



## Highways Committee

**Date** Thursday 16 October 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 9 July 2014 (Pages 1 - 4)
4. Declarations of Interest, if any
5. Bishop Auckland - Parking and Waiting Restrictions - Report of Corporate Director, Regeneration and Economic Development (Pages 5 - 14)
6. Sedgefield - Parking and Waiting Restrictions - Report of Corporate Director, Regeneration and Economic Development (Pages 15 - 20)
7. Wolsingham - Parking and Waiting Restrictions - Report of Corporate Director, Regeneration and Economic Development (Pages 21 - 28)
8. Bullion Lane, Chester-le-Street - Parking Permit Order - Report of Corporate Director, Regeneration and Economic Development (Pages 29 - 38)
9. 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  
8 October 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 **Wednesday 9 July 2014 at 9.30 a.m.**

**Present:**

**Councillor G Bleasdale in the Chair**

**Members of the Committee:**

Councillors J Allen, B Armstrong, H Bennett, D Hicks, K Hopper, I Jewell, O Milburn, S Morrison, R Ormerod, P Stradling, J Turnbull, M Wilkes, R Young.

**Apologies:**

Apologies for absence were received from Councillors C Kay, D Bell and D Hall

**Also Present:**

Councillor M Simmons

**1 Apologies**

Apologies for absence were received from Councillors D Bell, D Hall and C Kay.

**2 Substitute Members**

Councillor I Jewell was substituting for Councillor O Gunn.

**3 Minutes**

The minutes of the meetings held on 21 March and 9 April 2014 were agreed as a correct record and signed by the Chairman.

**4 Declarations of interest**

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

**5 Unc. Beech Road, Framwellgate Moor - Proposed Restricted Parking**

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding representations received to a scheme which proposed the introduction of restricted parking at Unclassified Beech Road, Framwellgate Moor (for copy see file of Minutes).

The Strategic Highways Manager informed the Committee that the proposed scheme had been put forward by the local Councillors for Framwellgate Moor, essentially on behalf of local businesses.

The Committee were informed that the proposed scheme, would see the introduction of parking restrictions between Monday-Saturday, 8am-6pm, 3 hours, no return before 6pm. The restrictions would allow for greater turnover of vehicles for those people using the local amenities and would hopefully alleviate long-standing, parking problems which had led to numerous complaints regarding the obstruction of the highway and road safety concerns. Part of the carriageway was being left unrestricted to accommodate for some longer stay parking in order to reduce displacement into adjacent residential streets.

The Committee were then shown a presentation comprising:

- location plan of the area;
- photos of Beech Road and Lilac Avenue on a weekday at 9 a.m.
- proposed restrictions on a plan; and
- a plan showing location of responses to the consultation.

(for presentation see file of Minutes).

The Strategic Highways Manager informed the Committee that an informal consultation had been carried out between 30 August and 16 September 2013 with affected residents and statutory consultees. Out of the 36 letters sent to the affected residents, 4 responses were received in favour of the proposals and 4 were against the proposals. Two of the four objections intimated that they would be in favour of the parking if the restriction was extended to both sides of the road. The representations contained in the report were then summarised to the Committee.

Councillor M Wilkes, local Councillor for the area, highlighted that the parking problems at the location had been ongoing for some period of time. It appeared that some of the problems being experienced were due to parking by staff and visitors to the University Hospital. Other parking restrictions which had been introduced throughout the Framwellgate Moor area had also slightly impacted on the area.

Councillor Wilkes commented that under the scheme a small amount of parking would be designated so that people could use local shops and utilise their services. The 3 hour time limit was appropriate for people wishing to book appointments at the hairdressers. It was hoped that the scheme would assist local businesses and protect the safety of residents. Councillor Wilkes had also been in discussion with Durham City Homes with regard to developing parking and driveways for properties in Lilac Avenue and was hoping to use some neighbourhood budget monies for a future scheme, in the immediate area.

Councillor Simmons, endorsed the comments made by Councillor Wilkes and hoped that the proposals, if they were to go ahead would provide for a positive impact on the area.

The Committee then heard representations from two local residents who had taken photos at 8.30 a.m. The photos illustrated the extent of the parking problems before the shops had opened for business. They expressed concern at where people who worked in the shops would park. They also asked if the restriction could be introduced on both sides of the road. There was a feeling that other restrictions introduced in and around Framwellgate Moor had been effective but felt that the omission of restrictions on the opposite side of the road would cause an issue. The residents also explained that an RSPCA shop would be opening soon and expressed concern as to how people would be able to drop-off and pick-up items.

One resident, who used a mobility scooter, explained that vehicles were already parking on footpaths at nearby Lilac Avenue and were restricting his access and presenting safety issues and asked if this could be looked at.

The Strategic Highways Manager informed the Committee that inconsiderate parking and the obstruction of footpaths was problematic and the Council would investigate if there were any possible physical measures that they could introduce, i.e. the installation of a bollard, however, such a proposal would have to be looked at in closer detail and would depend on the width of the footpath. In respect of the potential displacement of traffic to other areas, the Committee were informed that the scheme had been devised with a view to balancing the needs of the local businesses, however, it could be reviewed after 6 months of operation.

Councillor R Ormerod commented that his stance was one of 'pro-business' and supported the recommendations fully.

Councillor O Milburn sought clarification as to whether there was any parking to the rear of the shop premises, to which the Committee heard there was none.

Councillor Stadling sympathised with the situation faced and commented that the problems being experienced at Framwellgate Moor were being experienced across the County. Councillor Stadling was satisfied that there had been a proper attempt to try and eliminate the problem and agreed with the recommendation on the proviso that the scheme would be reviewed after six months of operation.

In response to a question from Councillor K Hopper regarding bus provision in the area, Councillor Wilkes informed the Committee that some people were parking at the location and then travelling elsewhere on buses, essentially to obtain free parking, however, the majority of people parking at the location appeared to be visitors or staff to the University Hospital.

Councillor Wilkes clarified that the main emphasis of the proposals was the creation of 13 dedicated spaces that could be utilised for people who wished to use the shops in the area.

Councillor J Turnbull explained that he was not against the scheme but felt that the shop owners who had vehicles should be able to load and unload without being affected by the restrictions.

Councillor I Jewell informed the Committee that he had been experiencing similar problems in his area and was minded to support the scheme, even though there was no guarantee that it would work. He added that the Council had to show some degree of flexibility and supported the introduction of the proposals and to monitor what affect they had after six months of operation.

**Resolved:**

That, having considered the representations, the Committee endorse the making of the Order by the Corporate Director, Neighbourhood Services, under delegated powers and that once the restrictions become operational, an update report be presented to the Committee after six months of operation.

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Highways Committee

16 October 2014



**BISHOP AUCKLAND  
PARKING & WAITING  
RESTRICTIONS ORDER**

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

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**1. Purpose**

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Bishop Auckland.
- 1.2. To request members consider the objections made during the consultation period.

**2. Background**

- 2.1 Following successful implementation of Civil Parking Enforcement in Durham District in 2008 and County Durham North in 2011, the County Council expanded this practice into the South of the County in June 2013. Enforcement of all waiting restrictions within the town was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 Requests for permit parking have been received on a regular basis for many years from residents of the town who live close to the town centre and the hospital. The County Council gave the assurance that consideration would be given to such a scheme once Civil Parking Enforcement came into operation. In October 2013, vehicle occupation surveys were undertaken in all streets thought likely to be affected by commuter and visitor parking. The results of these surveys were assessed in line with the Council's permit criteria and a list of streets where permits could be introduced was drawn up.
- 2.4 Several streets were deemed suitable and a ballot of all residents in these areas was undertaken. At the end of this exercise, there were 3 streets where the majority of residents voted for the introduction of parking permits.

2.5 Initial consultation letters, plans and response cards were delivered to all properties to be directly affected by the proposals. This letter was delivered on the 12<sup>th</sup> November 2013.

2.6 In summary:

Regent Street / Victoria Avenue	28 address points 18 replies 15 in support 3 in opposition
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Escomb Road	26 address points 18 replies 17 in support 1 in opposition
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2.7 The County Council's approach to permits is to displace long stay commuter parking but not short stay visitors. These type of permit schemes do this by restricting parking to residents only for 1 hour on a morning and 1 hour on an afternoon. The proposed times associated with the permit scheme were initially 10-11am and 2-3pm for both areas. These times assist in preventing long term parking in the streets by vehicles belonging to non residents whilst also allowing some flexibility for visitors to the area.

2.8 During the consultation period it became apparent that the times quoted above may not be appropriate for the Escomb Road area. Escomb Road is adjacent to Bishop Auckland General Hospital and as such is subject to elevated levels of parking at all times of the day, not just the core (9am-3pm) hours. Reservations were therefore expressed by the residents over the quoted 10-11am and 2-3pm hours for the proposed scheme. An additional ballot was therefore undertaken in January / February 2014 with the residents and as a result it was decided to amend the hours of the permit scheme on Escomb Road to 12-1pm and 5-6pm. Residents stated that these times would be more beneficial as it would give them a greater chance of obtaining a parking space when returning home from work.

2.9 The scheme was advertised formally in the local press between 11<sup>th</sup> July – 1<sup>st</sup> August and on site between 8<sup>th</sup> – 29<sup>th</sup> August 2014.

2.10 Between the initial and formal consultation periods outlined above, a request to amend waiting restrictions near to the former Fire Station site was received. These changes were consulted upon with the statutory consultees and as a result there was a slight delay in progressing the formal consultation. Both the waiting restriction amendments and the permit schemes were formally advertised at the same time.

### **3 Objection 1**

3.1 An objector from Escomb Road does not see the benefit of introducing a permit scheme that only operates for 2 no. 1 hour periods per day.



## **4 Response**

- 4.1 The Council's approach is to displace long stay commuter parking but not short stay visitors. Once a commuter problem is established then a permit area may be introduced for 2 no. one hour periods per day, Monday to Saturday. This has the effect of removing long stay parking whilst having a minimum impact on residents and their visitors.

Further consultation was undertaken with residents of Escomb Road to try and implement a permit scheme with times that would be beneficial to them. It was decided to progress the scheme with 2 hourly slots of 12-1pm and 5-6pm as this offers the best chance of keeping the area clear when residents are returning from work.

It should also be noted that by providing a scheme which restricts use in 2 hourly periods we are not excessively affecting potential trade to nearby businesses. There should still be ample opportunities for customers to use the areas in question outside of the permit times.

## **5 Objection 2**

- 5.1 A resident of Victoria Avenue states that the town is dying due to the lack of available commuter parking. They also note that there should be more parking provided not less.

## **6 Response**

- 6.1 During the consultation period, the majority of the residents of Victoria Avenue supported the proposals. Victoria Avenue is located on the periphery of the town centre and as a result is occupied for prolonged periods of the day by vehicles belonging to non-residents. The proposed scheme will mean that these vehicles are unable to park on Victoria Avenue for 2 hourly per day. Ample opportunity is therefore afforded to potential visitors to the area to park. It should also be noted that there are a number of public car parks in the vicinity that town centre workers / visitors could use.

## **7 Objection 3**

- 7.1 The objector feels that the cost of the business permits is extortionate and in addition to this is unhappy that each business can only purchase 1 permit.

## **8 Response**

- 8.1 This scheme has been borne out of the frustration of residents at not being able to park near to their homes because of long stay parking in the street by non-residents. The County Council currently charge £30 per year for a residents parking permit and £375 for a business permit. Residents may purchase up to 3 permits per property but businesses are restricted to 1 permit per business.

This is to deter the parking of vehicles associated with businesses from parking for prolonged periods in the residential areas. The benefit of this is that much more space then becomes available for both residents and potential visitors / customers for the town centre.

#### **9.0 Local member consultation**

The Local Members have been consulted and offer no objection to the proposals.

#### **10.0 Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Bishop Auckland Parking & Waiting Restrictions Order.

#### **11 Background Papers**

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

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**Contact: Lee Mowbray      Tel: 03000 263588**

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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 reduce congestion and improve road safety

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

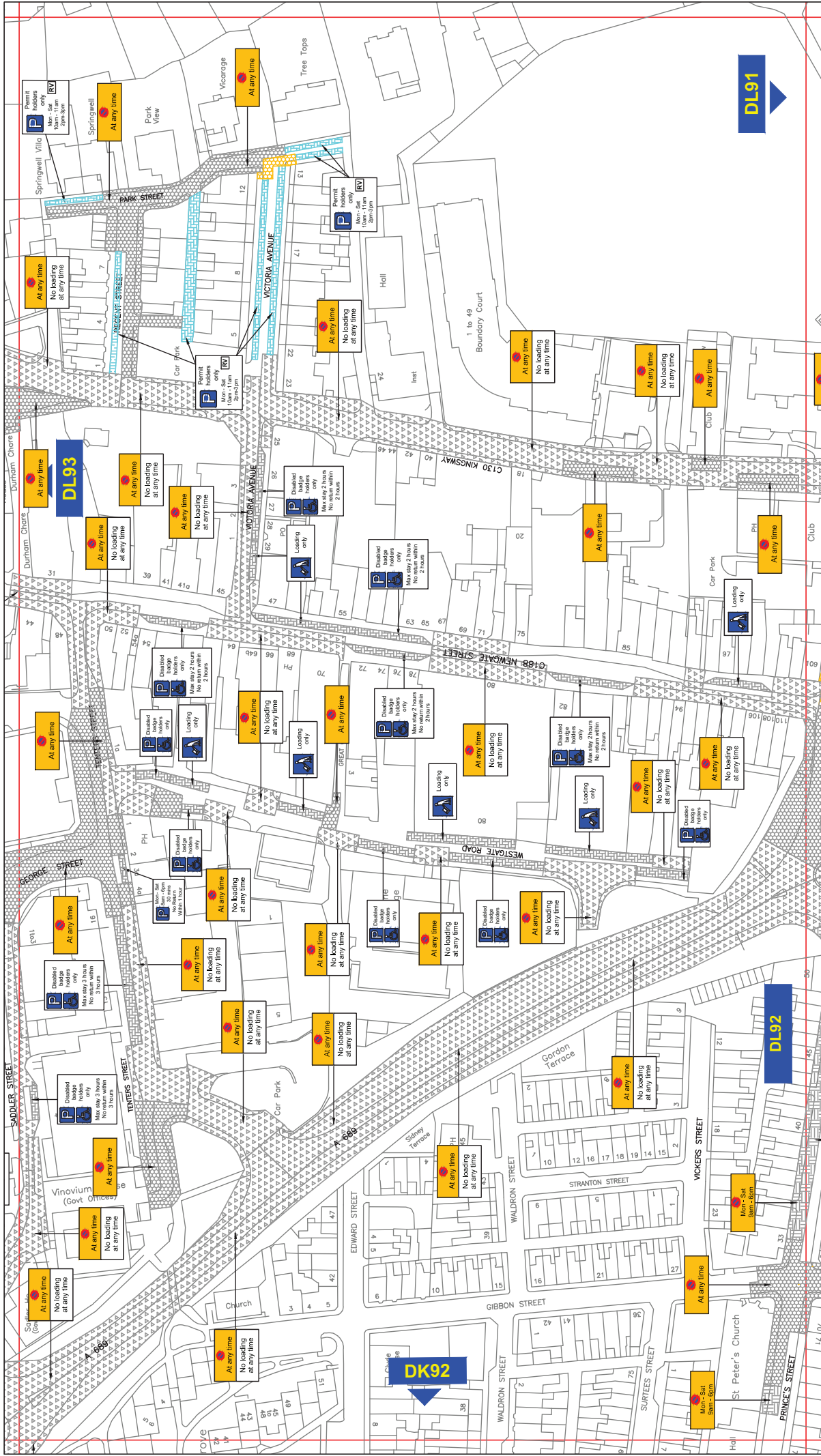
**Consultation** – Is in accordance with SI:2489

**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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**BISHOP AUCKLAND  
PARKING AND WAITING RESTRICTIONS**

**Durham County Council**  
Corporate Director  
Regeneration & Economic  
Development

Scale: 1:1250 @ A3  
Date: June 2014  
Drawn by: L. Mowbray  
Signature: L. Mowbray  
Map Schedule: DL92

Strategic Traffic Management  
County Hall, Durham DH1 5UQ

**Key to Types of Restriction**

- Existing No Waiting At Any Time
- Existing Restricted Waiting
- Existing No Waiting and No Loading/Unloading At Any Time
- Existing Restricted Bay
- Proposed No Waiting At Any Time
- Proposed Restricted Bay
- Proposed Restricted
- Proposed Restricted Bay
- Individual Map Schedule Reference Number

**XXXXX**

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Strategic Traffic Management  
County Hall, Durham DH1 5UQ

Corporate Director  
Regeneration & Economic  
Development

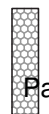


**Durham County Council**

**BISHOP AUCKLAND  
PARKING AND WAITING RESTRICTIONS**

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### Key to Types of Restriction

-  Existing No Waiting At Any Time
-  Existing No Waiting and No Loading/Unloading At Any Time
-  Proposed Restricted Bay

**XXXXX** Individual Map Schedule Reference Number

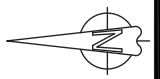
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**Durham County Council**  
 Corporate Director  
 Regeneration & Economic  
 Development  
 Strategic Traffic Management  
 County Hall, Durham DH1 5UQ

## BISHOP AUCKLAND PARKING AND WAITING RESTRICTIONS ORDER 2014

Scale:	1:1250 @ A3
Date:	June 2014
Drawn by:	J.Hogarth
Date Sealed:	
Signature:	<i>L. Macabruay</i>
Map Schedule:	<b>DL89</b>



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## Highways Committee

16 October 2014

### SEDGEFIELD PARKING & WAITING RESTRICTIONS ORDER



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

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#### 1. Purpose

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Sedgefield.
- 1.2. To request that members consider the objections made during the consultation period.

#### 2. Background

- 2.1 Following successful implementation of Civil Parking Enforcement in Durham District in 2008 and County Durham North in 2011, the County Council expanded this practice into the South of the County in June 2013. Enforcement of all waiting restrictions within the town was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 A request was received from a local business to consider the introduction of some limited waiting bays near their shop to make it more accessible for passing trade. As a result it was proposed to implement a Monday – Saturday, 9am-6pm, 30 minute, no return with 30 minutes restriction.
- 2.4 Initial consultation letters, plans and response cards were delivered to all properties likely to be directly affected by the proposals. This letter was delivered on the 29<sup>th</sup> April 2014, with a return date of 23<sup>rd</sup> May 2014..
- 2.5 The scheme was advertised formally on site and in the local press between 11<sup>th</sup> July and the 1<sup>st</sup> August 2014.

### **3 Objection 1**

- 3.1 The objector (Sedgefield Town Council) opposes the introduction of the limited waiting bays as it considers that they would be detrimental to the businesses operating in this part of the town. They consider that a number of the businesses in this area would take longer than 30 minutes to visit.

### **4 Response**

- 4.1 At present, the area in question operates under no restrictions and as such vehicles may park there for as long as they wish. Immediately to the south of the area in question is a 'no waiting at any time' restriction which extends around into Rectory Row. Immediately to the north, there is a bus stand with a clearway which extends to the entrance into Cross Street.

The proposed restriction of 30 minutes No Return within 30 minutes would free up the space to the front of Premier Convenience Stores / Mint Barbers to be utilised by short stay visitors. This restriction would cover a length of highway that would support 3 vehicles. Other businesses in the immediate area include a fish and chip shop, a chinese takeaway and an insurance broker.

On Front Street, north of its junction with Cross Street there is a 75 metre length of unrestricted highway followed by a further 70 metre length of maximum stay 2 hour bays. In addition to this there are approximately 9 spaces that are utilised in the unadopted area to the front of the Dun Cow Inn. It is also noted that there are no restrictions on any of the side streets surrounding this location.

It is therefore considered that there is adequate alternative parking provision within a short distance for motorists who wish to stay longer than 30 minutes

### **5 Objection 2**

- 5.1 The objector (Dun Cow Inn) opposes the introduction of the limited waiting bays as it feels it would have a detrimental effect on their business, particularly their lunchtime trade.

### **6 Response**

- 6.1 Again, as outlined above there is considered ample alternative on street parking in close proximity to the objector's business. The proposed change of restriction affects a very small percentage of the overall available parking space and as a result, the impact of these changes is considered to be negligible.

### **7 Objection 3**

- 5.1 The objector (Overseas Chinese Takeaway) opposes the introduction of the limited waiting bays as they feel space for residential parking is already limited.

## **8 Response**

- 6.1 The changes are proposed to improve the turnover of vehicles at this location to benefit the local businesses. With the changes there is the potential that the area in question will benefit from a minimum of 60 vehicles over a 10 hour period. At present, with no restrictions this figure is likely to be significantly lower.

It should also be noted that the proposed restrictions will only be in place between Monday and Saturday, 9am – 6pm, hence residents may utilise the restricted area for their own needs outside of these times.

## **13.0 Local member consultation**

The Local Members have been consulted and offer no objection to the proposals.

## **14.0 Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Sedgefield Parking & Waiting Restrictions Order.

## **15 Background Papers**

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

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**Contact: Lee Mowbray      Tel: 03000 263588**

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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 reduce congestion and improve road safety

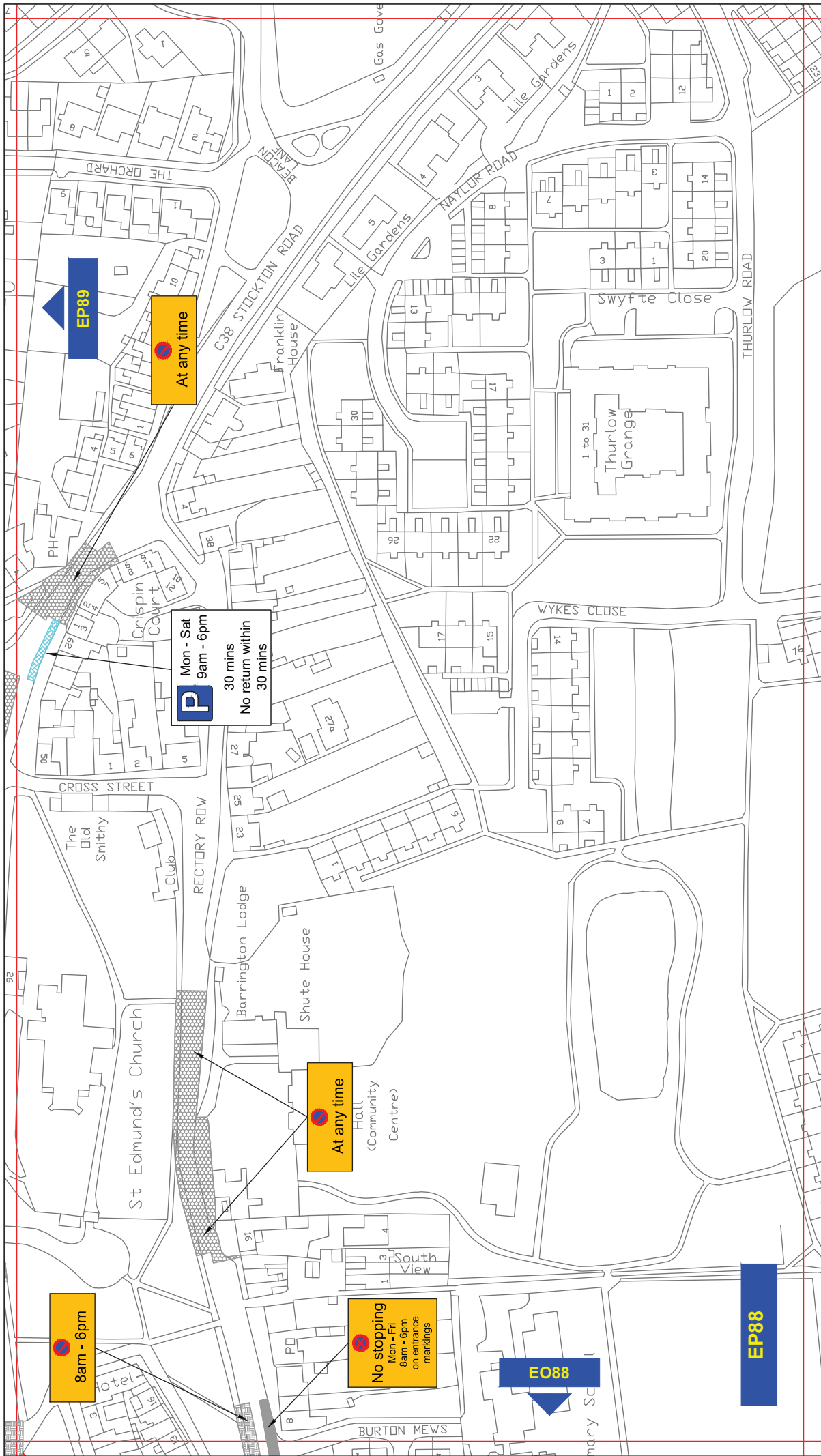
**Human Rights** - No impact on human rights

**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.



**Key to Types of Restriction**

-  Existing No Waiting At Any Time
-  Existing Restricted Waiting
-  Existing No Stopping
-  Individual Plan Reference


 Proposed Monday - Saturday - Saturday 9am-6pm, 30 mins No Return within 30mins

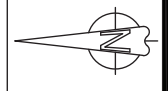
**PROPOSED**

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**SEDGEFIELD, PARKING AND WAITING RESTRICTION AMENDMENT NO. 1 2014**

Scale:	1:1250 @ A3
Date:	April 2014
Drawn by:	L. Mowbray
Date Sealed:	
Signature:	
Map Schedule:	<b>EP88</b>

 **Durham County Council**  
 Corporate Director  
 Regeneration & Economic Development  
 Strategic Traffic Management  
 County Hall, Durham DH1 5JQ



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Highways Committee

16 October 2014



**WOLSINGHAM  
PARKING & WAITING  
RESTRICTIONS ORDER**

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

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**1. Purpose**

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Wolsingham.
- 1.2. To request that members consider the objections made during the consultation period.

**2. Background**

- 2.1 Following the successful implementation of Civil Parking Enforcement in Durham District in 2008 and County Durham North in 2011, the County Council expanded this practice into the South of the County in June 2013. Enforcement of all waiting restrictions within the town was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 Earlier this year a public consultation event was held within Wolsingham Library and comments invited as to how the waiting restrictions within the town could be improved. An initial plan drafted by County Council Officers was presented at this meeting. This event was well attended and a number of suggestions were taken forward and added to the proposals which formed the basis of the plans sent out during the initial informal consultation stage.
- 2.4 Initial consultation letters, plans and response cards were delivered to all properties to be directly affected by the proposals. This letter was delivered on the 1<sup>st</sup> April 2014.

- 2.5 During this stage of the consultation a request for additional restrictions covering the junction of Holywell Lane / Uppertown was received and these were subsequently added to the proposal.
- 2.5 The scheme was advertised formally on site and in the local press on 18<sup>th</sup> June until the 9<sup>th</sup> July 2014.

### **3 Objection 1**

- 3.1 The objector opposes the introduction of 'no waiting at any time' restrictions to the front of 27-30 Front Street, adjacent to the Black Bull PH and the Doctors Surgery.

The objector notes that if pavement parking is seen to be the problem at this location then bollards should be installed. They are concerned that the introduction of waiting restrictions would see an increase in vehicle speeds

### **4 Response**

- 4.1 At present there are various restrictions within the town centre that have been implemented over many years to control traffic movements and parking. Whilst it may be true to say that inappropriate restrictions could be detrimental to the local economy, this is not considered to be the case in this instance. There has been a lengthy consultation exercise with several interested business owners from within the town. It is anticipated that the restrictions proposed will improve vehicular turnover and thus improve accessibility within the town for potential customers.

The introduction of these restrictions will improve visibility for vehicles exiting the access road between no.'s 4 and 18 East End. It should also be noted that those with blue badges wishing to access the Doctors Surgery may park on the restrictions for up to 3 hours provided they are not causing an obstruction.

It is felt that by introducing restrictions and not bollards, the correct balance will be obtained at this location. Whilst general parking is not to be encouraged at this location, the restrictions will mean that the option still exists for drivers with mobility issues to park outside the Surgery.

### **5 Objection 2**

- 5.1 The objector states that parking permits for doctors associated with the nearby practice should be issued.

### **6 Response**

- 6.1 The aim of the County Council is to provide a vibrant town centre where potential customers can easily access shops and services. It is anticipated that the restricted waiting bays we propose to implement will go some way towards meeting this objective and we would not look to reserve a bay for an individual or business. The majority of the on-street areas will be free of restrictions on



Sundays and between 6pm-8am on every other day of the week. It is considered that there are several unrestricted areas within walking distance of the surgery that could be used by its staff. Loading and unloading of any heavy equipment could be carried out to the front of the surgery on the proposed 'no waiting at any time' restrictions.

### **13.0 Local member consultation**

The Local Members have been consulted and offer no objection to the proposals.

### **14.0 Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Wolsingham Parking & Waiting Restrictions Order.

### **15 Background Papers**

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

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**Contact: Lee Mowbray      Tel: 03000 263588**

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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 reduce congestion and improve road safety

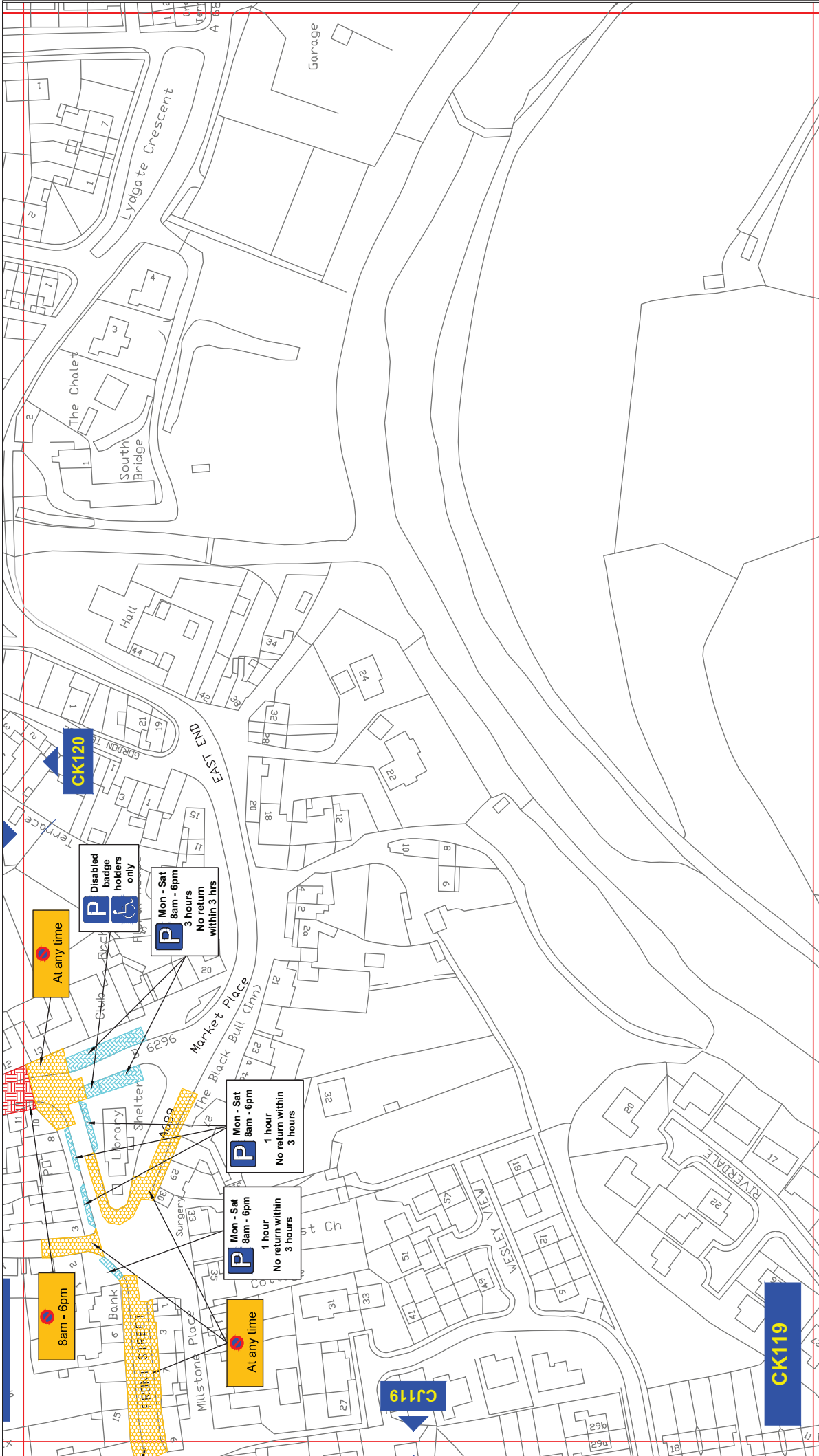
**Human Rights** - No impact on human rights

**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.



**WOLSINGHAM  
PARKING AND WAITING RESTRICTIONS**



Corporate Director  
Regeneration & Economic  
Development

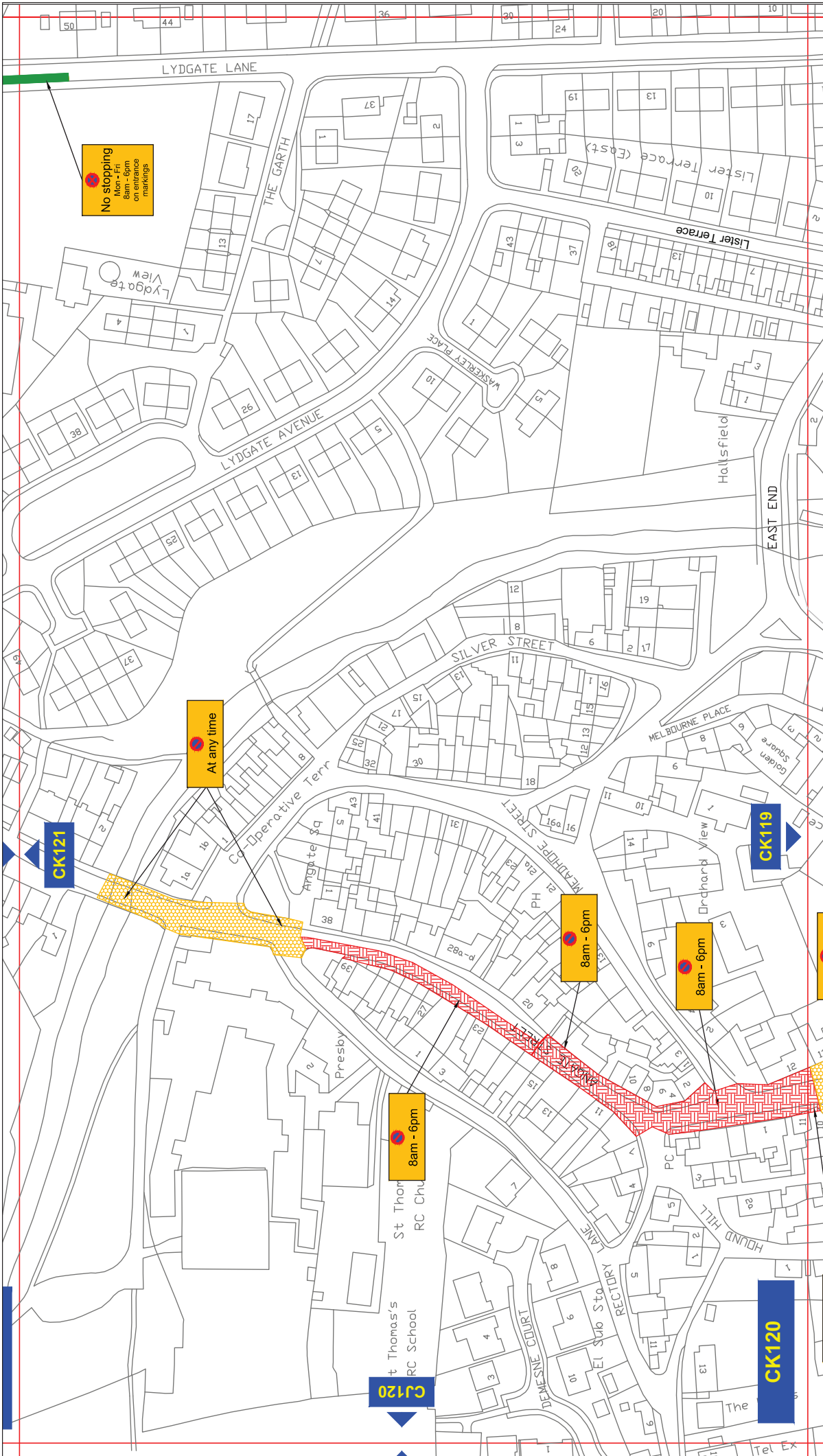
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

Scale:	1:1250 @ A3
Date:	APRIL 2014
Drawn by:	S. Thompson
Date Sealed:	Signature: <b>CK119</b>

**Key to Types of Restriction**

- Restricted Waiting
- No Waiting At Any Time
- Restricted Bay
- XXXXXX  
Individual Reference Number

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**No stopping**  
Mon - Fri  
8am - 6pm  
on entrance  
markings

**At any time**

**CK121**

**CK120**

**CK120**

**CK119**

**8am - 6pm**

**8am - 6pm**

**8am - 6pm**

**WOLSINGHAM  
PARKING AND WAITING RESTRICTIONS**

Scale:	1:1250 @ A3
Date:	APRIL 2014
Drawn by:	S. Thompson
Date Sealed:	Signature: <b>CK120</b>

**Durham County Council**  
Corporate Director  
Regeneration & Economic  
Development  
Strategic Traffic Management  
County Hall, Durham DH1 5JQ

**Key to Types of Restriction**

- Restricted Waiting
- No Waiting At Any Time
- No Stopping
- XXXXX Individual Reference Number

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Highways Committee

16 October 2014



**BULLION LANE, CHESTER-LE-STREET  
PERMIT PARKING ORDER**

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

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**1. Purpose**

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Chester-le-Street, the effect of which would be to introduce Permit Parking on Bullion Lane.
- 1.2. To request members consider the objections made during the consultation period.

**2. Background**

- 2.1 The introduction of parking control is considered an effective tool in the delivery of the Council's transport objectives set out in the Local Transport Plan. Members are aware of, and have subscribed to the introduction of parking control as stated in the adopted policies of the Local Transport Plan.
- 2.2 Requests were received from residents of Bullion Lane, asking that the County Council give consideration to the introduction of residents parking permits. The concerns of the residents centred around the difficulty they were experiencing trying to park near their properties during the day. It was claimed that this difficulty was as a result of long stay parking by non-residents, most notably commuters using the nearby railway station.
- 2.3 The aim was therefore to find a proposal that balanced the conflicting demand for parking from residents, visitors and commuters whilst being mindful of the problems parking displacement can create.
- 2.4 Surveys were carried out at Bullion Lane by an external contractor on the 28<sup>th</sup> and 29<sup>th</sup> November 2013 to obtain parking occupancy figures. The survey results showed that Bullion Lane met the County Councils criteria for permit parking. Surveys were also carried out at the same time on Station Lane/View, and Elm Street however these streets did not meet the criteria.

- 2.5 Proposals were sent to residents and a ballot was undertaken on the 10<sup>th</sup> January 2014. As part of this exercise Station Lane/ View was included in the ballot despite not meeting the current criteria as it did show a relatively high level of commuter parking occupancy. The prospect of parking displacement into this area was considered likely, hence its inclusion within the scheme at this point.
- 2.6 Concerns had also been raised relating to commuters parking around the junction with Station Lane / View, obstructing the visibility for other road users. It was therefore proposed that some 'No Waiting At Any Time' restrictions be laid at this location.
- 2.7 The ballot results were **Bullion Lane** – In Favour – 12, Against – 4, Not responded – 9. **Station Lane/View** – The response rate was less than 50% so therefore did not meet the criteria to progress any further. Therefore Bullion Lane was only included in the final scheme.
- 2.5 In accordance with the Statutory Instrument 2489 (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) proposals were formally advertised in the press (Durham Advertiser) and posted on street on the 19th June 2014, and maintained for 21 days.

### **3 Objections**

- 3.1 As part of this process 6 objections were received.

### **4 Objection 1 - 5**

- 4.1 The objectors commute to the Train Station and park in Bullion Lane. The objectors state that residents that voted no will have to pay for permits, as only 7 people voted for the Permit Scheme. They mention that the road is wide enough to accommodate parking on both sides, and that other streets in the area are not. They claim that as a result of the scheme vehicles will disperse into surrounding streets causing greater problems. They state that outside normal office hours the street is empty and therefore residents on the north side are parking on their drives and residents on the south side are aged people bungalows who don't have vehicles. They believe the train station does not provide sufficient parking and that the Council should look at alternative parking on the empty allotments or the site where the garages were demolished.
- 4.2 **Response** – Following 3 separate requests from residents at Bullion Lane a survey was carried out to show if the owners/ occupiers of the properties on Bullion Lane and their visitors have difficulty finding reasonable convenient parking spaces for significant periods of the day. The survey showed that more than 40% of kerbside space was occupied by non-residents for over 6 hours in the survey period and more than 85% of kerbside space was occupied by any vehicle during the same 6 hours. Therefore a ballot was carried out on the 10<sup>th</sup> January 2014. The results of the ballot were 12 for the scheme, 4 against and 9 residents did not vote, therefore a majority of the residents voted for the scheme to be implemented.



It is likely that if this Order is progressed then it could displace vehicles into adjoining streets.

The train station provides 24 free parking spaces, and there are various Council car parks within Chester-le-Street with a cost starting at £1.10 all day.

Unfortunately we cannot look at allocating parking on the allotments or the demolished garages as this is out of the remit of this Order.

Commuters to the train station are often parking around the junction with Station Lane/ View limiting the visibility, therefore as part of this Order we are proposing to introduce No Waiting At any Time restrictions around the junctions.

## **5 Objection 6**

5.1 The objector is a resident of Bullion Lane and believes the road is wide enough to allow parking. They believe the restrictions will affect the viability of the Train Station. They believe that we should restrict parking down one side and make it free for residents. They also mention the need for development of additional parking for the train station.

5.2 **Response** – Please see response to Objector 1 - 5.

Permits are not provided free to residents as the income is required to contribute towards the operational and enforcement costs. Department for Transport guidance on parking controls states that, where possible, it should be self-financing. Where parking controls operations are not self-financing, authorities need to be certain they can afford to pay for it within existing funding.

## **13.0 Local member consultation**

The Local Members have been consulted and offer no objection to the proposals.

## **14.0 Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Chester – le-Street Parking & Waiting Restrictions Order.

## **15 Background Papers**

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

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**Contact: Sarah Thompson Tel: 03000 263589**

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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 reduce congestion and improve road safety

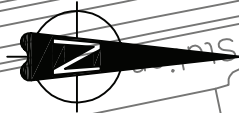
**Human Rights** - No impact on human rights

**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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**KEY:**

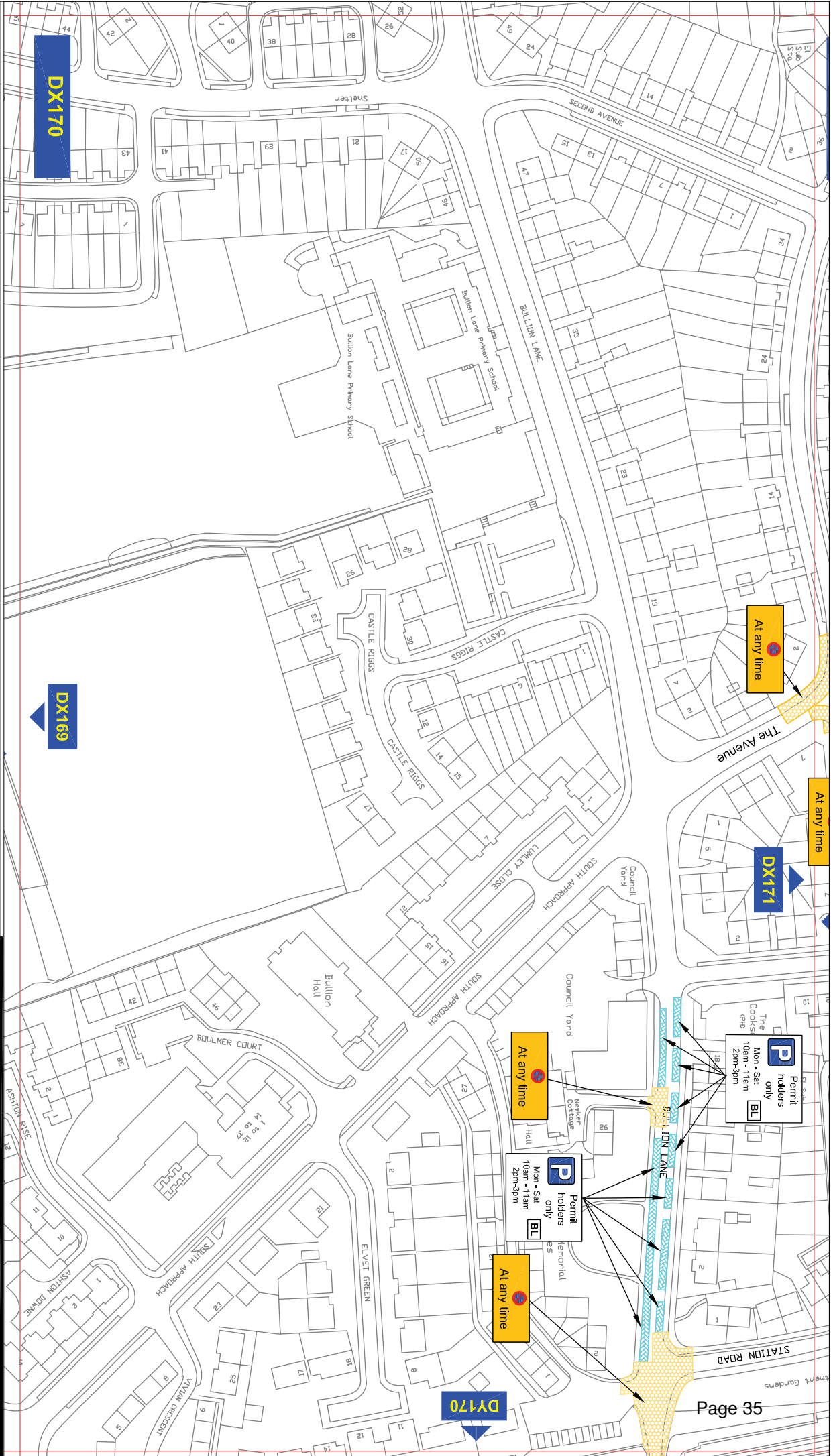
- + Proposed controlled parking signs
- Proposed marked parking area (White Lines)

Rev/Amtd	Drawn By	Approved By	Description Of Amendments
Name	Date	Name	Date
Sign			
0/-	S.Thompson	Feb 14	



PATH: L:\TRAFFPROJ\01 REGULATION DESIGN & IMPLEMENTATION\PM\PM\Chester Le Street\Bullion Lane CLS\Consultation

 <b>Durham</b> County Council <b>STRATEGIC</b> <b>TRAFFIC</b> <b>MANAGEMENT</b> CORPORATE DIRECTOR OF REGULATION & ECONOMIC DEVELOPMENT COURTY BAL, DURHAM, DH1 5DG	<b>Project</b>	Proposed Permit Parking Bays
	<b>Drawing</b>	Bullion Lane, Chester-Le-Street
<b>Scales</b>	1:1000	<b>Project/Drawing No.</b> TM/40038/14/29

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### Key to Types of Restriction

-  No Waiting At Any Time
-  Restricted Bay

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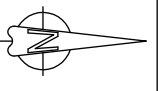


**Corporate Director**  
Regeneration & Economic  
Development

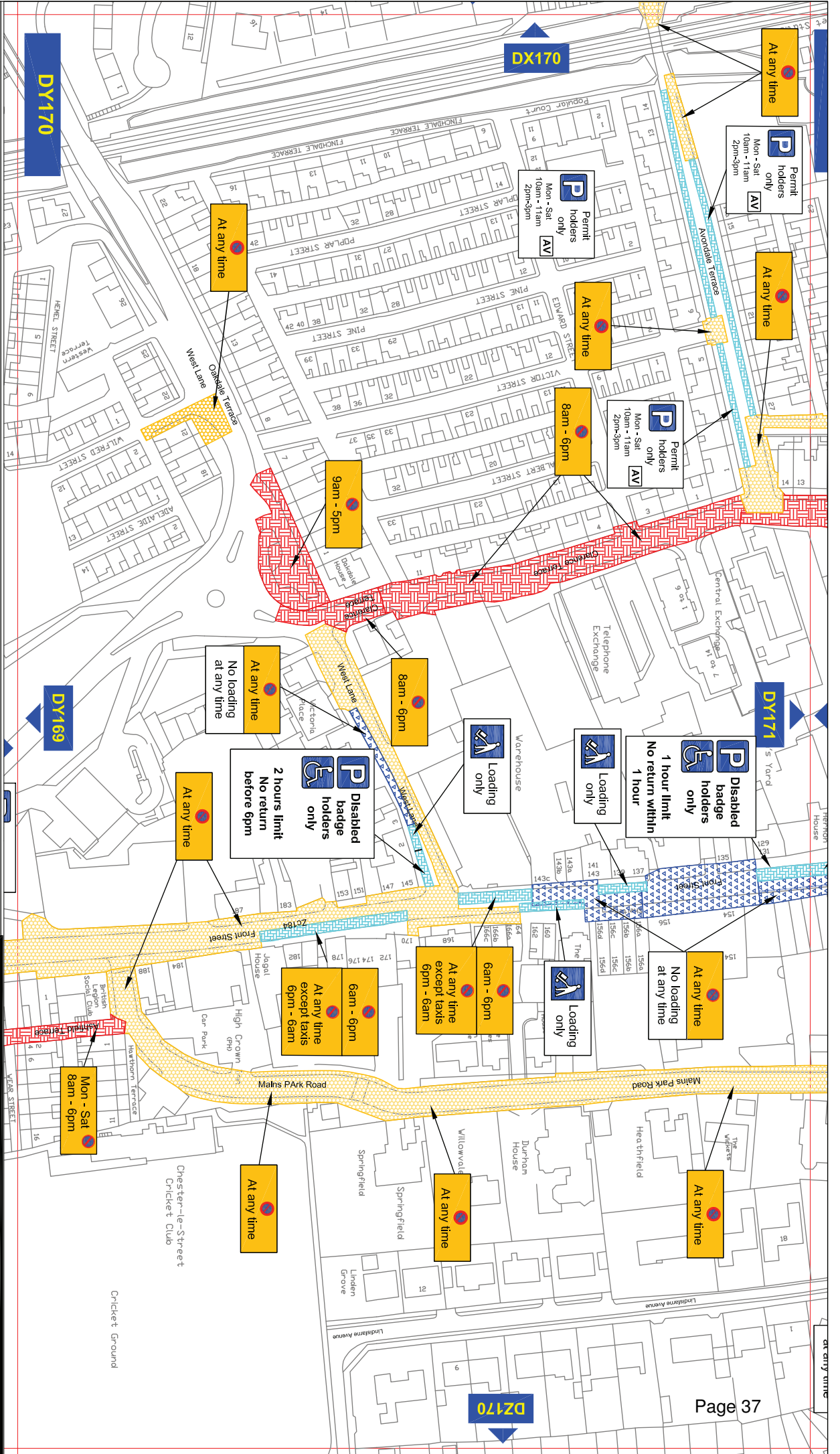
Strategic Traffic Management  
County Hall, Durham, DH1 5UQ

### CHESTER-LE-STREET - PARKING AND WAITING RESTRICTIONS

Scale:	1:1250 @ A3
Date:	MAY 2014
Drawn by:	S.Thompson
Date Sealed:	
Signature:	
Map Schedule:	<b>DX170</b>



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### Key to Types of Restriction

- No Waiting At Any Time
- Restricted Waiting
- No Waiting And No Loading/Unloading At Any Time
- Restricted Bay

### CHESTER-LE-STREET - PARKING AND WAITING RESTRICTIONS

**Durham County Council**  
Corporate Director  
Regeneration & Economic Development  
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

Scale: 1:1250 @ A3  
Date: MAY 2014  
Drawn by: S. Thompson  
Date Sealed: **DY170**

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