

Delegated Decision

OCTOBER 2019

STANLEY



PARKING AND WAITING RESTRICTIONS AMENDMENT ORDER 2020

Ordinary Decision/Key Decision No.

Report of REAL SERVICE

ADRIAN WHITE – HEAD OF TRANSPORT & CONTRACT SERVICES

Electoral division(s) affected:

Tanfield

Purpose of the Report

An amendment is required to the Stanley Traffic Regulation Order to manage and control parking within the town.

Executive summary

Louisa Centre

- To introduce 'no waiting at any time' restrictions (double yellow lines) on the front and rear access roads to the centre to reduce obstructive parking and improve disabled access.

Ritson Street

- To introduce 'no waiting at any time' restrictions (double yellow lines) on the access road to McDonalds to reduce obstructive parking and improve road safety and visibility.

Thorneyholme Terrace North

- To introduce 'no waiting at any time' restrictions between the roundabout junction and the entrance into Clearance Bargains car park to reduce congestion and improve accessibility.

Albert Street

- Remove 'no waiting at any time' restrictions on the northern side of the road, adjacent to number 49 Front Street and replace with 'loading only' bay. Remove 'loading only' restriction on the south side of the road and replace with 'no waiting at any time' restrictions.

Beamish Street

- Introduce 'no waiting at any time' restrictions on the western side adjacent to Beamish Court. Remove 'no waiting at any time' restrictions on the eastern side of the road opposite Beamish Court.

Scott Street Car Park

- Introduce disabled parking and electric charging bays within Scott Street car park.

Louisa Centre

The Louisa Centre is a busy leisure facility within the centre of Stanley. There is a block paved area to the front which is used by taxis and private hire vehicles to pick up and drop off vulnerable users to the building. Delivery vehicles also need to use this area. To the rear there is a car park, which is used by staff and customers. Both areas suffer from obstructive parking and this has had a major impact on accessibility for the centre.

The leisure centre manager has therefore requested that we introduce parking restrictions to ensure access and egress is always maintained to the building.

It is therefore proposed that 'no waiting at any time restrictions' be introduced in both of these areas to reduce the amount of obstructive parking.

No objections have been received to this proposed amendment.

Ritson Street

There is an unclassified access road which runs off the southern end of Ritson Street and provides access to a recently constructed McDonalds fast food

restaurant. During the planning stage for this development, access to the restaurant was highlighted and potential parking restrictions identified.

It is therefore proposed that 'no waiting at any time restrictions' be introduced on both sides of the access road to eliminate any obstructive parking and maintain access.

No objections have been received to this proposed amendment.

Thorneyholme Terrace North

Thorneyholme Terrace North runs off the A693 / Church Bank roundabout and provides access to a mixed-use area which includes retail outlets, residential properties, a health centre, police station and a school. This road is therefore extremely busy with both pedestrians and vehicles throughout the day.

Durham Constabulary have requested that parking restrictions be introduced to improve road safety and accessibility and reduce obstructive parking at this location.

It is therefore proposed that 'no waiting at any time' restrictions be located on Thorneyholme Terrace North to maintain access and prevent obstructive parking.

No objections have been received to this proposed amendment.

Albert Street

The southern end of Albert Street provides pedestrian access to Front Street. Front Street itself is pedestrianised and there is an existing 'loading only' bay on the southern side of Albert Street which is regularly used by those delivering goods to the nearby businesses.

Scott Street car park is located immediately to the south of the loading bay. Pedestrians can access / exit the car park via steps to enter Front Street. Unfortunately, their progress can be thwarted when a vehicle is parked in the loading bay as there is no footway at this point and often only limited space to manoeuvre past.

It is therefore proposed that the loading only bay be relocated to the northern side of Albert Street. 'No waiting at any time' restrictions are proposed for the southern side to maintain pedestrian access at this location.

No objections have been received to this proposed amendment.

Beamish Street

Beamish Street is a residential street which runs parallel with Front Street. Beamish Court is a sheltered housing facility located at the southern end of the street.

Residents within the Court have requested that the existing 'no waiting at any time' restrictions located outside of the facility be amended to improve access and address anti-social behaviour activity.

It is therefore proposed that the existing 'no waiting at any time' restrictions located on the eastern side of the street be removed and relocated onto the western side of the street. This will prevent vehicles from parking directly outside of the housing area at this point.

No objections have been received to this proposed amendment.

Scott Street Car Park

Scott Street is the main car park which is used by visitors to the town. At present there are a number of blue badge bay and electric charging point parking bays located here. Unfortunately, none of these bays are contained within a valid Traffic Regulation Order (TRO) and they can not therefore be enforced.

It is therefore proposed that these bays be formalised and included within the Stanley TRO.

No objections have been received to this proposed amendment.

Section heading

N/A

Options

N/A

Main implications

Creation of an enforceable traffic regulation order.

Conclusion

It is recommended to progress to advertising of the Traffic Regulation Order and subject to satisfactory consultation, proceed to seal the Traffic Regulation Order.

From time to time consolidation of orders may be required following amendment of an Order. If this is considered necessary then this Authority may be used for the advertising and sealing of both Orders.

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Appendix 1: Implications

Legal Implications

Enforceable TRO

Finance

Strategic Traffic.

Consultation

Statutory Instrument 2489

Equality and Diversity / Public Sector Equality Duty

N/A

Human Rights

N/A

Crime and Disorder

N/A

Climate Change

N/A

Staffing

N/A

Accommodation

N/A

Risk

N/A

Procurement

N/A