



Highways Committee

Date Friday 5 June 2015
Time 9.30 a.m.
Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meeting held on 13 March 2015 (Pages 1 - 8)
4. Declarations of interest, if any
5. Unc 12.31 Hustledown Road, South Stanley - Speed Cushions - Report of Corporate Director, Neighbourhood Services (Pages 9 - 16)
6. Peterlee - Parking and Waiting Restrictions Amendment Order - Report of Corporate Director, Regeneration and Economic Development (Pages 17 - 22)
7. Wolsingham - Parking and Waiting Restrictions Order - Report of Corporate Director, Regeneration and Economic Development (Pages 23 - 30)
8. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Colette Longbottom

Head of Legal and Democratic Services

County Hall
Durham
28 May 2015

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, J Turnbull,
M Wilkes and R Young

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 **Friday 13 March 2015 at 9.30 a.m.**

Present:

Councillor G Bleasdale in the Chair.

Members of the Committee:

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

Also Present:

Councillor J Shuttleworth.

1 Apologies for Absence

Apologies for absence were received from Councillors J Allen, D Hall, R Ormerod, J Robinson and M Wilkes.

2 Substitute Members

Councillor O Temple was substituting for Councillor M Wilkes.

3 Minutes

The minutes of the meeting held on 9 February 2015 were agreed as a correct record and signed by the Chair.

4 Declarations of interest, if any

Councillor Temple explained that he was substituting for Councillor Wilkes, however, he had registered to speak on behalf of a constituent in his electoral division regarding the proposed waiting restrictions at Consett Academy and would contribute to the debate but not vote on the item.

5 Wolsingham Byway 157 (Hexham Lane) - Proposed Traffic Regulation Order to prohibit motor and horse-drawn vehicles

The Senior Rights of Way Officer informed the Committee that the purpose of the report was to seek endorsement to make a permanent Traffic Regulation Order (TRO) to prohibit motor and horse drawn vehicles being driven along Wolsingham Byway 157 (Hexham Lane).

(for copy see file of Minutes).

The Committee were provided with a presentation which detailed the following:

- location plan of the area
- photograph of the northern end of the byway (Salters Gate)
- ninety Acre allotment – looking southwards from northern entry (September 2005, November 2012, July 2013 and December 2014).
- Culvert crossing November 2012 and May 2014
- Southern end looking North – June 2013 and December 2014
- Thistlewood Lane (southern end of the byway) – September 2005 and May 2014
- legal framework for making a Traffic Regulation Order
- alternative options
- summary of objections

(for copy of presentation see file of Minutes).

The Senior Rights of Way Officer informed the Committee that the byway had been established quite recently following a public inquiry, and in 2005 it was opened up fully to motor vehicles. Prior to 2005 the gate observed at Salters Lane was a stile/wall. Since 2010 the Council had received reports that surface of the byway was significantly deteriorating, following which the byway was monitored for a period of time. During this time it had been noted that the surface was very uneven and large parts were unsurfaced. The dip illustrated at the 90 acre allotment section had become increasingly difficult to use.

In 2012, officers contacted vehicular organisations seeking constraints of when to use the byway and to use with reasonable care and attention. Notices were also displayed on site. However, throughout 2012 the condition of the byway deteriorated further despite the representations made and the public notices. In summer 2013 the County Council instigated some drainage repair works and introduced a temporary six-month closure to allow the ground to recover and to observe how well the repairs would work. Some parts of the byway did recover. Unfortunately, some parts were of clay-like consistency and remained particularly wet. Since that time the byway had been constantly reviewed as to whether to lift the temporary restriction and allow vehicular access to the byway once again. The Committee were shown photos of the work following the repairs. The Committee's attention was also drawn to a letter of support for the traffic regulation order from the National Farmers Union on behalf of some of the owners.

The Senior Public Rights of Way Officer explained the legal framework for making a traffic order, in the context of Hexham Lane, which was detailed in the report. She also brought guidance issued by DEFRA and a good practice document from LARA, on behalf of the motorised vehicular user groups, to the Committee's attention.

The Highways Development Manager informed the Committee that the Council had been reasonable, rational and had offered a balanced approach with regard to the situation. Other Local Authorities had also experienced similar problems. Naturally, there were many different ways to manage such a situation and it had been regrettable that some of the representations made expressed that the County Council had been over zealous.

The Committee were assured that the Council had taken notice of all the advice provided through the exercise and looked at alternative solutions, including voluntary restraints with

user groups. Other alternatives were also detailed in the report, however, it was felt that they didn't offer the County Council the ability to protect the byway from further damage.

The Highways Development Manager informed the Committee that 203 representations had been received to the proposal with many of the representations containing comments rather than objections. The Highways Development Manager then summarised the main issues raised which included:

- the byway was a valued part of the local byway network;
- allow for the improvements to be tested;
- closure would be a loss of resource;
- the Council had a duty to maintain the byway;
- motor cyclists had a lighter impact or no greater impact than horses;
- the condition of the route was safe;
- closure would have a negative impact on environment and tourism;
- introduce seasonal restrictions.

In terms of the representations made, the Highways Development Manager made the following points:

- there was general agreement with the sentiments that the byway was valued and this was essentially why the County Council had felt the need to press ahead with the proposal. This was for the benefit of non-motorised users and for linkage to the public right of way network;
- the Council felt that it did not need to experiment to test the improvements given the evidence witnessed to date;
- the route would remain a byway and there would be no loss of resource. The only difference being that the route would be protected for walkers, cyclists and equestrian activities;
- the byway was not being closed to all users, so whilst there may be a loss of impact from one group of users, there could be potential gains from other groups of users;
- comments regarding the impact of motor cycles having a lighter or no greater impact than horses were not accepted. Tyres of motorbikes left deep linear tracks on the land which created a depression, which filled with water. There were also greater speed differences between the two which impacted on the land. The Highways Development Manager explained that they were not discriminating against motorcycles and it was simply the taking of a rational decision;
- representations alluding to the safety of the route were considered subjective points and it was argued that it may be felt 'safe' by some users, but it could not be argued that it was not safe for all users;
- use of volunteers for maintenance had been raised however, this was not considered a solution in this instance;

- the County Council had engaged with many user groups, held various discussions and had a considerable amount of contact. Attempts had been made to resolve many issues and this would continue with all users of the public rights of way network;
- suggestions regarding seasonal restrictions had been made however, MET office advice for UK weather was for variable seasons and there was no guarantee that there would be a completely dry surface at any point. For example, the Council could allow access in a summer season, however, this could be dominated by a spell of wet weather as has happened in recent years. This would result in the same problems being experienced at present;
- suggestions that the Council were discriminating against disabled four wheel drive users were refuted as the proposal would apply to all motorised users.

The Committee then listened to representations from one of the local members, Councillor Shuttleworth. He highlighted that Hexham Lane had been a contentious issue for many years, particularly the use of four wheel drive vehicles and trail riders, destroying the byway surface. His view was that the use of vehicular use to this extreme was detrimental to the farming community and supported the recommendation towards the permanent prohibition of motor vehicles and horse drawn vehicles.

The Committee then heard from a representative of the Trail Riders Fellowship (TRF). The organisation represented somewhere in the region of 3000 members and had played an integral role in terms of having the route opened up many years ago. The representative also pointed out that not all motorcyclists who would have used the byway were members of their organisation.

The organisation felt that the repair works carried out to the route had been done to an exceptional standard and suggested that the Council should re-open the route and allow for it to be tested. The TRF commented that they had approached the Council with an offer of their expertise which hadn't been taken up. The organisation had worked extremely closely with Councils all over the country, with much partnership work being carried out with Northumberland County Council and North Yorkshire County Council. The partnership approach with Northumberland County Council had been very successful and had resulted in the introduction of a weight restriction. The TRF asked the Committee to defer their decision and suggested they worked with organisations in an attempt to maintain the purpose of the route, i.e. open to all.

The Committee then heard from a representative of the Green Lane Association (GLASS). The representative felt that their members should be allowed to sensibly drive the route. The organisation had a code of conduct in place to ensure sensible driving took place. The representative informed the Committee that he had personally never been able to drive the route because of the restriction in place, however, he had been able to walk the byway. During his walk, he had witnessed vehicles on the byway, shooting parties, tractors etc. Concern was expressed that GLASS and other bodies were not contributing most of the damage to the route and asked that a single direction traffic regulation order and possible other restrictions would be a sensible and pragmatic approach rather than a permanent, blanket closure.

The Committee then heard from a motorcycle user of the route. In his representation to the Committee he expressed concern at the unfair procedure at the Committee meeting, the time afforded to the objectors as opposed to the time allowed by officers to present their case. The objector also felt that the report was one-sided in favour of the closure and didn't fully reflect the 200+ objections received to the proposal. He also felt that disabled users were being discriminated against, given that many disabled users had difficulties in walking or cycling. He expressed a view that the proposal as it stood at present would mean that the Council were supporting the contradiction of any proposed ban given that shooting parties and private owners were being allowed to use vehicles on the byway. All of the damage to the byway had been caused by parallel tracks as opposed to motorcycles. The private use was to remain and he questioned whether the Council had been influenced by landowners and the costs in maintaining the byway. He added that should the only influence relate to costs of repairs, there was a view that organisations may offer some form of contribution to maintain the byway.

The Senior Rights of Way Officer queried how usage of the route between 1970s and 1980s was possible when it was only opened fully in 2005. Any use prior to 2005 was by other means by access and not by lawful public right of way. Officers views regarding linear loading and creation of depressions for water flow had already been discussed. In relation to the points regarding discrimination to disabled users, there are a number of off road routes throughout the County.

In terms of landowner use, the Senior Rights of Way Officer confirmed that landowners had driven over the byway to access adjoining land whilst the vehicle restriction was in place, simply because it was not deemed possible to prevent them from doing so. In some respects, their movements had tested the repairs that had been made which had, in part, enabled them to come to a judgement regarding the issue.

The Highways Development Manager clarified for all parties concerned that the County Council could not legally prohibit landowner access and that arrangement would continue should the scheme go ahead.

The Committee then heard from the land agent on behalf of the Wolsingham Estate. The agent spoke in support of the permanent closure of the byway to all motorised vehicles including motorcycles. In his representation to the Committee, the agent explained that the byway was not constructed as a road and as such, was not designed to withstand motor vehicle or motorcycle usage. Prior to the temporary repairs carried out by the County Council, the byway had been so badly damaged, through excessive use by motorised vehicles of all types, that it was considered to be impassable. Given the gradient of parts of the byway, it was considered a health and safety issue to be used as a track for undertaking agricultural work and other estate use.

Those vehicles that persisted in using the byway and had become stuck in thick clay and mud had removed stones from walls to assist them in freeing themselves. Vehicles had also been circumventing the track which had caused damage to grazing capacity and had seen landowners running the risk of compliance with obligations as specified by DEFRA and the rural payments agency. In addition to this the presence of vehicles came as a disturbance to livestock, wildlife and moorland birds.

In the event that the restriction was lifted, it was felt that the condition of the byway would revert to its previously bad state, require more remedial works year on year and would be a waste of taxpayers' money.

Councillor O Gunn asked for clarification over some comments made regarding shooting parties and noticed that papers included references to access being allowed to 'tenants and their lawful invitees'. Councillor Gunn assumed that lawful invitees were the shooting parties, given that there were no other references to them. Councillor Gunn had asked for clarification as she was concerned at the level of vehicular access.

The Highways Development Manager reiterated that the Council could not legally prohibit access to the landowner and his invitees. The Council were of the view that the level of access would not be significant and certainly not to the level which had caused the damage witnessed previously. The Council had a proposal for the introduction of a permit system and the level of usage would be up to the landowner.

Councillor B Armstrong agreed with the representations made by Councillor Shuttleworth and referred to the Salters Gate/Drovers Road area in her Electoral Division, which lead to the byway. She had received numerous complaints from residents about vans and trial bikes in the area. Councillor Armstrong also queried if Wolsingham Moor had any economic value similar to an area of fell land in her Electoral Division.

At this point the TRF asked if they could clarify the issue raised by Councillor Armstrong. The Vice-Chairman explained that a fair procedural process was applied every meeting and to deviate from the procedure would be unfair on those people who had made representations in the past.

The Senior Rights of Way Officer explained that the byway had been shut since 2013, therefore, the activities mentioned by Cllr Armstrong could not be attributed to usage of the byway. Wolsingham Moor differed to Hedleyhope Fell which was a Durham Wildlife Trust site. Farming and shooting would primarily be the two activities taking place along Hexham Lane, along with the grazing of sheep.

Councillor Turnbull queried the access for any possible shooting party and asked if the byway was the only route through to the landowner's property and if there was alternative access for landowners rather than the byway.

All parties involved were unsure of the query regarding access but it was suggested by the agent of the landowner that any shooting activity would tend to take place at the northern or southern part of the land and to reach the southern section any vehicles would likely need to travel across the byway than travel the length of it.

Resolved

That having considered the evidence and representations made, that the Committee set aside the objections and advise the Corporate Director, Regeneration and Economic Development that it endorses the proposal to proceed with a permanent prohibition of motor vehicles and horse drawn vehicles.

6 Consett Academy, Consett - Proposed Waiting Restrictions

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding objections to a proposed scheme of waiting restrictions around the vicinity of Consett Academy (for copy see file of Minutes).

The Committee were informed that the scheme had been devised as a result of a planning condition imposed during the agreement of a planning application for the Academy site. The Strategic Highways Manager provided the Committee with a presentation which detailed the following:

- location plan
- planning condition
- proposal
- consultation area
- photos of the areas where representations were made

(for presentation see file of Minutes).

An informal consultation encompassing all affected properties in the immediate vicinity and statutory consultees was held between 14 April 2014 and 4 July 2014. A total of 37 responses had been received out of 134 letters. Of the 37 responses, 18 were in favour of the proposals and 19 were against. Further letters were sent to those people who had made representations clarifying a number of issues which lead to the resolution of the issues raised. However, three people still wished to maintain their objections.

Durham Constabulary, North East Ambulance Service and the local Member of Parliament supported the proposals.

The remaining objections were then summarised for the Committee and these were detailed in the report. The objections expressed concern that the proposal would displace parking elsewhere (namely Oakdale, Ashdale, Elmdale and affect residential parking and the point was also made that motorists already parked on 'Keep Clear' lines at present, querying the need to change them to double-yellow lines.

The Strategic Highways Manager explained that school gate parking was a problematic issue, across the County and not easy to resolve. There was an acceptance that some vehicle displacement may occur during the Academy at peak times and this would have to be monitored once the Academy was open and operating. The Committee were also informed that the restrictions had been designed to control and regulate parking around the most sensitive areas where children would gain access to and from the Academy.

Councillor Temple spoke as the local Councillor for the area and explained that the scheme appeared logical and reasonable, however, he had one minor issue regarding the current white advisory lines near to a residents property. The occupant of a nearby property had registered an objection essentially because he felt that access would be made more difficult to his property and asked if this particular issue could be looked out without jeopardising the scheme.

The Strategic Highways Manager informed Councillor Temple that he would be prepared, through consultation with the resident, to revisit this part of the proposal, commenting that there could be scope to reduce a restriction contained in the relevant legal order. The Principal Solicitor, Highways and Development confirmed that this was possible to undertake, providing it was in line with the Committee's wishes.

Councillor Turnbull spoke of his general support for the scheme and hoped that proper enforcement would take place in the area to ensure that motorists were adhering to the restrictions once implemented. Councillor Turnbull also asked how the Council would monitor those vehicles that would then park in other areas where there were no restrictions thus causing issues elsewhere.

In response, the Strategic Highways Manager informed the Committee that officers would have to determine prioritisation of areas for enforcement for which good intelligence was necessary. The lack of restrictions on short stretches of road with no restrictions may lead to motorists attempting to park in such areas.

Councillor B Armstrong highlighted that there were other areas of Medomsley Road, near to the Academy site, which also created problems. This included traffic obstructions and cars parking on pavements which caused congestion and poor traffic flow.

The Strategic Highways Manager explained that the scheme presented may assist with some of the issues raised by Councillor Armstrong. Concerns about the displacement of vehicles by Councillors were noted this would be monitored once the Consett Academy was open and in operation.

Resolved

That the Committee endorse the proposal detailed in the report and that the Head of Legal and Democratic Services be authorised to amend the legal order, if necessary, pending the outcome of further consultation with Councillor Temple's constituent.

Highways Committee

5 June 2015

**Unc 12.31 Hustledown Road,
South Stanley
Traffic Calming**



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhood Services and Local Partnerships

Purpose of the Report

- 1 To advise the Committee on representations received to the proposed traffic calming measures on Hustledown Road, South Stanley.

Background

- 2 In 2014, the Council's Head of Technical Services was approached by Durham Constabulary with regard to the high speed of traffic using Hustledown Road. They requested a more permanent solution be found to this problem as resources would not allow a constant presence from themselves.
- 3 The land adjacent to the carriageway is very open with fields to one side and large grassed area to the other. There are no properties with direct access onto Hustledown Road along the section concerned within the proposals. These aspects make the area appear more open and may be considered as contributable to the speed of traffic. The current speed limit is 30mph and surveys indicate that more than half of all drivers using this road are currently exceeding the posted speed limit. The average speed is currently around 37mph.

Proposals

- 4 The proposed scheme includes the introduction of a kerbed promontory/build out to narrow the carriageway to one lane and a speed cushion adjacent to the promontory to effect a reduction in traffic speeds. This configuration is proposed at 3No. locations along Hustledown Road, as shown in Appendices 2 and 3 to this report.

Consultation

- 5 An informal consultation was carried out on 10 February 2015 to all necessary statutory consultees. As no properties are directly accessed from Hustledown Road no consultation letters were sent to residents.

- 6 3 responses were received from the statutory consultees, Durham Constabulary, North East Ambulance Service and the Road Haulage Association, all in favour of the proposals.
- 7 The statutory Traffic Regulation Order consultation took place between the 5th March 2015 and 26th March 2015. One formal objection was received during this period and the 3 points raised are considered below.

Representation and Responses

8 Representation 1

The fact that I only happened to see the laminated notice on a lamp post is frankly dire communication to the local general public who would not even be aware of the proposal.

Response: As no properties directly access this section of carriageway there is no requirement for Durham County Council to provide any communication other than the statutory notices that were erected on site. Several of these notices were posted along the length of the carriageway concerned.

9 Representation 2

I am appalled that money can be spent on road humps and not the upkeep of the road and its surroundings instead.

Response: The expenditure for this scheme is being funded from a budget that is specifically for Traffic Management Solutions and cannot be used for highway maintenance. The national average cost of an accident to the Highways Authority is over £65k. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be considered as having been cost effective.

10 Representation 3

There is great potential for our area to be improved but nothing materialises other than car destroying road humps. Would Durham County Council be prepared to reimburse road hump damage to locals' vehicles, I think not.

Response: The Highway Code advises in Rule 153 that motorists should reduce their speed when approaching traffic calming features that are intended to slow them down. Therefore the principle applies that if the speed humps are negotiated at a reasonable speed they will not cause discomfort or constitute a danger to any road user or damage vehicles. The proposals are based upon national guidance for traffic calming measures and these take into account all types of vehicles likely to encounter these features.

Statutory Representations

- 11 The Statutory Notice for the implementation of the traffic calming was advertised on site and in the local press between the 5th March 2015 and 26th March 2015.

- 12** As mentioned earlier in the report Durham Constabulary, the North East Ambulance Service and the Road Haulage Association responded to the consultation giving their support to the proposals.

Local Member Consultation

- 13** Local Councillors Mark Davinson and Carole Hampson have been consulted and have not commented on the scheme.

Recommendations and reasons

- 14** It is recommended that the Committee, having considered all the representations on this proposal, agree to the Corporate Director proceeding with the implementation of the traffic calming scheme, as per the plans in Appendix 2 & 3.

Background papers

- 15** Correspondence on Office File.

Contact: Brian Buckley Tel: 03000 268097

Appendix 1: Implications

Finance – The scheme will be funded from the 2014/15 Technical Services Traffic Management Solutions Budget and the estimated cost of the scheme is £23,000.

Staffing – None.

Risk – None.

Equality and Diversity / Public Sector Equality Duty – None.

Accommodation – None.

Crime and Disorder – None.

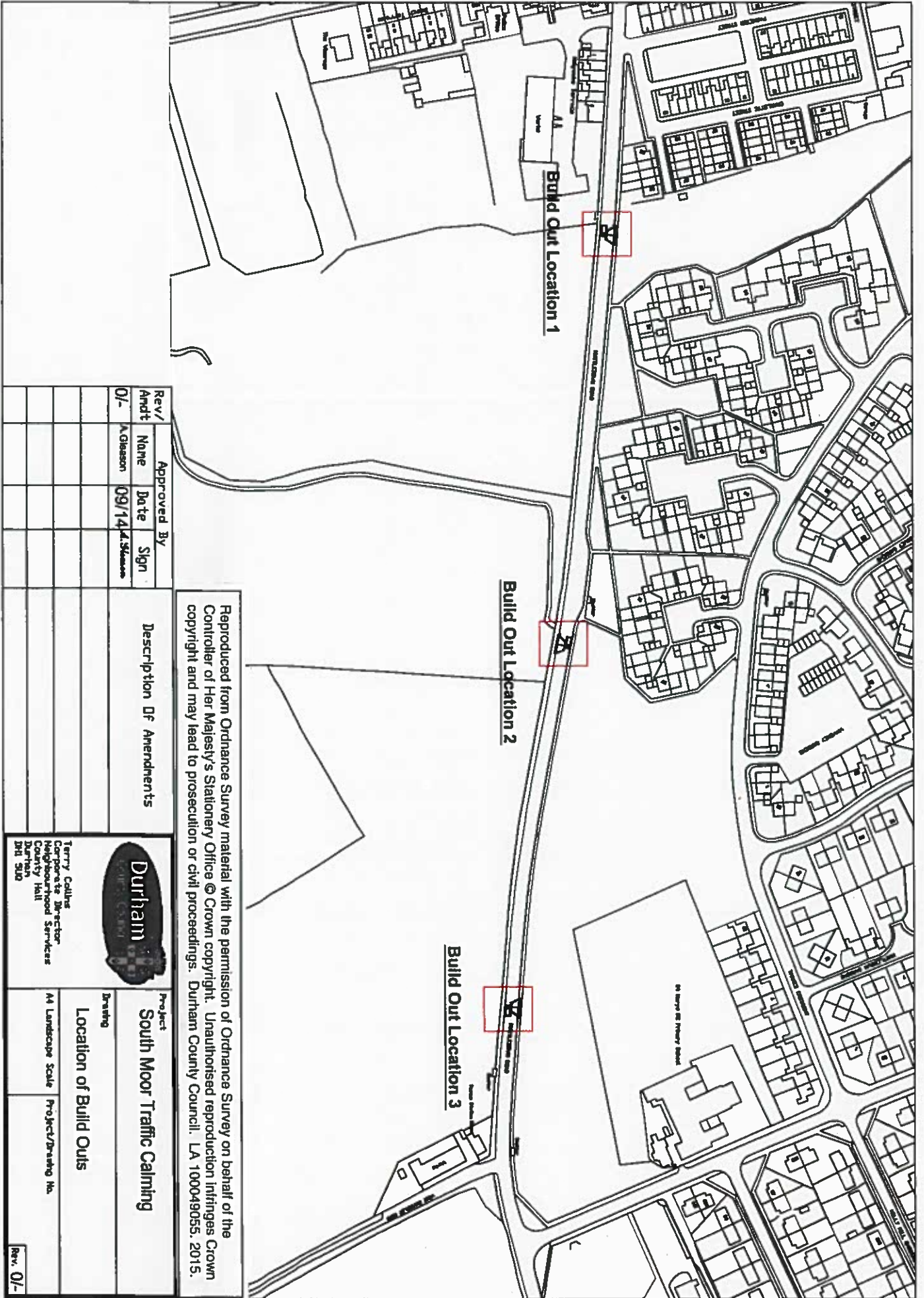
Human Rights – None.

Consultation – As described in the report.

Procurement – Works to be delivered by Highway Services.

Disability Issues – None.

Legal Implications – None.



| Approved By | | | |
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| Rev/ Amt | Name | Date | Sign |
| 0/- | A. Gleason | 09/14/15 | [Signature] |
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Description Of Amendments



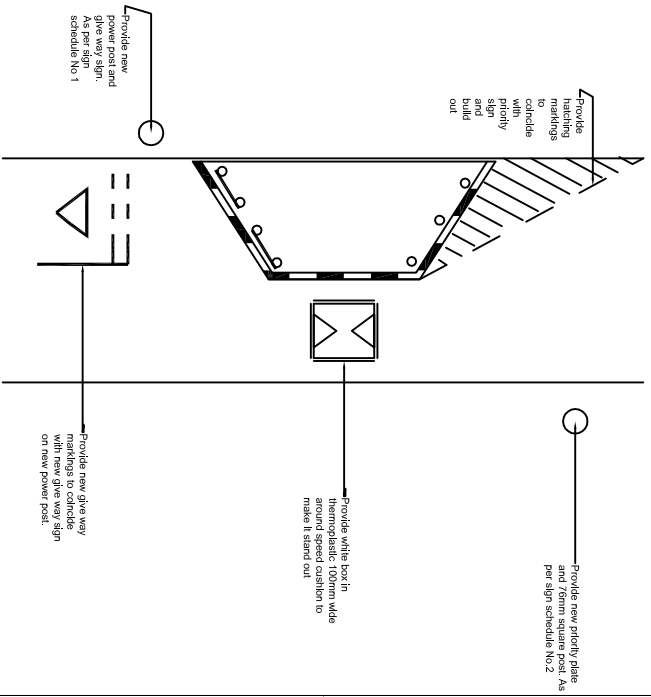
Project: South Moor Traffic Calming
 Drawing: Location of Build Outs

Terry Collins
 Corporate Director
 Neighbourhood Services
 County Hall
 Durham
 DH1 1SU

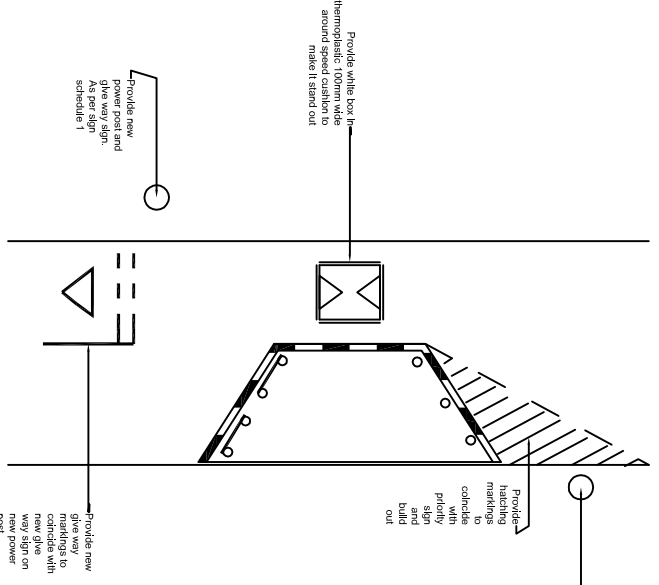
A4 Landscape Scale Project/Drawing No. [Blank]
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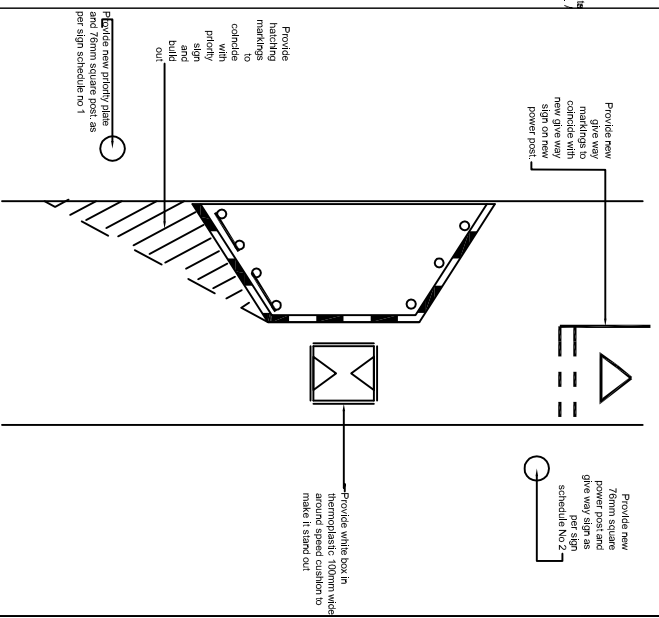
Build Out Lining Location 1



Build Out Lining Location 2



Build Out Lining Location 3



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NOTE:- Give way markings to start a minimum of 3.5m from edge of buildout

| Rev/Amndt | Name | Date | Sign | Description Of Amendments |
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| 0/- | A.Gleason | 09/14/14 | A. Gleason | |
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Terry Collins
Corporate Director
Neighbourhood Services
County Hall
Durham
DH1 5UG

Project
South Moor Traffic Calming

Drawing
Build Out Signing and Lining

A4 Landscape Scale Project/Drawing No.

Rev. 0/-

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Highways Committee

5 June 2015

Peterlee Parking & Waiting Restrictions Amendment Order



Report of Ian Thompson, Corporate Director Regeneration and Economic Development

Councillor Neil Foster, Portfolio Holder Regeneration and Economic Development

1. Purpose

- 1.1. To advise Members of an objection received to the consultation concerning changes to the proposed traffic regulation order in Peterlee.
- 1.2. To request members consider the objections made during the formal consultation exercise.

2. Background

- 2.1 A number of amendments have been proposed which will affect the existing waiting restrictions in Peterlee. No objections have been received to the changes proposed for Howletch Primary School, Pennine Drive and Grampian Drive. One objection has been received relating to changes proposed for Judson Road
- 2.2 The County Council were contacted by Tony Whittle (Senior Facility Engineer) for Caterpillar Peterlee. His concerns centred around access to the plant for large vehicles entering off Judson Road. A site meeting was arranged and it was agreed to introduce 'No Waiting At Any Time' (NWAAT) restrictions around the C15 Shotton Road / Judson Road junction. It was also agreed at the meeting to extend the NWAAT restrictions along the eastern side / turning area on Judson Road itself.
- 2.3 Initial consultation letters, were sent to the statutory consultees and any businesses to be directly affected by the proposals in October / November 2014.
- 2.4 The scheme was advertised formally on site and in the local press between 4/3/15 and 25/3/15.

3 Objection

- 3.1 The objection has been made on the grounds that the amount of restrictions proposed seem excessive. The objector accepts that some restrictions are required for the free movement of machinery and equipment but believes that these should be limited to the junction areas. They also go on to note that the proposed restrictions could potentially impact on the adjacent 'Learning Centre of Light' facility holding any large attendee events. Their final point relates to the nearby Mobile Takeaway van and its impact on accessibility. The objector notes that this should be relocated and boulders / fencing positioned on the grass verges to prevent inconsiderate parking ./ damage to grassed verges.

4 Response

- 4.1 The extent of the restrictions were agreed with a Senior Facility Engineer for Caterpillar Peterlee. During a site meeting, the problems associated with access and egress to the plant were discussed and the extent of the restrictions plotted accordingly.
- 4.2 The Caterpillar facility has around 1200 off road car parking spaces, which is deemed sufficient to accommodate vehicles from workers from both shifts at the plant. That said, workers still park on the roads surrounding the site as it can often be more convenient and closer to their place of work. Unfortunately this can lead to the aforementioned access problems for the plant.
- 4.3 The building known as the Learning Centre of Light has access to its own off street car parking facility. It is considered that anyone visiting this site could use this facility or park in the unrestricted streets nearby.
- 4.4 The location of the mobile takeaway van was not considered a problem and the introduction of NWAAT opposite this location should further reduce any issues at this point.
- 4.5 The Council would not consider the introduction of boulders on the highway as they would be classed as an obstruction. Fencing would not remedy the issue of accessibility to the Caterpillar plant and could actually worsen the situation as it would lead to vehicles being parked wholly on the carriageway.

13.0 Local member consultation

The Local Members have been consulted and offer no objections 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 Peterlee Parking & Waiting Amendment Order.

15 Background Papers

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

Contact: Lee Mowbray Tel: 03000 263588

Appendix 1: Implications

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 accessibility / road safety

Human Rights - No impact on human rights

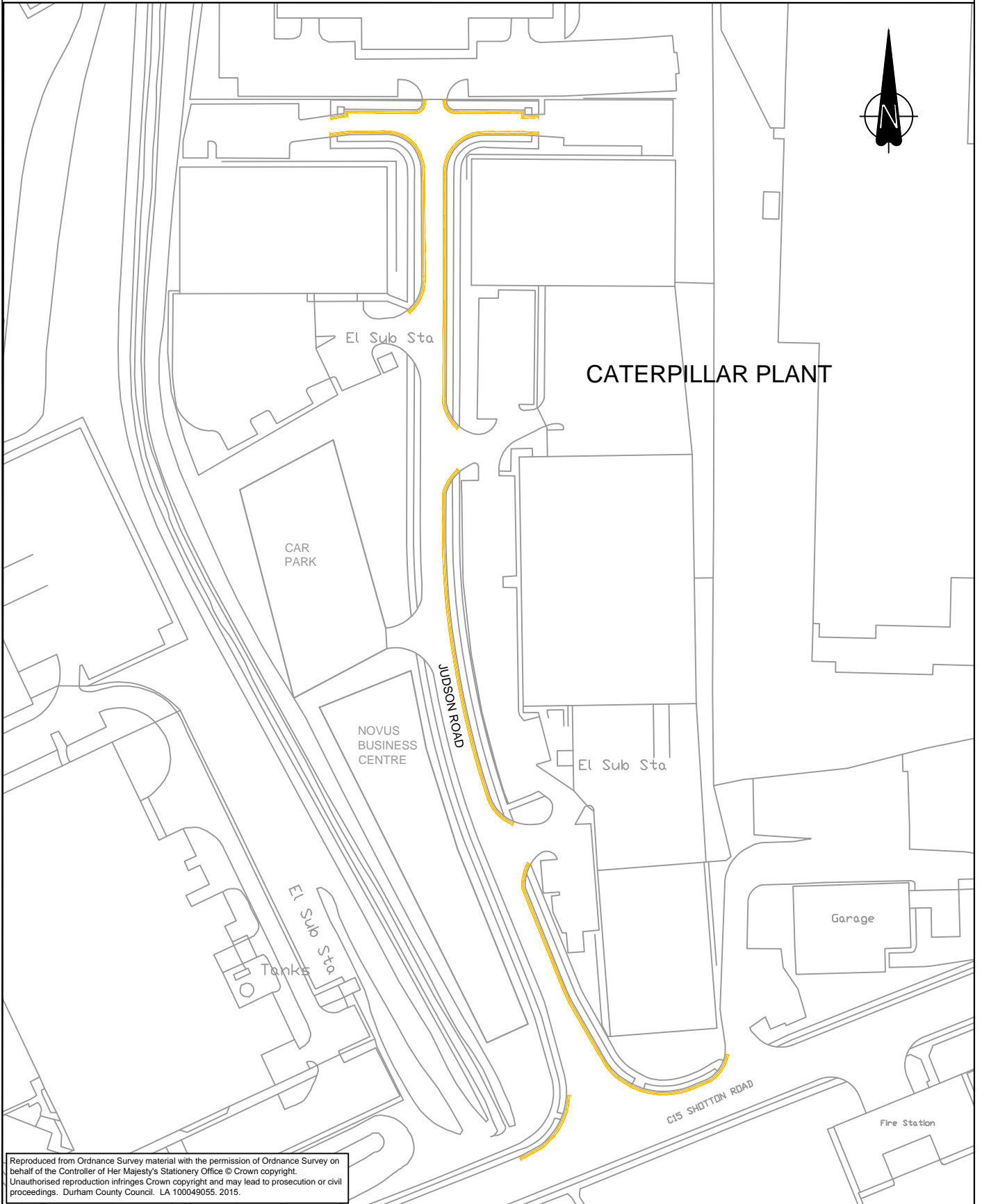
Consultation – Is in accordance with SI:2489

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.

PATH:



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| Rev/ Amdt | Drawn By | | Approved By | | | Description Of Amendments |
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| | LM | 21/5 | | | | |
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Durham
County Council

**STRATEGIC
TRAFFIC
MANAGEMENT**

**CORPORATE DIRECTOR OF
REGENERATION & ECONOMIC
DEVELOPMENT**

COUNTY HALL, DURHAM, DH1 6UQ

Project
Peterlee TRO Amendment

Drawing
Judson Road Layout

Scales
NTS @ A4

Project/Drawing No.
TM/40038/15/XX

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Highways Committee

5 June 2015

Wolsingham Parking & Waiting Restrictions Order



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

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 settlement 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 In March last year a public consultation event was held at Wolsingham Library and comments invited as to how the waiting restrictions within the settlement 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 informal consultation stage.
- 2.4 Prior to this point The Causeway was subject to a seasonal restriction which meant waiting was prohibited, April – September, 8am – 6pm. It was decided to remove the seasonal restriction and replace it with No Waiting At Any Time (NWAAT) restrictions at bends and access points. Restrictions at these points were to maintain visibility whilst also assisting with the provision of passing places for motorists using this narrow carriageway.

- 2.5 Plans showing the extent of the proposed restrictions were sent to local residents early last year and as no objections were received, the restrictions were introduced early in 2015.
- 2.6 The intention of the restrictions was to provide safe access and egress for the properties on the western side of the Causeway, as well as creating passing places.
- 2.7 Following implementation of the restrictions on site, residents from No 2 The Causeway and the Tower Mews requested that the restrictions be extended, as they are still experiencing difficulties accessing/ egressing their properties. This was is part to the initial restrictions being aligned with building features incorrectly identified on the base Ordnance Survey Plans.
- 2.8 As a result of these requests slight modifications are proposed to the NWAAT restriction opposite the entrance to No 2 The Causeway and The Tower Mews entrance which services 7 properties. It is also proposed to reduce the NWAAT at the northern end of The Causeway to minimise the impact on residents of the eastern side. Details of the proposals are as shown on the attached plan.
- 2.9 The proposals were advertised formally on site and in the local press on 25th March until the 15th April 2015. In this period 4 objections were received.

3 Objection 1

- 3.1 The objector feels that the existing lines work well and that extending them will reduce parking by 3 spaces and cause problems for residents.

4 Response

The proposed extension of No Waiting restriction opposite the accesses will reduce parking by 2 spaces; however the proposals reduce the No Waiting restriction at the north end of The Causeway by 1 car length. Overall only 1 parking space will be lost along the length of the street.

5 Objection 2

- 5.1 The objector is also concerned about the overall loss of parking spaces a set out above. The objector is also concerned about a neighbour suggesting that they are not currently resident at the property but will soon be returning home after illness and will have mobility issues as a result of the proposed restrictions.

6 Response

- 6.1 The objector has not stated the address of the neighbour and as such we have been unable to confirm if the additional restriction will be immediately outside of their property or if the concern relates to a more general point about the loss of parking. To date we have no correspondence from the neighbour. If the issue

relates to the neighbour being picked up and transported by others and they are in possession of a disabled badge then they can park for up to 3 hours on a No Waiting At Any Time restriction providing they are not causing an obstruction. If the neighbour needs access to their own vehicle it would be more appropriate if we could amend the restriction to suit their specific needs once they have returned to their property.

7 Objection 3

- 7.1 The objector states that there have been no collisions, accidents or traffic problems. The accesses for those properties were given planning permission and they have their own private parking spaces. The objector feels that the current system works well and the parked cars slow vehicles down.

8 Response

- 8.1 Whilst there have been no recorded accidents in the last 5 years at this location, residents on the western side of The Causeway have expressed their concerns about accessing and egressing their properties.

No 2 The Causeway finds it increasingly difficult to reverse into his driveway if a vehicle is parked opposite. The resident has reported a number of near misses when he cannot egress his driveway in a forward gear.

The access into the Tower Mews serves 7 properties. It is a very narrow access road. If vehicles are parked opposite, vehicles especially vans accessing or egressing cannot achieve the necessary swept path without carrying out multiple manoeuvres on The Causeway.

9 Objector 4

- 9.1 The objector has 3 reasons for objected to these proposals.

1) It will restrict the parking available to the dwellings on the east side. Properties on the west side have private driveways. The location of the accesses should have been considered during the planning application stage.

2) An accident to their knowledge has not occurred and the vehicles parked on the east side slow vehicles down. The objector states that fewer parked cars along this street will increase the speeds of vehicles.

3) The objector states that the residents along the street require parking. Within their property they will soon have 6 people of driving age. The objector mentions their concern about where they can park. The recreation ground and Demesne Mill shut their gate on an evening; the market place now has a restriction on the parking.

10 Response

1) The introduction of these restrictions will improve access and egress to No 2 The Causeway and the 7 properties in Tower Mews. The proposed extension of No Waiting restriction opposite the accesses will reduce parking by 2 spaces; however the proposals will reduce the No Waiting restriction at the north end of The Causeway by 1 car length. The west side of The Causeway is within the Conservation Area and therefore No 2 and the Tower Mews were restricted in changing the frontage of their properties and boundaries.

2) As response 3 above.

3) Overall the number of parking spaces is reduced by 1 car space, previously the restriction on The Causeway was No Waiting 8am – 6pm on both side from 1st April to the 30th September and therefore this is less restrictive than the previous arrangement.

11 Local member consultation

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

12 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.

13 Background Papers

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

Contact: Sarah Thompson Tel: 03000 263589

Appendix 1: Implications

Finance – LTP Capital

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

Equality and Diversity – It is suggested that an issue could arise to one resident however the resident in question has not responded to any of the consultation materials..

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

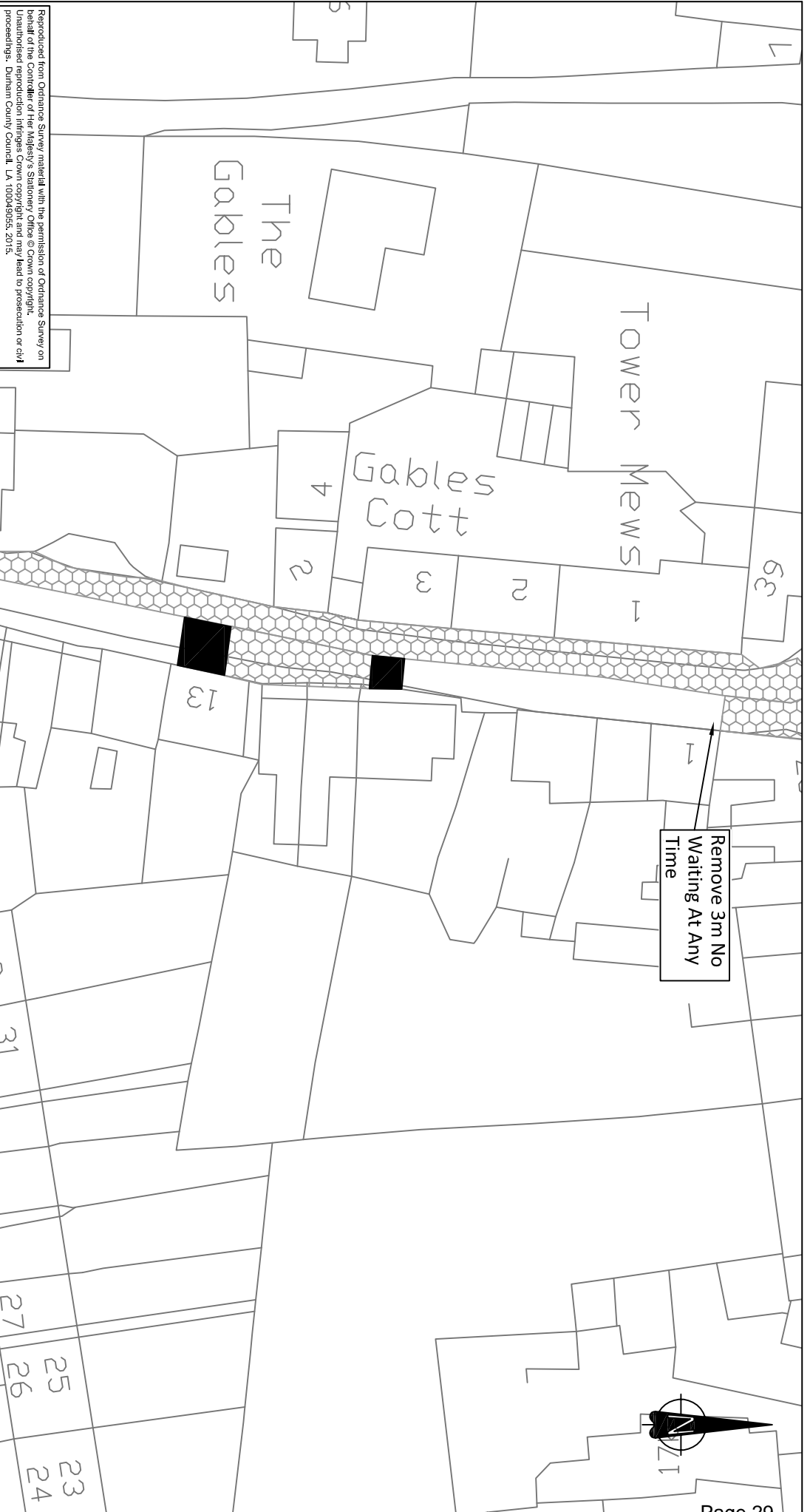
Consultation – Is in accordance with SI:2489

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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 Existing No Waiting At Any Time
 Proposed No Waiting At Any Time

| Rev/Amndt | Drawn By Name | Date | Approved By Name | Date | Sign | Description of Amendments |
|-----------|---------------|----------|------------------|------|------|---------------------------|
| | SMT | May 2015 | | | | |
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PATH:



Durham
County Council

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Project
THE CAUSEWAY

Drawing
Proposed Changes

Scales
N.T.S

Project/Drawing No.
TM/40038/15/wol

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