
Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy and Growth

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

Electoral division(s) affected:

Elvet and Gilesgate, Neville's Cross and Durham South

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 orders in Durham City South West.
- 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 Chevallier Court

This element of the TRO will introduce a 'permit holders only Mon-Sat 8am-6pm' restriction within Chevallier Court. Residential off-road parking associated with the properties is limited in this area and a permit zone was suggested by residents.

There was one objection received from a local resident.

2.4 Durham Viaduct

To introduce a permanent TRO which is currently an experimental 'permit holders only 8am-6pm' restriction. The experimental order received no objections within the allocated 6-month timescale. The allocation of the permits will be managed by the Parking Services team.

The local County Councillor and Durham City Parish Council have queried the times associated with this restriction and this is detailed in the background information below.

2.5 A177, The Drive Mount Oswald and Howland's Access Road

To introduce a permanent TRO to replace a temporary 'no waiting at any time' restriction which is currently in place at this location. It is also proposed that the restrictions be extended into The Drive Mount Oswald due to further displacement of commuter vehicles.

These restrictions were requested to reduce obstructive parking on the highway, footways and verges and to improve access for vehicles.

No objections were received.

2.6 Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville)

This TRO will introduce 'no waiting at any time' restrictions due to requests from local residents concerned with obstructive parking, access and visibility issues in these locations.

No objections were received.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Durham City South West: 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 from local residents, Durham Constabulary and representatives of Durham County Council to address ongoing obstructive parking, visibility and safety issues in Durham City South West.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2019 & February 2020. The proposals were supported by the County Councillors and Durham Constabulary, an objection was received at this point from a local resident for Chevallier Court along with queries from a County Councillor and Parish Council relating to Durham Viaduct.
- 4.3 A decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.4 The proposals were advertised formally on site, online and in the local press between 26th March 2020 – 14th April 2020. No further objections were received at this point.

5 Chevallier Court

Chevallier Court is situated off the A167/ Potters Bank and is often used for parking by commuters travelling into Durham to work.

Complaints were received from local residents and as a result parking occupancy surveys were undertaken. The results indicated that the area met the County Council's criteria for permit parking. A permit zone was therefore drafted up and agreed with the County Councillor and several residents.

This proposal will introduce 'Permit Holders Only Mon-Sat 8am-6pm' restrictions within Chevallier Court to control parking by operating a permit scheme. There are limited amounts of off-road parking associated with the properties and the permit zone should help to manage this.

Durham Constabulary support the proposals. There has been 1 objection and 19 representations in favour of the proposals.

6 Objections

6.1 Objection 1

Objector 1 is a local resident who states there are only a small number of vehicles parking on the road for part of the year with no issue, unless they are parked close to the junction. They believe they should not have to pay to park at home and specifically moved outside of an existing controlled parking zone for this reason.

6.2 Response

The proposed restrictions have been a combined effort from Durham County Council, local County Councillors and local residents. A parking occupancy survey was conducted to determine if the area met the criteria for permit parking. It was found that the area was being affected by commuter vehicles. The proposals will allow residents with limited off-road parking improved parking availability and access with the introduction of the permit zone.

It is recommended to endorse the permit zone as per the consultation proposals.

7 Durham Viaduct

Durham Viaduct is situated off the A690 near Lambton Street and Bridge Street. The land is owned by Network Rail and DCC pays a fee to use the land, however within the agreement DCC cannot charge to park there. The area was previously unrestricted where vehicles would be parked for days/weeks at a time.

Accordingly, an experimental 'Permit Holders Only Mon-Sat 8am-6pm' order was introduced. The experimental order received no objections within the allocated 6-month timescale.

The proposals are therefore to introduce a permanent TRO to replace the experimental order to control parking within the area. Permits will be managed by the Parking Services team.

Durham Constabulary support the proposals. There have been no objections during consultation or during the allocated 6-month timescale for the experimental TRO.

There were queries that the local County Councillor and Durham City Parish Council would like to be addressed.

8 County Councillor and City of Durham Parish Council Comments

8.1 Comments from the County Councillor

I support the position of the Crossgate Community Partnership, which is that a shorter time for the restriction, i.e. 9am to 5pm, would be a better approach. This would stop all-day parking (e.g. by students, rail passengers or people working 9-5 in the city) whilst allowing local residents to park overnight whilst typically leaving for work at 8:30 and returning shortly after 5.

I believe this would strike a better balance between allowing residents to go about their daily commute conveniently and preventing all-day parking by non-residents.

8.2 Response

The experimental order that is currently in place with the restrictions Monday – Saturday 8am-6pm has received no objection from local residents in relation to the introduction of the restrictions or the timings. The timings are 8am-6pm so that they are in line with other permit parking locations within the city to ensure consistency.

It is considered that the proposed restricted timings will benefit residents as well as local businesses, and the proposal should improve parking availability outside of restricted times.

To amend the timings an additional Traffic Regulation Order would have to be explored. However, with no objections received, it is recommended to endorse the permit area timings as per the consultation proposals.

9 A177, The Drive Mount Oswald and Howland's Access Road

The A177 is one of the main routes into Durham City from the south of the County. There is a large development on Mount Oswald ongoing as well as Howland's park and ride along this section of highway.

Requests were received to introduce formal restrictions to reduce obstructive parking on the highway, footways and verges and to improve access for vehicles.

Due to the ongoing works being carried out on Mount Oswald a temporary order was made to introduce 'no waiting at any time' restrictions to limit construction vehicles parking on the verges and footpath on the A177. This order also helped control the manner of parking of vehicles on the access road to Howland's park and ride as this was causing access issues for the buses.

It is therefore proposed to introduce the parking restrictions on a permanent basis along with other proposals within the Durham South West area.

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

10 Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville)

Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville) are residential areas within Durham City. There have been reports of obstructive parking, access and visibility issues in these locations.

Proposals were made to introduce 'no waiting at any time' restrictions (double yellow lines) on sections of these residential areas.

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

11 Conclusion

11.1 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 Durham City South West: 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:

L:\TRAFPROJ\06REGULATIONDESIGN&IMPLEMENTATION\Settlement\Durham City South West\Traffic Regulation Orders (Parking Restrictions)\Oct 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

