

Highways Committee

25 September 2019

Coxhoe – Parking & Waiting  
Restrictions ORDER 2019



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## 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:

Coxhoe

#### 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 Coxhoe.
- 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 Church Street

The proposed restrictions ('Limited Waiting' parking bays, 'Loading Only' parking bays, removal of 'Blue badge holders only' bays and amendment to the duration

of 'Restricted Waiting' restrictions) are to enable customers for current and potential new businesses to have an area to park and have access to the local businesses and amenities. The restrictions are to stop all day and commuter parking as this reduces revenue within the town. The majority of areas are currently unrestricted, some vehicles are believed to be owned by staff commuting to work or who leave their vehicles in this location for the full duration of the day and commute outside of Coxhoe.

The proposals were requested by local business owners and the local County Councillors in a bid to reduce obstructive parking, improve road safety and to boost the local economy.

#### **2.4 Coronation Terrace**

The proposed amendments to 'restricted waiting' restrictions which are currently in place Mon-Fri 7am-6pm are to be amended to Mon-Sat 7am-6pm to be the same as the other proposed restrictions within the town. This will reduce obstructive parking and improve traffic flow.

The proposals were requested by the local County Councillor in a bid to harmonise the restrictions within the town, reduce obstructive parking and improve road safety.

#### **2.5 Roundabout A177 south of Cornforth Lane**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by the Local County Councillors, local residents and the school headteacher to address obstructive parking near to Coxhoe Primary School, which should improve movement of vehicles on the roundabout and improve road safety for school children and pedestrians.

#### **2.6 Welfare Terrace**

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 Councillors in a bid to reduce obstructive parking and improve road safety on the corner and junction of Welfare Terrace and Cornforth Lane.

### **3 Recommendation(s)**

#### **3.1 Committee is recommended to:**

Endorse the proposal in principle to proceed with the implementation of the Coxhoe: 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 within the Coxhoe area.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages from February 2019 to April 2019.
- 4.3 There were objections received at this point from directly affected frontages. Support was received from Durham Constabulary and Local County Councillors. A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.
- 4.4 The proposals were advertised formally on site and in the local press between 30<sup>th</sup> May 2019 – 20<sup>th</sup> June 2019. There was a formal objection received during this consultation period from a directly affected frontage.

## **5 Church Street**

The proposed restrictions ('Limited Waiting' parking bays, 'Loading Only' parking bays, removal of 'Blue badge holders only' bays and amendment to the duration of 'Restricted Waiting' restrictions) are to enable customers for current and potential new businesses to have an area to park and have access to the local businesses and amenities. The restrictions are to stop all day and commuter parking as this reduces revenue within the town. The majority of areas are currently unrestricted, some vehicles are believed to be owned by staff commuting to work or who leave their vehicles in this location for the full duration of the day and commute outside of Coxhoe.

The proposals were requested by local business owners and the local County Councillors in a bid to reduce obstructive parking, improve road safety and to boost the local economy.

There is support from Durham Constabulary. There have been 8 objections to the proposals.

### Objection 1 (Objected at the informal consultation stage)

Objector 1 is a local business owner and resident of Church Street and has objected at the informal consultation stage.

They state that they run a hair dressing business and a lot of their customers are in the shop for more than 3 hrs.

Objection 2 (Objected at the informal and formal consultation stage)

Objector 2 is a resident of Church Street and has objected at the informal and formal consultation stage.

They state as a resident with no access to park at the rear of their property that they would have nowhere to park.

Objection 3 (Objected at the informal consultation stage)

Objector 3 is a local business owner of Church Street and has objected at the informal consultation stage.

They state that they can't see how restrictions are going to help residents and businesses, we need more parking spaces. Also, how will the restrictions be policed?

Objection 4 (Objected at the informal consultation stage)

Objector 4 is a local business owner of Church Street and has objected at the informal consultation stage.

They state that there are too many parking restrictions everywhere in the County.

Objection 5 (Objected at the informal consultation stage)

Objector 5 is a local resident of Church Street and has objected at the informal consultation stage.

They request to have permit parking for their family, so they can park outside their home, as everyone will try and park in the layby as it has no parking restrictions on the plan.

Objection 6 (Objected at the informal consultation stage)

Objector 6 is a local business owner of Church Street and has objected at the informal consultation stage.

They state that their neighbour abuses the blue badge scheme and is not disabled, and always use their bay that they require for unloading.

Objection 7 (Objected at the informal consultation stage)

Objector 7 is a local business owner of Church Street and has objected at the informal consultation stage.

They state that if the proposals are carried out that they will close their business immediately. The system as it stands works, why the necessity to change what

has worked fine for many years. They state that in all the years of business they have never witnessed any problems with parking, traffic congestion or road accidents.

They allege that there are a numerous petty restrictions on parking outlined (all negative) but not one suggestion (positive) as to where those displaced from all day parking, i.e. business owners should leave their vehicles. The objector states that there is also no access to the rear of these properties, which leaves the car park at the village hall. Objector 7 continues to state that the majority of businesses open their doors for 9am and will presumably park at the village hall along with the following:

1. People who work in Durham and use it as a 'park and ride' the only difference being a work colleague picks them up instead of using public transport.
2. Local car dealers who often park cars for several weeks, although this has eased since legislation regarding car tax and the selling of vehicles.
3. The recently introduced 2hr waiting restriction on the village hall car park is ignored by the 'Durham park and ride brigade' and everyone else for that matter. The treat of overstaying still applies however.

They state that they look forward to receiving plans of the new car park you will be building to alleviate the chaos your proposals will, no doubt cause.

#### Objection 8 (Objected at the informal consultation stage)

Objector 8 is a local business owner and resident of Church Street and has objected at the informal consultation stage.

They state that in principle they agree whole heartedly with the parking restrictions along Church Street, being a shop owner and living here that it brings frustration especially when potential shoppers cannot park.

They continue to state as they live here without some sort of permit parking that the restrictions will cause countless issues. It will mean moving their vehicle 6 days a week, every morning and bringing it back each evening to park. They state they need to load their van during the summer months as they attend events, even if they managed to obtain a place in the proposed loading space, can you imagine the number of trips made to and from their van.

The objector cannot see why as the only resident I am not given some sort of parking permit.

## Response

The proposals were sent out to statutory consultees as required by secondary legislation, informal plans and letters sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The proposed restrictions are to enable customers for current and potential new businesses to have an area to park and have access to the local businesses and amenities. The restrictions are to stop all day and commuter parking as this reduces revenue within the town. The majority of areas are currently unrestricted, some vehicles are believed to be owned by staff commuting to work or who leave their vehicles in this location for the full duration of the day and commute outside of Coxhoe.

The proposed 'limited waiting' restrictions will allow for short stay parking for customers of the local businesses, blue badge holders can park in these locations for an unlimited duration. Loading and unloading can also take place in these locations. The restrictions will reduce the amount of all-day parking.

At the south end of Church Street which is the main shopping location, the 'limited waiting' proposal are to have a 30min limit so that customers can park in this section for a short duration and will provide a high turnover of vehicles and income to the town. This will also allow for vehicles wishing to load/unload a higher chance of access. The rest of the 'limited waiting' restrictions will have a 3hr limit as requested by the local business owners, this will allow customer enough time to use the shops and businesses.

The proposed 'loading only' bays will give access to vehicles wishing to load and unload throughout the day. Vehicles will not be able to park in these bays which give full access for deliveries.

The proposed amendments to 'restricted waiting' restrictions which are currently in place Mon-Fri 7am-6pm are to be amended to Mon-Sat 7am-6pm to be in keeping with other proposed restrictions within the town. This will reduce obstructive parking and improve traffic flow.

The proposed removal of 'disabled badge holders only' bays and the introduction of 'limited waiting' restrictions will not affect blue badge holders as they are permitted to park in any 'limited waiting' bays for an unlimited duration. The proposed 'limited waiting' bays will then give access to any vehicle wishing to shop within the town.

Only restrictions on Church Street (High Street) has the 'limited waiting' restrictions of up to 3hrs. Any vehicles wishing to park for a duration over 3hrs can park in any of the nearby streets which are unrestricted. It's in the best interest of the local businesses to have available short stay parking near to their

shop/business to allow customers easy access. If the area is full of long stay/all day parked vehicles, potential customers may not stop and therefore shop elsewhere.

Permit parking would not achieve the aim of providing customer parking, as the situation would not change, and the location would be full of residents and business owner vehicles which would reduce potential customers parking availability.

If business owners, residents or members of the public find that vehicles are abusing the restrictions, then they need to report this to Durham County Council who will be able to arrange for targeted enforcement to take place.

## **5.1 Coronation Terrace**

The proposed amendments to 'restricted waiting' restrictions which are currently in place Mon-Fri 7am-6pm are to be amended to Mon-Sat 7am-6pm to be the same as the other proposed restrictions within the town. This will reduce obstructive parking and improve traffic flow.

The proposals were requested by the local County Councillor in a bid to harmonise the restrictions within the town, reduce obstructive parking and improve road safety.

There is also support from Durham Constabulary. There has been 1 objection to the proposals.

### *Objection 1 (Objected at the informal consultation stage)*

The objector is a local resident of Coronation Terrace. They state that the parking bays get used throughout the day for businesses up the road and are usually full, objector 1 states that they only have outside their homes to park.

### *Response*

The proposals were sent out to statutory consultees as required by secondary legislation, informal plans and letters sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The proposed amendments to 'restricted waiting' restrictions which are currently in place Mon-Fri 7am-6pm are to be amended to Mon-Sat 7am-6pm to be the same as the other proposed restrictions within the town. This will reduce obstructive parking and improve traffic flow.

There are parking bays along the east side of Coronation Terrace for the full length and will remain unrestricted so that residents, customers and business owners can park here for an unlimited duration.

## **5.2 Roundabout A177 south of Cornforth Lane**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by the Local County Councillors, local residents and the school headteacher to address obstructive parking near to Coxhoe Primary School, which should improve movement of vehicles on the roundabout and improve road safety for school children and pedestrians.

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

## **5.3 Welfare Terrace**

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 Councillors in a bid to reduce obstructive parking and improve road safety on the corner and junction of Welfare Terrace and Cornforth Lane.

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

## **6 Conclusion**

- 6.1 It is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Coxhoe: 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\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Coxhoe\Traffic Regulation Orders (Parking Restrictions)\2019 January

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## **Appendix 1: Implications**

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### **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.

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## Appendix 2: Location of Proposals

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