

Highways Committee

14 December 2020

Durham City South East

**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:

Elvet and Gilesgate

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 East
- 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 the following changes:

2.3 New Elvet

To reconfigure the existing layby to accommodate parallel parking. Vehicles currently park at an angle of approximately 45 degrees to the kerb (echelon parking) and are required to reverse out into oncoming traffic. This manoeuvre is often further hampered by a driver's vision being obscured by an adjacent van. Additionally, longer vehicles protrude into the running lane causing a danger particularly to through traffic and in particular cyclists.

The proposal replaces 2 no blue badge holder bay with a loading only bay to accommodate the requirements of adjacent commercial premises. The existing blue badge bays are not in an ideal position as they require the occupants to alight onto the carriageway on a gradient and then traverse around the rear of the vehicle, in the live carriageway, to access the dropped kerb onto the footway. There are alternative, more suitable, blue badge holder bays close to this location and blue badge holders may also park for an unlimited length of time, without charge, in any of the nearby pay and display bays.

One objection to the above proposal was received from a local business owner.

2.4 Whinney Hill, Hallgarth Area - Layby

To replace a section of 'No Waiting At Any Time' and introduce Permit Holders or Pay and Display parking. This was requested by residents in order to improve parking availability in this area of the City.

No objections received to this proposal

2.5 Hallgarth View

To replace a section of Permit Holder Only parking and introduce a 'No Waiting At Any Time' restriction to address access and safety issues due to obstructive parking from commuter and student vehicles.

Requested by local residents with support of the County Councillor

No objections received to this proposal.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Durham City South East Parking and Waiting Restrictions Order. 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, Local Councillors, Durham Constabulary and representatives of Durham County Council to address ongoing obstructive parking, visibility and safety issues in Durham City.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between July 2020 & August 2020. The proposals were supported by the local Councillors and Durham Constabulary, an objection was received at this point from one affected frontage.
- 4.3 The 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 12th November 2020 – 3rd December 2020. No further objections were received at this point.

5 New Elvet

The A177, New Elvet is one of the main routes into Durham City from the south. At its southern end is a parade of shops and businesses. Slightly south of this point is a signalised 3-way junction.

To the front of the parade is a layby which accommodates approximately 10 vehicles, parked in an echelon fashion (approx. 45 degrees to the kerb). The layby currently accommodates 8 permit holders only or pay at machine, display ticket between the hours of 8am-6pm Monday-Saturday bays and 2 blue badge holders only bays. Vehicles parked within this layby inevitably have to reverse back out onto a very busy road, often with limited visibility. Durham Constabulary have requested that the County Council look at the parking arrangement in this area and amend it to improve road safety. With this in mind, it is proposed that the parking layout be amended so that vehicles are parked parallel with the kerb. This proposal improve visibility for vehicles exiting the layby.

A request has also been received from a business owner to introduce a Loading Only bay in the layby. There is currently no designated loading area in this location.

Unfortunately to accommodate the proposed loading bay and maintain a good level of permit / pay and display parking it is necessary that the 2no. 'Blue Badge Holders bays be removed. However, these blue badge bays are not in an ideal position as they require the occupants to alight onto the carriageway on a gradient and then traverse around the rear of the vehicle, in the live carriageway, to access the dropped kerb onto the footway. Blue badge holders may park in any of the pay and display or permit bays for an unlimited time, free of charge. Alternative designated blue badge parking is available nearby just north of this layby on the opposite side of the road towards Elvet Bridge.

The response to the initial consultation was favourable with one objection received from the adjacent premises.

6 Whinney Hill, Hallgarth Area

Durham City has a high demand for on-street parking for students, tourists, commuters and local residents as well as other reasons to visit the city. Therefore, Durham County Council are constantly looking at areas to introduce new on-street parking areas to satisfy demand.

A new layby is to be constructed within an existing grass verge opposite the rear of HMP Durham and once complete it is proposed that a Permit Holders / Pay and Display restriction be introduced. This will allow the spaces to be managed appropriately to benefit businesses in the City Centre while adding further parking locations for permit holders / visitors.

It is therefore proposed to remove a section of 'No Waiting At Any Time' parking restrictions to introduce 'Permit Holders or Pay and Display parking in order to increase parking availability in Durham City.

The local County Councillor supports the proposals and there have been no objections received for this proposal.

7 Hallgarth View

Hallgarth View is a small cul-de-sac in the South East section of Durham City.

Durham County Council Officers have met with concerned residents and the local councillor to discuss access and safety issues within the cul-de-sac. During this meeting a number of “near miss” accidents caused by cars parking on both sides of the road were reported. The current manner of parking makes the road very narrow and can make it difficult for vehicles to manoeuvre.

The proposed restrictions will reduce obstructive parking and improve visibility and safety for both pedestrians and road users. The restrictions are proposed for the north east side of the carriageway where they will improve accessibility and traffic flow.

To introduce these restrictions, it is necessary to remove an area of ‘Permit Holders Only’ parking. Alternative parking for residents is available on the opposite side of the cul-de-sac.

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

The local County Councillors supported the proposals.

7.1 Objections

7.11 Objection 1

Objector 1 is a local business owner who states that they are against the proposals based on the fact that they struggle to get parked at present, as the new layout will reduce parking availability.

7.12 Response

The proposal is to address serious road safety concerns whilst addressing the servicing needs of adjacent commercial premises with the introduction of a designated loading bay. Alternative long stay parking is available in the immediate vicinity.

It is therefore recommended that Members agree in principle to endorse the proposal as consulted.

12 Conclusion

12.1 Having considered the concerns raised and the objection to the proposals, Officers remain of the view that it is necessary to introduce

the measures, as proposed, 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 East: 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:

F:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Durham City South East\Traffic Regulation
Orders (Parking Restrictions)\July 2020

Author(s)

[Sam Chaters] Tel: 03000 263586

[Lee Mowbray] Tel: 03000 263693

[Dave Wafer] Tel: 03000 263577

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

The proposal will result in the loss of two dedicated blue badge holder bays. However, the bays in question are not considered suitable for the intended use. The bays are reasonably well used but there are safer alternative bays available in the immediate vicinity.

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

