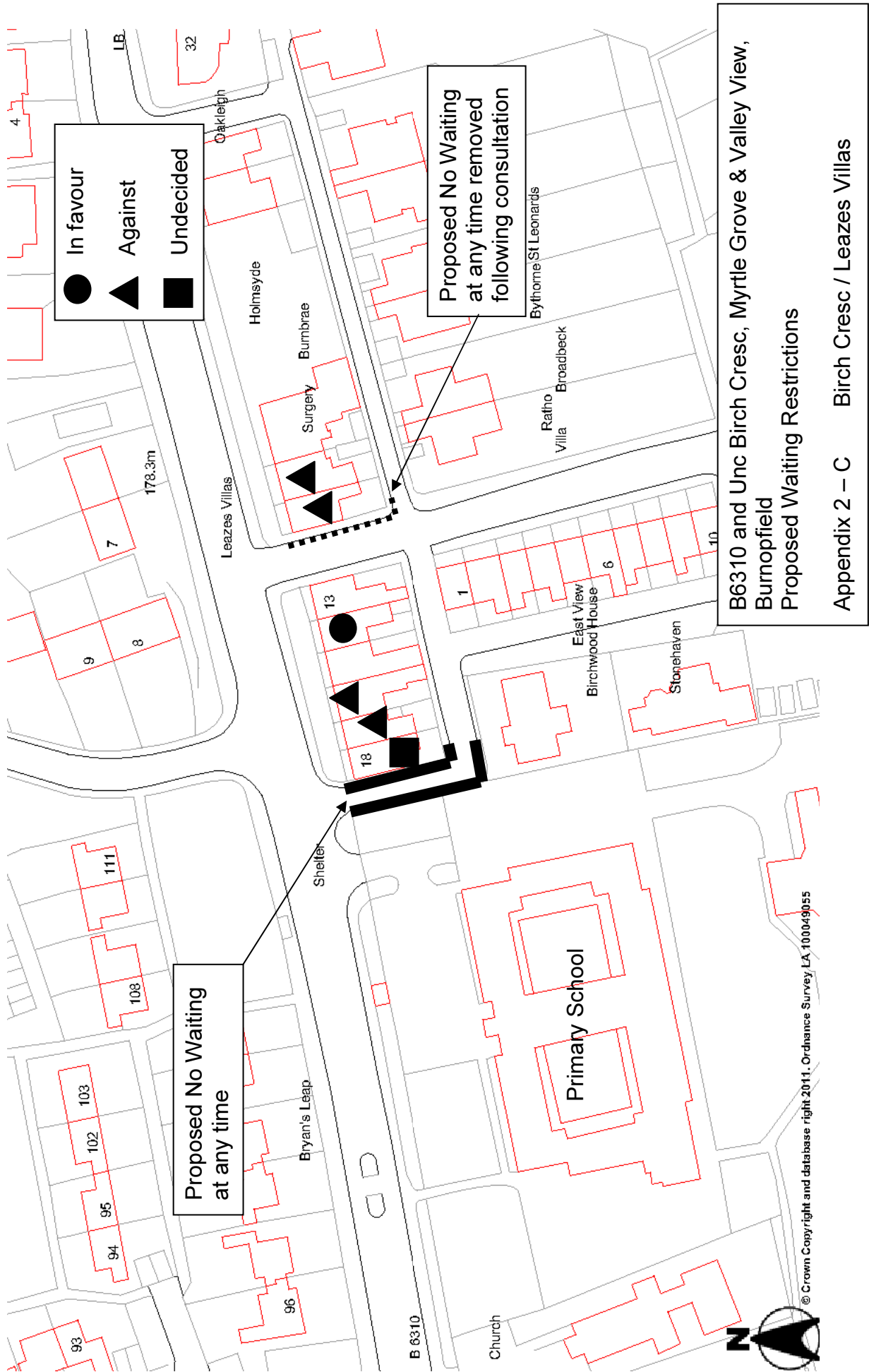
Pedestrian
 access from
 school

B6310 and Unc Birch Cresc, Myrtle Grove & Valley View,
 Burnopfield
 Proposed Waiting Restrictions
 Appendix 2 – B Myrtle Grove

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● In favour
 ▲ Against
 ■ Undecided

Proposed No Waiting at any time removed following consultation

Proposed No Waiting at any time

B6310 and Unc Birch Cresc, Myrtle Grove & Valley View,
 Burnopfield
 Proposed Waiting Restrictions
 Appendix 2 – C Birch Cresc / Leazes Villas

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Highways Committee

8 March 2012

**Unc Aldin Grange Terrace, Bearpark
Proposed No Entry**



Report of Terry Collins, Corporate Director Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations received to the proposed introduction of a no entry restriction at the junction of Aldin Grange Terrace and the C17 in Bearpark.
- 2 It is recommended that the Committee endorse the proposals having considered the representations to the proposals and proceed with the implementation of the no entry restriction.

Background

- 3 Representations have been received from the local County Councillor Rev Crooks on behalf of residents about difficulties being encountered due to the narrow and blind corner at the bottom of the rear street.

Proposals

- 4 The site was investigated and the most appropriate option was to introduce a no entry restriction preventing vehicles from entering the rear street from the C17. A one way restriction was initially requested but discounted due to a lack of turning facility.
- 5 The no entry restriction would still allow two way operation in the rear street and would not affect larger vehicles such as bin lorries or delivery vehicles.

Consultation

- 6 Informal consultation was carried out with the affected residents and statutory consultees from the 29th March 2010 to the 20th April 2010.
- 7 Out of the 31 letters sent to affected residents, 11 responses were received in favour and 2 against. In addition, Durham Constabulary, the Ambulance Service and the Design & Conservation team responded in favour to the informal consultation.
- 8 A letter was also received from the resident's solicitor supporting their opposition to the proposal.

- 9 A statutory advertisement of the proposals was undertaken from 10th June 2011 until the 1st July 2011. During this period 1 email was received raising a number of concerns although stating it did not constitute a formal objection.
- 10 The local Members, County Councillors Rev Crooks and Mark Wilkes are in support of the scheme.

Representation and responses

- 11 Representation 1

A number of points were raised by a resident and echoed by their solicitor

The respondent is not aware of any collisions at this location.

Response: The proposal is being introduced due to residents' concerns about the potential for collisions due to the blind and narrow corner at the bottom of the rear street. Indications from residents were that there had been several near miss incidents at this bend.

The proposal is likely to increase the risk to pedestrians and in particular residents' children who play in the rear street.

Response: The proposal will increase the numbers of vehicles travelling west to east in the rear street however the overall numbers of vehicles using the rear street would not increase. Whilst it may be common place for children to play in streets, the highway authority can not condone such practice but would rely on parents to supervise their children when in the highway.

Waste bins are placed in the rear street reducing its width and the issue of bin collections.

Response: The rear street is currently used as a two way road and this would continue. The bin lorries would still be able to drive along the street and exit onto the main road as they currently do, however should they wish to turn around they could use the unmade hardstanding area.

During winter weather vehicles are left on the unmade area and the proposal will force more vehicles onto this area.

Response: The proposal will not increase the instances of this happening however it is the resident's choice whether to use this area as parking or not.

Introduce a centre line / junction marking and ban HGVs from entering from the C17.

Response: The road is not wide enough to consider centre markings being only 4m wide and it is not current practice to provide such markings in residential streets. Banning HGVs would be similar to what is being proposed by the no entry restriction but would still allow the potential of conflict at the narrow blind bend.

The rear street is used as a short cut from the Colliery Rd to the C17 and should be made access only. The speed limit should be reduced to 10mph or 15mph.

Response: The use of access only restrictions in residential streets is not one that is supported by the Council or Durham Constabulary as they are open to abuse and require significant enforcement resource. Speed limits of 10 or 15mph are not permitted on the public highway.

12 Representation 2

The proposal will force people to use a more dangerous junction (Colliery Road).

Response: The visibility on the main road is adequate for the speed of the road and should not constitute a danger if motorists drive with due care and attention.

Cars would be travelling at greater speed in the rear street.

Response: The proposal does not prevent two way traffic flows along the rear street but only prevents entry at the eastern end from the C17, so there should not be any increase in vehicles speeds.

Introduce a mirror to improve visibility into the access road.

Response: The provision of mirrors is strictly limited by the Department for Transport and this location would not meet their criteria for the installation of one. Measures such as the proposal would be expected to be introduced as an alternative to the use of a mirror.

13 Representation 3

The proposal will prevent the use of the side road by cyclists forcing them to use the busier Colliery Road junction.

Response: An exemption for cyclists to this restriction could potentially create a dangerous situation where vehicles emerging round the narrow blind corner could come into conflict with cyclists from the opposite direction. Whilst it is appreciated that the Colliery Rd junction is busier this junction is considered acceptable for use by cyclists.

An alternative solution would be to permanently close the lane at the eastern end of the terrace to all motorised traffic.

Response: The rear street does not feature a turning head for traffic and would require vehicles to reverse the full length of the street and onto Colliery Road, this is not considered to be a suitable alternative.

Recommendations and reasons

- 14 It is **RECOMMENDED** that the Committee endorse the proposal having considered the representations and proceed with the implementation of the no entry restriction.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – Funding from the Local Area Members Allowance

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

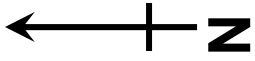
Human Rights – None

Consultation – As described in the report

Procurement – None

Disability Issues – None

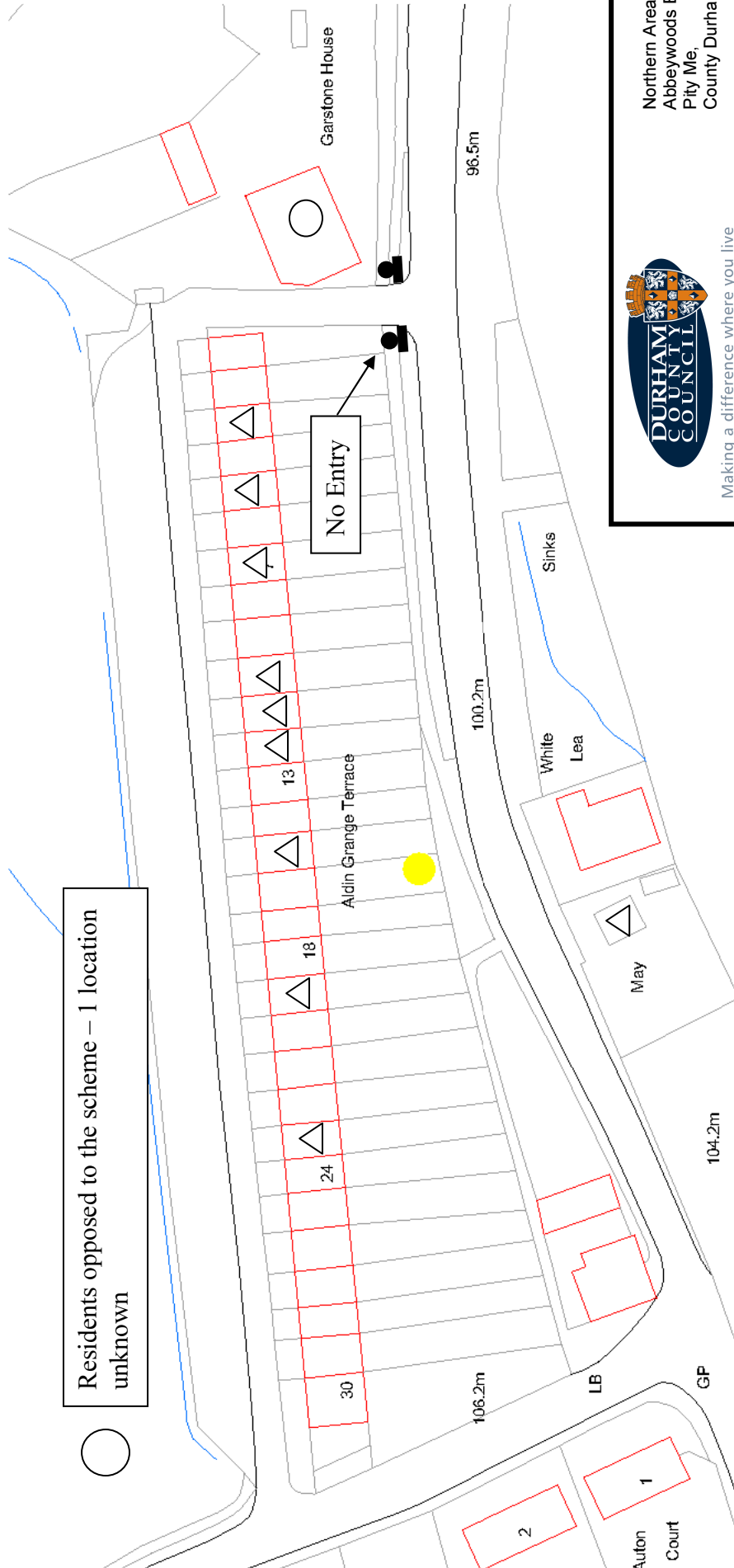
Legal Implications - None



Residents in favour of the scheme –



Residents opposed to the scheme – 1 location unknown



Northern Area Office,
Abbeywoods Business Park,
Pity Me,
County Durham, DH1 5TH

Scale: N.T.S	Project: Aldin Grange Terrace, Bearpark	Project No: T16162
Drawing: Objectors Location Plan		Drawing No: T16162-01



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Highways Committee

8 March 2012



**Closure of Footpaths - St Marys Close,
Bishop Auckland**

Report of Terry Collins, Corporate Director, Neighbourhoods Services

1.0 Purpose of the Report

1.1 To consider the closure of adopted footpaths at St Mary's Close, Bishop Auckland by the making of an Order under Section 257 of the Town and Country Planning Act 1990.

2.0 Background

2.1 St Mary's Close is a small cul de sac consisting entirely of aged persons bungalows with two adopted footpath alleyways accessing the cul de sac through the neighbouring houses and a central adopted footpath traversing the grassed area.

2.2 Works are planned to produce an amenity communal planted area within the central grassed area which will enhance the experience and living conditions for the residents and also provide for additional garden areas to numbers 7 & 9 Hardisty Crescent and 42 & 44 Abbey Road. These works necessitate the closure of these footpaths.

2.3 Planning permission was granted for a change of use from adopted footpaths to amenity garden area and residential curtilage by Durham County Council on 18 August 2011. **Document A**

2.4 Consultations have been carried out for this proposal with the Local Members, Dale and Valley Homes, other neighbouring properties, other stakeholders and user groups.

2.5 Previous discussions and correspondence with residents in this area has highlighted the need for a central communal area where residents can enjoy the experience especially during the summer months. As a result of these discussions there is overwhelming support for the closure.

3.0 Legal Framework

3.1 The relevant statutory provision for the stopping up of a public path in order to enable development in accordance with planning permission is Section 257 of the Town and Country Planning Act 1990.

3.2 The granting of planning permission does not constitute permission to close or divert footpaths affected by the development.

- 3.3 The Act gives discretionary authority to a Council to make a Public Path Stopping Up Order if it is satisfied that it is necessary to do so to enable development to be carried out in accordance with planning permission. It is not sufficient that the making of an Order would facilitate the carrying out of the development. The Order must be necessary in the sense that without the Order the development could not be carried out.
- 3.4 Consideration of an Order made under Section 257 cannot reconsider the merits of the development itself, as those are planning matters which have already been determined by the granting of planning permission.
- 3.5 An order cannot be made if the development is already substantially complete.
- 3.6 Any disadvantages to the public arising from the closure of the footpaths need to be weighed against the advantages arising from the carrying out of the development for which permission has been granted.

4.0 Objections

- 4.1 There has been one objection to this proposal from Miss Jo Bird of the Open Spaces Society on two grounds:
- that the consultation was only carried out on a limited basis and a wider audience should have been canvassed
 - the closure is only to combat antisocial behaviour and the police should be encouraged to deal with this problem themselves. **Document B**

Response

The scope of the consultation exercise was substantial and included all relevant persons who could use the footpaths for access on a regular basis. Without exception they were all in favour of the closure

The closure has not been sought on the grounds that it will combat an anti social behaviour problem but merely as a requirement to enable the development to proceed. It is accepted that there will be a knock on effect on the anti social behaviour problem in this area but that has not been the overriding reason for the closure.

5.0 Recommendations and reasons

- 5.1 The Committee must first be satisfied that it is necessary to stop up the footpaths to enable the development to take place.
- 5.2 Therefore it is recommended that the Committee agrees to the making of a Stopping Up Order under the provisions of Section 257 of the Town and Country Planning Act 1990, as it is not possible for the development to proceed without the stopping up of the paths.

Background papers

Plan of Closure

Contact: Brian Kitching Tel: 0191 3833428

Appendix 1: Implications

Finance - All funding for these works will be met by the local members Councillor J Lethbridge/Councillor J Lee

Staffing - N/A

Risk – N/A

Equality and Diversity / Public Sector Equality Duty - N/A

Accommodation - N/A

Crime and Disorder - Significantly reduce the incidence of anti social behaviour in this area

Human Rights - N/A

Consultation - Significant consultation has already been carried out by the housing provider to which there were no objections. Further statutory consultation will be undertaken as part of the legal stopping up process.

Procurement - N/A

Disability issues - N/A

Legal Implications - N/A

Contact: Adrian Caines
Direct Tel: 01388 761573
Fax: 01388 766660
email: planningcrook@durham.gov.uk
Your ref:
Our ref: 3/2011/0131



18 August 2011

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

This is to inform you that your recent application has been approved subject to conditions. Attached to this letter is a formal notification of the terms of that decision.

The Area Planning Committee have asked me to stress to you the importance of adhering strictly to the approved plans and specifications, if you find that you would like to change any of the approved details, for whatever reason, please consult a planning officer before you go ahead with the works. Any works carried out which are not in accordance with the planning permission are done entirely at the developers own risk. Enforcement action may be taken by the Council to secure compliance with the approved details.

There are many other statutory requirements which you may need to comply with before carrying out your plans. You may need other permission from other individuals, public bodies or even other sections of Durham County Council. You may wish to seek the advice of a Solicitor, Architect, Chartered Surveyor or Chartered Town Planner. Before you commence the development please refer to the checklist below:-

Planning Conditions

Read the conditions specified on the formal certificate of planning permission carefully. Make sure you comply with the planning conditions that have to be discharged and are aware of these before you start work. If you are unsure as to the meaning of any of the conditions you should contact the planning officer dealing with this matter.

Land Ownership

Do you own (or have written permission from the owner) all the land involved? If your property is served by a joint access then you may need permission from your neighbour.

Sewers

If you intend to erect a building or other structure over or adjacent to a public sewer it may require diversion or a special agreement from the Northumbrian Water Authority. In any event you should contact Northumbrian Water (Tel: 0191 4196584) to check whether the approved development will affect the public sewer in the area.

Continued ...

Regeneration and Economic Development

Durham County Council, Civic Centre, Crook. DL15 9ES
Main Telephone (01388) 765555

Rights of Appeal

If you wish to appeal against the imposition of planning conditions, or a refusal of planning permission. You may do this via the Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. You can also appeal online via the Planning Portal through the appeals section at www.planningportal.gov.uk/pcs. The Inspectorate will publish details of your appeal on the Internet (on the Appeals area of the Planning Portal). This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority by you or your agent, together with the completed appeal form and information, you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about the data protection and privacy matters is available on the Planning Portal.

Access and Highways

If your proposal involves the formation of a new access to a public highway, before starting work, you should contact the Council's Highways Team who will issue a notice under the Highways Act dealing with this.

If your proposal involves the construction of new roads before commencing site works you should contact the Council's Highways Team who may be able to arrange for the new road to be adopted as public highways.

Does your proposal affect a public right of way? If so before starting work you must obtain an order from the Secretary of State/DCC under Section 247/257 of the Town and Country Planning Act 1990.


Building Regulations

Have you checked whether your proposal requires Building Regulations approval? If approval is required you should not start work until this has been obtained.

Does your proposal require the excavation of the adjoining highway in order to construct foundations for the development? If so before you commence work you must obtain a Road Opening Permit from the County Council.

If you proceed with the construction of the approved dwelling(s) please contact Mr. B. Featherstone, Neighbourhood Services Directorate, Civic Centre, Crook in order that he may allocate a suitable postal address.

Yours faithfully



Stuart Timmiss
HEAD OF PLANNING SERVICES

APPROVAL OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

Application Number: 3/2011/0131

Applicant
Brian Kitching
Durham County Council
County Hall
Durham
DH1 5UQ

Agent
Brian Kitching
Durham County Council
County Hall
Durham
DH1 5UQ

PART 1 – PARTICULARS OF THE APPLICATION

Proposed: CHANGE OF USE OF HIGHWAY TO RESIDENTIAL CURTILAGE AND OPEN SPACE AMENITY AREA TOGETHER WITH ASSOCIATED LANDSCAPING SCHEME (RE-SUBMISSION)
At: ST MARY'S CLOSE, BISHOP AUCKLAND, COUNTY DURHAM, DL14 6PZ
Date Application Valid: 01/07/2011
Date(s) of Amended Plans:

PART 2 – PARTICULARS OF DECISION

The **Durham County Council** hereby give notice in pursuance of the Town and Country Planning Act 1990 that planning permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following:

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby approved shall be carried out in strict accordance with the following approved plans.

SMC/2011/01 received 15/04/2011
WD1439/001 received 15/04/2011
SMC/2011/03 received 18/07/2011

Reasons

1. Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. To define the consent and ensure that a satisfactory form of development is obtained.

REASONS FOR APPROVAL

The development was considered acceptable having regard to policy GD1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007 as:

1. The proposal would not cause harm to the character or appearance of the surrounding area;
2. Closure of the pedestrian footpaths would not be detrimental in the public interest.

SIGNATURE

Signed:

Date: 17th August 2011



Stuart Timmiss
HEAD OF PLANNING SERVICES

INFORMATIVES

Coal Authority Informative INF24

The proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to The Coal Authority.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority.

Property specific summary information on coal mining can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

IMPORTANT NOTICE

THIS PERMISSION IS NOT VALID UNLESS THE CONDITIONS LISTED ARE COMPLIED WITH

From: jobird9@tiscali.co.uk [<mailto:jobird9@tiscali.co.uk>]
Sent: 25 November 2011 14:30
To: Highways Orders
Subject: Footpath Extinguishment - Bishop Auckland - INFORMAL CONSULTATION

Dear Madám

Further to your recent enquiry, I must maintain my objection. My grounds are as follows:

1. The neighbourhood consultation was very limited, and does not take into account people from a wider area using the paths as a short cut. They are more pleasant than roadside pavements.
2. I understand that there have been problems with anti-social behaviour. If this is so, then that problem should be dealt with by the police. Closing public paths will not solve the basic problem, which will simply move elsewhere if this location is lost.

Yours faithfully

Jo Bird
Open Spaces Society
Local Correspondent for Teesdale & Wear Valley Districts in Co Durham
Middle Garth
Stainton
Barnard Castle DL12 8RD
tel: 01833 - 637756

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Terry Collins
 Corporate Director
 Neighbourhood Services
 Durham County Council
 County Hall
 Durham DH1 5UQ

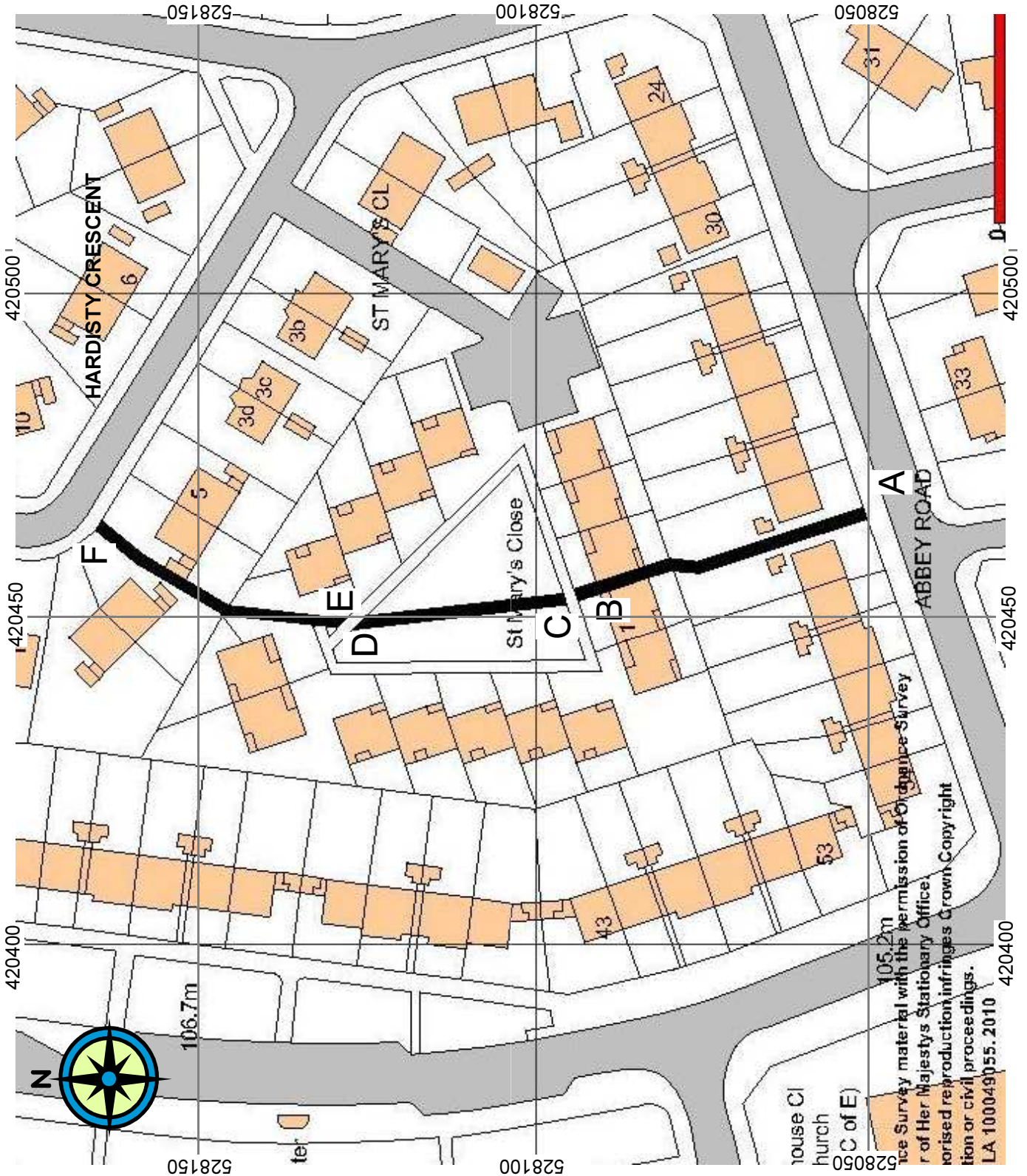
**PROPOSED CLOSURE OF
 FOOTPATHS AT ST
 MARY'S CLOSE, BISHOP
 AUCKLAND**

Footpaths to be closed



SCALE 1:1250

Date 25/01/2012



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Highways Committee

8 March 2012

A690 Kepier Crossing, Gilesgate



Report of Terry Collins, Corporate Director Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of the findings following consideration of the request to consider lowering the speed limit on the A690 and introduce street lights at the crossing point.
- 2 It is recommended that the Committee endorse the findings of the investigations.

Background

- 3 A report was presented to the Highways Committee in November 2011 outlining the recommendations following the public consultation process regarding the crossing point on the A690.
- 4 The recommendations agreed by the Committee have now been implemented on site and have significantly improved identification of the crossing point both in daylight and darkness.
- 5 Following the debate the Committee requested that consideration be given to the request to lower the speed limit on the A690 and also provide street lights at the crossing.

Considerations – Speed Limit

- 6 The road was assessed jointly with Durham Constabulary using the criteria issued by the Department for Transport and taking into account all the factors relating to this length of road.
- 7 The A690 is one of the major vehicular routes in and out of Durham City, leading to the A1(M) and to Sunderland in the east and linking to other major routes in the west. It is a high standard unlit rural dual-carriageway with a 70mph speed limit.
- 8 There are no at grade junctions between Gilesgate roundabout and the junction of the very minor road leading to Maureen Terrace and the motorway compound, immediately west of the A1(M) interchange at Carrville.

- 9 There have been comparisons made with the section of the A690 between Carrville and East Rainton which is subject to a 50mph speed limit. This speed limit was introduced due to the regular occurrence of serious and fatal accidents at the at-grade junctions at the Raintons. These were mainly due to large numbers of right turning traffic crossing the carriageways from the side roads but particularly the numbers of large HGVs and buses, which often had to stop in the central reserve partly projecting into the offside lanes. Therefore this situation is not comparable to the location at Kepier.
- 10 The investigation found that since 1997 there had only been one other accident involving a pedestrian at the location of the recent fatal accident. The County Council had not received any complaints or notifications of concern regarding this crossing point over the last three and a half years until the recent tragic accident.
- 11 The consequences of any accident at 50mph involving a pedestrian are likely to be very severe.
- 12 The rural nature and high standard of the road create a driving environment which is expected to have a 70mph speed limit. Experience has shown that where a non-credible speed limit is imposed by signs alone compliance with the speed limit is poor even with Police enforcement action.
- 13 Vehicle speeds were found to be generally at or below the posted 70mph speed limit. Visibility for motorists is above the minimum requirements.
- 14 There is a likelihood that a reduced speed limit would affect traffic flow and also reduce the gaps for pedestrians to cross safely. This could lead to greater risks being taken by pedestrians to cross the road leading to an increased probability of an accident occurring.
- 15 A reduction to 50mph would require significant enforcement by the Police to ensure compliance with the speed limit as it is highly likely to be ignored by motorists.

Considerations – Street Lighting

- 16 Consideration has been given to the provision of street lighting at the crossing point. If introduced it would be necessary to install 4 Street Lighting Columns of 10 metre mounting height on the approaches either side of the dual carriageway to light the general area. The crossing point itself would be further illuminated by specific high intensity lighting. All road lighting columns and poles would be passively safe and fitted with the CMS control system.
- 17 The cost of such a scheme has been estimated, including an electrical power supply, to be between £25 and £30k

Conclusions

- 18 Following consideration of all the relevant factors and environment it is felt that the current speed limit is appropriate to the road and that a reduction would be unworkable in this location due to the resources needed for enforcement and would be subject to significant abuse by motorists.

- 19 The benefits of introducing a system of lighting would usually be to improve pedestrian visibility and reduce night time accidents with no glare to drivers. However, in this case the lack of lighting actively discourages pedestrians to use the crossing point and the provision of lighting may encourage pedestrians to use the crossing point when in fact it does not lead to a lit path.

Recommendations and reasons

- 20 It is **RECOMMENDED** that the Committee note the findings of the assessment and endorse the decision to retain the existing speed limit and that street lighting is not introduced at the location of the crossing point.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – None

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

Human Rights – None

Consultation – None

Procurement – None

Disability Issues – None

Legal Implications - None