
Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Economic Development.

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

Electoral division(s) affected:

Belmont

1 Purpose of the Report

- 1.1 In accordance with the Council's Constitution, Members are asked to decide 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.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order on Green Lane, Gilesgate.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

2 Executive Summary

- 2.1 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.
- 2.2 The County Council are proposing to introduce restrictions on:

2.3 Green Lane, Gilesgate

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local residents and the local County Councillor in a bid to reduce obstructive parking and improve road safety.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Green Lane, Gilesgate: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

4.1 Several requests have been received to address ongoing obstructive parking, visibility and safety issues along Green Lane, Gilesgate, and a site meeting was conducted with concerned residents and the local County Councillor.

4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages in April and May 2019.

4.3 One objection was received at this point from directly affected frontages. The proposals were supported by Durham Constabulary and the Local County Councillors. After reviewing the feedback, a decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.

4.4 At this point additional requests were received from directly affected frontages to increase the proposed 'no waiting at any time' restrictions (double yellow lines) on Green Lane.

4.5 Amendments were made, and the proposals were reconsulted with statutory consultees and directly affected frontages in May 2019. Support was received from Durham Constabulary and the Local County Councillors.

4.6 There were no further objections received and the decision was made to progress with the TRO and move to the formal consultation stage.

4.7 The formal notices for the proposals were advertised on site and in the local press between 20th June 2019 – 11th July 2019. No further objections were received during this period.

5 Green Lane, Gilesgate

Green Lane is a residential area off Sunderland Road in Gilesgate. This is a narrow one-way road with terraced residential properties to the south east of the road and the rest of the properties are mainly bungalows with the elderly

and those with mobility issues. There is only one single footway to the south east, next to the terraced properties. Most properties have no off-street parking.

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by residents and the local County Councillor in a bid to reduce obstructive parking and improve road safety.

There were reports of vehicles parking fully on the footway forcing pedestrians and wheelchair users into the oncoming traffic, there have been cases where elderly residents have not heard oncoming vehicles while walking in the road. There have also been reports of large vehicles struggling to gain access due to vehicles parking on the footway and narrowing the carriageway.

Discussions were undertaken with Durham Constabulary to get their comments on the issues. They felt that if they sent officers to ask vehicle owners to not park on the footway, that the issues for passing vehicles would only get worse.

Durham Constabulary fully support the proposals along with the local county Council. There has been 1 objection and 9 supporting the proposals.

6 Objection

6.1 Objection 1

Objector 1 is a resident of Green Lane. They allege that there is no alternative parking, is not currently a dangerous road and everyone goes slowly anyway.

6.2 Response

After meeting with residents and the County Councillor the parking situation was deemed as obstructive parking, where in some cases vehicles were parked right up to the walls of the properties, and wheelchair and pushchair users would not be able to use the footway. There is no alternative footway on the opposite side of the carriageway so the single footway leading onto Sunderland road to use the local amenities and for the bus stop is necessary for pedestrian safety.

It was also viewed that there was not enough space for larger delivery vehicles to pass the parked vehicles and it was observed that a van bumped onto the small section on kerbing on the west side of the carriageway.

Obstructive parking of this nature could cause difficulties for emergency services gaining access. The North East Ambulance Service were also in support of the proposals.

There alternative unrestricted parking available to the north of Green Lane and in surrounding nearby streets.

Considering this information, the 'no waiting at any time' restrictions should be introduced in the interest of pedestrian and road safety.

The Council (and persons exercising public functions) has a duty under Section 149 of the Equality Act 2010 when exercising its functions to have regard to the need to (a) eliminate discrimination, harassment, victimization and any other conduct that is prohibited under the Equality Act 2010; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The Council has considered its public sector equality duty. In particular, the issues the Council has considered include the impacts upon disabled and other less mobile people as a result of the introduction of a TRO.

Having had due regard to all relevant factors, it is not considered that the introduction of a TRO would breach the Council's public sector equality duty. All issues have been considered in accordance with national law and other material considerations. It is considered that the introduction of a TRO would be proportionate and appropriate in this instance acknowledging the safety concerns identified within this report.

7 Conclusion

- 7.1 It is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Green Lane, Gilesgate: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

- 7.1 Correspondence and documentation in Traffic Office File:

\\dch-3900\arc2-sys2\$\TRAFPROJ\06REGULATIONDESIGN&IMPLEMENTATION\Settlement\Belmont,Carrville&Gilesgate\Traffic Regulation Orders (Parking Restrictions)\2019 April

Contact: Peter Broxton

Tel: 03000 263986

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 these issues are fully dealt with in the report.

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

