

Highways Committee

14 December 2020

Bishop Auckland

**Parking & Waiting
Restrictions Order 2020**



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

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

Electoral division(s) affected:

Bishop Auckland and Woodhouse Close

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 Bishop Auckland.
- 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 **Woodhouse Lane**

To make the current temporary traffic regulation order 'no waiting at any time' restrictions near the three education establishments permanent due to inappropriate parking to improve access, visibility and road safety in this location.

Requested by local residents, parents of the school children and school staff with support from the local County Councillor.

There was one objection received from a local resident.

2.4 Bishop Auckland Train Station

To introduce and amend restrictions to improve the parking availability within the station car park. This will allow for long and short stay parking.

The proposals will include 20no. 'Long Stay Pay and Display' (0-24hrs £2.10) bays, 2no. 'Blue badge holder only' (Long Stay Pay and Display 0-24hrs £2.10) bays and 14no. 'Limited waiting' (1hr max no return within 1hr) bays. The proposals are to reduce long stay commuter parking due to sections of the car park being unrestricted.

The request came from the Train Station manager and supported by the local County Councillor.

There was one objection received from a member of staff of a nearby business.

2.5 Murphy Crescent

To introduce 'restricted waiting' restrictions (Mon-Fri 8am-9am and 3pm-4pm) as well as a short extension to the 'School Keep Clear' restrictions (Mon-Fri 8am-6pm) to improve school gate parking, reduce congestion during school pick up/drop off times and improve access, visibility and road safety.

There were three objections received from local residents.

2.6 Acacia Road/ Oak Terrace/ Cedar Road/ Hawthorn Road

To introduce 'no waiting at any time' restrictions due to inappropriate parking to improve access, visibility and road safety in this location.

Requested by local residents with support from the local County Councillor.

No objections were received.

2.7 George Street

To remove a section of 'no waiting at any time' restriction to introduce a 'Loading Only' restrictions to assist and improve local businesses loading/unloading facility.

Requested by local business owners.

No objections were received.

2.8 Kingsway (Access road to rear of HSBC)

To introduce 'no waiting and no loading at any time' restrictions (double yellow lines) due to inappropriate parking to improve access, visibility and road safety in this location.

Requested by local residents.

No objections were received.

2.9 Oaklea Terrace

To remove 'no waiting at any time' restriction on Oaklea Terrace to improve parking availability for residents and local businesses.

Requested by local residents and business owners.

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 Bishop Auckland: 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 Bishop Auckland.
- 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, objections were received at this point from a number of directly affected frontages.
- 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 19th September 2020 – 10th October 2020. No further objections were received at this point.

5 Woodhouse Lane

The B6282 is a highly trafficked route from Etherley Moor to Watling Road, Bishop Auckland. Along this section of highway there are three education establishments in close proximity (Bishop Auckland College, St John's School and Sixth Form and Bishop Barrington School).

Durham Constabulary and Durham County Council Officers have met with concerned members from the school, residents and parents of the school children on several occasions due to high volumes of inappropriate parking, access issues and pedestrian safety outside and near the school's premises, as well as receiving complaints from refuse vehicles having access issues to the schools. Durham Constabulary visited the area several times to move vehicles on.

Due to this, a TTRO (Temporary Traffic Regulation Order) 'no waiting at any time' was introduced in March 2020 to address the issues temporarily due to the large scale works at Bishop Barrington School where there is a high volume of work-related vehicles parking along this section as well as school and student parking causing access, visibility and safety issues.

It is therefore proposed to make the current Temporary Traffic Regulation Order 'no waiting at any time' restrictions into a Permanent TRO.

The response to the initial consultation was favourable with all but one reply from directly affected frontages supporting the new proposals.

The local County Councillors support the proposals. There has been 1 objection and 10 representations in favour of the proposals.

5.1 Objections

5.11 Objection 1

Objector 1 is a local resident who states that they are against the proposals unless it is introduced on both sides of the street, as the problem has just moved vehicles opposite to their house and have difficulties gaining access to their property.

5.12 Response

The temporary TRO that is currently in place has received positive feedback from the school and nearby residents. The restrictions have been introduced on the resident's side of the road to reduce obstructive parking and improve access issues. They were introduced in areas to address reported road safety concerns.

If vehicles are to park on the opposite side of the carriageway this will allow safe access for residents while still allowing parking availability for parents dropping their children off at school. Introducing further restrictions will displace vehicles into other residential areas.

It is recommended to endorse the 'no waiting at any time' restrictions as per the consultation proposals.

6 Bishop Auckland Train Station

Bishop Auckland Train Station is situated in the centre of Bishop Auckland's commercial area, within walking distance to Newgate Street (high street), Hospital, shops, businesses and residential properties.

Sections of the car park are owned by a third party, however there is a legal agreement that was put in place in 2013 through which Durham County Council lease and maintain the land.

Currently some sections of the car park are unrestricted and there have been reports from concerned members of the public, County Councillor and train station staff of the car park being used by non-rail commuters for the duration of the day, reducing parking availability for rail users.

It is therefore proposed to introduce and amend restrictions to improve the parking availability within the station car park. This will allow for long stay (rail users) and short stay (café users) parking. The proposals will allow for 20no. 'Long Stay Pay and Display' (0-24hrs £2.10) bays, 2no. 'Blue badge holder only' (Long Stay Pay and Display 0-24hrs £2.10) bays and 14no. 'Limited waiting' (1hr max no return within 1hr) bays. The proposals are to reduce long stay commuter parking due to sections of the car park being unrestricted at present.

It is noted that correspondence from the 3rd party owners was in favour of the proposals, however they have been in discussions with Durham County Council requesting an annual licence fee due to the proposals including parking charges. Legal advice was sought on this issue and it is not considered that such a licence fee is payable to the owners because of the highway status of the land. As Highways Authority, the Council is entitled to exercise management powers over the highway including the making of a TRO.

The local County Councillor supports the proposals. There has been 1 objection and 2 representations in favour of the proposals.

6.1 Objections

6.11 Objection 1

Objector 1 works at a nearby business who states that there is a lack of parking facilities for people working in Bishop Auckland.

6.12 Response

The proposals have been a combined effort from the Local County Councillor, Train Station Manager and requests from railway users. With the landowners, Councillors, nearby business owners and rail users all providing positive feedback.

The proposals are to reduce long stay commuter parking, due to the car park currently being unrestricted. This is having a negative impact on rail users and local businesses.

The restrictions will allow for long stay pay and display parking for use of the rail service. Free short stay parking for use of the nearby café, bank and to buy rail tickets etc and blue badge holder bays which are also pay and display for long stay parking.

The proposals will improve parking availability for users of the Train Station and allow for a higher turnover of vehicles in the short stay parking bays, therefore boosting the local economy.

The benefits of the proposals outlined are considered to outweigh any negative impact this will have on those who currently use the car park for all day parking, such as the objector.

It is recommended to endorse the restrictions as per the consultation proposals.

7 Murphy Crescent

Murphy Crescent is a residential area which is used for access to St Wilfred's Catholic Primary School. There have been reports of access, obstructive parking and safety issues around the school during drop off and pick up times.

It is therefore proposed to introduce 'restricted waiting' restrictions (Mon-Fri 8am-9am and 3pm-4pm) as well as a short extension to the 'School Keep Clear' restrictions (Mon-Fri 8am-6pm) to improve school gate parking, reduce congestion during school pick up/drop off times and improve access, visibility and road safety.

There has been 4 objection and 3 representations in favour of the proposals

7.1 Objections

7.11 Objection 1

Objector 1 is a local resident who states that the parking will get worse on one side and more difficult to get to their home.

7.12 Objection 2

Objector 2 is a local resident who states that the proposals will make things worse, they won't be able to get to their property, they have a disabled daughter and will be forced to park at the bottom of the street.

7.13 Objection 3

Objector 3 is a local resident who states that the proposals would further block the opposite side of the road preventing them access to their drive and worsen the current state.

7.14 Objection 4

Objector 4 is a local resident who states that there are more residential friendly options.

7.15 Response

The proposals have been requested to improve safety, access and obstructive parking issues around the school when children are getting dropped off and picked up.

The restrictions will reduce the amount of vehicles parking on both sides of the highway during the school day. They will also improve traffic flow, access and reduce congestion due to obstructive parking.

Residents will be able to park on the 'restricted waiting' restrictions outside of these timings.

There is a large grassed verge opposite with bollards to address the current issues with parking outside the school and damage to the green. None of the objectors have driveway access, as there is the grassed verge in front of their properties.

It is recommended to endorse the restrictions as per the consultation proposals.

8 Acacia Road/ Oak Terrace/ Cedar Road/ Hawthorn Road

Acacia Road, Oak Terrace, Cedar Road and Hawthorn Road are residential areas off the C130 Cockton Hill Road, which is a highly trafficked route from the commercial businesses, shops and railway station to the north and links to the A688 and B6282 to the south. The residential area is also near to Bishop Auckland Hospital.

Durham County Council Officers have met with the local County Councillor due to concerns from residents and refuse collectors regarding access and obstructive parking issues.

The restrictions are proposed for the junctions of Acacia Road/ Oak Terrace/Cedar Road/ Hawthorn Road. These restrictions will enable safe access for residential, refuse and emergency vehicles while reducing obstructive parking at these locations.

The local County Councillor supports the proposals.

There have been no objections to the proposals.

9 George Street

George Street is a one-way road within the commercial area of Bishop Auckland, opposite to the entrance of the Newgate Centre. The area has a high demand for loading provisions for local businesses.

There have been reports from local businesses of blue badge holders parking in this location which is causing difficulties with deliveries due to the size of the HGV's used. There are designated blue badge holder parking bays on Finkle Street 15m from the current location as well as the Newgate Centre car park.

It is therefore proposed to remove a section of 'no waiting at any time' restrictions to introduce a 'Loading Only' restrictions to assist and improve local businesses loading/unloading facility.

There have been no objections to the proposals.

10 Kingsway (Access road to rear of HSBC)

Kingsway access road is off the highly trafficked Kingsway road and in close proximity to Newgate Street which is the commercial high street of Bishop Auckland.

There have been reports of access issues from local businesses and residential properties due to blue badge holders parking in this location which is having a negative impact to the businesses and access issues to the private residential car park. There is alternative parking for blue badge holders in the area.

It is therefore proposed to amend the existing 'no waiting at any time' restrictions to 'no waiting and no loading at any time' restrictions due to inappropriate parking to improve access, visibility and road safety in this location. To also be in keeping with other restrictions in the area.

There have been no objections to the proposals.

11 Oaklea Terrace

Oaklea Terrace is a residential area off the C130 Cockton Hill Road, which is a highly trafficked route from the commercial businesses, shops and railway station to the north and links to the A688 and B6282 to the south. The residential area is within close proximity to shops and businesses.

There have been reports of a lack of parking availability in the designated layby on Oaklea Terrace due to parking restrictions currently in place.

It is therefore proposed to remove sections of 'no waiting at any time' restriction on Oaklea Terrace to improve parking availability for residents and local businesses.

There have been no objections to the 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 Bishop Auckland: 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:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Bishop Auckland\Traffic Regulation Orders
(Parking Restrictions)\2019 December

Author(s)

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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

