



Highways Committee

Date Tuesday 27 September 2011
Time 9.30 am
Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Minutes of the meeting held on 26 July 2011 (Pages 1 - 10)
2. Declarations of interest, if any
3. Unclassified High Chare, Chester-le-Street - Proposed Parking Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 11 - 16)
4. B6302 Broom Lane, Ushaw Moor - Proposed Limited Waiting Restriction - Report of Corporate Director, Neighbourhood Services (Pages 17 - 24)
5. B6310 and Unclassified Birch Crescent, Myrtle Grove & Valley View, Burnopfield - Proposed Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 25 - 36)
6. 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
19 September 2011

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

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Tuesday 26 July 2011 at 10.00 am**

Present:

Councillor G Bleasdale (Chair)

Members of the Committee:

Councillors A Bainbridge, N Foster, D Hancock, S Hugill, D Marshall, A Naylor, J Robinson, P Stradling, R Todd, E Tomlinson, J Turnbull, C Woods, A Wright and R Young

Apologies:

Apologies for absence were received from Councillors B Arthur, J Maslin, J Shiell and L Thomson

Also Present:

Councillors J Blakey and M Williams

1 Minutes

The Minutes of the Meeting held on 28 June 2011 were agreed as a correct record and signed by the Chair.

2 Declarations of Interest

Councillor Woods declared a personal and prejudicial interest on Item 4 as she ran a business on the Transit 15 route and withdrew from consideration of the item thereof.

3 Objections to the Traffic Regulation Order, North End Parking Area

Consideration was given to the report of the Corporate Director, Regeneration and Economic Development which advised of representations received following the formal advert of a Traffic Regulation Order for North End Area, the effect of which would be to introduce a Controlled Parking Area (for copy, see file of Minutes).

Concerns had been raised by residents, via local Members regarding parking issues associated with long stay parking by staff and visitors to nearby workplaces such as the hospital, college in the Dryburn Area and commuters to further afield such as Newcastle, resulting in residents experiencing great difficulty parking in their street.

The parking restrictions would apply between 8.00am and 6.00pm, Monday to Saturday and a maximum of three resident's permits would be issued per household. The streets affected by the order were detailed in the report.

Following drop in sessions held at County Hall, proposals were forwarded to residents and a ballot undertaken. The results of the ballot were explained to Members. Although a substantial proportion of residents within the North End area were in favour of the scheme, some streets were not, which included Boste Crescent and Old Dryburn Way. As a result of the ballot, those streets were not included in the final scheme.

Following the advertisement of the Regulation Order, letters of objection were received from 12 residents. A summary of which, were outlined in the report.

An email had been received from Mr Hagan, an objector to the scheme stating the following points:

- He was surprised and annoyed that his reasons for objection, and that of the other commuter objections, had been effectively dismissed in the report because the concerns of the residents and local Councillors were about the commuters.
- He felt that the real reason for the proposal was not made clear to him when he was in contact with the Council. He was not aware of the scheme and when asked for the reason for the proposal the information came back that it was for "safety" and "flow of traffic". He was not aware that the whole scheme was because of concerns of Councillors and residents.
- If he had known about the reason for the scheme he would have been interested in the following:
 - Had a study been conducted to highlight the extent of the problem? At least one Objector did not believe there was a problem. The report seemed to indicate that only a ballot had been made.
 - Had any consideration been made to what would happen to the commuters? Although there were concerns by the residents surely the Council should take a responsible approach and identify the impact the scheme would have on those trying to get to work?
 - Would, for example, those commuters currently taking the train start driving to their destination - adding to the carbon footprint the Council was trying to reduce?
- He had raised his objections by raising concerns about the impact of affordable parking in the area and the fact that the Park and Ride scheme was limited to 7am - 7pm with a hefty penalty if returning late. The comments received back gave no indication that any changes were being considered to the Park and Ride scheme or to help commuters.
- Why, when the residents raised their concerns, did the Council not look into a balanced solution? One that would help both the residents and commuters who were, just trying to get to work to earn a living. The Council seemed to have looked at the problem from the point of view of the residents and not addressing the problem the commuters were facing, such as the lack of affordable parking close to the train station.

In response to the email, Mr Wilcox explained that the Council had looked at a balanced solution and parking was available for staff at the hospital and County Hall, although staff

having to pay for parking at the hospital was out of the Council's control. He added that there was a park and ride in operation and parking was available at the railway station.

An objection had been received from Ms Forster who objected to the scheme in its current form. Her concerns related to the belief that residents would have to pave the gardens to provide more parking space to avoid having to purchase permits. It was felt that there could be environmental issues in relation to water not draining away where gardens were paved.

Mr Wilcox explained that legislation was in place and paving could not be installed without drainage being provided.

Mr Timmins, an objector explained that it was the responsibility of drivers to park legally and safely on the public highway. Residents should accept that they did not have the right to park outside their house and it was selfish and unreasonable to exclude other road users.

He had lived in Fieldhouse Terrace since 1995 and owned two cars which he usually parked on the road. He did have a drive and a garage that was full of garden equipment and rarely had a problem parking outside his house, day or night.

St Leonards entrance was close to his home and there was an element of cars parked from 6th form students, people parking to go shopping in the city as well as commuters using the railway station and cars could be left for a number of days. None of which stopped him from parking his car near to his house.

The area where he lived was a community and he liked to see people walking around. Gates may as well be erected to stop people using the estate. He added that road safety would suffer as reducing the parked cars would increase speeds. The number of cars parked that morning on his way to the meeting were minimal.

Residents would be expected to pay £30 per year per car to park outside their houses and he did not believe that they should be forced to do it. The local Councillor had suggested that the permit fee was a tax or means of funding the park and ride scheme. If residents were asked to fund the park and ride then all taxpayers should. The residents who voted for permit parking had plenty of spaces to park their cars so would not be affected. His neighbour was in a nursing home and her son had voted for the scheme on her behalf. He therefore felt that the ballot was flawed.

North End was one of the most sought after areas and prospective buyers were not put off by the parking situation. He urged Members to reject the application.

Mr Wilcox explained that he had been requested by local Members to support a scheme in the area following complaints from residents. Traffic levels were much lower at present because of the school holidays. With regard to the increase in speeds, there were traffic calming measures installed on the estate. There were two other areas using parking control measures and the fee was to cover the administration costs incurred.

Mrs McKay, an objector requested that Mr McKay speak on her behalf. Mr McKay explained that himself and Mrs McKay were objectors 10 and 11 and had been monitoring

parking since the scheme was proposed. The average number of cars on a Monday to Friday was approximately three and there was no parking problem on The Grove at present. There were problems elsewhere which when solved would transfer to other areas. He queried if there had been any survey undertaken of the numbers of cars parking in the area and where they had come from for example, Durham County Council, Land Registry or the hospital.

On walking across to the meeting that morning, he had witnessed the average spacing of approximately 10 parked car lengths which was supposedly a problem day. He felt Members should visit the site and view the parking situation on a Monday to Friday. He accepted that there was some problem but thought it needed to be correctly identified and solved in the areas where it arose.

It was felt that there was no problem with parking at weekends and if the scheme was to go ahead he suggested that it should be only Monday to Friday and monitor if there was a problem on a Saturday. Residents had visitors over the weekend who would not be able to park without a permit. He had taken quotes to pave his garden for extra parking space but he did not want to see all the gardens paved.

Mr Wilcox commented that if areas were excluded then other areas would become a target for parking. There was less traffic on the road due to school holidays which could account for the number of cars parked that day. The suggestion of the scheme operating from Monday to Friday was not a consistent approach and would attract shoppers on a Saturday.

Mr Wafer commented that parking was long stay and not attributable to residents. Some parking was from staff in County Hall but no in depth survey had been carried out. He added that the majority of the problem was Monday to Friday but Saturday's attracted people using the rail station as well as shoppers.

RESOLVED that

- (i) the Traffic Regulation Order as advertised and the introduction of parking controls in the area as detailed in the report be approved.
- (ii) the parking supply and demand would continue to be monitored and any remedial action taken as appropriate.

4 Transit 15, Responses to Public Consultation for A177 Shincliffe Bus Lane and A177 South Road Bus Lane

Consideration was given to the report of the Corporate Director, Regeneration and Economic Development which provided details of representations made for the two Transit 15 schemes involving proposed Traffic Regulation Orders for bus lanes at A177 Shincliffe and A177 South Road, Durham (for copy, see file of Minutes).

Transit 15 was a major public transport project which commenced implementation during the final year of the Local Transport Plan 2 (LTP2) and would continue through early years of the successor plan. Completion of all of the planned schemes comprising the project

would see reduced delays and improved reliability for bus services on seven key bus corridors across the County. A number of schemes had been completed as part of T15.

(i) A177 Shincliffe Bus Lane

The scheme was located on the Coxhoe to Durham corridor upstream of the traffic signals at Mill Lane, Shincliffe. Queues occurred in the westbound direction and traffic could tail back as far as High Shincliffe causing congestion and significant delay in addition to presenting a road safety hazard.

It was proposed to widen the A177 to provide a bus lane inbound into Durham from a point east of the traffic signals which would allow buses to pass traffic queuing on the approach to the signals without increasing delays as an inbound lane would still be available for other traffic.

A consultation letter and plan of the proposals were sent to statutory consultees and delivered to 40 properties. 13 responses were received with 7 objecting to the scheme including the Parish Council. The issues raised included concern over the scheme increasing rat running through the village and that the bus lane was not long enough to be effective. Following a meeting with the Parish Council, a survey was carried out which established that there were less than 10 vehicles per day diverting through the village to avoid queues.

Following an informal consultation on the proposed Traffic Regulation Order, 14 responses were received including 12 objections. The objections related to issues over the increased rat running through the village, the effectiveness of the bus lane and the use of funding for the scheme in the difficult economic climate.

The Traffic Regulation Order was advertised in April 2011 and 6 representations were received including 2 from local Members which were detailed in the report.

Mr Wilcox explained that an email had been received from Mr Phillips expressing concerns regarding the cost of diverting public utilities, subsequent revisiting and the affect it would have on traffic. He had suggested that the utilities be confined to the footway.

(i) A177 South Road, Durham

The scheme was on the Bishop Auckland to Durham transport corridor and was located on South Road in Durham south of the New Inn traffic signals. Queues occurred in the northbound direction and traffic could tail back as far as the park and ride site near Mount Oswald golf course.

It was proposed to widen the A177 to provide a bus lane inbound into Durham from a point south of the New Inn signals to a point north of the signalised pedestrian crossing at the pedestrian access of St Mary's College. The bus lane would allow busses to pass traffic queuing on the approach to the signals without increasing delays for other traffic as a single inbound lane would still be available for other traffic.

A consultation letter and plan of the proposals were sent to statutory consultees and delivered to 9 properties. 6 responses were received, 2 from members of the public, 1

from Elvet Residents Association, 1 from Durham Branch of the Campaign for the Protection of Rural England and 1 from Durham Constabulary. 4 of the responses objected to the scheme.

The main issues raised included concern over the perceived limited benefits of the scheme and the loss of a row of lime trees in the wooded area to the east of A177 where the road was being widened. The representations were detailed in the report.

Councillor Williams commented that he was alarmed that only 40 residents had been consulted about the scheme. South Road was horrendous at peak periods and traffic was often back up the the Cock of the North roundabout.

The New Inn traffic was a continuation of the traffic from the Shincliffe area. Traffic lights had been installed at Shincliffe for road safety and now a bus lane was proposed. Shincliffe Village would be used as a rat run to avoid the traffic lights and a speed limit of 20 mph was not supported through the village. The garden centre in Shincliffe generated a lot of traffic and he did not accept that only 10 vehicles used the village as a rat run. The A177 was treacherous in icy conditions and there were lengthy delays at High Shincliffe. Only 3 busses used the route in 1 hour. The X1 was not supported due to the lack of students using the service and another service was being withdrawn from Bowburn.

Mr Bainbridge explained that 40 properties in Shincliffe were consulted whom it was felt could be affected by the scheme and associated construction works. The bus lane would not affect the pedestrian crossing and the refuge would be maintained. The bus usage information had been obtained from the public transport unit.

Councillor Foster queried how the scheme was funded. Mr D Wafer explained that T15 was funded by central government's regional transport allocation to be used on bus improvements.

Councillor Turnbull commented that he lived in an area which had a bus lane installed which caused more problems especially in rush hour when the traffic was trying to merge at the end of the bus lane.

RESOLVED that

- (i) the Traffic Regulation Order for the implementation of the A177 Shincliffe Bus Lane order be refused.
- (ii) the Traffic Regulation Order for the implementation of the A177 South Road, Durham Bus Lane order be approved.

5 C10A St Ives Road, Leadgate

Consideration was given to the report of the Corporate Director, Neighbourhood Services which gave details of representations received to the proposed traffic calming measures for the C10a St Ives Road, Leadgate (for copy, see file of Minutes).

Following a number of ongoing complaints from local residents and an accident in April 2010 involving a motor vehicle being driven at excessive speed, the driver lost control and

caused considerable damage to a property on St Ives Road, funding was identified for a possible traffic calming scheme.

Further investigations showed that the stretch of road had an ongoing speed complaint profile and an accident profile which would benefit from the implementation of traffic calming measures. Community Speed Watch was also active at various locations and Durham Constabulary Road Policing Unit had undertaken specific enforcement.

The last speed survey undertaken in the vicinity of the school showed only 35% of vehicles travelled below the posted 30 mph speed limit, equating to approximately 1600 vehicles of the 4500 average daily flow Monday to Friday. The pattern was also the same on a weekend; 1250 vehicles of the 3700 on a Saturday and 1060 vehicles of the 3040 on a Sunday. The mean speed Monday to Friday was 33 mph. The mean speed on a Saturday and Sunday was 32.7 mph.

A review of the accidents between the 1st January 2007 and 31st October 2010 showed 6 number accidents. 5 of which were damage only and one was a slight injury. Three, when investigated by Durham Constabulary showed speed as a contributory factor to the accident.

The proposed scheme included for the provision of 8 sets of triple cushions and 1 set of quadruple cushions as per the plans detailed in Appendix 2. The scheme also included a reduction of the sign clutter at the eastern end of the scheme. This being designed to re-iterate to motorists that they were entering a built up area.

An informal consultation was carried out with the affected residents, businesses and statutory consultees. Out of the 98 letters sent to affected residents and businesses, 36 responses were received. 28 were in favour of the proposals and 8 were against. Durham Constabulary and the North East Ambulance Service responded to the informal consultation, both were in full support of the proposals.

The Statutory Notice for the implementation of the road cushions was advertised and during the period, one further letter of objection was received from a resident who also objected at the informal stage.

The representations received were detailed in the report.

A further email had been received raising the following concerns:

- the short notice given for the meeting and felt that the Council was going through the motions.
- Going against the 20 mph zones outside schools.
- Had the council carried out a Disability Impact Assessment
- Had bus companies been consulted
- How many of the accidents were in inclement weather
- A system should be introduced whereby objectors are informed when items were to be considered at committee.

In response to the email, Mr Wilcox explained that the objector had been advised that the Highways Committee was a properly constituted meeting that determined Highway matters and adhered to the Access to Information rules. There was no policy in place for 20mph zones outside of schools. It was appreciated that traffic calming measures may affect some residents more than others. Bus companies were a statutory consultee and the Police had confirmed the speed had been an influencing factor in three of the accidents.

Councillor Marshall referred to the effectiveness of speed humps in general. Some humps could be driven over and cushions were ineffective. He was concerned that the Council were introducing measures that were ineffective.

Mr Wilcox explained that the Council used chicanes, speed humps and speed cushions for traffic calming. Where there was a bus route, cushions were required. He referred to a scheme in Seaham that used pre formed rubber cushions which had caused some complaints because motorists had to slow down. The cushions had remained but would be reviewed after 12 months. He accepted the criticism that the pre formed cushions were creating problems and investigations to build on and improve the specification were continuing.

RESOLVED that the implementation of the (traffic calming cushions) on (C10a St Ives Road, Leadgate) as per the plan in Appendix 2 be approved.

6 Objections to the Traffic Regulation Order advertised The County Council of Durham (Various Schools, Sedgefield, Teesdale, Wear Valley and Burnhope) (No Stopping on School Entrance Markings) Order 2011

Consideration was given to the report of the Corporate Director, Regeneration and Economic Development which gave details of the representations received following the formal advert of a Traffic Regulation Order for School Keep Clear Markings in the South of Durham Area (for copy, see file of Minutes).

The Order consisted of 81 schools within the Sedgefield, Teesdale and Wear Valley area. The purpose of the School Entrance Markings was to protect the pupils and provide a clear area where a child could cross safely.

At present, the existing Keep Clear markings at the 81 schools enclosed within the Order did not have a Traffic Regulation Order or signage and therefore were unenforceable.

The proposals advertised for all the schools reflected the existing restrictions that currently applied in each location. The existing zig zags may need slightly extending or reducing to comply with the Traffic Signs Regulations and General Directions 2002.

As a result of the formal advertising of the Regulation Order known as "The County Council of Durham (Various Schools, Sedgefield, Teesdale, Wear Valley and Burnhope) (No Stopping on School Entrance Markings) Order 2011", one objection was received and detailed in the report.

RESOLVED that the Traffic Regulation Order be approved.

7 Unc Burnhall Drive, Seaham

Consideration was given to the report of the Corporate Director, Neighbourhood Services which gave details of the extension to the existing parking restrictions (for copy, see file of Minutes).

Representations had been received from Seaham School of Technology and Durham Constabulary with regard to inconsiderate parking during school opening times.

Vehicles had been observed parking on the southern kerbline opposite the entrance to the car park. This in turn had obstructed vehicle movements into and out of the car park. The school also used buses to transport children to and from school and the parking was obstructing the free flow of vehicles.

The proposals include the extension of the existing 08.30 am to 4.00 pm on the southern side of Burnhall Drive from the existing restriction to its junction with Neasham Road. On the northern side of Burnhall Drive, the restrictions would be between the access and egress points of the car park allowing for free flowing traffic and manoeuvring of larger vehicles safely.

Informal consultation included the affected residents, school and statutory consultees. Out of the 6 letters sent to affected residents, one response was received which was in favour of the proposals. No responses were received against the proposals at the informal stage. Durham Constabulary and Seaham Town Council responded in favour to the informal consultation.

The scheme was put on hold due to the preparation of Traffic Regulation Orders for the introduction of Civil Parking Enforcement. During the statutory advertisement, one e-mail of objection was received which was outlined in the report.

RESOLVED that the implementation of the (no waiting between 8.30am and 4.00pm) on (Unc Burnhall Drive, Seaham) as detailed in Appendix 2 be approved.

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Highways Committee

27 September 2011

**Unc High Chare, Chester-le-Street
Proposed Parking 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 a representation received to the proposed alterations to the parking restrictions for the Unc High Chare, Chester-le-Street
- 2 It is recommended that the Committee endorse the proposal having considered the objections to the proposal and proceed with the implementation of the various parking restrictions at Unc High Chare, Chester-le-Street as per the plan in Appendix 2

Background

- 3 Representations have been received for a number of years from pedestrians, residents, business holders, Durham Constabulary and the Residents Association about the inconsiderate parking particularly associated with businesses around High Chare, causing a road safety hazard to motorists and pedestrians alike.
- 4 Unc High Chare is a short through route which has grown in importance following the closure of Front Street to all vehicles except permit holders and local buses. The inconsiderate parking is now causing congestion at various times on both the Front Street and Mains Park Road.

Proposals

- 5 A full review of the existing parking restrictions considered a number of issues which would assist the local businesses but also improve the two way flow of vehicles – therefore removing the road safety and congestion issues.
- 6 The proposals include the implementation of a loading bay, no waiting / no loading restrictions between the hours of 08.00 to 18.00 and the relocation of the two existing disabled parking bays as per the drawing in Appendix 2.

Consultation

- 7 Informal consultation was carried out with the affected residents, businesses and statutory consultees from the 20th May 2010 to the 10th June 2010.

- 8 Out of the 9 letters sent to affected residents and businesses 2 responses were received. Both were in favour of the changes. No responses were received against the proposals at the informal stage. Durham Constabulary, North East Ambulance Services and Arriva bus services responded to the informal consultation.
- 9 During this above period of time a new tenant took over one of the businesses on High Chare and made representations direct to ourselves and then through his Member of Parliament. His main request was for a parking bay or permit for him to be able to park during the hours of his business opening times.
- 10 A response was sent to the MP advising that we would be unable to accede to his request for a bay or permit as we cannot reserve the highway or any part of it for the use of an individual person or business. However the proposals would include a loading and unloading bay which the tenant or visitors to his business would be able to have use of.
- 11 A statutory advertisement of the proposals was undertaken from the 13th May 2011 until the 3rd June 2011. During this period one letter of representation was received and 15 letters were received in support of the proposals. The proposals were also fully supported by Durham Constabulary and the Residents Association.
- 12 Contact was made via letter with the respondent with a full response to his issues and asking him to consider withdrawing his representation. However this was followed up with a second letter from the respondent with no reference to withdrawal of his objection. This respondent did indicate their support of the proposed scheme during the informal consultation period.
- 13 The local Members, County Councillors Beaty Bainbridge and John Shiell support the proposals.

Representation and responses

14 Representation 1

The representation raised was from the owners of a building which they sub-let to their tenant, the new owner of the lawn-mower shop. They advise that he requires his customers to stop and drop off / collect other items for repair. In the second letter he raises the issue of the number of businesses which would have to utilise the bay.

Response: The proposals include the implementation of a loading bay which can be utilised by the person's sub-tenant to load and unload to his business. Customers of the business and other such businesses within the area would be able to utilise the loading bay for the legitimate use of loading and unloading.

With regard to the number of businesses who would have access to the loading bay it is in line with the number of businesses who utilise the existing loading facilities available at various locations throughout the Front Street. One of the businesses referred to in the respondent's letter offered their full support to the proposals at the informal stage as it would improve their ability to load and unload.

16 Representation 2

“High Chare should never have been treated as a main thoroughfare following the closure of the Front Street”

Response: Front Street was closed to through traffic in 1999 as part of a larger scheme to generally improve pedestrian safety and to assist in the ongoing redevelopment of the main commercial centre of the town. As a result of this closure there is no other reasonable alternative route apart from maintaining free flowing traffic and access through High Chare and Station Road.

17 Representation 3

They would like to see more than two disabled parking bays. In the second letter they also refer to metering of the parking bays on West Lane and North Burns.

Response: We advised them in our response to the first letter that there has only ever been two disabled parking bays on High Chare. This at the time of implementation and even now is considered adequate for the businesses on High Chare. Unfortunately any extra provision of disabled parking bays would have to be at the loss of the proposed loading / unloading bay. The road is too narrow to accommodate further bays.

We informed them that there are also 11 disabled parking bays available within the Middle Chare Car Park and 10 within the Osbourne Road Car Park. Both of these car parks have good access points for wheelchair users if the two bays are unavailable on High Chare.

We also advised them that we are currently considering the implementation of further disabled parking bays on West Lane and North Burns to improve access to services for people with disabilities. In respect of the issue of metering we can only assume that this refers to the ‘car parks’ where disabled bays do have to be paid for. The bays on High Chare and those being considered for West Lane and North Burns would be open to all blue badge holders for limited waiting under the blue badge scheme of 3 hours unless signed otherwise.

18 Representation 4

In letter 2 they state “Something should be done about the ‘speed merchants’

Response: Speed limits are currently enforced by Durham Constabulary. Therefore the issue of alleged inappropriate speed would need to be discussed with them direct.

Recommendations and reasons

- 19 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the various parking restrictions on Unc High Chare as per the plan in Appendix 2.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – None

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty - Provision is being maintained for Blue Badge holders

Accommodation – None

Crime and Disorder – None

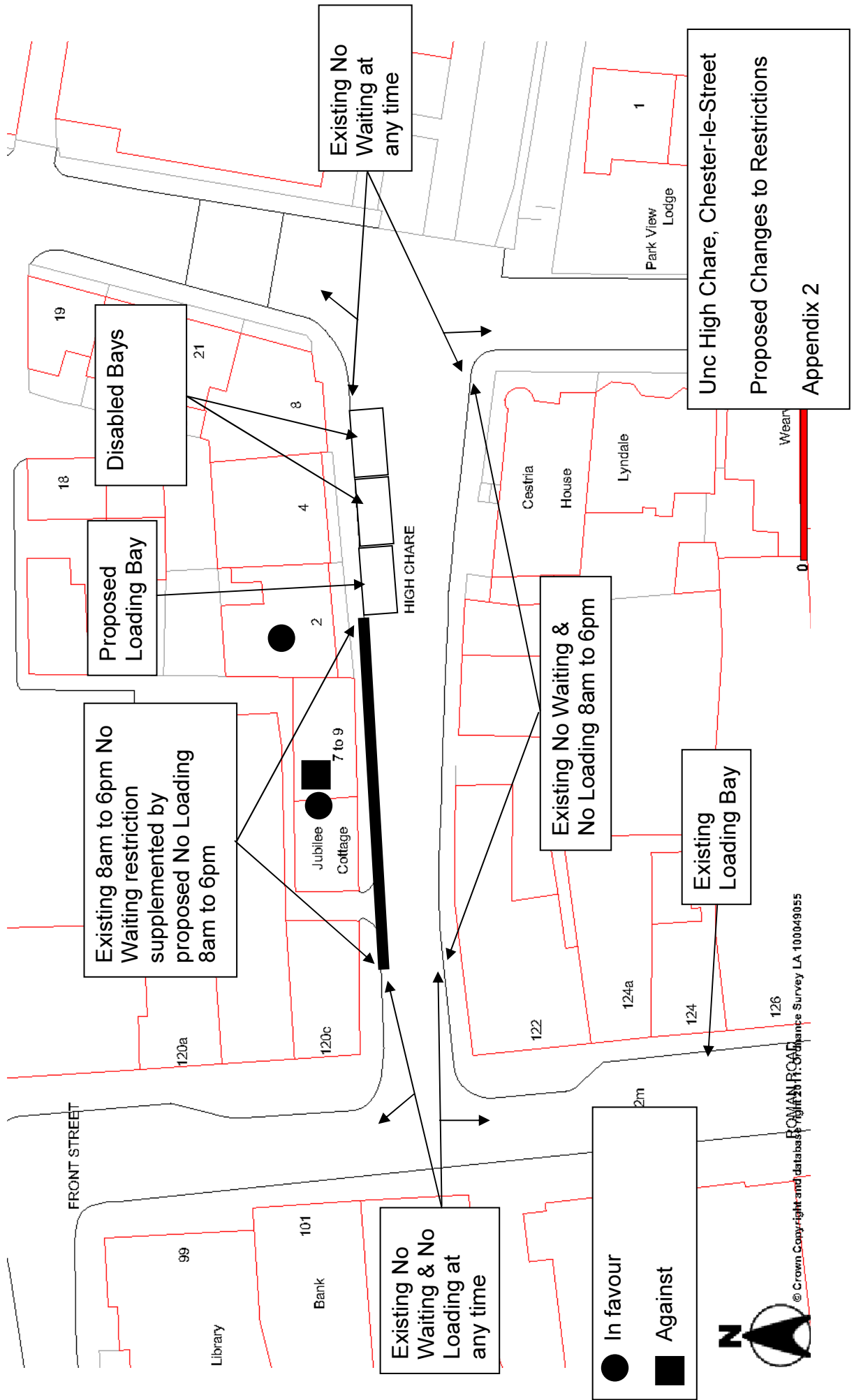
Human Rights – None

Consultation – As described in the report

Procurement – None

Disability Issues – None

Legal Implications - None



Unc High Chare, Chester-le-Street
 Proposed Changes to Restrictions
 Appendix 2

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Highways Committee

27 September 2011

**B6302 Broom Lane, Ushaw Moor
Proposed Limited Waiting Restriction**



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 limited waiting parking restriction for the laybys adjacent to the shops on Broom Lane, Ushaw Moor.
- 2 It is recommended that the Committee endorse the proposal having considered the objections to the proposal and proceed with the implementation of the parking restrictions at Broom Lane, Ushaw Moor as per the plan in Appendix 2

Background

- 3 Representations have been received from the local County Councillor John Wilkinson, the residents' association and local business holders about the inconsiderate parking and lack of parking turn over adjacent to the village shops. Concern was also raised about the practice of vehicles using the bus stop on the opposite side of the road for short term parking due to the lack of space.
- 4 Broom Lane (also known as Durham Road) forms part of the main through route of the B6302 through the centre of Ushaw Moor. Whilst a lot of business trade arises from passing motorists, the shops also provide a vital service for the village and surrounding areas. The adjacent parking laybys are often utilised by workers from local businesses for all day parking restricting this passing and short stay trade.
- 5 There is a car park in the vicinity which would be capable of catering for displaced commuter parking.

Proposals

- 6 Limited waiting parking restrictions are proposed for the two laybys adjacent to the shops to provide for a turn over of vehicles. The duration of waiting of 2 hours was considered to be sufficient to cover most activities associated with the shops. Longer parking could be accommodated in the nearby car park or other locations.

- 7 The proposals include a restriction on Monday to Saturday from 8am to 6pm, which covers the main business hours of the shops. Parking outside of these times is unrestricted.

Consultation

- 8 Informal consultation was carried out with the affected residents, businesses and statutory consultees from the 5th November 2010 to the 30th November 2010. This consultation was based upon the restrictions being in place 7 days a week and 24 hours a day.
- 9 Out of the 47 letters sent to affected residents and businesses 15 responses were received. Of the responses 8 were in favour of the changes and 7 were not supportive of the proposals. Durham Constabulary responded in favour to the informal consultation and the Parish Council raised concerns regarding some aspects of the proposals.
- 10 Following consideration of the representations against the proposals and the comments from the Parish Council the proposals were revised to reduce the restrictions to business hours of Monday to Saturday and 8am to 6pm. This would provide greater flexibility for the residents and their visitors.
- 11 A statutory advertisement of the proposals was undertaken from the 13th May 2011 until the 3rd June 2011. During this period two emails of representation were received and 1 email was received in support of the proposals. The proposals were also fully supported by Durham Constabulary and the Residents Association.
- 12 One objector withdrew the objection following further discussion.
- 13 The local Member County Councillor John Wilkinson fully supports the scheme. County Councillor Jean Chaplow generally supports the scheme.

Representation and responses

- 14 Representation 1

Parking will transfer to the opposite side of the road.

Response : The proposals were revised to only affect day time parking to limit the affect on residents. During this period there is often sufficient space available on Durham Road to accommodate additional vehicles should motorists wish to use the space. The nearby car park is currently under utilised and can also provide parking for displaced motorists.

- 15 Representation 2

There is not a problem on the site – don't waste money and reduce Council Tax instead

Response: The issue was raised by a number of sources regarding the lack of short stay parking adjacent to the shops due to all day parking. The proposal is aimed at providing better facilities for the businesses which provide a useful facility in the village. The proposals are being funded from a source already allocated and would therefore have no impact on Council Tax.

16 Representation 3

We are a hairdressing salon and a lot of clients take more than 2 hours

Response: The proposed 2 hour time limit was considered to accommodate the majority of business customers which is typical of many similar limited waiting restrictions in other areas. Those customers who require longer periods of parking have the options of parking on street or in the car park within a short walking distance.

17 Representation 4

My shop is on the street and I park outside day and night

Response: The restrictions are aimed at providing a turn over of vehicles for the benefit customers of the businesses. Long term parking can be found close by or over night in the layby.

18 Representation 5 – Objection to the legal order

A resident of Durham Road raised many issues of objection during the legal advertisement period. The issues generally cover the issue of displaced vehicles to the opposite side of the road, the impact on residents and existing issues of congestion from school parking at the entrance to the rear street. Several comments relate to the existing loading practices associated with deliveries to the businesses, parking difficulties in inclement weather and enforcement.

Response: Whilst it is appreciated that some vehicles may be displaced to the other side of the road or surrounding roads, this space is not reserved for the sole use of residents as it is public highway. During the day many of the residents' vehicles move from the area freeing up space for other vehicles and this is accepted practice in managing parking space. The issue of school gate parking is one which affects most areas close to a school and the restrictions are not aimed at changing this practice.

The restrictions are aimed at providing a turn over of vehicles to assist with the vitality of the businesses which provide a useful service for the village. This turn over of vehicles should also provide sufficient space for the loading and unloading of goods to the businesses and reduce or eliminate the existing practice of double parking thereby reducing congestion. Outside of the restriction times the laybys can be used by any motorist as a parking place.

Parking of vehicles in residential areas is difficult during periods of extreme inclement weather and residents who are unable to access their streets often park where they can; this usually occurs on main roads in most areas.

Enforcement of the restrictions will be undertaken by Contractors working on behalf of the County Council. This parking scheme is designed to be self financing. The issue of obstructive parking, including obstruction of the rear street is still an offence which can only be dealt with by the Police.

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 on Broom Lane as per the plan in Appendix 2.

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

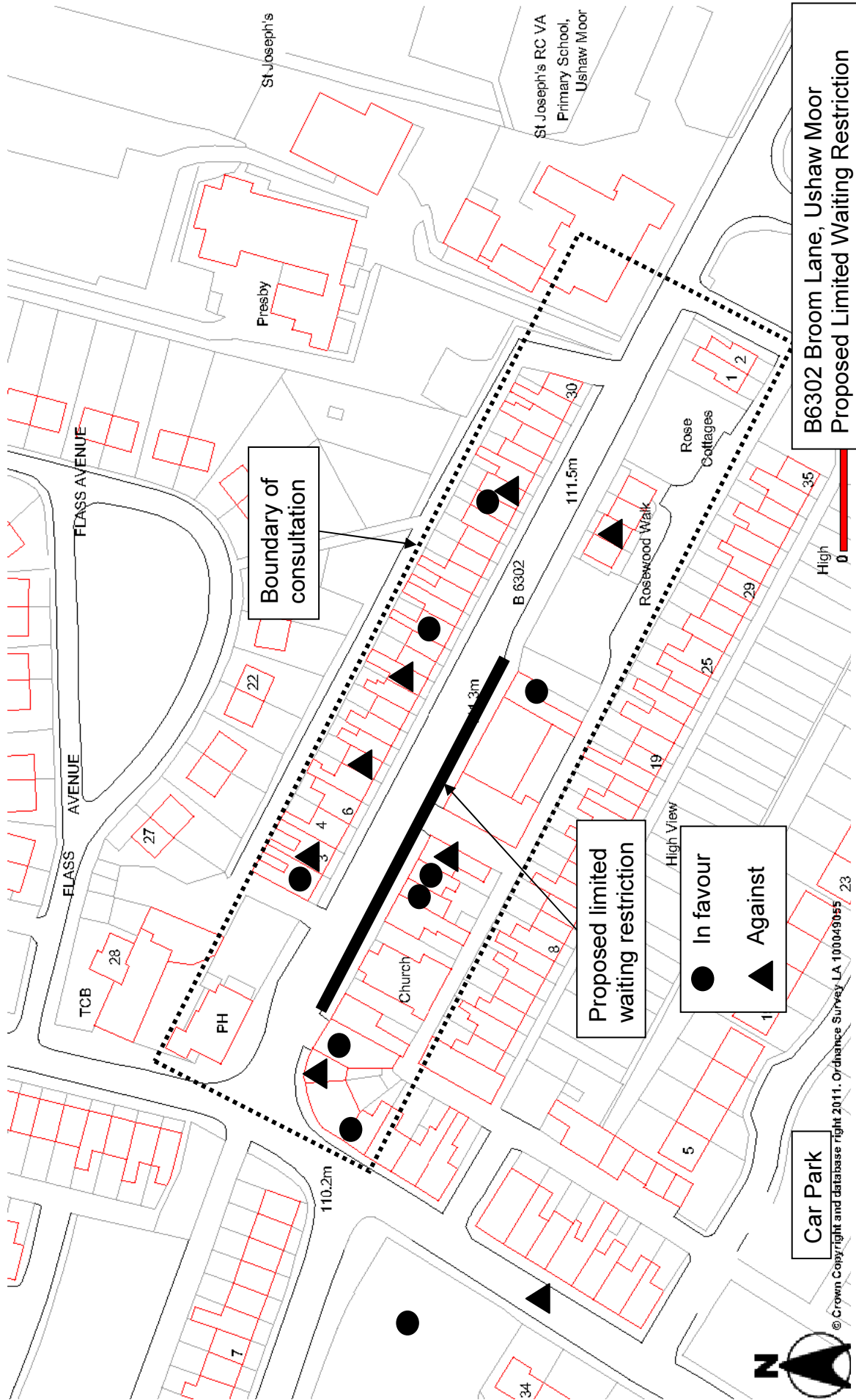
Consultation – As described in the report

Procurement – None

Disability Issues – None

Legal Implications – None

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**B6302 Broom Lane, Ushaw Moor
Proposed Limited Waiting Restriction**

Appendix 2

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Highways Committee

27 September 2011



**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 plan 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 limited 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.
- 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 representation were received against the proposals. Of the 4 responses, 3 were confirming their previous objection (Valley View – 1 and Myrtle Grove – 2) and the fourth was a new objection to Myrtle Grove.
- 12 The local Members, County Councillors Bob Alderson and Reg Ord 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. The restrictions throughout Burnopfield have been maintained and are enforceable.

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.

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. In addition such restrictions are extremely difficult to enforce and would not be supported by the Police. The issue of providing a barrier would be for the landowner to consider.

15 Representation 2 – Myrtle Grove

I already have protection as I have a dropped kerb across my driveway. The respondent is opposed to this being introduced as a drop off zone and considers that the restrictions are aimed at them.

Response: The restrictions are aimed at removing parking on the tight bend in the road and keeping parked vehicles away from the pedestrian exit from the school. The Police have advised that they have had several complaints regarding obstruction of the driveway and the restrictions will assist in keeping it clear of parked vehicles. The restrictions are not to create a drop off zone although parents of children are still likely to use the unrestricted parts of the road.

16 Representation 3 – 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.

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 8am to 4pm.

17 Representation 4 – 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 to the rear of Leazes Villas is a narrow street and any parking would obstruct the road.

18 Representation 5

The respondent indicated that if a residents 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.

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 – None

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

Human Rights – None

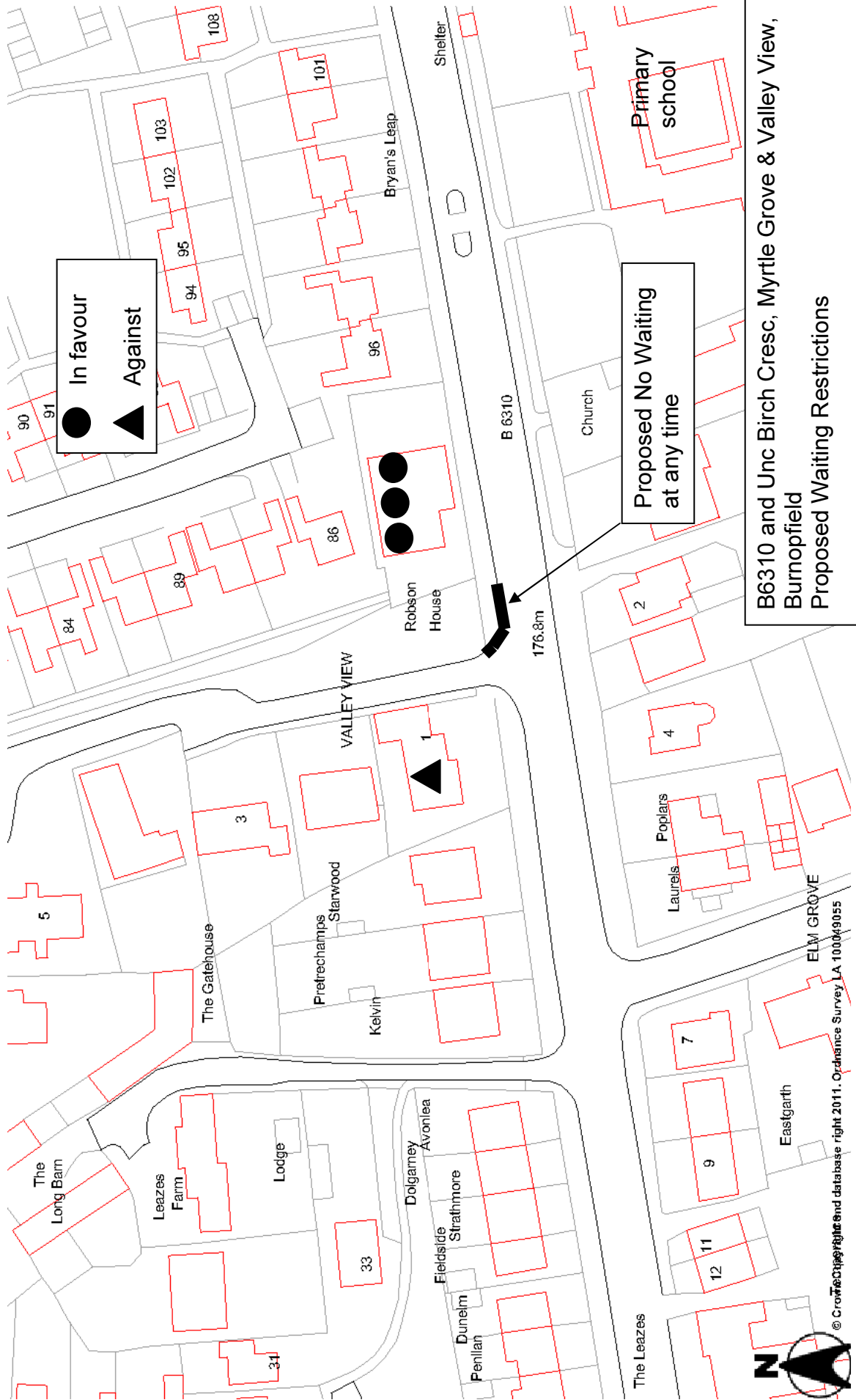
Consultation – As described in the report

Procurement – None

Disability Issues – None

Legal Implications - None

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● In favour
▲ Against

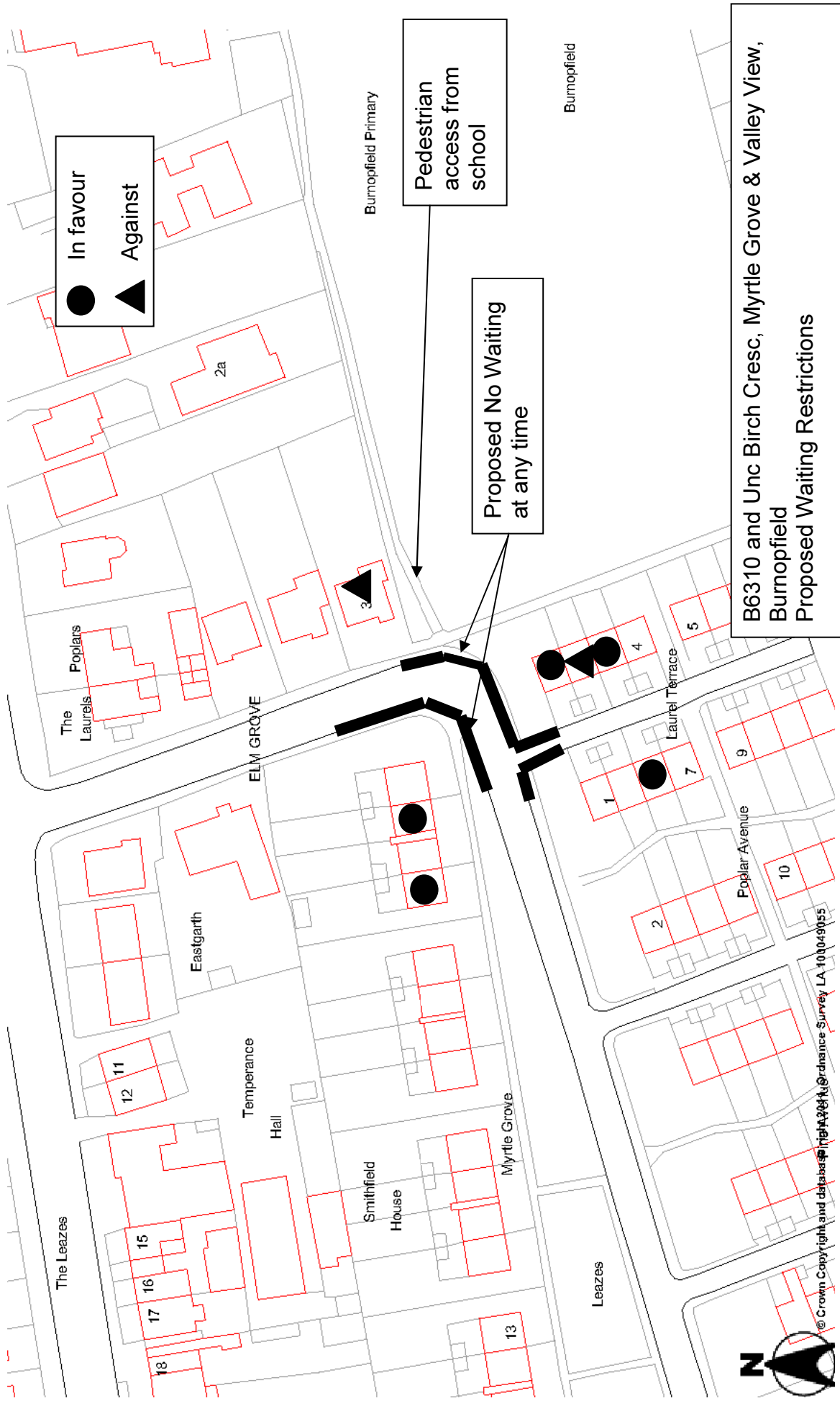
Proposed No Waiting
at any time

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

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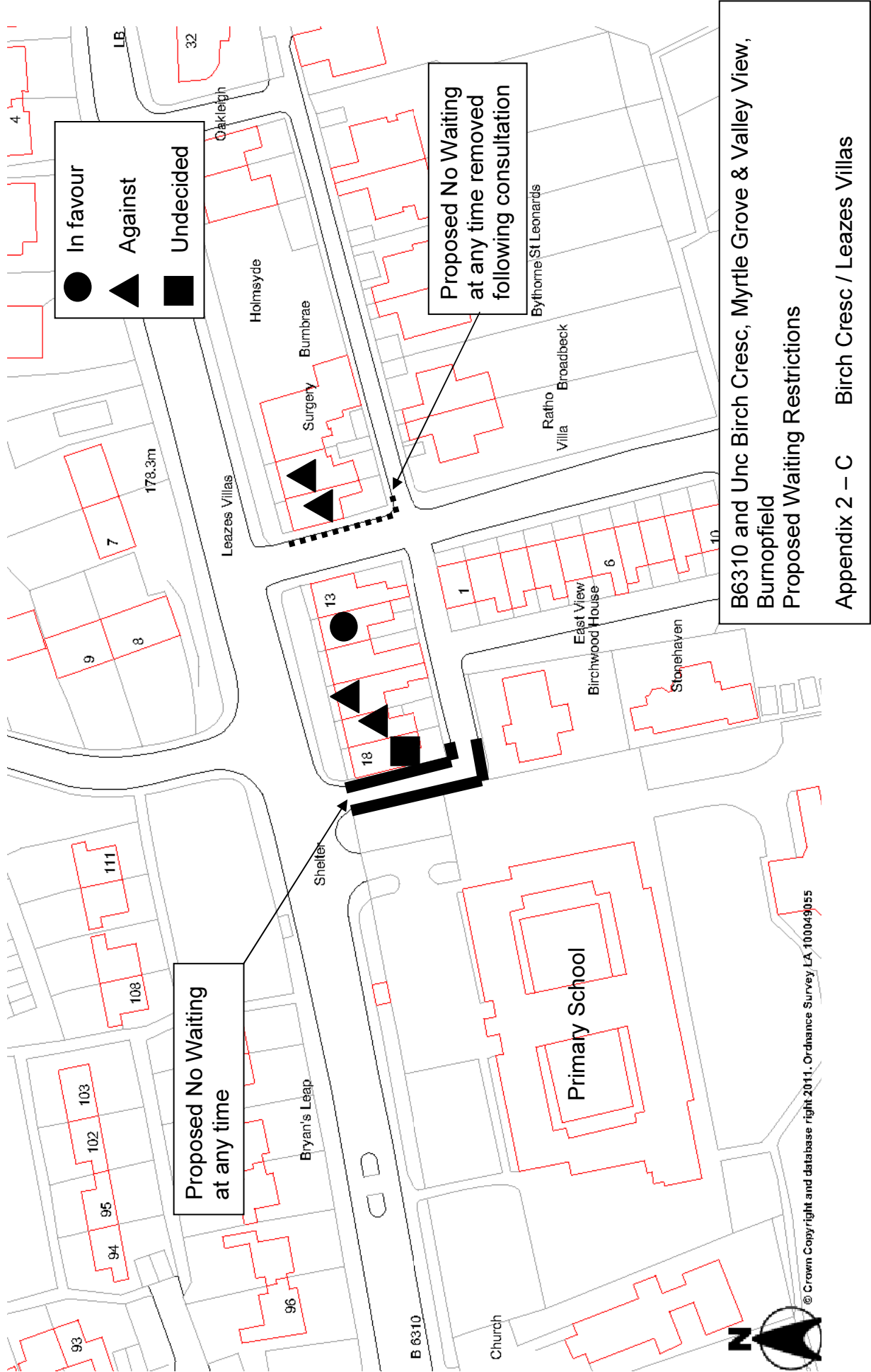


B6310 and Unc Birch Cresc, Myrtle Grove & Valley View,
 Burnopfield
 Proposed Waiting Restrictions
 Appendix 2 – B Myrtle Grove



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

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