



Highways Committee

Date Wednesday 2 March 2016
Time 9.30 am.
Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 3 December 2015 (Pages 1 - 6)
4. Declarations of interest, if any
5. Sedgefield - Parking and Waiting Restriction Order 2016 - Report of Corporate Director, Regeneration and Economic Development (Pages 7 - 10)
6. Proposed installation of 2no bus shelters on Spa Road, Gainford - Report of Corporate Director, Regeneration and Economic Development (Pages 11 - 16)
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
23 February 2016

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, F Tinsley,
J Turnbull, M Wilkes and R Young

Contact: Michael Turnbull

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Thursday 3 December 2015 at 9.30 am.**

Present:

Councillor G Bleasdale in the Chair

Members of the Committee:

Councillors C Kay (Vice-Chairman), J Allen, D Bell, H Bennett, I Geldard, O Gunn, K Hopper, O Milburn, S Morrison, J Rowlandson, P Stradling, F Tinsley, J Turnbull and R Young.

Also Present:

Councillor S Henig.

1 Apologies for Absence

Apologies for absence were received from Councillors B Armstrong, R Ormerod and J Robinson.

2 Substitute Members

There were no substitute Members present.

3 Minutes

The minutes of the meeting held on 8 October 2015 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 items of business on the agenda.

5 Chester-le-Street Parking and Waiting Restrictions Order 2015

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding a proposal to introduce a resident's permit parking scheme which would operate from Monday to Saturday 10-11 a.m. and 2-3 p.m. at Bullion Lane, Chester-le-Street (for copy see file of Minutes).

The Committee received a presentation which detailed:

- the location and consultation plan;
- a map based schedule of the restrictions; and
- photos highlighting the issues being experienced by local residents.

The Strategic Traffic Manager informed the Committee of the previous history of problems faced by local residents in the area which had been exacerbated more recently, with the introduction of parking charges at Chester-le-Street railway station in early 2015. It had previously been free to park at the station prior to 2015. This had led to an increased number of commuters parking in surrounding residential streets.

One objection had been received from a commuter who had stated that they had previously parked at the railway station until parking charges were introduced. The objector felt that residents would have bought their houses knowing a train station was located nearby and ought to have been aware of the potential for possible commuter parking in the area. They also felt that the County Council could do more for commuters.

The Strategic Traffic Manager informed the Committee that discussions had been taking place with Cestria Homes with a view to developing an area of land as a free car park for up to 20 vehicles, which could be used by commuters. The objector advised that they would withdraw their objection if the project went ahead. Discussions with Cestria Homes had stalled during the consultation, hence the outstanding objection.

The Committee were advised that the introduction of residents parking and protection of the junctions with yellow lines would be a sensible and pragmatic way of dealing with the issue of all day parking at Bullion Lane which was to the detriment of local residents.

The Committee then heard from Councillor S Henig, one of the local members for the area. Councillor S Henig informed the Committee that both himself and Councillor L Marshall received regular complaints from residents living in the area. The problem had grown and was growing, essentially down to the success of the railway station, where commuter numbers were well into the hundreds. The problem for residents, was that there were not many car parks and commuters were blocking access to their driveways, which were shared. In some cases people were leaving their cars parked all day and longer on occasions. It was proving extremely difficult for residents to manoeuvre from their driveways when cars were parked either side and opposite the driveways. Councillor Henig also felt that Network Rail had to take some of the responsibility for the problems being experienced by local residents.

Councillor Henig explained that a number of streets on the opposite side of the railway station (Avondale Terrace) already had similar restrictions in place and which had transformed the area. Councillor Henig felt that the scheme proposed was a good compromise which both local members fully supported.

The Committee then heard from two local residents who were in support of the proposals. They echoed the comments made by Councillor Henig and explained the problems of cars being parked outside their houses, all day, every day. In some cases people were parking at the location for a whole week.

Councillor Kay commented that he had enormous sympathy with residents and that the station had adequate cycle and taxi provision. Councillor Kay felt it was unacceptable for someone to park in outside someone's drive for an entire week and fully supported the scheme.

Councillor Gunn commented that the scheme had been fully investigated by officers, with only one objection being received during the full consultation. The speakers had provided an insight into the problems being experienced and fully sympathised with the issues they faced.

Resolved

That the recommendation contained in the report be agreed

6 Bishop Auckland - Parking and Waiting Restrictions Order 2015

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding the possible introduction of residents parking on High Bondgate (for copy see file of minutes).

Prior to the introduction to the report the Strategic Traffic Manager informed the Committee that the proposals relating to James Street contained in the report had been withdrawn because the objection to the scheme had been withdrawn, meaning those proposals would go ahead. The Committee would therefore be making a decision on the scheme affecting High Bondgate only.

The Strategic Traffic Manager informed the Committee that a consultation with residents living in High Bondgate had taken place in 2013. Nine responses were received from 16 properties with 5 respondents in favour of the proposals. At that time, the scheme was not progressed in light of the responses received.

Since then the County Council had been contacted by local residents seeking a further consultation for the introduction of a residents parking zone. The County Council had carried this out whilst other restrictions were being reviewed in the area. The new consultation took place in July, with eleven responses in favour of a scheme. One resident had opposed the scheme.

The Committee were informed that one resident who had originally supported the scheme had since changed their views following recent large scale events that had taken place in the area. The objector had expressed concern that the scheme wouldn't guarantee a parking space or include evening and weekend parking, which the Strategic Traffic Manager indicated, was correct. He added that residents parking was an inconvenience and was cumbersome, however, it would resolve residents' concerns to displace long stay parking.

The Strategic Traffic Manager also informed the Committee that due to the development of the Auckland Castle site and the Eleven Arches project the County Council would be consulting on wider restrictions for the area with residents and stakeholders in the New Year, covering the duration of future events that would be taking place in the area.

Councillor Zair, one of the local members for the area had been unable to attend the meeting and had sent his representations via email. Councillor Zair had stated that residents parking permits could work in some areas and felt that it would work very well in High Bondgate. Councillor Zair reiterated his support for the scheme given that the majority of residents were in favour.

The Committee then heard from Councillor J Allen, the other local member for the area who felt that the scheme would be beneficial for the area, particularly in light of a similar scheme introduced in the Cockton Hill area of Bishop Auckland.

The Committee then heard from an objector who explained that the traffic team had carried out an excellent job in Bishop Auckland over the years. The objector felt the proposal as had been presented was sound, had it been introduced 5-6 years ago when cars parked along High Bondgate from nose to tail, for the entire stretch of road. However, today, as a resident of High Bondgate there was always space to park multiple cars, at any time of the day. The objector was of the view that most people were happy for the current parking arrangements to remain following the initial survey and that the second survey had been conducted following insistence by one person who had been continually pushing for the scheme. The objector explained that the recent Bonfire Night event at Auckland Castle had been a disaster in the surrounding area because nobody could get parked. People living in the area weren't fearful of the parking situation as it stood at present, however, there was huge local concern about the Eleven Arches project.

The objector felt that the proposed scheme should be put 'on hold' and wouldn't address the more concerning issues regarding the Eleven Arches project and Auckland Castle.

Councillor O Gunn explained that she was familiar with the area and her initial thoughts were that the issue didn't appear to be a large problem and suggested that the Committee may wish to wait until the further consultation outline by the Strategic Traffic Manager took place and wasn't sure the scheme offered major benefit for minimal cost.

Councillor Stradling sympathised with the comments expressed by Councillor Gunn and also by the views of the objector, however, he wasn't from the area and could understand the viewpoint of the local Councillors.

Councillor Kay felt that the objector had made a fair case based on his own experiences. However, there had been eleven positive responses, the two local members were in support and the permit scheme would stop the issues being experienced by residents from occurring and fully supported the proposed scheme.

Resolved

That the recommendation contained in the report be agreed.

7 Langley Park - Parking and Waiting Restrictions Order 2015

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding changes to a proposed traffic regulation order in Langley Park (for copy see file of Minutes).

The Committee were provided with a presentation detailing:

- a location and consultation plan of Church Street (side) and
- photos of parked vehicles

(for presentation see file of Minutes).

The Strategic Traffic Manager informed the Committee that vehicles in the location had been observed parking on and around the junction and parking halfway on footways. A number of public meetings were held in the community building and the Area Action Partnership Coordinator had advised the Council that large vehicles were parking on the junction to load and unload, blocking visibility and accessibility. The introduction of no waiting/no loading at any time and yellow lines around the junction would hopefully alleviate the problems being experienced. A loading facility on the opposite side of Front Street would be introduced where there were unrestricted purpose lay-bys.

The local members for the area could not be present at the meeting but had reiterated their support for the scheme.

One person had objected to the proposals. In their representations they felt that there was no problem with junction parking on the side of Church Street. Their view was that the situation would be better addressed with 'keep clear' markings. The objector also viewed that parking occurring on Low Moor Road helped reduce the speed of vehicles in the area and that the Council should have consulted with residents in the wider area.

Councillor J Turnbull commented that he was a regular visitor to the community building and the junction highlighted in the report was extremely dangerous. Councillor Turnbull felt that the County Council owed a duty of care to staff working in the building, to those who used the community facility and fully supported the proposals which would make the area much safer.

Resolved

That the recommendations contained in the report be agreed.

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Highways Committee

2 March 2016



**Sedgefield
PARKING & WAITING
RESTRICTIONS ORDER 2016**

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 traffic regulation order in Sedgefield.
- 1.2. To request that members consider the objections made during the informal and formal consultation period.

2. Background

- 2.1 Following the successful implementation of Civil Parking Enforcement in Durham District in 2008 it was introduced into the Southern part of the County in 2012. Enforcement of all waiting restrictions within this area 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 Sedgefield Neighbourhood Watch Panel to introduce waiting restrictions on Salters Lane Industrial Estate to address parking and road user issues generated by parking on the verges and footways. Introducing waiting restrictions will also help to address the aesthetic issues caused by parking on the verges and address ongoing maintenance liabilities.
- 2.4 In the past, industrial units on Salters Lane have been left without electricity and internet because the utility cables below the verges have been exposed and damaged by repetitive parking on the verged areas. Pedestrians have, on occasion, had to walk in live traffic around vehicles parking over the footpath.

- 2.5 In July 2015 business owners and managers on Salters Lane Industrial Estate were informally consulted on proposals to introduce waiting restrictions just off the roundabout between Salters Lane and Sedgefield Community Hospital.
- 2.6 At this point, Objector 1 raised an objection to the proposals on the basis that the parking is not an all-day issue and does not warrant such excessive measures.
- 2.7 The objector also advised that occasionally there is more than one HGV delivery truck at their unit, so one truck may need to wait on the highway. They were advised that loading and unloading can be carried out from the waiting restrictions, as long as they are actively seen to be doing so.
- 2.8 All other responses received (7) were in favour of introducing restrictions, but expressed a wish for them to be extended further into the industrial estate. Site meetings were carried out to speak to unit managers to assess the parking problems.
- 2.9 A second informal consultation was carried out on 24 September 2015 advising that requests had been received to extend the waiting restrictions to cover the full length of the estate road. All consultees were advised the proposals would be formally advertised and that notices would be posted on site and in the local press in the near future. Should they wish to object, they should do so by following the instructions on the adverts.
- 2.10 At the formal advertising stage there was one objection received (objector 2). They wished for only one side of the road to be subject to waiting restrictions. They also requested the restrictions not be implemented (if at all) for a while to allow their business to put alternative measures in place for parking their fleet.

3 Objection 1 (objected at informal consultation stage)

- 3.1 The objector is a business owner on the estate. They believe that the problem is occasional, not constant and does not warrant such excessive measures. The objector was advised that a DCC officer would attend a site meeting if desired to discuss other possible measures to address the situation, but no such request was made.
- 3.2 The objector was advised that they could attend Highways Committee but expressed their wish not to attend, as they believed that the introduction of parking restrictions was a foregone conclusion.

4 Objection 2 (objected at formal consultation stage, in response to on-site advert)

- 4.1 The objector is a business manager of a delivery service on Salters Lane. The nature of the business requires a fleet of vehicles, some of which are HGVs. The objector was consulted informally twice, inviting comments to the proposed waiting restrictions, but there was no response given on either occasion.
- 4.2 As part of their objection, Objector 2 requested that only one side of the carriageway be subject to waiting restrictions to allow some degree of off-street parking. *(Those in favour of the waiting restrictions did not find these proposals agreeable and no agreement could be reached between both parties; therefore the Order has progressed to Highways Committee).*
- 4.3 The objector also requested that there be a degree of time allowed for their company to put remedial measures in place to make alternative arrangements for parking their fleet. This request is agreeable within reason, if the objector can give a practical timescale they can work to. *(objection received 10 November, 2015)*

4 Local member consultation

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

5 Recommendation

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Sedgefield: Waiting and Parking Restrictions. Order 2016.

6 Background Papers

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

Contact: Rachael Smith Tel: 03000 263587

Appendix 1: Implications

Finance – LTP Capital (Approx. cost - £2000)

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.

Highways Committee

2 March 2016

Bus Shelters – Spa Road, Gainford



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

Councillor Neil Foster, Portfolio Holder, Regeneration and Economic Development

1.0 Purpose

- 1.1 To consider objections received in relation to the proposed erection of 2no bus shelters on Spa Road, Gainford.

2.0 Background

- 2.1 The Parish Council has received requests from residents of Gainford for 2no bus shelters to be provided at the bus stops located at the west end of the village. Durham County Council has the power to install an omnibus shelter on highway under Section 4 of the Local Government (Miscellaneous Provisions) Act, 1953.
- 2.2 There are 2 main bus services utilising the bus stops. The X75 runs 1 bus per hour from 7am to 10pm, Monday to Saturday, with a reduced service on a Sunday. The X76 runs 1 bus per hour from 8am to 6pm, Monday to Saturday, with a reduced service on a Sunday. Both services run from Barnard Castle to Darlington.
- 2.3 The provision of the 2no proposed bus shelters would be fully funded by Gainford Parish Council. Ownership and future maintenance will be the responsibility of Durham County Council.

3.0 Proposals

- 3.1 To erect a fully glazed bus shelter at the bus stop adjacent to 7 High Row, Gainford (west bound).
- 3.2 To erect a fully glazed bus shelter at the bus stop adjacent to 2 Spa Road, Gainford (east bound).

4.0 Consultation

- 4.1 The 11 properties directly affected by the proposals were consulted. These included 7 houses adjacent to the west bound bus stop (1-7 High Row), and 4 properties adjacent to the east bound bus stop (1-3 Spa Road and 1 North Terrace).
- 4.2 Local members, Councillors James Rowlandson and George Richardson, have also been consulted and apprised of the matter.
- 4.3 Durham County Council's Conservation Team were consulted and are in favour of the proposed bus shelter design.
- 4.4 Out of the 11 properties consulted, 2 raised objections and 1 replied in support of the proposals. We did not receive any response from the other 8 properties.

In total 6 issues were raised from the 7 letters we have received, which are addressed as follows.

5.0 Objections and responses

5.1 Issue 1: The installation of a bus shelter would cause an unsightly obstruction

Response: The proposed shelters have a fully glazed design, allowing them to blend into the surrounding environment and minimise any obstruction of view.

5.2 Issue 2: The installation of a bus shelter at this location would increase anti-social behaviour

Response: Whilst it is acknowledged that bus shelters can sometimes attract youths, this is not always a guarantee of antisocial behaviour. It is an aim of the County Council to encourage the use of public transport and the provision of new bus shelters contributes to this. Potential anti-social behaviour should not be a deterrent to providing improved services for the public.

The fully glazed design of the shelter can help prevent youths from congregating there as people can see what they are doing. To further deter the congregation of youths, a seat would not be provided in the shelter.

In addition to this, Durham County Council has an internal anti-social behaviour team whose duty it is to tackle these problems around the county.

5.3 Issue 3: The bus shelter design and materials do not fit in with the disposition of the village (conservation area)

Response: The proposed bus shelter design has been discussed with and agreed on by DCC's Conservation Team. This style of shelter has also been used within other conservation areas throughout the county.

5.4 Issue 4: The new position of the bus stop is dangerous and impacts on visibility when leaving driveway

Response: Although the proposed bus shelter adjacent to 7 High Row will be installed slightly west of the existing bus stop boarding area, we will not be changing the bus stopping location. There is clear visibility of approximately 50m past the bus shelter when exiting the driveway. Also, as the bus shelter will be fully glazed the resident would be able to see through it. We have discussed this issue with our Development Control team and Durham Police's Traffic Safety Officer, who were both happy with our proposals.

5.5 Issue 5: The bus shelters are not necessary as there is already one at the other end of the village

Response: The request for new bus shelters that the Parish Council received highlights the need for bus shelters at these stops. The closest bus stop with a shelter is over 400m away which is a substantial distance for people to walk, especially for those with mobility issues. It is an aim of the County Council to encourage the use of public transport and the provision of new bus shelters contribute to this.

5.6 Issue 6: A stone shelter in the village was removed some years ago due to antisocial behaviour

Response: The proposed shelter is a more suitable design that will help to deter the congregation of youths. It is an aim of the County Council to encourage the use of public transport and the provision of new bus shelters contributes to this. Potential anti-social behaviour should not be a deterrent to providing improved services for the public.

In addition to this, Durham County Council has an internal anti-social behaviour team whose duty it is to tackle these problems around the county.

6.0 Local member consultation

6.1 Local members, Councillors George Richardson and James Rowlandson, have also been consulted and apprised of the matter.

7.0 Recommendation

7.1 It is RECOMMENDED that the Committee endorse the proposal having considered the objections and instruct the director to proceed with the installation of the bus shelters.

Background Papers

Correspondence and documentation on Traffic Office File.

Contact: Kieron Moralee Tel: 03000 263 746

Appendix 1: Implications

Finance – None

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

Equality and Diversity / Public Sector Equality Duty –The bus shelter will improve the waiting environment for all intending passengers

Accommodation - None

Crime and Disorder – The design of the proposed bus shelter is specified to discourage such behaviour

Human Rights - No impact on human rights

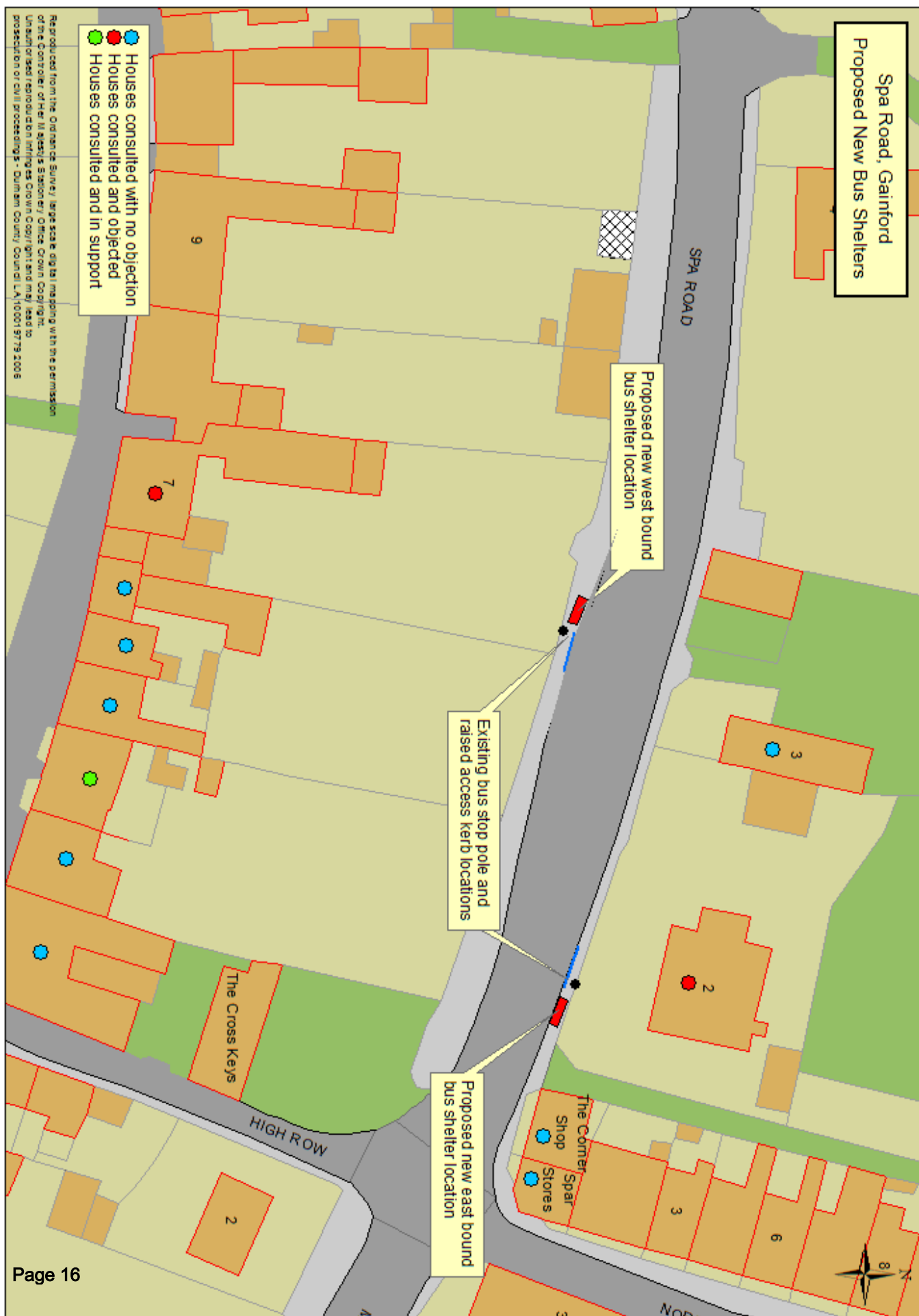
Consultation – As detailed in the report

Procurement – The shelter will be provided under an existing contract for bus shelter provision secured under Durham County Council's procurement procedure

Disability Issues – The design of the shelter is as such that it will conform to DDA requirements where applicable

Legal Implications – None

Appendix 2: Location & Consultation Plan



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