

Lanchester and Langley Park – Parking & Waiting Restrictions ORDER 2019

Geoff Paul Corporate Director of Regeneration and Economic Development.

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

Electoral division(s) affected:

Lanchester

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 of Regeneration & Economic Development 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 Lanchester.
- 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 Peth Bank

This TRO will introduce ‘no waiting at any time’ restrictions (double yellow lines) on Peth Bank. The proposals were requested by local councillors with support from Durham Constabulary and local residents in a bid to reduce obstructive parking and improve road safety.

2.4 Newbiggen Lane / Front Street

This TRO will also introduce ‘no waiting and no loading/unloading at any time’ restrictions on Newbiggen Lane / Front Street. Again, these proposals were requested by local councillors with support from residents to address obstructive parking and improve visibility.

2.6 Front Street

It is proposed that the existing ‘no waiting at any time’ restrictions (double yellow lines) on Front Street be extended. The proposals were requested by local councillors with support from local residents to improve visibility and improve road safety.

2.7 Kitswell Road

This TRO will introduce restricted waiting restrictions (Mon-Fri, 8am-9am, 3pm-4pm) on Kitswell Road. The proposals were requested by local councillors with support from local residents to address obstructive parking and improve road safety.

2.5 Manor Grange

This TRO will introduce ‘no waiting at any time’ restrictions (double yellow lines) on Manor Grange. The proposals were requested by local councillors with support from Durham Constabulary and local residents 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 Lanchester & Langley Park: 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 in Lanchester.
- 4.2 A meeting was arranged with representatives from Durham County Council (DCC) and Durham Constabulary alongside local councillors & residents who identified road safety issues in several locations throughout Lanchester.
- 4.3 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between April & May 2019. The proposals were supported by the County Councillors and Durham Constabulary, but several objections were received at this point from residents and a local business owner.
- 4.4 A decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.5 The proposals were advertised formally on site, online and in the local press between 22nd August 2019 – 12th September 2019. There were no formal objections.

5 Peth Bank

Peth Bank is a 2-way road connecting the nearby residential settlement Burnhope to Durham Road / A691, which runs through the village. Deneside is a residential area located off Peth Bank, approximately 75m from the busy junction with Durham Road. There is also a vet's practice on Peth Bank which creates a demand for parking on the area of Peth Bank between the junction from Durham Road and the junction to Deneside.

There have been reports of vehicles parking on and around these junctions causing obstruction and road safety issues for road users. These issues have been identified by DCC officers at this location before and as a result there are currently advisory white markings in place. It is noted however that these markings have done little to tackle the issue of obstructive parking.

The TRO is to introduce 'no waiting at any time' restrictions:

- both sides of the junction from Durham Road into Peth Bank
- both sides of the junction from Peth Bank into Deneside (in place of existing advisory keep clear markings)

Durham Constabulary support the proposals. There have been 3 objections and 2 representations in favour of the proposals.

6 Objections

All objections come from residents who live in properties on Deneside who state that they find parking in close proximity to their property difficult and that the proposed restrictions will mean that they cannot easily park near to their homes.

6.1 Objection 1

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

They also state that these restrictions will move any parking associated with the nearby vets further into Deneside affecting the availability of space for residents to park.

They would like Permit Parking to be considered for residents without off-street parking.

6.2 Objection 2

Objector 2 is a resident of Deneside who states that finding a parking space near their home is difficult and the proposed restrictions will make this worse.

6.3 Objection 3

Objector 3 is a resident of Deneside who states the proposed restrictions will restrict parking for the property and goes on to explain how the parking issues are caused due to the nearby vet's practice.

6.6 Response

The manner of parking in this area currently impedes visibility for motorists and this is a concern with respect to road safety at this location. White advisory markings have been introduced as an intermediate measure to address this but have been unsuccessful.

The restrictions will still permit motorists to drop off and pick up passengers, (un)loading (for deliveries and to unload shopping etc) and parking for blue badge holders for up to 3hrs provided the vehicle is not causing an obstruction to the highway.

It is considered unlikely that this location would meet the County Councils parking policy for permit parking. The policy allows the authority to introduce such schemes where non-residential commuter parking is an issue for

prolonged periods throughout the day. The parking in this location is predominantly short term and associated with the nearby vets.

Whilst the concerns of the residents are noted, it is now necessary to address the identified highway safety issues by formal means.

7 Newbiggen Lane / Front Street

Front Street is a heavily trafficked route which runs through Lanchester's high street. The junction from Newbiggen Lane onto Front Street currently has 'no waiting at any time' restrictions (double yellow lines) in place. This restriction permits loading and unloading as well as parking by motorists with a blue badge.

There have been reports that vehicles in this location have been causing an obstruction especially during peak school times when school buses have had difficulty manoeuvring through Front Street and road safety concerns have been identified by DCC officers in this location.

The TRO will amend the existing restrictions in this location to introduce a 'no loading' aspect to the existing restrictions on the North side of the junction from Newbiggen Lane onto Front street for 53m, from a point adjacent to Lanchester Community Centre, up to number 2 Croft View.

Durham Constabulary are in support of the proposals. There has been 1 objection and 3 representations in favour of the proposals.

8 Objections

8.1 Objection 1

The Objector is a business owner on Front street who states that the existing restrictions in place are sufficient but believes an increase in enforcement is required to solve parking issues in this location.

They also state that buses/coaches associated with the school cause obstruction when picking up / dropping off on existing restrictions.

8.1 Response

The current restrictions in this area allow vehicles to load/unload to park for up to 3 hours provided they display a blue badge. An increased presence of Civil Enforcement Officers (CEO's) may limit contraventions but would not fully eliminate the parking issues at this location.

As highlighted by Objector 1, vehicles (such as buses/coaches) will still be permitted to stop at this location for as long as may be necessary to allow

passengers to board or alight. The introduction of the proposed restrictions should allow this to happen without further disrupting the highway network

A response was sent to the objector expanding on our proposals, as above, dated 19th September 2019. There has been no further correspondence.

Whilst the concerns of the residents are noted, it is now necessary to address the identified highway safety issues by formal means.

9 Front Street

The section of Front Street adjacent to Kitswell Road currently has ‘no waiting at any time’ restrictions (double yellow lines) to address poor visibility on the junction.

It has been brought to our attention that parking on the eastern side of Front Street adjacent to the Lanchester EP Primary School, causes obstruction and affects the flow of traffic. Advisory White keep clear markings have been introduced previously but have not adequately addressed the issues.

The TRO will extend the existing ‘no waiting at any time’ restrictions (double yellow lines), adjacent to Kitswell Road, for 12m to the north east and for 53m to the south east.

Durham Constabulary are in support of the proposals. There have been no objections to the proposals.

10 Kitswell Road

Kitswell Road is a residential area leading off Front Street. Lanchester All Saints RC Primary School is located at the junction from Kitswell Road onto Front Street. Lanchester's All Saints RC Church is on the north west side of the school.

There have been reports that during school drop off/pick up times, parking associated with the school causes obstruction on Kitswell Road, DCC officers have attended site and identified road safety concerns in this location confirming this.

The TRO will introduce ‘Restricted Waiting’ (Mon-Fri, 8am-9am, 3pm-4pm) for 47m in front of Lanchester All Saints RC Church. This will prevent vehicles from parking and causing obstructions in this location during peak school.

Durham Constabulary are in support of the proposals. There have been no objections to the proposals.

11 Manor Grange

Durham Road (A691) is one of the major routes running through Lanchester, connecting it to larger settlements like Durham to the South East and Consett to the North West. Manor Grange leads off from Durham Road at the eastern end of the village

There have been requests from County Councillors and residents to address obstructive parking on and around this junction. DCC officers have attended site and identified road safety concerns in this location.

This TRO will introduce ‘no waiting at any time’ restrictions (double yellow lines) on both sides of the junction from Durham Road into Manor Grange for 25m on either side.

Durham Constabulary are in support of the proposals. There have been no objections to these proposals.

12 Conclusion

- 12.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Lanchester and Langley Park: Waiting and Parking Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

13 Background papers

- 13.1 Correspondence and documentation in Traffic Office File:

L:\TRAFFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Lanchester & Langley Park\Traffic Regulation
Orders (Parking Restrictions)\Amendment 2019

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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.

Climate Change

This TRO will allow for effective management of traffic to reduce congestion, reducing the overall amount of CO2 emissions.

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

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

