

Highways Committee

20 December 2011



Prohibition And Restriction Of Waiting And Prohibition Of Loading / Unloading Amendment Order 2011 - Stanley

**Report of Ian Thompson Corporate Director, Regeneration and
Economic Development**

**Councillor Neil Foster, Cabinet Portfolio Holder Regeneration and
Economic Development**

1.0 Purpose

- 1.1 To advise Members of the objections received to the formal consultation on the proposed traffic regulation order STANLEY Prohibition and Restriction of Waiting and Prohibition of Loading / Unloading Amendment Order 2011.
- 1.2 To request members consider the objections made during the formal consultation exercise.

2.0 Background

- 2.1 Front Street, Stanley alongside ASDA had a limited length of Taxi Bay, which is separated by a lay-by. (see attached photo). A request was put forward by Derwentside Area Working Group to extend the Taxi Bay across the lay-by.
- 2.2 The request was to provide additional spaces for Hackney Carriages, and also alleviate the conflict between drivers of vehicles parked in the adjacent lay-by and the Taxi Drivers.
- 2.3 A Traffic Regulation Order was advertised on the 2nd December 2010; this Order did not receive any objections and was sealed on the 31st March 2011. This was to extend the Taxi Bay and run it across the lay-by which would join the two separate Bays. (see plan 01)
- 2.4 The works commenced on site and the Taxi Bay was extended. Following this we received representation from the Stanley Indoor Bowls Centre, and it became apparent that a loading area was required at this location for the delivery of the brewery dray and ASDA deliveries.

3.0 Proposals

- 3.1 Proposals to address the requirement for loading were discussed with representatives from the Derwentside Area Working Group and the Manageress of Stanley Indoor Bowls Centre and it was agreed that the Taxi Bay would continue across the lay-by and a Loading Bay would be located at the back of the Taxi Rank. (see plan 02).
- 3.2 Following the formal advertising on the 22nd September 2011, we received two objections; both of these objections were from Taxi Drivers operating from this Rank.

4.0 Objection 1 & 2 Taxi Drivers operating from the Rank

- 4.1 The objectors do not want the extended Taxi Bay reduced to introduce a Loading Bay that will only be used once a week. The objector states that it is a very successful rank and believes since the de zoning there is a need for more taxi bays not less. He believes the cost is a waste of tax-payers money.

5.0 Response

- 5.1 This Taxi Bay is well used and is currently the only Rank in Stanley, however it has been monitored. If the proposal does not proceed brewery and ASDA delivery vehicles would need to double park to serve adjacent premises. This would lead to these vehicles causing an obstruction in an area that is heavily trafficked, causing safety concerns.

6.0 Local member consultation

- 6.1 The Local members Councillor Claire Vasey and Councillor Carl Marshall have been consulted and offer no objection to the proposals.

7.0 Recommendation

It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Traffic Regulation Order STANLEY Prohibition and Restriction of Waiting and Prohibition of Loading / Unloading Amendment Order 2011

Background Papers

Correspondence and documentation on Traffic Office File and in Members Resource Centre.

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Appendix 1: Implications

Finance – Transit 15

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

Equality and Diversity – It is considered that there are no Equality and Diversity issues to be addressed.

Accommodation - No impact on staffing

Crime and Disorder - This TRO will allow effective management of traffic to reduce congestion and improve road safety

Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489

Procurement – Operations, DCC.

Disability Issues - None

Legal Implications: All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.