

Highways Committee

15th February 2022

Barnard Castle

**Parking & Waiting Restrictions
Amendment Order 2022**

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 Regeneration, Economy and Growth.

Electoral division(s) affected:

Barnard Castle East and Barnard Castle West.

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 Barnard Castle.
- 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, whether to set aside or uphold any objections, 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 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 Representations have been received requesting a review of existing, and provision of additional, restrictions in Barnard Castle.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and reducing congestion. It is therefore proposed to amend the current Barnard Castle Parking and Waiting Restrictions Order 2022 to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	27-Oct-21	17-Nov-21
Informal Consultation	17-Nov-21	08-Dec-21
Formal Consultation	05-Jan-22	26-Jan-22

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Barnard Castle Parking and Waiting Restrictions Order 2022. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

- 4.1 The proposed locations for the TRO that received objections during the consultation stages are detailed below.

- 4.2 Kirk View/ Bede Road/ A67/ Churchill Road and Victoria Road

The A67 is a heavily trafficked route and the main route through Barnard Castle. Kirk View and Bede Road are residential streets off the A67 at the north eastern end of the town.

Reports from local residents highlight access issues for themselves, emergency services and refuse vehicles. Residents have also noted that the manner of parking on some occasions is obstructive and causes visibility and road safety concerns. The proposal is to introduce “no waiting at any time” restrictions on both sides of the junctions of Kirk View and Bede Road with A67.

Site visits have been undertaken with the local member who agreed and supported the proposals.

Churchill road forms a junction with Victoria Road in close proximity to the A67. Additional restrictions have been requested at this location by Durham Constabulary and residents to address access, visibility and road safety concerns. There have also been reports from one property owner of damage to their wall due to vehicles parking on the verge. The proposal is to introduce 'no waiting at any time' restrictions on the junction of Churchill Road and Victoria Road.

The proposals for Kirk View, Bede Road and Churchill Road received 46 responses in favour, with 5 objections.

4.5 Victoria Road

Victoria road is a well-used route through the town. There are a number of commercial and residential properties in the surrounding area. Concerns about visibility and access have been raised by local residents. The proposal is to extend the existing "no waiting at any time" restrictions on the south side of Victoria Road adjacent to no.70.

The proposals received 2 responses in favour and 1 objection from directly affected frontages.

4.6 Hall Street

Hall Street is a narrow residential road off Victoria Road. Comments were received during a separate consultation exercise earlier in the year when permit parking was being considered at this location. Whilst the permit parking scheme will not progress, residents raised concerns about access and obstructive parking issues on the south side of Hall Street, with reports of vehicles unable to gain access. The proposal is to introduce "no waiting at any time" restrictions on the south side of Hall Street.

The proposals received 2 responses in favour and 3 objections from directly affected frontages.

4.7 Birch Road, Park Terrace

Birch Road and Park Terrace are residential roads off Newgate at the south-eastern end of the town. Concerns have been raised by local residents regarding access, visibility and obstructive parking issues at these locations. The proposal is to introduce “no waiting at any time” restrictions on the junctions of Birch Road and Park Terrace with Newgate.

The proposals received 9 responses in favour and 1 objection from directly affected frontages.

5 Objections

5.1 Kirk View/ Bede Road/ A67/ Churchill Road and Victoria Road

5.1.1 *Objection 1*

Objector 1 is a local resident who states that there are times they require vehicle access to the front of their property.

5.1.2 *Response to Objection 1*

The proposals do not cover their front or rear access. There is unrestricted parking availability in the area and road users are able to load/ unload and board and alight from double yellow lines.

5.1.3 *Objection 2*

Objector 2 is a local resident who states they “don’t think there are any issues in this location” and “the dangerous junction is to the west of this on the back roads”.

5.1.4 *Objection 3*

Objector 3 is a local resident who states they “don’t like yellow lines everywhere, that if parking regulations were enforced, they wouldn’t be required”, they “assume requests have come from dustbin lorries, the proposals could push parked cars onto both sides of Bede Road which would restrict traffic flow and that the map gives no indication of actual lengths” (measurements) and are “only diagrammatic”.

5.1.5 *Objector 4*

Objector 4 is a local resident who objected but made no comment in relation to the proposals.

5.1.6 Response to Objection 2, 3 & 4

The proposals in this location have been raised by residents and supported by Durham Constabulary. There are known access and visibility concerns with reports that refuse vehicles are unable to access the roads. The restrictions will be legally enforceable and Durham County Council enforcement officers can issue a Penalty Charge Notice (PCN) to any vehicle in contravention of the restrictions.

The proposed double yellow lines in these locations are to reinforce where vehicles should not be parking in reference to the highway code rule 243 "Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". There is informal unrestricted parking on the south side of Bede Road (A67) It is not anticipated that the introduction of these restrictions will then displace vehicles to park on the opposite side of the road as there is alternative unrestricted parking availability in the area.

The proposals were formally advertised with all measurements included within the documentation and available to view online, on site, in the local library, County Hall and in the press. The lining is proposed to only cover the key areas to facilitate safe access.

5.1.9 Objection 5

Objector 5 is a local resident who states that they are in favour of part of the scheme, however the intent to place double yellows on the end of Bede Road (cul de sac) will result in people blocking in people at numbers 52 and 54. They requested if this can be permit parking.

5.1.10 Response to Objection 5

The proposals are to improve access and visibility on the residential roads, the proposals will allow loading/unloading and allow people to board and alight from stationary vehicles. Future obstruction of any access should be reported to Durham Constabulary who have the enforcement powers regarding such traffic offenses. Permit parking has been investigated and surveys conducted in this location over the past few years, it was established that the criteria set out in Durham County Council's Parking Policy for permit parking was not met.

5.2 Victoria Road

5.2.1 Objection 1

Objector 1 is a local resident who stated that any vehicle parked here causes no more obstruction than elsewhere in Victoria Road and is never on the footpath.

5.2.2 Response

There have been reports of obstructive parking in this location and the short extension to the current restrictions should not have a significant negative effect on residents. The proposals will improve access and visibility in this area due to the curvature of the carriageway. There is additional unrestricted parking availability in the surrounding area.

5.3 Hall Street

5.3.1 Objection 1

Objector 1 is a local resident who states the current situation is ok with no major issues, “where would residents park” and “it’s unfair to push problems onto other streets”. They also advised they were sending in a letter of objection also.

5.3.2 Objector 2

Objector 2 is a local resident who states they “feel this will further reduce parking spaces for residents and requested a permit scheme to be put in place”.

5.3.3 Objector 3

Objector 3 is a local resident who queried where residents should park if proposal was introduced and states that “residents parking (permit parking) should have been authorised”.

5.3.4 Response to Objector 1 - 3

Hall Street is a narrow residential road off Victoria Road. Comments were received earlier in the year from residents raising concerns about access and obstructive parking issues on the south side of Hall Street. It was also noted that there were reports of vehicles being unable to gain access including emergency vehicles. The proposal is to introduce formal restrictions on the south side of Hall Street where vehicles rarely

park due to the access issues. There is unrestricted parking availability in the surrounding area.

5.4 Birch Road, Park Terrace

5.4.1 *Objection 1*

Objector 1 is the Chairman of the Trust to St Mary's Catholic Church and states "that the church has no off-street parking and is reliant upon the on-street parking for those attending church services". They note that "they need to enable hearses to park at the front of the steps leading up to the principal entrance to enable pall bearers to access the church for funerals as well as wedding cars to park here for access and egress".

The objector exchanged a number of emails with Durham County Council with their concerns and a Microsoft Teams meeting was held on 19th January. The objector explained how this will affect the Church services including Funerals and Weddings. They state that "they feel an Advisory White Line should be installed rather than yellow lining to highlight to road users where not to park". It was also agreed during the meeting to identify where the requests have come from regarding the proposals, as they stated, "there needs to be sufficient evidence for any restrictions to be introduced".

5.4.2 *Response*

Concerns have been raised by locals due to access, visibility and obstructive parking at this location. Hearses associated with funerals can conduct their business whilst parked on the yellow lines. Wedding cars able to pick up and drop off passengers but cannot park on the lines during the service. The proposed double yellow lines in these locations are to reinforce where vehicles should not be parking in reference to the highway code rule 243 "Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space".

Following the Microsoft Teams call, it was agreed that the objector's views were included in the committee report. It was stated to the objector that it is in the best interest of road and pedestrian safety for the restrictions to be introduced.

The requests for restrictions in this location have been received via email to Durham County Council in August 21 with concerns citing poor visibility of pedestrians crossing in this location. There has also been a request on the system from a local resident from February 20 with reports of vehicles parking on Park Terrace and Birch Road on the junction with Newgate. Both these reports were added to a future scheme list.

Discussions were held with one of the local County Councillors who stated that they have witnessed vehicles parking on the junction of Birch Road from St Marys Church to Wilson Street, which virtually blocked the road.

6 Conclusion

- 6.1 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 Barnard Castle: Parking and Waiting Restrictions Order 2022, 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:

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IMPLEMENTATION\Settlement\Barnard Castle\Traffic Regulation Orders
(Parking Restrictions)\2021 July

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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.

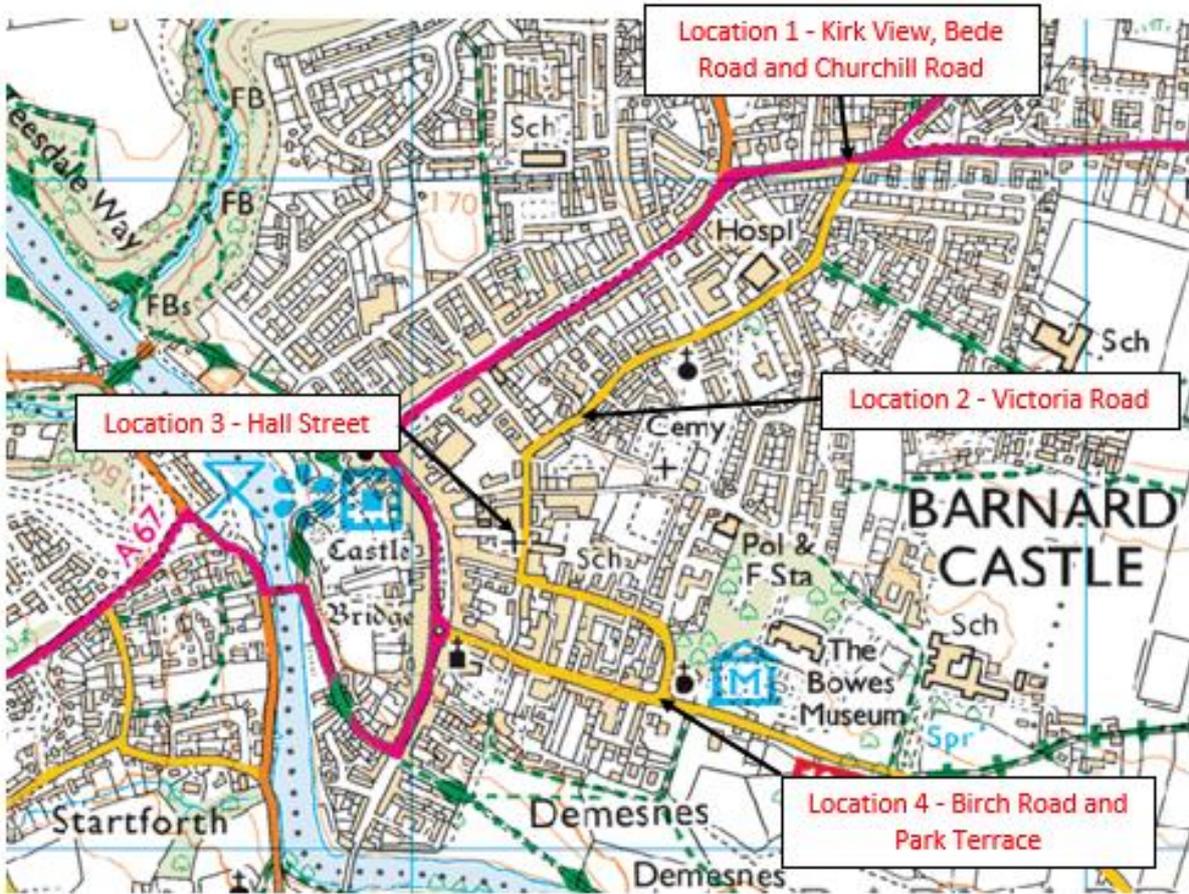
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Approvals trail: to be removed before Cabinet/Committee

Name	Title	Response or approval date
Contributors:		
Approvers:		