



## Highways Committee

**Date**        **Wednesday 12 March 2014**  
**Time**        **9.30 a.m.**  
**Venue**       **Committee Room 2, County Hall, Durham**

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### Business

#### Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meeting held on 6 February 2014 (Pages 1 - 4)
4. Declarations of interest, if any
5. Standardisation of existing Bus Lane Traffic Regulation Orders to allow use by Buses, Taxis, Motorcycles and Cycles - Report of Corporate Director, Regeneration and Economic Development (Pages 5 - 24)
6. Albert Road, Consett (Off-Street Parking Places Order) 2013) - Report of Corporate Director, Regeneration and Economic Development (Pages 25 - 32)
7. 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  
4 March 2014

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

Councillor G Bleasdale (Chairman)  
Councillor C Kay (Vice-Chairman)

Councillors J Allen, B Armstrong, D Bell, H Bennett, I Geldard,  
O Gunn, D Hall, D Hicks, K Hopper, O Milburn, S Morrison,  
R Ormerod, J Robinson, J Rowlandson, P Stradling, R Todd,  
J Turnbull, M Wilkes and R Young

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**Contact: Michael Turnbull**

**Tel: 03000 269 714**

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**DURHAM COUNTY COUNCIL**

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Thursday 6 February 2014 at 9.30 am.**

**Present:**

**Councillor G Bleasdale in the Chair**

**Members of the Committee:**

Councillors C Kay (Vice-Chairman), J Allen, B Armstrong, D Bell, H Bennett, I Geldard, O Gunn, D Hall, D Hicks, K Hopper, S Morrison, J Robinson, R Todd, J Turnbull and R Young.

**Also Present:**

Councillor N Martin.

**1 Apologies**

Apologies for absence were received from Councillors O Milburn, R Ormerod, J Rowlandson, P Stradling and M Wilkes.

**2 Substitute Members**

There were no substitute members.

**3 Minutes**

The minutes of the meetings held on 7, 15 October and 6 November were, agreed as a correct record and signed by the Chairman with the exception of Councillor O Gunn being added to the attendance for the meeting held on 7 October 2013.

**4 Declarations of interest**

There were no declarations of interest in relation to any items of business on the agenda.

**5 Durham City: Parking and Waiting Restrictions (South West) Order 2013**

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding an objection received during the formal consultation to a proposed traffic regulation order covering the South West of Durham City. The objection had been received as part of a monitoring exercise to ensure that the County Council maintained an efficient and effective Civil Parking Enforcement regime. (for copy see file of Minutes).

A formal consultation exercise had been carried out advertising the existing orders, the vast majority of which had remained unchanged. Amendments had been proposed for the following areas:

- Milburngate – change to disabled parking;
- A177 lay-by (south of Howlands park and ride) – waiting restrictions;
- Laburnum Avenue – introduction of no waiting at any time;
- Redhills Lane – introduction of no waiting Monday to Friday, 8 a.m. to 5 p.m.

All of the amendments had been unopposed, with the exception of the introduction of the no waiting restrictions at Redhills Lane. The Strategic Traffic Manager informed the Committee that the amendments to Redhills Lane had been proposed following requests from local residents and explained that officers had worked closely with residents in trying to devise a scheme that would benefit all residents and it was unfortunate that one objection remained.

The Committee received a presentation which illustrated the extent of the proposed restrictions. These were in close proximity to Durham Johnston School and were subject to a high level of parking. This led to road safety concerns, particularly on a section of carriageway where vehicles were being parked on either side of a sharp bend in the road. The Committee noted the location of the objector and the effect of the various amendments to the order, along with two images. One image showed over 20 vehicles parked on one side of the road, without any passing places thereby reducing the road to one-way. The other image showed vehicles parked opposite driveways and dropped kerbs which blocked access and exit to residents (for presentation see file of Minutes).

The Strategic Traffic Manager informed the Committee that the proposed restrictions during the initial consultation exercise were equidistant either side of the bend, however, this had led to objections from other local residents as they felt that restrictions at that length would not resolve the problems being encountered. Other residents of Redhills Lane were not supportive of a reduction in length to the proposed restrictions. There had been no requests from residents to implement permit parking in the area and any requests would be considered against specific criteria.

The objector felt that the restrictions should be equidistant either side of the bend and reduced in length by approximately two thirds at the south eastern end. The objector also wished to see the introduction of residents parking permits if the scheme were to go ahead.

The Committee had also been provided with a further letter of representation from the objector which had been circulated to the Committee at the request of the objector, in his absence. The letter to the Committee contained points suggesting that the proposal:

- had been devised on incorrect assumptions;
- favoured a number of residents whilst not granting other residents the same privileges and if there were to be any long-term permanent issues it would pass any problems onto other parts of Redhills Lane and neighbouring streets;
- was not equidistant;
- would incur unnecessary costs associated with creating and maintain the parking restrictions; and

- was an attempt to introduce reactive legislation against an old problem that was currently negligible and would shortly not exist at all.

Councillor N Martin, local County Councillor for the Neville's Cross Electoral Division indicated his support for the proposed scheme and explained to the Committee that parking problems in the area started to surface approximately a year ago. The main issue related to vehicles being parked on the bend. It was felt that the initial proposals had been too constrained. Since that time the proposal had been worked through, culminating in the final proposal presented before the Committee and supported by the majority of local residents.

Councillor O Gunn also expressed her support for the scheme having visited the area and fully considered the report, together with the detail of the extensive consultation.

In response to a question from Councillor D Hall regarding enforcement of the restrictions, if implemented, the Strategic Traffic Manager confirmed that civil parking enforcement was a matter for the County Council, carried out by its own traffic wardens. The area could be targeted for enforcement if motorists ignored the restrictions, however, in most cases, the majority of motorists tended to adhere to parking restrictions.

Councillor J Turnbull commented that he was in favour of the scheme given the road safety concerns and the nature of parking in the area. However, he expressed concern that similar problems may arise in neighbouring streets, particularly, St. Aidan's Crescent, once cars were displaced from Redhills Lane. In response, the Strategic Traffic Manager informed the Committee that motorists would be displaced with the effect of the traffic order and the County Council would have to address such issues if they arose.

### **Resolved**

That the recommendations contained in the report be agreed.

## **6 Voluntary Registration of Land as Village Green at Eldon**

The Committee considered a report of the Head of Legal and Democratic Services regarding an application to register an area of land known as Eldon Village Green as a village green under the provisions of Section 15 of the Commons Act 2006 (for copy see file of Minutes).

The Planning and Development Solicitor informed the Committee that the application for registration had been made by 'Eldon Parish Council' as they felt that the area of land was useful to have as village green because of current usage. The application to voluntarily register the land was made to Durham County Council in its capacity as the Commons Registration Authority by the Asset Management section in its capacity as the owner of the land.

The Committee were informed that the plan circulated with the papers contained an error. The area identified for registration on the plan was larger than the area which the Parish Council had requested to be registered. The Committee were advised that the additional areas identified for registration were paths. Once registered, maintenance of these paths could be problematic because the surface could not be upgraded. In the circumstances

the registering of these areas would be inappropriate. A revised plan had been circulated to the Committee which clarified the correct area for registration.

The Planning and Development Solicitor informed the Committee that the law did not allow the Council to refuse the application, provided that the landowner had submitted a statutory declaration in support of the application to the effect that the land was within the ownership of Durham County Council and that all necessary consents, of which there were none, had been received.

Councillor Hall queried the reason for registration and sought clarification if registering the land as village green would result in any possible restrictions to the neighbouring Community Centre.

The Clerk to Eldon Parish Council, confirmed that the area of land had been used for exercise and recreation events previously. Many parish Councillors were double-hatted and were representatives on the Eldon Partnership which was responsible for the running of the community centre.

**Resolved**

That the land referred to in the report and shown edged blue on the revised plan be registered as a village green.

## Highways Committee

12 March 2014



### Standardisation of existing bus lane TRO's to allow use by buses, taxis, motorcycles and cycles

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#### Report of Ian Thompson Corporate Director Regeneration and Economic Development

#### Councillor Neil Foster, Cabinet Portfolio Holder Regeneration and Economic Development

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##### 1.0 Purpose

- 1.1 To advise Members of the objections received to the formal consultation on the proposed standardisation of all existing bus lane Traffic Regulation Orders in the county to permit use by buses, taxis, motorcycles and cycles.
- 1.2 To request members consider the objections made during the consultation exercise.

##### 2.0 Background

- 2.1 Transport Act 2000 states that an area of road is or forms part of a bus lane if the Traffic Regulation Order provides that it may be used:

Only by buses (or a particular description of a bus), or

Only by buses (or a particular description of a bus) and some other class or classes of vehicle

- 2.2 High quality, road based public transport systems are vital in order to achieve maximum effectiveness from the road network. The majority of public transport in the County is provided by buses, which can transport relatively large numbers of people, whilst occupying limited road space.
- 2.3 There are currently 12 bus lanes throughout the county that are a combination of Bus only, bus and cycle only and bus, cycle and motorcycle only (Location Plans can be found in Appendix 2)
- 2.4 Currently neighbouring Authorities Newcastle, Sunderland and North Tyneside have a combination of bus, cycle, motor cycle, taxi and no car lanes, however, Newcastle City Council are currently in the process of changing their no car lanes back to bus, taxi, motorcycle and cycle only lanes in line with our own proposals.

- 2.5 It is hoped the proposals will encourage the use of more sustainable modes of transport and reduce congestion and pollution by reducing journey times for taxis, cycles and motorcycles as well as buses.
- 2.6 Taxis play an important part in local public transport as they provide a flexible form of public transport and can play an increasingly important role in improving accessibility. They provide a door to door service available on the street that is not provided in any other way and therefore can be considered complimentary to the timetabled services operated by the bus companies.
- 2.7 For a number of years requests have been received from the taxi trade to allow taxis to also use bus lanes. This request has been made on the basis that it will allow them to provide a cheaper quicker and more efficient service for their customers.
- 2.8 Taxi is the generic term for vehicles that can be hired by the public for personal travel. They are licensed by the local authority and fall into two categories, which are Hackney Carriages and Private hire vehicles.
- 2.9 A hackney carriage is a public transport vehicle that can “ply for hire”. This means that it may stand at taxis ranks or be hailed in the street by a member of the public.
- 2.10 Private hire vehicles are similar vehicles to Hackney Carriages. A Private Hire Vehicle is constructed or adapted to seat fewer than 9 passengers and is provided for hire with the services of a driver for the purpose of carrying passengers. All journeys made via a Private Hire Vehicle must be pre-booked through a licensed private hire operator.
- 2.11 For the purpose of this report and the proposals contained in it, the word taxi as defined in Statutory Instrument 2002 No.3113: Traffic Signs Regulations and General Directions 2002 refers only to Hackney Carriages and not private hire vehicles.
- 2.12 There are currently 1077 hackney vehicles and 331 private hire vehicles licensed with Durham County Council.

### **3.0 Proposals**

- 3.1 It is proposed that 11 of the bus lanes in the County are amended to allow use by Buses, taxis, motorcycles and cycles and extended to include Sundays as detailed below.
- 3.2 A167 Foster Terrace, Croxdale – TRO to change from Bus and Cycle only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).



- 3.3 A167 North of Sniperley Roundabout, Durham City – TRO to change from Buses only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.4 A167 Pity Me, Durham – TRO to change from Buses only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.5 A181 Gilesgate Bank – TRO to change from Bus, motorcycle and cycle only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.6 A690 Stonebridge – TRO to change from Bus, Cycle & Motorcycle only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.7 A690 Belmont Interchange to Gilesgate Roundabout, Durham City – TRO to change from Buses only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.8 A690/C13 Interchange, Durham District – TRO to change from Bus and cycle only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.9 A690/A691 Millburngate junction, and Unclassified Millburngate, Durham City – TRO to change from Buses only (7am-7pm Monday to Saturday) and no entry to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday) and no entry.
- 3.10 B6532 Dryburn Road, Durham City – TRO to change from Buses and Cycles only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.11 C12 High Carr Road (Southbound), Durham – TRO to change from Buses and Cycles only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).
- 3.12 C184 Newcastle Road, Chester Le Street – TRO to change from Buses and cycles only (7am-7pm Monday to Saturday) to Bus, Cycle, Taxi & Motorcycle only, (7am-7pm Monday to Sunday).

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3.13 Following the consultation process, objections to the proposals were received from both of the major bus operators in the area, Go NE and Arriva.

**4.0 Objection 1 – Taxis operating in the wrong direction against the flow of traffic.**

**5.0 Response**

5.1 This will not be an issue within the County as all of the bus lanes are with traffic and not contraflows.

**6.0 Objection 2 – Taxis parking in bus lanes and causing delays whilst buses have to re-join the normal traffic lanes**

**7.0 Response**

7.1 This is unlikely to be an issue within Durham as the majority of the bus lanes are not within residential areas or areas likely to generate fares that would require taxis to stop.

**8.0 Objection 3 - Taxis changing lanes when overtaking a slower moving bus irrespective of other traffic in normal running lanes.**

**9.0 Response**

9.1 Whilst a taxi is in the bus lane it would be expected to behave as a bus would, therefore if a bus was to be stopped in front or indeed if the bus was moving more slowly, the taxi would be expected to remain behind the bus until it moved away or turns off the road.

**10.0 Objection 4 - Taxis performing u-turns in front of traffic after picking up a fare in a bus lane**

**11.0 Response**

11.1 This is unlikely to be an issue within Durham as the majority of the bus lanes are not within residential areas or areas likely to generate fares that would require taxis to stop.

**12.0 Objection 5 – Delays to buses when taxis block bus lanes, which could occur in Milburngate**

**13.0 Response**

13.1 Surveys have shown the existing number of taxis using Milburngate is less than 1 every 2 minutes at peak times therefore it is unlikely delays to buses will occur as a result.

**14.0 Objection 6 – Delays to buses leaving the bus lane when merging due to the number of extra vehicles in the bus lane**

**15.0 Response**

15.1 Surveys at the sites of the two busiest bus lanes has shown that there is not a significant number of taxis using these roads during peak times, therefore it is unlikely that delays will occur as a result.

15.2 **Objection 7 – The speed of taxis in bus lanes regularly exceed normal traffic speeds and causes conflicts where merging**

16.0 **Response**

16.1 The speed of all vehicles is governed by existing speed limits and taxis would be expected to adhere to these limits.

16.2 **Objection 8 – Increased congestion at Millburngate will make it difficult for buses to turn left at the lights**

17.0 **Response**

17.1 It is not expected that the proposed changes will generate any additional vehicles on the existing network and a surveys have shown the existing number of taxis using Millburngate is less than 1 every 2 minutes at peak times therefore it is unlikely delays will occur as a result.

18.0 **Local member consultation**

18.1 The Local members Cllrs Blakey/Williams/Plews, Hopgood/Simmons/Wilkes, Moir/Corrigan/Conway/Ormerod, Turnbull/Taylor, Holland/Martin and May/Smith have been consulted and offer no objection to the proposals.

19.0 **Recommendation**

19.1 It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Traffic Regulation Orders;

**Background Papers**

Correspondence and documentation on Traffic Office File and in member's library.

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**Contact: Tony Leckenby Tel: 03000 263 745**

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**Appendix 1: Implications**

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**Finance** – DCC Capital

**Staffing** – Carried out by Strategic Traffic

**Risk** – Not Applicable

**Equality and Diversity** – It is considered that there are no Equality and Diversity issues to be addressed.

**Accommodation** - No impact on staffing

**Crime and Disorder** - This TRO will allow effective management of traffic to improve economic activity, reduce congestion and improve road safety

**Human Rights** - No impact on human rights

**Consultation** – Is in accordance with SI:2489

**Procurement** – Operations, DCC.

**Disability Issues** - None

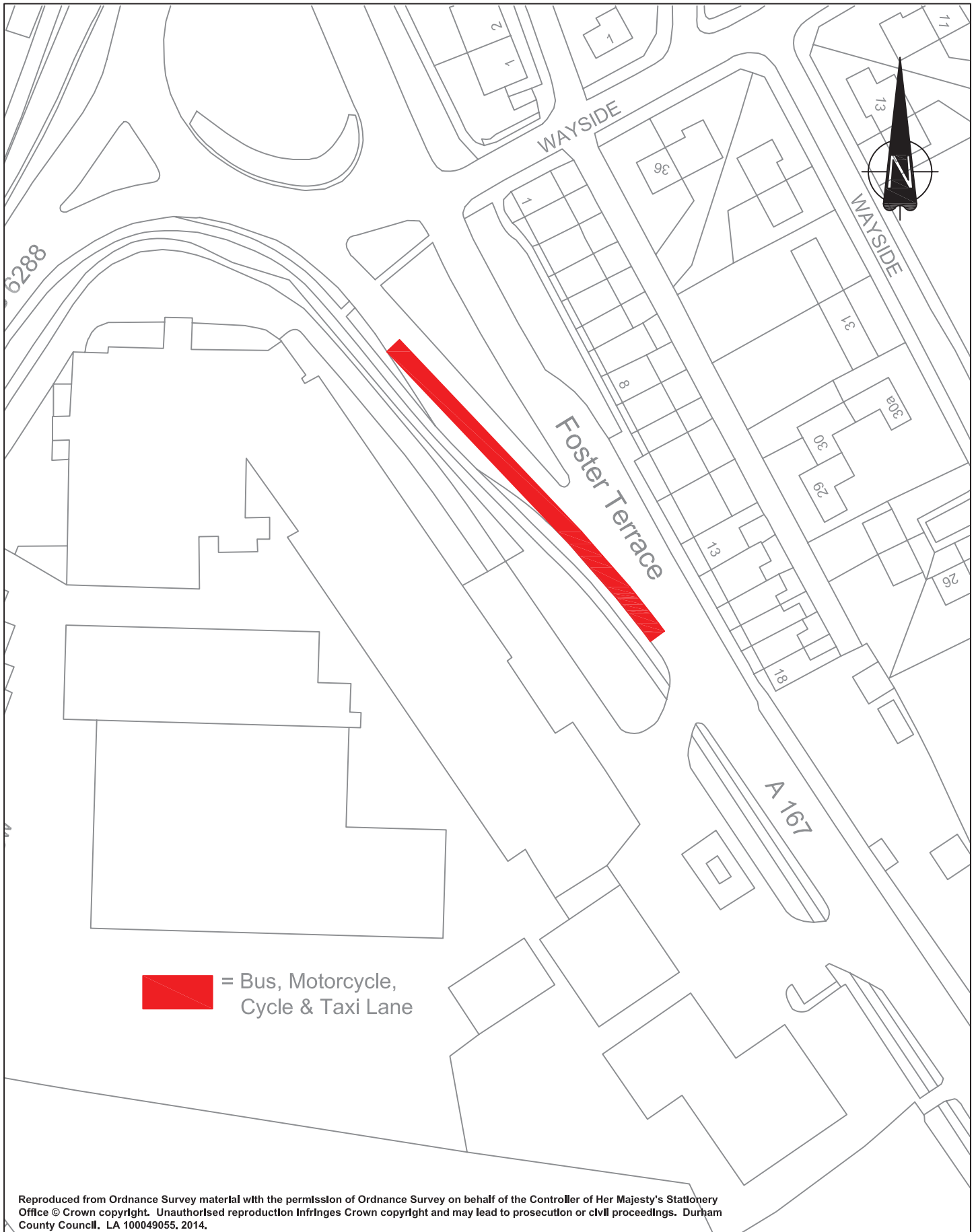
**Legal Implications:** All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

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## **Appendix 2: Bus Lane Locations**


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	Name	Date	Name	Date	Sign	
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**Durham**  
County Council

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Regeneration & Economic  
Development

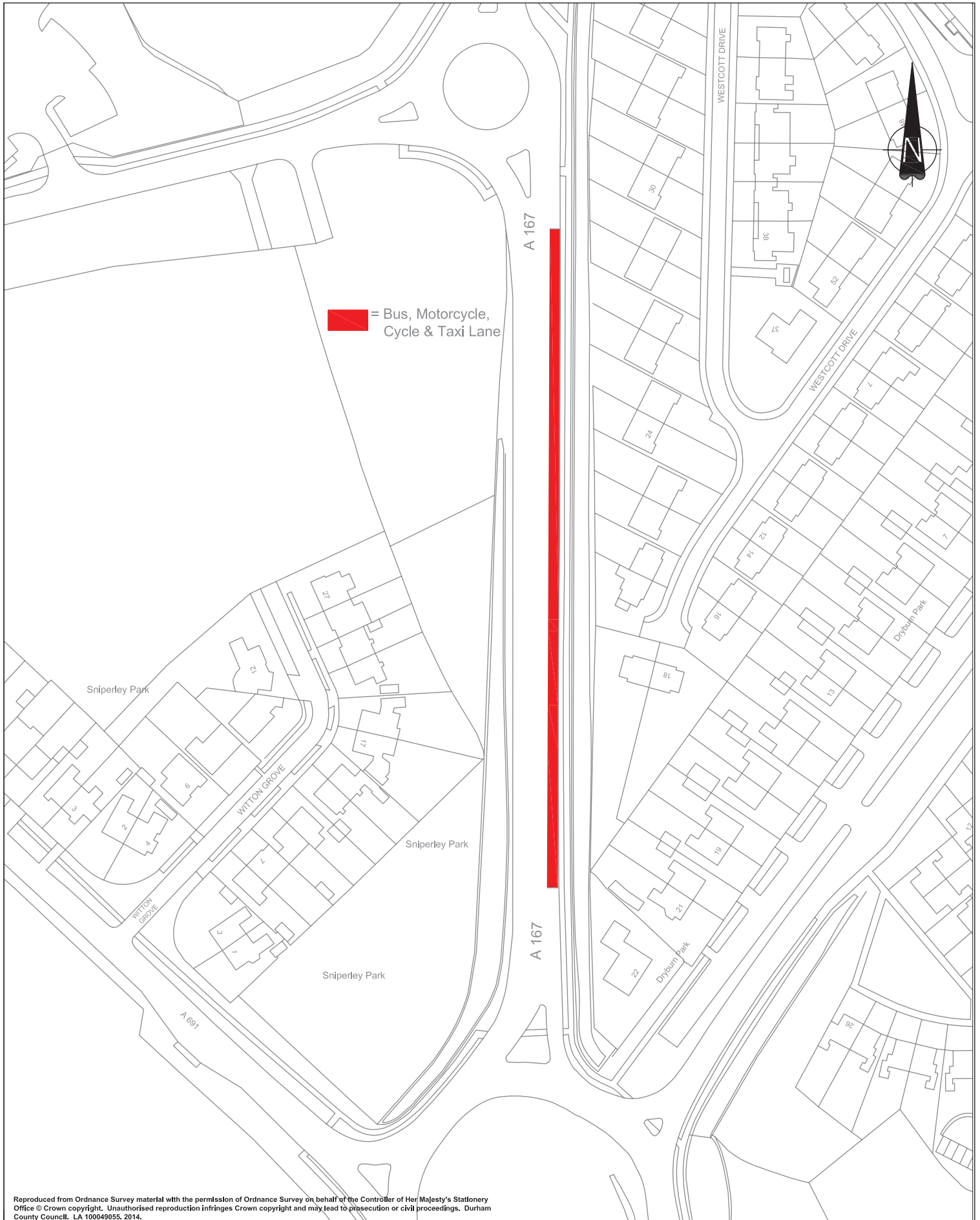
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

Project  
County Durham Bus Lane Amendments

Drawing  
A167, Foster Terrace, Croxdale


Scales  
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Project/Drawing No.  
TM/40038/13/27



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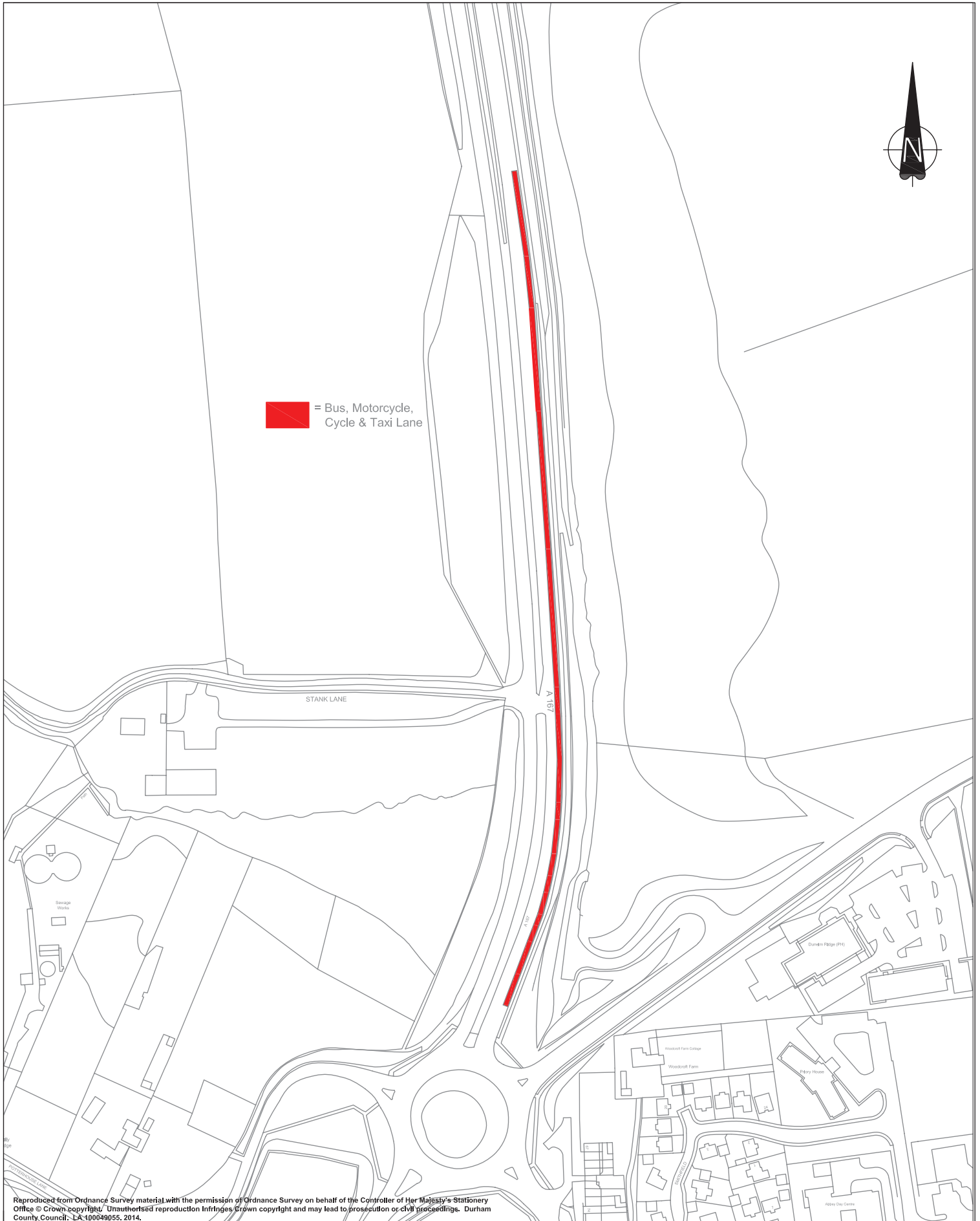
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

Project County Durham Bus Lane Amendments	
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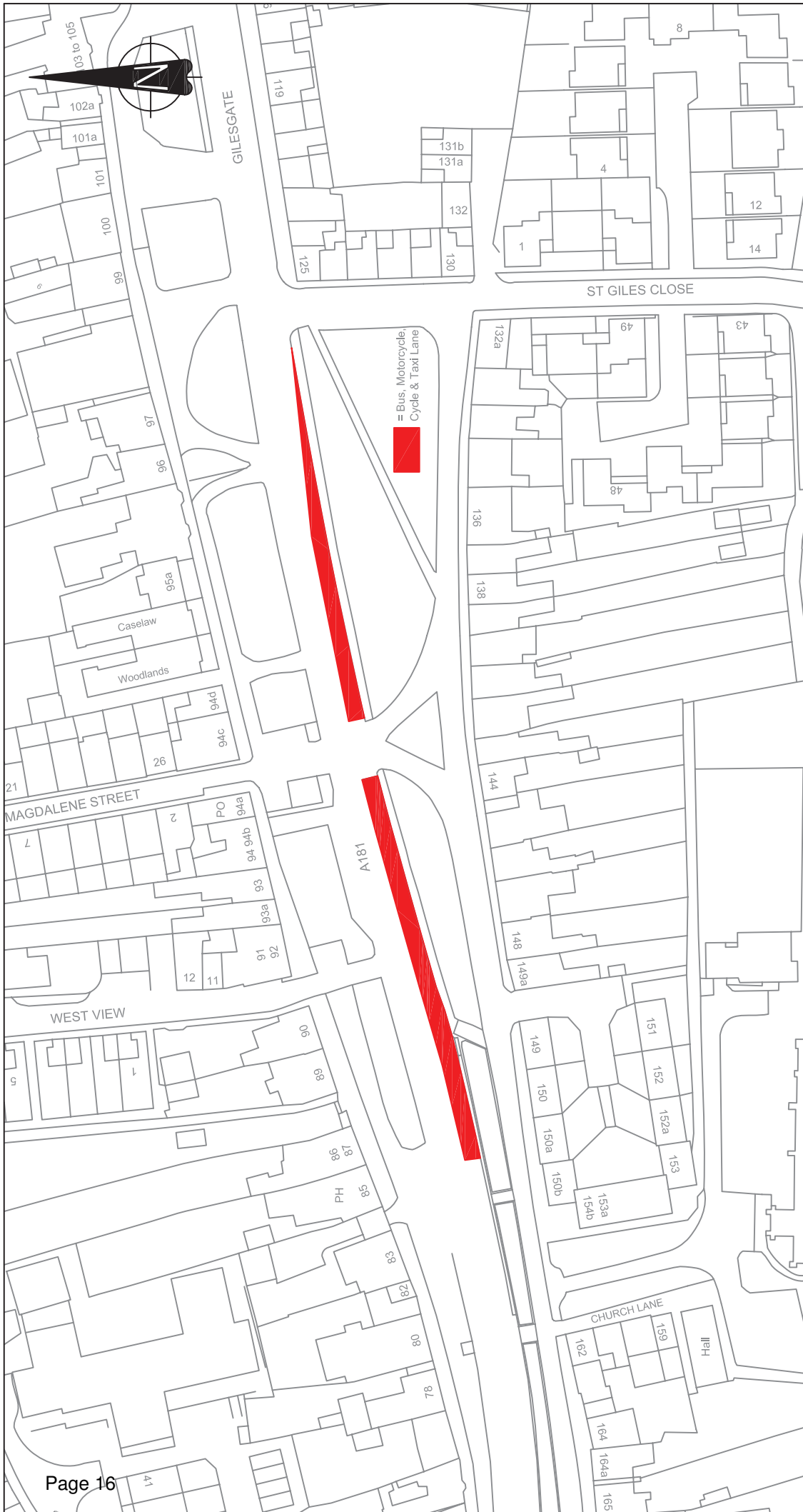
 = Bus, Motorcycle, Cycle & Taxi Lane



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	Drawing <b>A167 Pity Me</b>
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<b>Page 15</b>	
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**Project**  
County Durham Bus Lane Amendments

**Drawing**  
A181, Giles Gate

**Scales**  
1:1000

**Project/Drawing No.**  
TM/40038/13/30

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County Durham Bus Lane Amendments

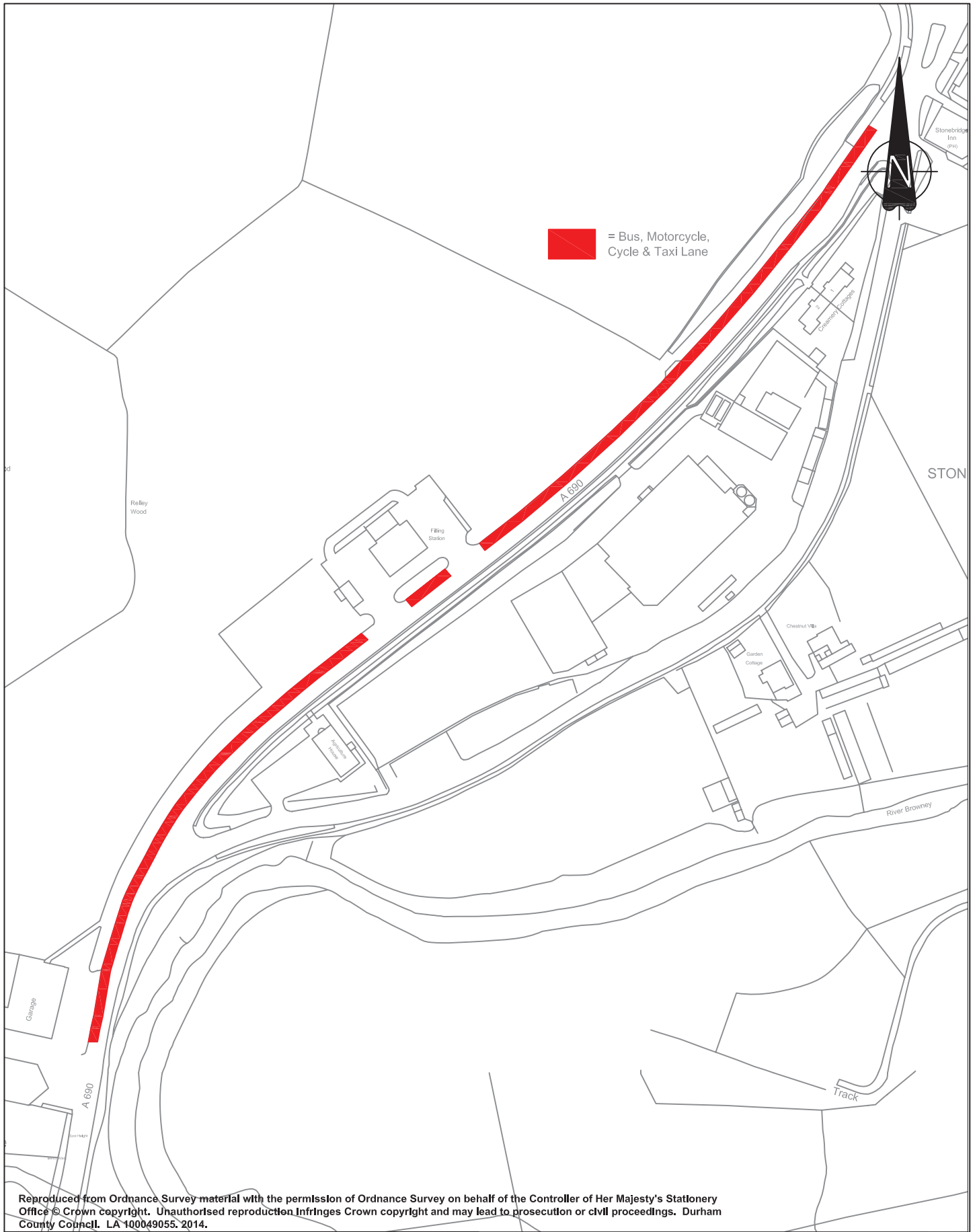
Drawing  
A690 Belmont Interchange To Gilesgate Roundabout

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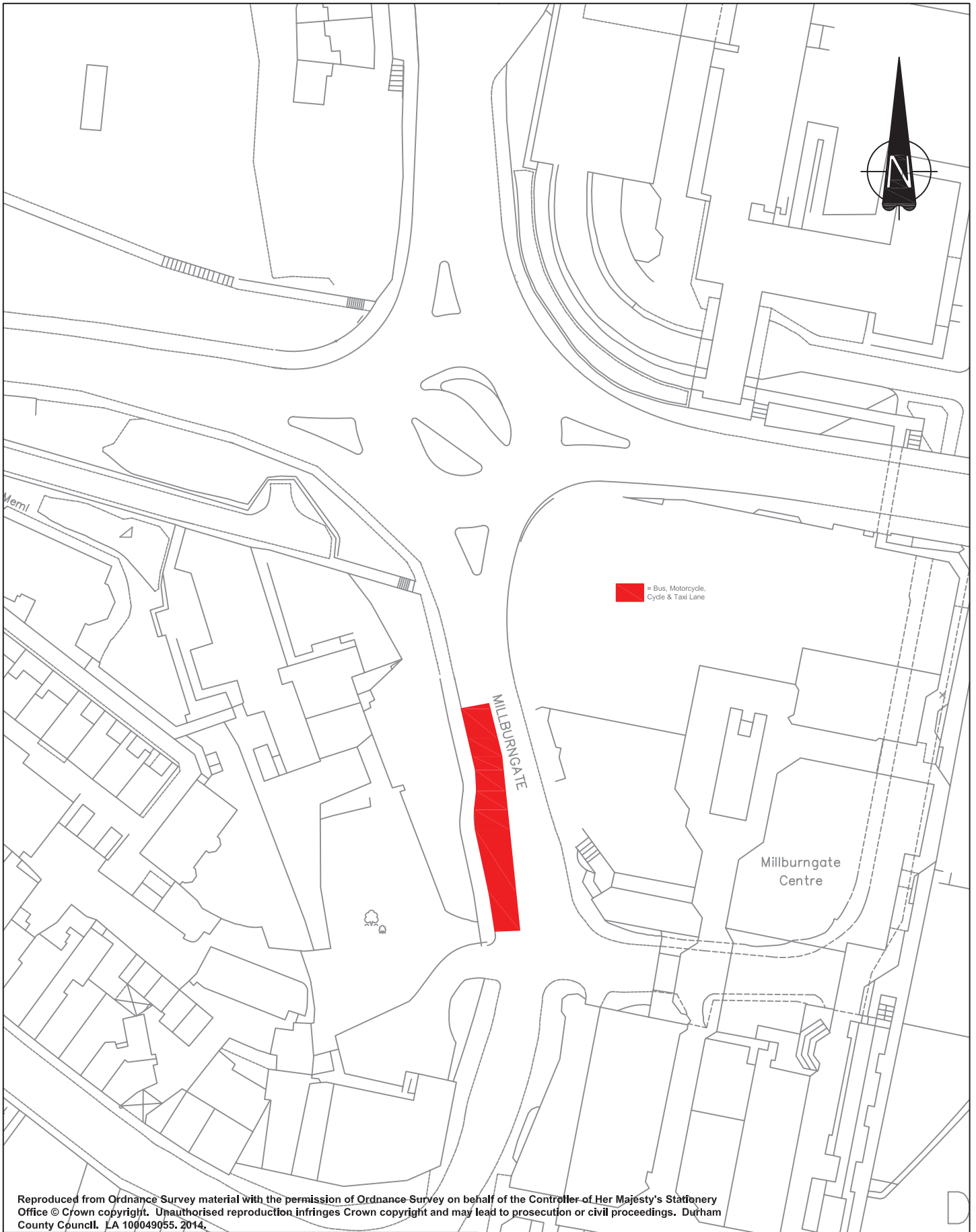
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County Durham Bus Lane Amendments

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A690 Stonebridge


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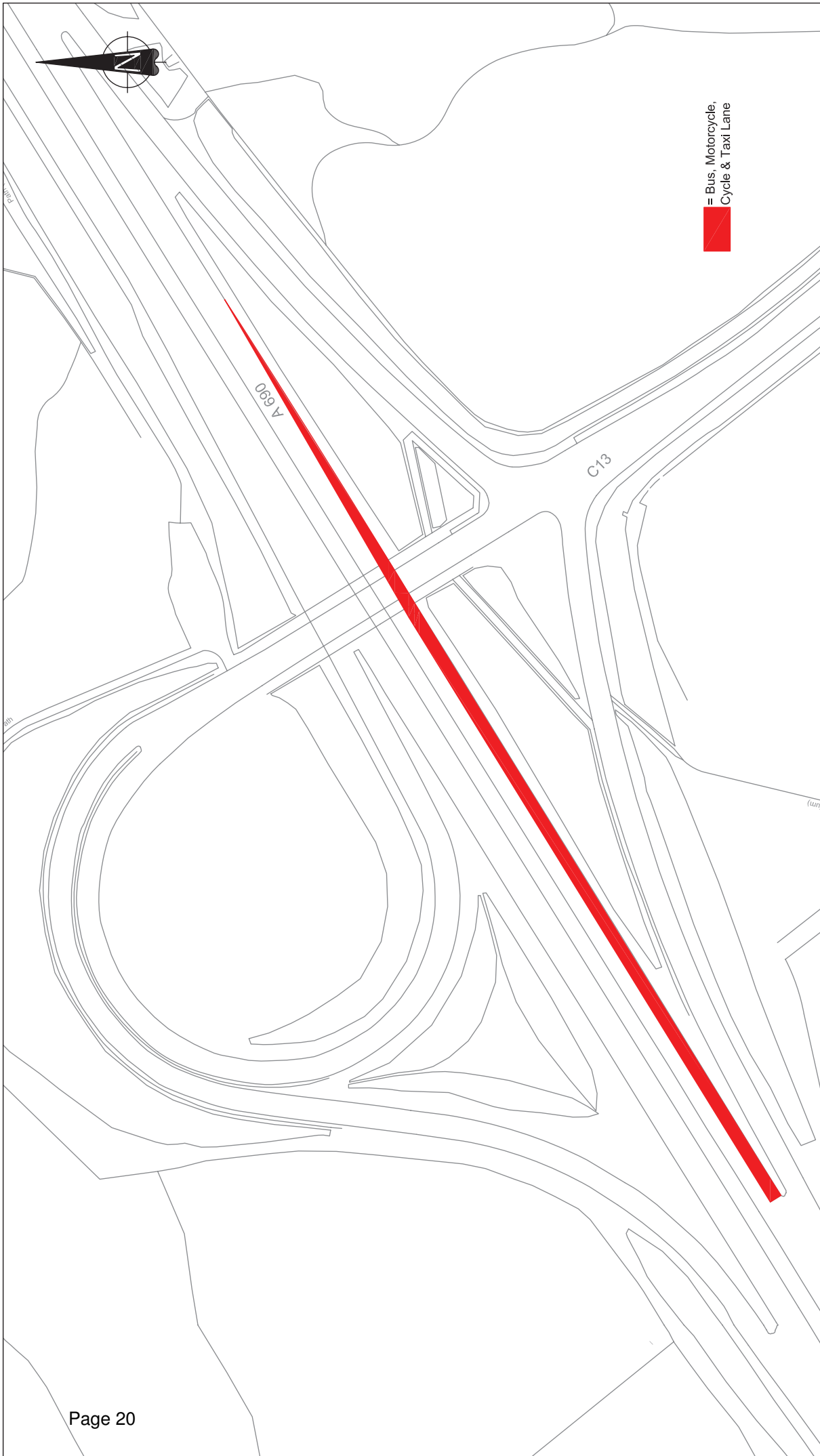
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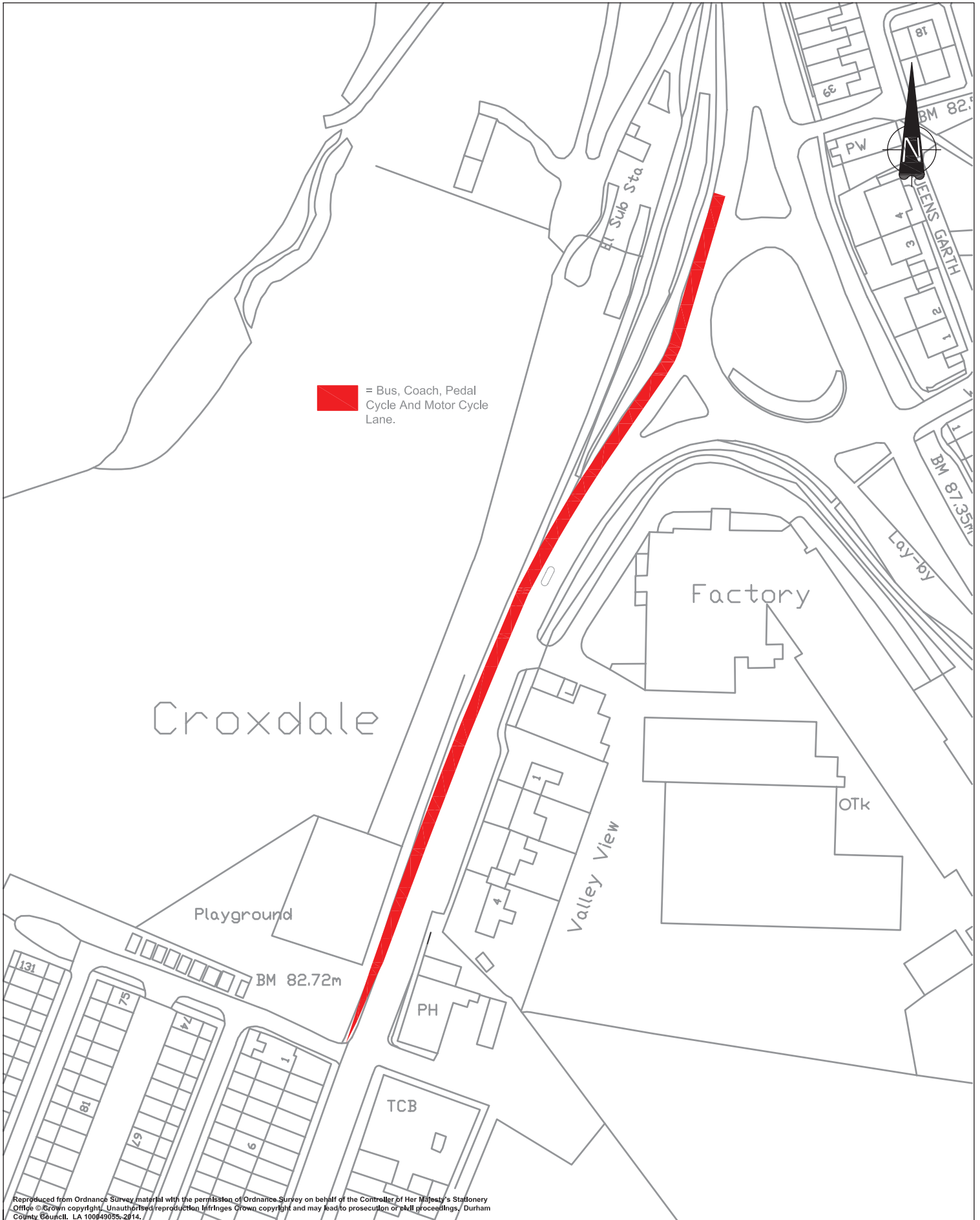
 = Bus, Motorcycle,  
Cycle & Taxi Lane

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 Strategic Traffic Management  
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Project: County Durham Bus Lane Amendments  
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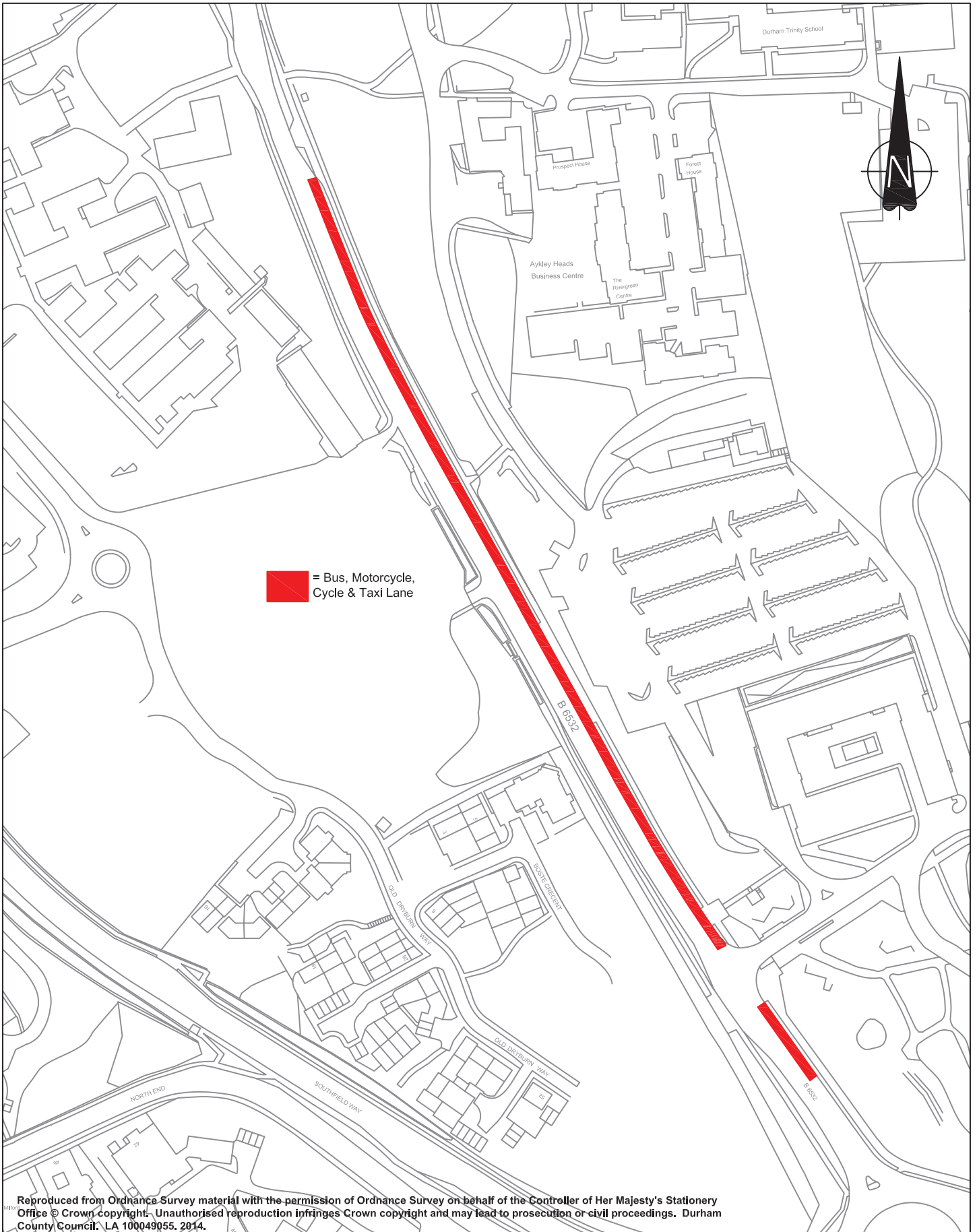


= Bus, Coach, Pedal Cycle And Motor Cycle Lane.

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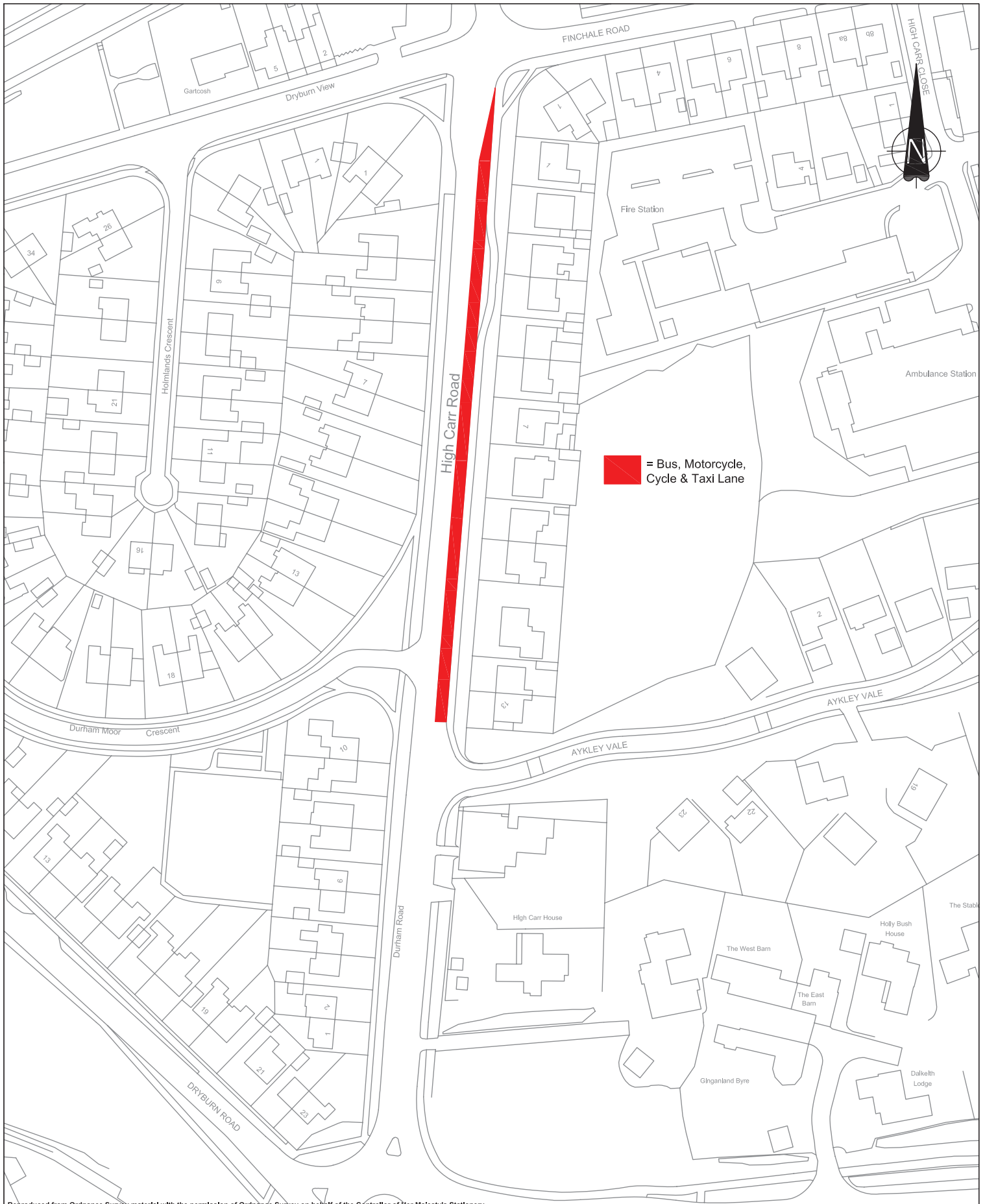
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Project County Durham Bus Lane Amendments	
Drawing B6532 Dryburn Road	
Scales 1:2000	Project/Drawing No. TM/40038/13/35





 = Bus, Motorcycle, Cycle & Taxi Lane

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**Durham County Council**

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Project  
County Durham Bus Lane Amendments

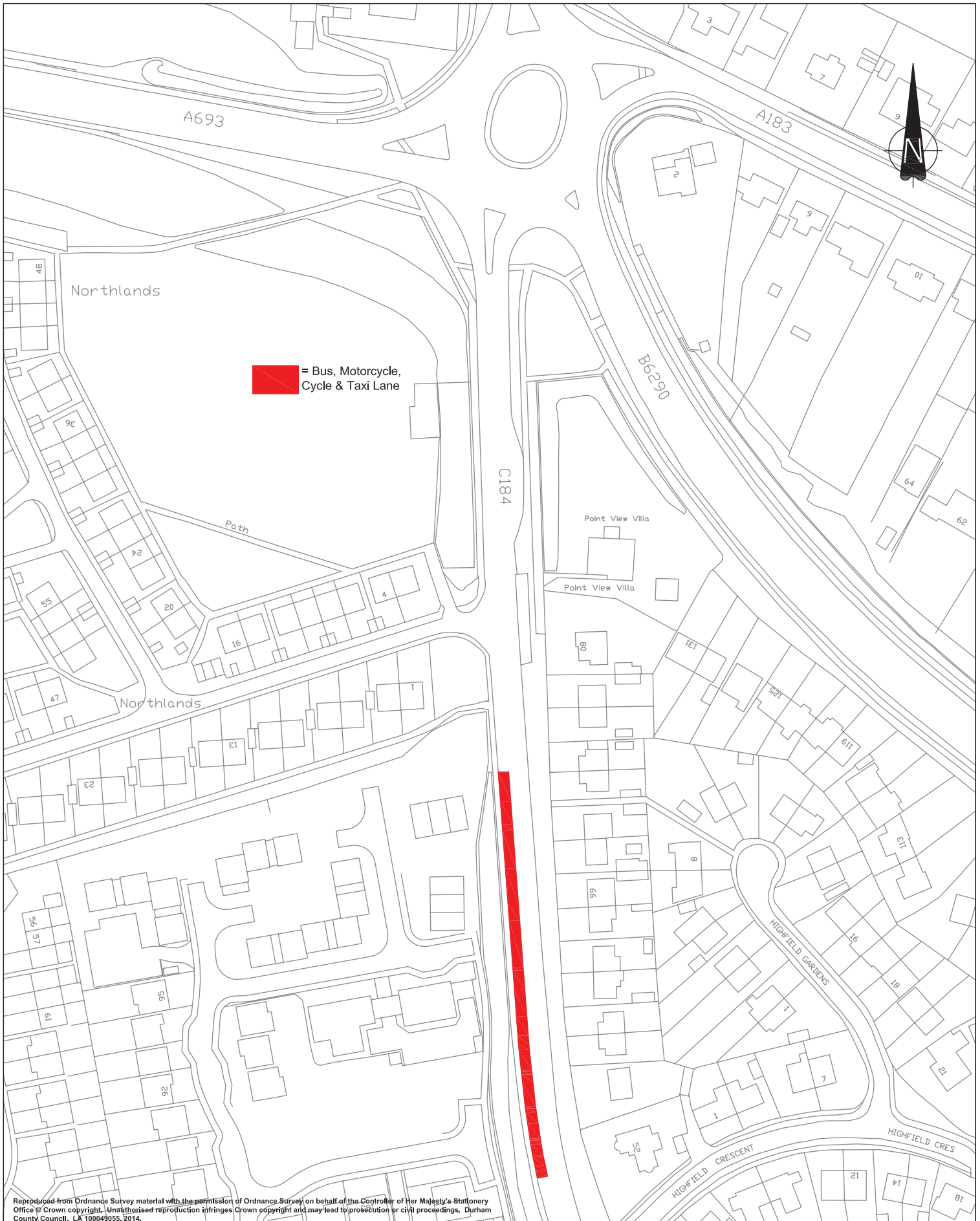
Drawing  
C12 High Carr Road Southbound

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Project/Drawing No.  
TM/4003/01


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Rev/ Amdt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
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 <b>Durham</b> County Council  Corporate Director Regeneration & Economic Development  Strategic Traffic Management County Hall, Durham DH1 5UQ	Project County Durham Bus Lane Amendments	
	Drawing C184 Newcastle Road, Chester-Le-Street	
Scales 1:1000	Project/Drawing No. TM/40038/13/37	
	Rev.	

**Highways Committee**

**12 March 2014**

**The County Council of Durham  
(Albert Road, Consett)  
(Off-Street Parking Places)  
Order 2013**



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**Report of Ian Thompson Corporate Director Regeneration and  
Economic Development  
Councillor Neil Foster, Cabinet Portfolio Holder, Regeneration and  
Economic Development**

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**1.0 Purpose**

- 1.1 To advise Members of objections received to the formal consultation on the proposed traffic regulation order relating to Albert Road Car Park, Consett.
- 1.2 To request members consider the objections made during the consultation exercise.

**2.0 Background**

- 2.1 Albert Road Car Park, Consett is generally recognised as the most convenient off road parking facility within the town and is well used by workers and shoppers alike on a regular basis.
- 3.0 As the local authority our intention is to try and manage the parking facilities within the town to encourage economic activity. Previous parking surveys have shown that the optimum occupancy level a car park is around 85%. This gives any potential customer the expectation that they can travel to the town and reasonably expect to find somewhere to park.
- 3.1 A meeting was held with a number of traders from Consett and during the course of this meeting, concerns were raised as to the efficiency at which the Albert Road car park was currently operating at. As a result, parking surveys were undertaken on the car park on Tuesday 9<sup>th</sup> and Thursday 11<sup>th</sup> July 2013. The results from these surveys indicated that at 9am on both days the car park was already at least 90% occupied. The car park remained at a level of occupancy higher than the optimum (85%) right through the day until 4pm. Furthermore, during the course of the two days surveyed, it was noted that 94 vehicles entered the car park and exited without being able to find a space.
- 3.2 On average 477 vehicles use this car park on a daily basis. Of these vehicles, approximately 356 use the car park for a period of less than 3 hours. Whilst this figures sounds promising, the survey also determined that an average of 121 vehicles used the car park for 3 hours or more. This equates to an

average of 80% of the available space being occupied by the same vehicle for a prolonged period of time.

3.3 It was concluded that such elevated levels of occupancy would need to be managed to ensure that a more efficient turnover of vehicles could be achieved.

3.4 To this end it was proposed that a 3 hour, no return 1 hour restriction be employed within the car park between 8am – 6pm Monday and Saturday.

3.4 The formal consultation exercise for this scheme then commenced on the 17<sup>th</sup> October 2013 and closed on the 7<sup>th</sup> November 2013.

3.5 20 objections were received in relation to the proposed scheme. The reasons for objection are addressed below.

#### **4.0 Proposals**

4.1 It is proposed that a Monday – Saturday, 8am – 6pm , 3 hour limit, No return within 1 hour restriction be implemented within the car park.

#### **5.0 Objection 1**

5.1 Provision of a time limit on this car park will leave the town centre workers with nowhere to park.

#### **6.0 Response**

6.1 The restrictions have been proposed following discussions with local traders. They are concerned that the car park is not being utilised by potential customers. Survey works undertaken on the car park have proven that the car park is over 90% occupied by 9am. It is suggested that workers give consideration to parking at alternative car parks such as Sherburn Terrace or Green Street.

#### **7.0 Objection 2**

7.1 These restrictions will not encourage people to work in Consett

#### **8.0 Response**

8.1 The aim of the proposal is to encourage a higher turnover of vehicles in the Albert Road car park to generate custom for the local businesses and improve the local economy. Other alternative parking locations are available for motorists who wish to stay for a prolonged period.

## **9.0 Objection 3**

9.1 Parking will be displaced into the neighbouring residential streets

## **10.0 Response**

10.1 It is quite possible that this will occur. If this practice becomes problematic then the areas will be assessed and possible remedial measures proposed.

## **11.0 Objection 4**

11.1 Restrictions could mean visitors do not attempt to use the car park

## **12.0 Response**

12.1 Previous parking surveys have shown that the optimum occupancy level a car park should operate at is around 85%. This gives any potential customer the expectation that they can travel to the town and reasonably expect to find somewhere to park. At present occupancy levels within this car park exceed this figure for the majority of the day. Therefore a time limit should encourage visitors to the town as the chance of locating an unoccupied space will be greater.

## **13.0 Objection 5**

13.1 The car park is already full up with resident's cars

## **14.0 Response**

14.1 Parking surveys undertaken at this location have shown that at 7am, the car park is approximately 20% occupied. It is assumed that these vehicles are likely to belong to residents of the adjacent properties or workers who start work prior to 7am. Whilst it is appreciated that this figure is not ideal, it would appear that the objection is not factually correct.

## **15.0 Objection 6**

15.1 There are no alternative car park options, particularly if starting work mid-morning.

## **16.0 Response**

16.1 There are several alternative car parks throughout the town. The most notable alternatives are at Sherburn Terrace, Green Street, Edith Street or the Bus Station.

## **17.0 Objection 7**

17.1 If this proposal goes ahead, permits should be made available for workers

## **18.0 Response**

18.1 Permits would not be made available to workers as this would oppose the objective of the proposal. The aim of the proposal is to improve the turnover of vehicles within the car park and a permit system for workers would work against this.

## **19.0 Objection 8**

19.1 The scheme should only be in operation on the busiest days, ie Friday and Saturday.

## **20.0 Response**

20.1 Whilst Friday and Saturday may be busier days, it is considered that this proposal would be a worthwhile restriction to implement on all days of the week. The occupancy surveys were undertaken on a Tuesday and Thursday and these showed that the car parks were over occupied for long periods. Should a scheme be implemented only at specific times of the week, appropriate signage would need to be erected to reflect this, and this may be confusing to some motorists.

## **21.0 Objection 9**

21.1 There is too much disabled parking and loading areas throughout the town taking up valuable parking space.

## **22.0 Response**

22.1 Successful town centres generally need to have a good mix of long stay, short stay and disabled parking to maximise their viability for their potential customers. In addition to this we also have to try and incorporate loading bays to facilitate the various businesses. Loading bays throughout the County are generally provided between Monday and Saturday. All restrictions, including those relating to disabled parking and loading are reviewed on a regular basis and amended or removed if deemed no longer necessary.

## **23.0 Objection 10**

23.1 A 3 hour limit will send people to supermarkets

## **24.0 Response**

24.1 It is considered that a 3 hour limit is sufficient for a potential customer to visit the town and utilise the various shops and amenities. Should a customer wish to visit the town for longer than this then one of the alternative car parking facilities could be used.

## **25.0 Objection 11**

25.1 Park and Ride options should be explored

## **26.0 Response**

26.1 Park and ride is not considered to be a valid option for Consett at this present time.

## **27.0 Objection 12**

27.1 It is already a well-used car park with a good turnover of vehicles

## **28.0 Response**

28.1 The car park has a capacity of 150 spaces and is used by an average of 477 vehicles on a daily basis. Approximately 121 of these vehicles remain in the car park for longer than 3 hours and it is these vehicles that we are looking to relocate. Essentially, these figures indicate that approximately 80% of the available parking space is utilised by the same vehicle(s) for prolonged periods of time.

## **29.0 Objection 13**

29.1 A 3 hour limit will not work due to heavy usage and easy access to shops.

## **30.0 Response**

30.1 It is considered that a 3 hour limit is sufficient for a potential customer to visit the town and utilise the various shops and amenities. Should a customer wish to visit the town for longer then one of the alternative car parking facilities could be used.

## **31.0 Objection 14**

29.1 There is not enough parking in Consett

## **32.0 Response**

32.1 Consett is not dissimilar to many other towns within the County. The town is well established with very little potential for car park development or expansion.

## **20.0 Local member consultation**

20.1 The Local members have been consulted and offer no objection:  
Cllr Glass  
Cllr Brown

Cllr Temple  
Cllr Watson  
Cllr Hicks  
Cllr Shield  
Cllr Stelling

## **21.0 Recommendation**

**21.1** It is RECOMMENDED that the Committee endorse the proposal having considered the objections and support the implementation of the Traffic Regulation Order;

## **Background Papers**

Correspondence and documentation on Traffic Office File and in member's library.

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**Contact: Lee Mowbray      Tel: 03000 263 693**

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**Appendix 1: Implications**

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**Finance** – LTP Capital

**Staffing** – Carried out by Strategic Traffic

**Risk** – Not Applicable

**Equality and Diversity** – It is considered that there are no Equality and Diversity issues to be addressed.

**Accommodation** - No impact on staffing

**Crime and Disorder** - This TRO will allow effective management of traffic to improve economic activity, reduce congestion and improve road safety

**Human Rights** - No impact on human rights

**Consultation** – Is in accordance with SI:2489

**Procurement** – Operations, DCC.

**Disability Issues** - None

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

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