

## **DURHAM COUNTY COUNCIL**

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Wednesday 25 September 2019 at 9.30 a.m.**

### **Present:**

**Councillor S Morrison** in the Chair

### **Members of the Committee:**

Councillors D Bell, G Bleasdale, J Chaplow, J Considine, S Dunn, D Hicks, J Higgins (substitute for K Hopper), O Milburn, J Rowlandson, A Simpson, J Turnbull and M Wilson

### **1 Apologies**

Apologies for absence were received from Councillors S Hugill, C Kay, K Liddell, R Ormerod, P Sexton, J Shuttleworth and K Thompson

### **2 Substitute Members**

There were no Substitute Members.

### **3 Minutes**

The minutes of the meetings held on 5 July and 2 September 2019 were agreed as a correct record and signed by the Chair.

### **4 Declarations of Interest**

There were no declarations of interest in relation to any items of business on the agenda.

### **5 Coxhoe - Parking & Waiting Restrictions Order 2019**

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding a number of proposed changes to a traffic regulation order in Coxhoe (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that Coxhoe. Coxhoe Town Centre was a large residential area with a number of local shops, mostly located on a 'B' road through the town. Shops were seen as a benefit to the local community

and through bypass trips from surrounding villages as well as serving as an entry point to the motorway. Four areas were identified in the report, as follows:

### **Church Street**

The Committee were informed that the main proposal related to Church Street which had a number of existing restrictions. 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) would enable customers for current and potential new businesses to have an area to park and access local businesses and amenities. The restrictions were being proposed to stop all day and commuter parking as this vastly reduced revenue within the town. The majority of areas were currently unrestricted, however, some vehicles were believed to be owned by staff commuting to work. Other vehicles were left in the location for the full duration of the day and commuted outside of Coxhoe. The proposals had been 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 was support from Durham Constabulary, however, there had been eight objections to the proposals. The Strategic Traffic Manager then summarised the objections which were detailed in the report.

### **Coronation Terrace**

The proposed amendment to 'restricted waiting' restrictions currently in place Monday to Friday, 7am-6pm would be amended to Monday to Saturday 7am-6pm and would be harmonious with other proposed restrictions within the town. This would reduce obstructive parking and improve traffic flow. The proposals had been requested by the local County Councillor in a bid to harmonise the restrictions within the town, reduce obstructive parking and improve road safety. There was support from Durham Constabulary, however, there was also one objection to the proposal which was summarised by the Strategic Traffic Manager.

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

The scheme would see the introduction of a 'no waiting at any time' (double yellow line) restriction which had been requested by local residents and the headteacher of Coxhoe Primary School to address obstructive parking near to the school. The introduction of the restrictions should improve movement of vehicles on the nearby roundabout and improve road safety for school children and pedestrians. There was support from Durham Constabulary and no objections to this element of the proposals.

### **Welfare Terrace**

The scheme would see the introduction of a 'no waiting at any time' (double yellow line) restriction which had been 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 was support from Durham Constabulary and no objections to this element of the proposals.

The Committee then listened to representations from Councillor S Dunn, one of the local members.

Referring to the restrictions relating to the roundabout on the A177 south of Cornforth Lane, Councillor Dunn explained that the proposals had arisen due to parents parking on verges and islands and obstructing views of buses existing Cornforth Lane to the A177 and trucks from the quarry. The restrictions would hopefully improve the situation as outlined in the Strategic Traffic Managers presentation.

Councillor Dunn informed the Committee that it appeared from the report that the proposal for Church Street appeared to be controversial but explained that it needed to be put into context and spoke in reference to some of the objections raised during the consultation:

Objections 1, 2, 5, 7 and 8 stated that they were residents. Of these residents one lived in Coronation Street, another lived in Back Front Street which had two off-road spaces and two kerbside spaces in the back street. Two residents could have to move their cars by 11 am and not return before 2pm. There was unrestricted parking the adjoining streets of Cooperative Terrace, or Coronation Terrace and Church Street East within 100 metres.

The remaining objectors appeared to come from some of the traders, as follows:

- Objection one had been lodged by the owner of a hair dressing business and stated that many of their customers were in the shop for more than three hours. Councillor Dunn explained that Coxhoe Parish Council had imposed an informal restriction at the car park in Coxhoe Village Hall where people could park for four hours;
- Objection three was a question on the effectiveness of the restrictions and how they would be enforced and not an objection;
- Objection four was a general comment about there being too many parking restrictions in the County;
- Objection six was not an objection to the scheme and was an objection relating to their neighbours use of a blue badge. The restrictions would not affect their loading requirements but would make them better;
- Objection seven made reference to a business owner having to close their business if the restrictions went ahead and also queried where business owners should leave their vehicles being displaced. Councillor Dunn explained that they would not be directly affected because they had a blue badge. They questioned where additional parking could be provided. Councillor Dunn informed the Committee that the Coop staff car park was

available for by use by traders to park their staff cars, something which the local Parish Council had been proactively involved in. Opportunities were also being explored opposite Coxhoe Village Hall with the potential to use land for parking; and

- Objection eight would like to park their van outside their trading premises all day. They were also residents. Councillor Dunn reiterated that there was unrestricted parking within 100m, as had stated previously.

Councillor Dunn informed the Committee that the proposals set out had been advocated and supported by many of the traders at various meetings. There were real issues in trying to access shops on Church Street, particularly for high turnaround stores or ones where goods needed to be loaded. Cars and trucks were regularly double parked between the Cooperative store to the traffic lights. The proposed 30-minute bays next to the traffic lights would allow for much easier access, quick shopping and quick loading. The three-hour restrictions had been suggested by traders.

Councillor M McKeon echoed the comments made by Councillor Dunn and informed the Committee that the scheme had been well thought out and devised by Councillor officers in conjunction with local traders. Councillor McKeon explained that it was the traders who suffered the most through the lack of restrictions in the area and the scheme provided a workable solution which reflected the variety of different businesses located in Coxhoe and was a real bonus for the area.

In response to a question from Councillor J Turnbull, the Strategic Traffic Manager confirmed that limited waiting restrictions did not apply to blue badge holders and the blue badge area would provide more opportunities for people to park.

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

### **Resolved**

That the Committee agree to endorse the proposals and recommend to proceed with the implementation of the Coxhoe Parking and Waiting Restrictions Order 2019. With the final decision to be made by the Corporate Director under delegated powers.

## **6 Barnard Castle - Parking & Waiting Restrictions Order 2019**

The Committee considered a report of the Corporate Director of Regeneration and Local Services regarding the introduction of proposed restrictions in four areas of Barnard Castle:

- Bridge End/The Sills
- Birch Road
- Market Place

- Bridgegate/The Bank

(for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the proposals had been designed to address issues of ongoing obstructive parking, visibility and safety issues, as well as introducing parking improvements in Barnard Castle. The Committee then received a presentation detailing the extent of the proposals (for copy see file of Minutes).

The Strategic Traffic Manager explained that in terms of the objections for the Bridge End/Sills area, all of the residents lived in the riverside properties on the east side of The Sills where they parked their vehicles as a result of them having no off-street parking. The objections were then summarised to the Committee and detailed in the report.

The Strategic Traffic Manager acknowledged the points made by objectors regarding the displacement of vehicles and explained that the proposed traffic regulations would inevitably displace vehicles and come as an inconvenience. However, current parking of vehicles in the location was deemed as obstructive parking and caused issues to the productivity of the traffic signals and traffic flow around a nearby three-way signalised junction. The requirement for the extension to the double yellow lines outweighed the requirement for residents to park next to their properties as the proposals were in the interest of road safety and would assist with the improvement of traffic flow.

The Birch Road area had attracted one objection. Birch Road was a residential area within walking distance to the A67 market place, the high street and was in close proximity to St Mary's Primary School.

The proposal was 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 was 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. The objector was a resident of Birch Road and felt that the area should have permit parking for residents.

The Strategic Traffic Manager explained that the introduction of a limited waiting bay would provide 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 would also allow parents of the school children to have access to drop off their child, therefore reducing congestion at school drop off and pick up times. The area would not qualify under the County Councils Parking Policy.

The Market Place, Bridgegate/The Bank areas would see the introduction of traffic regulations which were detailed in paragraphs nine and ten of the report, however, the proposals in neither area had resulted in any objections being received.

Councillor J Rowlandson, one of the local members explained that the restrictions for Birch Road were extremely important because older people living in the area found it extremely difficult to go about their daily lives and felt that the scheme had been well designed. One disabled gentleman had found it extremely difficult and the provision of a disabled parking bay in this area was pleasing to note.

In terms of The Sills area Councillor Rowlandson accepted that it would be inconvenient however, presently, vehicles parking south of the existing double yellow lines on the east side were blocking vehicle movements when vehicles due to queuing traffic, thus causing queues onto the nearby bridge which had a negative effect on the flow of traffic through the traffic signals.

**Moved** by Councillor J Turnbull, **Seconded** by Councillor S Dunn and

**Resolved**

That the Committee agree to endorse the proposals and recommend to proceed with the implementation of the Barnard Castle Parking and Waiting Restrictions Order 2019, with the final decision to be made by the Corporate Director under delegated powers.