

Highways Committee

7th October 2021

Seaham, Dawdon and Deneside

Parking & Waiting Restrictions Order
2021

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Economy and Partnerships.

Electoral division(s) affected:

Seaham, Dawdon and Deneside

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Seaham, Dawdon and Deneside.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

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 Church Street

To introduce 'no waiting at any time' restrictions (double yellow lines) in the pedestrianised area of Church Street.

The proposals are to address obstructive parking, and to improve safety for pedestrians.

Five objections were received in the informal consultation phase from local businesses who expressed concerns with loading and un-loading.

2.4 Gregson Terrace

To introduce 'no waiting at any time' restrictions (double yellow lines) at the junction of Gregson Terrace and Seaton Lane requested by residents.

The proposals are to address visibility and road safety issues on the junction of Gregson Terrace and Seaton Lane where a number of cars park and narrow the width of the road.

Two objections were received during the informal consultation phase from directly affected frontages.

2.5 Hazel Dene Way/Hill Crescent

To introduce 'no waiting at any time' restrictions (double yellow lines) at the junction of Hazel Dene Way and Hill Crescent and on the west side of the carriageway of Hill Crescent. These amendments were requested by Durham Constabulary.

The proposals are to address visibility and road safety issues where cars park on the grassed verge and on the junction of Hazel Dene Way and Hill Crescent.

One objection was received in both the informal and formal consultation phase from the same resident who claimed they would be forced to park further down the road, away from their property.

2.6 Admiralty Way

To introduce 'no waiting at any time' restrictions (double yellow lines) on Admiralty Way in Fox Cover Industrial Estate requested by local businesses.

The proposals are to address issues with visibility and road safety at the accesses to units 3 and 4.

One objection was received in the informal consultation phase who claimed that this was not an area for concern.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Seaham, Dawdon and Deneside Parking and Waiting Restrictions Order 2021. 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, local businesses, Durham County Council Departments and Durham Constabulary to address ongoing obstructive parking, visibility, access and safety issues in Seaham, Dawdon and Deneside
- 4.2 The areas of concern consist of various locations including residential, commercial, industrial and locations near school premises.
- 4.3 The initial consultation exercise was undertaken with statutory consultees (09/03/21 - 30/03/21) and directly affected frontages (17/05/21 - 09/06/21) with further requests received for additional parking and waiting restrictions, along with a number of objections.
- 4.4 Objectors were contacted to discuss their objection and explain the reasons to try and manage their concerns. No further correspondence was received from the objectors indicating that they were willing to withdraw their objection. Their objections therefore remained on file.
- 4.5 The proposals were advertised formally on site, online and in the local press (14/08/21-04/09/21). 1 objection was received at this stage from a previous objector in the informal consultation stage.

5 Objections

Church Street

5.1 Objection 1

Objector 1 is a local business owner who states that "I am a business owner, and this is disgusting, we need to load and unload our stock"

5.2 Objection 2

Objector 2 is a local business owner who states that “The existing restrictions already have a negative impact on existing traders being able to access their properties”

5.3 Objection 3

Objector 3 is a local business owner who states that “This will affect business as good parking is what people come to Seaham for – no charge and good availability”

5.4 Objection 4

Objector 4 is a local business owner who states that “We are a florist and need access to deliver flowers from 7:30am till 5:00pm – it’s a constant flow”

5.5 Objection 5

Objector 5 is a local business owner who states “No loading facilities. Proposed 30-minute parking. We get deliveries Mon-Sat. Loading and unloading can take more than 30 mins”

5.7 Response

The proposed restrictions have been requested by the Community and Economic Development Team and are supported by local members. Due to Church Street being a pedestrianised area, vehicles driving into the area and parking raises significant safety concerns for pedestrians who may be unaware of their presence. It is considered that there is sufficient parking on Back South Railway Street and the back of Church Street, which can also be used as loading/un-loading facilities by business owners. Loading and unloading is a legitimate activity that can be undertaken within a time restricted parking bay and provided it is continuous can be carried out for as long as is necessary.

Gregson Terrace

5.8 Objector 1

Objector 1 is a local business owner; they did not wish to make any comments regarding the proposed restrictions.

5.9 Objector 2

Objector 2 is a local resident who states, “I would like to park outside my own property”.

5.10 Response

The proposed restrictions have been requested by local residents. Gregson Terrace has a history regarding parking issues with a previous attempt being made using advisory keep clear markings to deter vehicles from parking close to the junction. This attempt has not been successful and visibility issues still persist.

Hazel Dene Way/Hill Crescent

5.11 Objector 1

Objector 1 is a local resident who states, 'They live in a 4-bedroom house with 3 cars and only have a driveway to accommodate for 2.'

5.12 Response

The proposed restrictions have been requested by Durham Constabulary. Vehicles parking on the verge along Hill Crescent as well as its junction with Hazel Dene Way reduces visibility and created a road safety issue.

Admiralty Way

5.13 Objector 1

Objector 1 is a local business owner who states, "This is not the area of concern."

5.14 Response

The proposed restrictions have been requested by a local business. Due to the nature of the area, cars parking around the accesses to the units can create a road safety issue and obstruction for other road users.

6 Conclusion

- 6.1 Having considered the evidence of obstructive and inconsiderate parking and the objection 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 Seaham, Dawdon and Deneside: Waiting and Parking Restrictions Order 2021, with the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

- 7.1 Correspondence and documentation in Traffic Office File:

L:TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Seaham\Traffic Regulation Orders (Parking
Restrictions)\2020 July

Author(s)

[Daniel Morgan]

Tel: 03000 262879

[Lee Mowbray]

Tel: 03000 263693

[Dave Lewin]

Tel: 03000 263582

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



