

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber - County Hall, Durham on **Tuesday 20 November 2018 at 9.30 a.m.**

Present:

Councillor C Kay in the Chair

Members of the Committee

Councillors D Bell, H Bennett, G Bleasdale, J Chaplow, J Considine, S Dunn, A Gardner, D Hicks, K Hopper, S Hugill, K Liddell, O Milburn, S Morrison (Vice-Chairman), R Ormerod, J Rowlandson, J Shuttleworth, A Simpson, J Turnbull and M Wilson

1 Apologies for Absence

Apologies for absence were received from Councillor P Sexton.

2 Substitute Members

There were no substitute members present.

3 Minutes

The minutes of the meeting held on 13 September 2018 were agreed as a correct record and signed by the Chair.

4 Declarations of Interest

Councillor R Ormerod declared an interest in relation to Item No. 7 (Redhills/Crossgate Area – Parking and Waiting Restrictions) as he lived on a street affected by the proposals.

Councillors D Bell and M Wilson declared an interest in relation to Item No. 5 (Bearpark and Ushaw Moor Waiting Restrictions) as local members. Councillor D Bell had agreed to fund an element of the scheme from his neighbourhood budget, should the decision to introduce the scheme be approved. Councillor Wilson had requested a review of the traffic order relating to Bearpark.

5 Bearpark and Ushaw Moor - Parking and Waiting Restrictions Order 2018

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding three requests to an existing road traffic regulation order affecting Woodland Road at Bearpark and the Whitehouse Lane area of Ushaw Moor (for copy see file of Minutes).

The Committee were informed that a request to amend the order had been received from local members, Bearpark Parish Council and local residents. The effect of the proposals was to introduce the following:

- (i) A 'no waiting at any time' parking restrictions to address ongoing visibility issues associated with both junctions at Welby Drive/C18a Whitehouse Lane, Victoria Court C18a Whitehouse Lane; and Hall Avenue C18a Whitehouse Lane;
- (ii) A 30 minute time limit (operational Mon-Sat, 9am-5pm) on C18a Whitehouse Lane to accommodate a parking space outside of a Pharmacy, the bay is to encourage a higher turnover of availability close to the local amenities; and
- (iii) Removal of 'school keep clear' road markings and associated traffic sign on C17 Woodland Road (opposite Cook Avenue).

Three similar objections had been received from people living in the Whitehouse Lane area. The proposals would have a direct impact on them.

There were no objections to the proposal relating to Bearpark as the restrictions related to an unused former gated entrance to Durham Community Business College, which was now permanently locked.

The objections relating to the Ushaw Moor area expressed concern that the introduction of no waiting at any time parking restrictions would cause parking issues for visitors, workmen and homeowners who like to park outside their home. They also felt that their own parking would be compromised and would be forced into parking their vehicles in the yard to the rear of their properties.

The Strategic Traffic Manager explained that the introduction of the no waiting at any time restrictions would improve road safety and visibility from the junction of Welby Drive/C18a Whitehouse Lane and Victoria Court and Hall Avenue with the C18a. He added that some properties had parking space to the rear and the width of Welby Drive would allow for a number of parked cars.

Councillor D Bell explained that the road in question was extremely busy and there were real safety concerns regarding sightlines and parked cars.

Councillor J Turnbull explained that he had no objection to the proposals but sought assurance that all of the restrictions were enforceable and would be enforced.

The Strategic Traffic Manager informed the Committee that it was usual that restrictions in the type of area concerned would be acknowledged by motorists and confirmed that the restrictions would be enforceable, carried out on a priority basis and areas targeted where it was felt there was an issue.

Moved by Councillor Turnbull, **Seconded** by Councillor J Shuttleworth and

Resolved

That the Committee endorse the proposal and proceed with the implementation of the Bearpark and Ushaw Moor Waiting and Parking Restrictions Order, with the final decision

to be made by the Corporate Director of Regeneration and Local Services under delegated powers.

6 Ferryhill - Parking and Waiting Restrictions 2018

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding changes to parking and waiting restrictions in Ferryhill following a review of current restrictions and proposed amendments put forward (for copy see file of Minutes).

The Committee were informed that Ferryhill Town Council had submitted an official petition of 497 signatures requesting that consideration be given to the creation of a 24 hour taxi rank area within the town.

The review of the existing traffic regulation order also gave consideration of amendments to address obstructive parking on Sadler Street, town centre taxi provision and loading facilities on Darlington Road.

Further amendments to the scheme were made following the initial consultation with affected frontages and all statutory stakeholders which resulted in a formal set of proposals being advertised on 13 August 2018.

A number of objections had been received. The objections were summarised within the report and had been addressed. One objector who owned a business adjacent to the proposed taxi restrictions felt that the restriction should also permit loading/unloading by local business owners. The Strategic Traffic Manager informed the Committee that there was an existing loading only area (6am – 6pm) approximately 20 metres from the objector's premises.

A suggestion to consider the possibility of permitting loading from the taxi area was investigated, however, it was found not to be feasible in this instance.

Another objector, a business owner on Parker Terrace (Darlington Road) felt that the introduction of a loading bay at the location was arbitrary and unnecessary. They commented that the restriction would actually restrict access to the businesses in the affected area. In response, the Strategic Traffic Manager informed the Committee that the request was for the restriction originated from another business in the area as they were struggling to load and unload heavy stock to their premises. Under the circumstances it was considered that the proposed loading bay would be well used and a useful addition.

In terms of the taxi rank people were able to park on the taxi rank on a night but not during the day. The Town Council were of the view that there was ample opportunity for people to park elsewhere during an evening and that taxi provision should be provided for, therefore it was felt appropriate to have taxis available on the rank 24 hours.

Councillor J Shuttleworth informed the Committee that he had spoken to both local members, Councillors Avery and Makepeace who were in agreement with all of the proposals and moved the recommendation. Councillor A Gardner seconded the recommendation.

Resolved

That the Committee endorse the proposal and proceed with the implementation of the Ferryhill Waiting and Parking Restrictions Order 2018, with the final decision to be made by the Corporate Director of Regeneration and Local Services under delegated powers.

7 Redhills/Crossgate Area - Parking and Waiting Restrictions

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a number of proposed changes to the Redhills/Crossgate Area Parking and Waiting Restrictions Order 2018 (for copy see file of Minutes).

The Committee were informed that the Council regularly reviewed traffic regulation orders to ensure that the restrictions held within them were relevant and appropriate. The request to review the Redhills and Crossgate area of Neville's Cross, originated from the local members and local residents who felt that a number of issues, namely repeated obstructive parking, visibility and safety issues needed addressing.

An initial informal consultation exercise was undertaken with statutory consultees and directly affected frontages in December 2017 and January 2018. Several objections were received at the time from directly affected properties. The objections received were addressed which resulted in some amended plans being drawn up for consultation. Once again, any objections were addressed and amended plans were issued in March 2018 to all directly affected properties and statutory consultees.

The Committee were informed that following this, a further additional request was received from a local resident asking the Council to give consideration to issues being experienced at the junction of Archers Court and Redhills Lane. Letters and plans were sent out to directly affected properties in August 2018. There were no informal objections and the amendments had support from the Police. The proposals were advertised formally on site and in the local press between 13th September and 5th October 2018.

Four formal objections, all of which originated from St Monica Grove were received. There was support from the Local Councillor who felt that the road safety benefits outweighed the potential issues that could be generated by displacement of vehicles and felt that the scheme was in the best interests of road safety and visibility.

Objections received regarding the displacement of vehicles were regrettable, however, the key point was that the restrictions would stop people parking on a double-bend which was unsafe.

One objector also asked if residents parking permit scheme could be introduced, however, the result of survey work determined that a resident permit parking scheme could not be pursued for St Monica Grove. The council's policy in this regard was that more than 40% of kerbside space had to be occupied by non-residents for over six hours in the survey period and more than 85% of kerbside space occupied by any vehicles during the same six hours. In terms of St Monica Grove 25% of kerbside space was occupied for non-residential vehicles and 35% of kerbside space for any vehicles during the survey period.

Councillor R Ormerod felt there were clear safety reasons to stop people parking in specific locations throughout the estate concerned which was causing real difficulties. Councillor R Ormerod pointed out that the reference to Elm Road in report should read Elm Avenue.

Moved by Councillor J Turnbull, Seconded by Councillor O Milburn and;

Resolved

That the Committee endorse the proposal to proceed with the implementation of the Redhills/Crossgate area Waiting and Parking Restrictions Order with the final decision to be made by the Corporate Director under delegated powers.

8 Spennymoor - Parking and Waiting Restrictions Order 2018

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a scheme to:

- introduce and amend parking restrictions on Holborn Street to regulate parking and improve accessibility;
- amend time limited parking bays within the town centre to ensure a consistent time limit; and
- introduce waiting restrictions across the front of Thomas Wright House, Byers Green to aid access and visibility.

(for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the scheme would standardise existing traffic regulations throughout Spennymoor Town Centre.

Consultation took place on the 23rd November 2017 and the formal advert was published and displayed in the local media and on site between 5th May 2018 and 26th May 2018.

A number of objections were received which were summarised within the report. The Strategic Traffic Manager informed the Committee that a separate petition had been submitted in relation to objection five of the report. The petition sought the change of use for these bays from disabled bays to unrestricted parking bays.

The Committee were advised that the petition was not part of the initial proposal and had not been consulted upon. Under the circumstances it was felt that it should be considered as a separate matter should the Committee be minded to do so. It was explained that balance needed to be provided in town centres and having centrally located disabled bays were seen as being extremely important in achieving such balance.

There were no objections raised by the statutory consultees and there were no objections received at the formal advertising stage by local businesses or residents. The objections received, except the petition, were all received during the informal consultation phase.

Councillor A Gardner informed the Committee that a lot of work had been carried out by Councillors G Darkes, L Maddison and K Thompson with regard to the proposals put forward.

Referring to the petition received from the Penny Gill Public House, Councillor Gardner explained that the pub was used by many bikers and pointed out that there were five disabled bays to the rear of the Weatherspoon's pub and a further two disabled bays outside of a betting shop, therefore it could be argued that the amount of disabled bays currently located in the area in question were not required.

The Strategic Traffic Manager thanked Councillor Gardner for his comments and reiterated that the petition should be dealt as a separate matter with involvement from the local members and be taken forward in due course.

Councillor J Shuttleworth felt that the restrictions consulted upon appeared sensible and moved the recommendation to endorse the proposals, with the petition to be dealt with at another time. Councillor S Dunn seconded the recommendation.

Resolved

- (i) That the Committee endorse the proposal and proceed with the implementation of the Spennymoor Waiting and Parking Restrictions Order 2018 with the final decision to be made by the Corporate Director under delegated powers; and
- (ii) That the petition received be dealt with as a separate matter.

9 Tow Law - Parking and Waiting Restrictions 2018

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a proposal to introduce formal waiting restrictions on the unclassified entrance road to Blessed John Duckett RC Primary School (for copy see file of Minutes).

The Committee were informed that a number of road safety and congestion issues had been raised concerning the traffic around Blessed John Duckett RC Primary School which had been reported to the County Council by the Head teacher of the Primary School. There were currently no parking restrictions outside of the school, which was causing the area to become congested at the start and end of the school day.

The restrictions proposed included a 'no stopping, Monday - Friday, 8am-9am and 2pm-4pm restriction would be installed to the front of the school turning area/car park. A 'No Waiting, Monday – Friday, 8am – 9pm & 2pm – 4pm' restriction would be introduced on both sides of the entrance road from its junction with the B6301 Smith Street to a point immediately to the east of the school car park. The restrictions would ease congestion and improve road safety at the location.

The Committee noted that the carriageway in the area was unadopted and ownership had been researched. The legal status of the road was public footpath but as motor vehicles had been using it for over 20 years, they had claimed a prescribed right of use. The length of public footpath was maintainable at public expense. Therefore as with other areas of unadopted road/path in the County it was possible to install road markings or restrictions provided the Council consulted in line with Statutory Instrument 2489.

A number of objections had been received. The objections were summarised within the report with the common theme of vehicle displacement being of primary concern.

The Strategic Traffic Manager informed the Committee that the restrictions had been proposed to improve road safety and accessibility around the school entrance. There were alternative adjacent unrestricted parking areas which could be utilised by motorists and the objections received regarding the unadopted road had been addressed.

Councillor A Gardner explained that people did not want to walk a very short distance, preferring to park vehicles and cause the issues being experienced. Councillor Gardner was concerned about displacement of vehicles, particularly, displacement to the cul-de-sac to the rear, which appeared to be the next closest point to park. Councillor Gardner felt that if the restrictions were introduced, it would generate complaints from local residents in other areas.

The Strategic Traffic Manager explained that the restrictions could cause potential inconveniences for other residents, which would have to be monitored. However, there were many suitable alternatives for people to park further away.

Councillor J Shuttleworth felt that the safety of the school children was of paramount importance and fully supported the request by the school and in doing so, moved the recommendation.

Councillor J Turnbull accepted that the restrictions were needed outside the school in terms of safety and was supportive of the proposal providing that enforcement would take place, otherwise the scheme would be a waste of money.

Resolved

That the Committee endorse the proposal and proceed with the implementation of the Tow Law Waiting and Parking Restrictions Order 2018 with the final decision to be made by the Corporate Director under delegated powers.