

**Delegated Decision**

**DECEMBER 2020**

**COXHOE**



**TRAFFIC REGULATION ORDER (BUS GATE) ORDER 2020**

**Ordinary Decision/Key Decision No.**

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**Report of REAL SERVICE**

**DAVE WAFER (INTERIM) – HEAD OF TRANSPORT & CONTRACT SERVICES**

**Electoral division(s) affected:**

Coxhoe

**Purpose of the Report**

For a Traffic Regulation Order to be created for the introduction of two Bus Gates in Coxhoe.

**Executive summary**

To introduce two bus gates on C67 Cornforth Lane, Coxhoe. Operational 24hrs a day/ 7 days a week. From the roundabout on the A177 through the two accesses onto Cornforth Lane, For 4m in a North East and South West direction. The bus gate would allow for Buses and Cycles Only with exemptions for Statutory Vehicles. A Bus Gate Traffic Regulation Order would give the ability of camera enforcement.

**Recommendation**

Progress to advert.

**Background**

The southern end of the C67 Cornforth Lane, Coxhoe existing access restriction is 'No Entry to Vehicular Traffic Except Buses' which is commonly ignored and difficult to enforce by Durham Constabulary.

Complaints regarding the number of unauthorised vehicles ignoring the current access restriction are regularly received from public transport representatives as well as local members, residents and members from Coxhoe Primary School which is in close proximity to the proposals.

Enforcement of moving traffic is currently the responsibility of Durham Constabulary and in their experience the proposed restriction signage has much greater compliance. A Bus Gate Traffic Regulation Order would give the ability of camera enforcement.

It is therefore proposed to introduce two bus gates on C67 Cornforth Lane, Coxhoe. The bus gates would be operational 24hrs a day/ 7 days a week. This would operate from the roundabout on the A177 through the two accesses onto Cornforth Lane, working in opposite directions for 4m in a North East and South West direction. The bus gate would allow for Buses, Cycles and Taxis Only with exemptions for Statutory Vehicles.

The 'No Entry for Vehicular Traffic' access restriction will remain in place on the backplate of each bus gate to maintain no entry from all vehicles.

The proposals were sent to Statutory Consultees between (14/10/20-04/11/20).

There were comments received to prevent taxi access through the bus gates from Durham Constabulary wishing for 'buses and cycles only' who stated:

"By allowing taxis to go through this will become more of a rat run which isn't going to significantly improve the local community concerns around reducing vehicular use of this road. If anything, it is likely to encourage more use of the road as a short cut than access to a local destination"

With these comments taken on board and the proposals amended to suit the proposals were sent to Statutory Consultees between (29/10/20-12/11/20) with support from the Local Members, the Parish Council and Durham Constabulary. There were no objections received.

Comments were received from a local member in favour of the proposals and the exclusion of taxis, however they requested that school buses to be prevented from using the bus gate. This information was sent to the Durham County Council Integrated Passenger Transport Manager for comment, who stated:

"We would prefer that the school buses are allowed through the bus gate. However, the reason is not so much about the cost of additional mileage but the fact that there are significant number of pupils (perhaps around 80) currently boarding across the bus stops on Cornforth Lane. To direct these pupils to a single stop on the main road (that already will have pupils awaiting this and other buses) has the potential to introduce significant safety issues."

With this being said, it was decided that school buses should still have access through the bus gate proposals.

The proposals were then sent for informal consultation with directly affected frontages (19<sup>th</sup> Nov–10<sup>th</sup> Dec) there were no objections received at this point.

It was therefore decided to progress to the formal consultation to start at the beginning of 2021, for the 2no. bus gate proposals of 'Buses and Cycles Only'

### **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**

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### **Legal Implications**

Enforceable TRO

### **Finance**

Strategic Traffic.

### **Consultation**

Statutory Instrument 2489

### **Equality and Diversity / Public Sector Equality Duty**

N/A

### **Climate Change**

N/A

### **Human Rights**

N/A

### **Crime and Disorder**

N/A

### **Staffing**

N/A

### **Accommodation**

N/A

### **Risk**

N/A

### **Procurement**

N/A