

1 March 2019

Bishop Auckland – Parking & Waiting
Restrictions Order 2019



Ian Thompson Corporate Director of Regeneration and Economic Development.

Councillor Carl Marshall, Cabinet Portfolio Holder for Regeneration and Economic Development.

Electoral division(s) affected:

Bishop Auckland Town.

Purpose of the Report

- 1 In accordance with part 3A of the Council's Constitution, Members are asked to make a decision in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Bishop Auckland.
- 3 To request that members consider the objections made during the informal and formal consultation period.

Executive summary

1 Rear of the Newgate Centre, Tenters Street.

A request was received to introduce a loading only area in a bid to address obstructive parking and improve access for HGV's to the rear of the Newgate Centre. There is support from the local County Councillors, the Town Council and Durham Constabulary. There have been six objections to the proposals.

2 Durham Road

A request was received from Durham Constabulary to introduce formal restrictions to address obstructive parking, improve visibility and safety issues. There is support from Durham Constabulary and the Local County Councillors. There have been two objections to the proposals.

3 Gib Chare/Durham Chare

A request was received from a Local County Councillor in a bid to address obstructive parking and improve pedestrian access to Castle Chare where the historical fountain and pedestrian routes are. There is support from the Local County Councillor and Durham Constabulary. There is one objections to the proposals.

Recommendation(s)

Committee is recommended to:

- (a) Endorse the proposal and proceed with the implementation of the Bishop Auckland: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

Background

- 1 Within Civil parking Enforcement operational guidance the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2 Requests were received to address ongoing obstructive parking, visibility and safety issues within various areas across the Bishop Auckland area.

3 **Locations and Request Details:**

- Rear of the Newgate Centre, Tenters Street – A request was made by the manager of the Newgate Centre in a bid to address obstructive parking and improve access to the loading area for HGV's to the rear of the Newgate Centre. There is support from the Local County Councillors and Durham Constabulary.
- Durham Road – A request was received from Durham Constabulary in a bid to address obstructive parking, improve visibility and safety concerns. There is support from Durham Constabulary and the Local County Councillors.
- Escomb Road – Several requests were received from local residents in a bid to address the current permit parking and to make some alterations of the timings and to extend the restrictions. There is support from Durham Constabulary and the Local County Councillors.
- High Bondgate – Several requests were received to introduce permit parking. Surveys were conducted and the area met the criteria required to introduce the restrictions. There is support from Durham Constabulary and the Local County Councillors.
- Gib Chare/ Durham Chare – A request was received from a Local County Councillor in a bid to address obstructive parking and improve pedestrian access to Castle Chare where the historical fountain and pedestrian routes are. There is support from the Local County Councillor and Durham Constabulary.

4 **Proposed Restrictions and Locations Detailed:**

'No Waiting at Any Time' restrictions

- Durham Road

'Permit Parking' restrictions

- Escomb Road

- High Bondgate

'No Waiting and No Loading/Unloading at any time' restrictions

- Gib Chare/ Durham Chare

Loading/Unloading only area

- Rear of the Newgate Centre, Tenters Street

'Limited Waiting' parking bays - Mon-Sat 8am-6pm 30mins no return within 1hr

- Rear of the Newgate Centre, Tenters Street

'Disabled badge holders only' restricted bay – 3 hr limit no return within 1 hr

- Rear of the Newgate Centre, Tenters Street

Restricted parking bays – 'No Stopping at any time except Taxis'

- Rear of the Newgate Centre, Tenters Street

- 5 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages for The Newgate Centre, Tenters Street September 2018 and October 2018.

There were five objections received at this point from directly affected frontages. Support was received from Durham Constabulary, Local County Councillors, the Town Council and the manager of The Newgate Centre. A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.

- 6 Following this, additional requests were received for Durham Road, Escomb Road, High Bondgate, and Gib Chare/ Durham Chare. A survey was conducted for High Bondgate to determine if the area was suitable for permit parking and it met the relevant criteria.

An informal consultation exercise was undertaken with statutory consultees and directly affected frontages in October 2018. Support was received from Durham Constabulary, the Town Council and the Local County Councillors.

Two objections were received from Durham Road and one objection from Gib Chare/ Durham Chare from directly affected frontages. A decision was made to progress to the formal consultation stage.

- 7 The proposals were advertised formally on site and in the local press between 15th December 2018 – 7th January 2019. There was one formal objection from the Newgate Centre, Tenters Street. There was support from the Local County Councillors and Town Council.

8 Objections – Rear of the Newgate Centre, Tenters Street

Informal

- 1 response in favour of the proposals
- 5 responses against the proposals

Formal

- 1 response against the proposals

Objection 1, 2, 3, 4 and 5 (Objected at the informal consultation stage)

Objector 1 is a local business owner from Newgate Street. They state that the area is good for work colleagues and customers to park.

Objector 2 is a local business owner from the Newgate Centre. They state there is no free parking for staff members of local businesses.

Objector 3 is a local business owner from Newgate Street. They state that businesses should be allowed permits to park vehicles. They also own a flat above their shop and tenants require a space to park.

Objector 4 is a local business owner of Newgate Street. They state that their colleagues require access to rear of premises.

Objector 5 is a local business owner of the Newgate Centre. They state that the proposals will create less of a footfall in the shopping centre.

Objection 6 (Objected at the formal consultation stage)

Objector 6 is a local business owner of Newgate Street. They state they require parking outside of their business for staff parking and wish for two parking permits.

Response

The proposed restrictions are to enable current and potential new businesses to have access to the loading area of the Newgate Centre. The area is currently unrestricted and this means vehicles often parked and are blocking access to the loading area. Some vehicles are believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

Also included within the proposals are limited waiting parking bays to allow customers to park and use the local businesses, a disabled bay and taxi only parking bays.

Vehicles blocking access to the loading area have a detrimental effect on the businesses within the Newgate Centre and Newgate Street. This could also deter potential new businesses from taking residence within the area.

Alternative parking is available in the surrounding area as well as the Newgate Centre car park and car parks on North Bondgate, Tenters Street and Kingsway.

9 Objections – Durham Road

Informal

- 21 responses in favour of the proposals
- 2 responses against the proposals

Formal

- No formal objections received

Objection 1 (Objected at the informal consultation stage)

The objector is a local resident. They state that having no waiting at any time restriction on both sides of Durham Road makes no sense and will cause inconvenience with no benefit. They state that restrictions should only be installed on the north side of the carriageway.

Response

Durham Constabulary requested the restrictions to improve road safety, visibility and reduce obstructive parking as vehicles currently park on the unrestricted sections of Durham Road forcing overtaking vehicles to cross the solid white lines.

The no waiting at any time restrictions will reduce the need to undertake this manoeuvre. The restrictions are required on both sides of the carriageway to ensure vehicles are not forced across the solid white lines.

Objection 2 (Objected at the informal consultation stage)

The objector is a local resident. They state that the problem is near the dip (Durham Chare area) with speeding vehicles.

Response

The aim for the proposal are to improve road safety with regards to parked vehicles on Durham Road as per the request from Durham Constabulary.

Speed issue should be reported via the Durham Constabulary's local Police and Communities Together (PACT) meetings. Details of the meetings taking

place can be found online or by telephoning Durham Constabulary on their non-emergency telephone number 101.

10 Objections – Gib Chare/ Durham Chare

Informal

- 1 response in favour of the proposals
- 1 response against the proposals

Formal

- No formal objections received

Objection 1 (Objected at the informal consultation stage)

The Objector is a local resident and owns a property on Durham Chare. They state that the proposals will restrict six cars from parking and force them into the Willows and the Dell. They say they would not object if residential permit parking was to be introduced.

There has also been a petition from local residents requesting residential permit parking.

Response

The proposals were requested by a local County Councillor in a bid to address obstructive parking and improve pedestrian access to Castle Chare where the historical fountain and pedestrian routes are located.

Alternative unrestricted parking is available in the surrounding area.

It has been explained to the objector that once the restrictions are introduced a survey will be conducted to determine if residential permit parking for the Willows and the Dell meet the criteria. This should ideally be carried out once a decision is made with regards to the new proposals as it will give a true representation of the parking situation going forward.

11 Locations with No Objections

- Escomb Road – 14 responses in favour, 0 against
- High Bondgate – 7 responses in favour, 0 against

Conclusion

12. It is recommended that the Committee agree to endorse the proposal and proceed with the implementation of the Bishop Auckland: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

Background papers

Correspondence and documentation in Traffic Office File

\\dch-3900\arc2-sys2\$\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Proposed 01 Layout\Settlement\Bishop Auckland\Traffic
Regulation Orders (Parking Restrictions)\2018 Sept

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Appendix 1: Implications

Legal Implications

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

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

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

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals

