

Highways Committee

25 September 2019

**Barnard Castle – Parking & Waiting
Restrictions ORDER 2019**



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:

Barnard Castle East and West

1 Purpose of the Report

- 1.1 In accordance with part 3 of 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 in Barnard Castle.
- 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 Bridge End/ The Sills

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local residents as parked vehicles are affecting movements at the Traffic Signals, the proposals are in a bid to reduce obstructive parking and improve road safety.

2.4 Birch Road

The TRO is to introduce a Limited Waiting parking bay 9am-6pm, 30 minutes no return within 2hrs, which was requested by local residents to improve parking availability and reduce long stay commuter parking. Also, to amend a section of 'School Keep Clear' markings to reflect what is actually on the ground for St Mary's Primary School.

2.5 Market Place

The TRO is to amend an existing Limited Waiting bay 9am-6pm 2hrs no return before 6pm to a disabled badge holder only bay, which was requested by the Town Council to improve disable access to the town.

2.6 Bridgagate/ The Bank

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by the Traffic Safety Team of Durham County Council 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 Barnard Castle: 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 as well as improve parking in Barnard Castle.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2018 and January 2019.
- 4.3 A further informal consultation exercise was undertaken with directly affected frontages in June 2019 to ensure all frontages had a chance to view the proposals.
- 4.4 Several objections were received at this point from directly affected frontages. The proposals were supported by Durham Constabulary. After reviewing the feedback, a decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.5 The formal notices for the proposals were advertised on site and in the local press between 31st July 2019 – 21st August 2019. One further objection was received at this point.

5 Bridge End/ The Sills

The Sills is a 2-way road on the B6277 leading north to Barnard Castle Bridge and the A67, it is a 3-way junction controlled by Traffic Signals. There are residential properties on The Sills and Bridge End as well as leading into Ullathorne Rise residential estate.

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines) on the east side of the carriageway from the existing restrictions opposite to no.17 in a southerly direction for 36m. The proposals were requested by local residents as parked vehicles are affecting movements at the Traffic Signals causing queuing issues. The proposals are in a bid to reduce obstructive parking, congestion, improve road safety and traffic flow.

There were reports of vehicles parking south of the existing double yellow lines on the east side of The Sills. When vehicles are travelling north along The Sills waiting at a red light and vehicles are travelling south onto The Sills from Barnard Castle Bridge or A67 southbound are then unable to pass the parked vehicles due to queuing traffic, thus causing queues onto the Bridge which has a negative effect on the flow of traffic through the traffic signals.

Durham Constabulary support the proposals. There have been 5 objections and 6 representations in favour of the proposals.

6 Objections

All objections come from residents who live in the Riverside properties on the east side of The Sills where they park their vehicles as they have no off-street parking.

6.1 Objection 1

Objector 1 is a Riverside resident and states that they have no parking outside their property and the proposal will force them to park even further away.

6.2 Objection 2

Objector 2 is a Riverside resident and objected to the proposals with no further comment.

6.3 Objection 3

Objector 3 is a Riverside resident and states that parking on Riverside is already at a premium and would only result in parking opposite onto the residential housing estate which is overcrowded. They also state that the road provides over spill parking for people visiting the riverside and Barnard Castle.

6.4 Objection 4

Objector 4 is a Riverside resident and state that they are concerned at the possibility of any changes to the parking arrangement, though mindful of traffic requirements. They request that any changes be kept to a minimum.

6.5 Objection 5

Objector 5 is a Riverside resident and states that the decision to purchase the permanent residency was due to the suitability of the property, access to parking of their car and to the local town.

They continue to state that if they go shopping and have several loads to transport to their property, they unlock their door and ferry back and forth to the current parking spot in view from their property. However, if they must park further away, they will not feel happy leaving their front door unlocked while carrying out repeat loads.

They state that the joy they have from living there will be severely affected, also poor weather will affect the longer walks to the property. They state that they suffer from bad backs on regular occasions and not able to speed up to avoid being soaked by the wet weather, unlock the door repeatedly.

They acknowledge that the issue is due to drivers not looking ahead and seeing what vehicles are parked and whilst irritating is not a danger.

They state that parking issues by delivery drivers and visitors fill up Ullathorne Rise which in their view is a danger.

They suggest that permits are issued to permanent residents of 1-5 Riverside as there is space for three cars, which could be a temporary measure to see if that will resolve the issue prior to introducing double yellow lines.

6.6 Response

The current parking of vehicles in the proposed location is deemed as obstructive parking, causing issues to the productivity of the traffic signals and traffic flow around the three-way signalised junction.

The requirement for the extension to the double yellow lines outweighs the requirement for residents to park next to their properties as the proposals are in the interest of road safety and to improve traffic flow.

The double yellow lines will still allow for vehicles to board and light (drop off and pick up passengers), allow vehicles to load and unload (for deliveries and to unload shopping etc) and allows disabled badge holders to park on them for a 3hr duration as long as the vehicle is not causing an obstruction to the highway.

There is unrestricted parking in Ullathorne Rise and south of the proposals on the B6277 The Sills.

Residential permit parking would not be suitable in this location as it would have the same effect as the current situation, it would also not meet the relevant criteria as per Durham County Councils Parking Policy where permit areas need to be in close proximity of 3rd party generators (commercial businesses).

7 Birch Road

Birch Road is a residential area within walking distance to A67 market place, the high street and close proximity to St Mary's Primary School.

There have been requests to introduce a short stay parking bay to help with school pick up and drop off and for vehicles to park to use the local amenities within Barnard Castle.

The TRO is to introduce a 'Limited Waiting' parking bay Mon-Sat 9am-6pm, 30 minutes no return within 2hrs on the north side of Birch Road outside no.1 for one bay length of 6m. It is also proposed to remove a section of 'School

Keep Clear' markings to represent the true reflection on the ground, on the north side of Birch Road from no.1 westerly for 13m.

Durham Constabulary support the proposals. There has been 1 objection and 2 representations in favour of the proposals.

8 Objections

8.1 Objection 1

The objector is a resident of Birch Road. They state that the area needs residential permit parking not half-hearted ideas.

8.2 Response

The introduction of the limited waiting bay will give a short stay parking space for local residents to use the facilities within the town and reduce long stay parking near to the school keep clear markings. The parking bay will also allow parents of the school children to have access to drop off their child, which will reduce congestion at school drop off and pick up times.

The introduction of residential permit parking would not meet Durham County Councils Parking Policy as the location is not in the direct area of 3rd party generators and the policy also states that permit parking will not be introduced to address problems associated with school gate parking.

9 Market Place

The A67 Market Place is the high street for Barnard Castle and is a heavily trafficked area with a high density of pedestrians using the local amenities.

There have been requests from Barnard Castle Town Council to amend an existing 'Limited Waiting' bay near to the Kings Court Care Home to a 'blue badge holder only' bay to allow better access for disabled badge holders.

The TRO is to introduce one blue badge holders bay on the west side of Market Place south of the entrance to Kings Court car home for one bay length of 6m.

There has been support from Durham Constabulary for the proposals. There have been no objections to the proposals.

10 Bridgeway/ The Bank

The Bank/ Bridgeway is part of the A67 and is a heavily trafficked area on a bend south of the Market Cross. There has been works done on the section

between the bend and the market cross to improve parking availability by creating bus stop pedestrian buildouts.

A request has been received from a Durham County Council Traffic Safety Team to ensure the safety and visibility of road users around this stretch of carriageway by introducing parking restrictions.

It is therefore proposed to introduce 'no waiting at any time' restrictions (double yellow lines) from no.1 Bridgegate continuing east around to no. 53 on The Bank for 43m.

There has been support from Durham Constabulary for the proposals. There have been no objections to the proposals.

11 Conclusion

11.1 It is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Barnard Castle: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

12 Background papers

12.1 Correspondence and documentation in Traffic Office File:

\\dch-3900\arc2-sys2\$\TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Barnard Castle\Traffic Regulation Orders (Parking Restrictions)\2018 Amendments

Contact: Peter Broxton

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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

