

Highways Committee

20th October 2023

Bishop Auckland



Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2023

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:

Bishop Auckland Town & Woodhouse Close

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Bishop Auckland.
- 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 the TRO should be made, 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 Bishop Auckland.
- 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 Bishop Auckland (Parking and Waiting Restrictions) Traffic Regulation Order 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	28-Sep-22 & 17-May-23	19-Oct-22 & 07-June-23
Informal Consultation	22-Nov-22 & 15-June-23	13-Dec-22 & 06-July-23
Formal Consultation	26-Aug-23	16-Sep-23

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Bishop Auckland (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2023, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

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

4.2 **Location 1 – Boddy Street** (to introduce no waiting at any time restrictions)

- 4.3 Proposal Background

Boddy Street is located to the far southwest of Bishop Auckland as part of Tindale Crescent. Tindale Crescent is a primarily commercial area which is currently subject to further development offering increased leisure and retail activities. A signalised cross road between the C130 & C42, Manor Road, currently feeds traffic from the A688 to the area.

Boddy Street serves as a minor access road leading to a series of terraced residential properties located on the southern radius of these cross roads, accessed via its junction with the C130.

Residents have raised concerns, via local elected members, with obstructive parking on and around the junction from Boddy Street onto the C130 which limits visibility for approaching road users and reduces available space for access/egress.

It is therefore proposed 'no waiting at any time' restrictions be introduced either side of this junction leading into Boddy Street to prevent obstructive parking and improve road safety.

A local business has recently opened on the C130 adjacent to Boddy Street, As a result, a number of vehicles have begun parking on the C130 in an obstructive manner which further restricts traffic flow. It is therefore also proposed 'no waiting at any time' restrictions be introduced on the C130, adjacent to Boddy Street.

4.4 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
14	3	14*

** A petition was received against the proposals, signed by 9 properties who weren't included within the initial ballot.*

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
26.08.23 – 16.09.23	0	0

4.6 Summarised objections & responses:

4.7 Objections:

13 properties have objected to this proposal at the informal consultation stage, the reasons for their objections have been summarised below:

- “This will have a massive negative impact if lines are added outside of my shop.”
- “Already a nightmare to park.”
- “There is precious little parking on Body Street & Brantwood Terrace. Where will the displaced resident’s park?”
- “this will cause a lot of ill feeling amongst neighbours.”

4.8 DCC Response:

- Whilst there is always a level of displacement when introducing formal restrictions, the purpose of this proposal is to ensure there is unobstructed access/egress and visibility for road users approaching this junction which will enhance road safety.
- There is available space for parking to the rear of Boddy Street & Peases Row which can accommodate any anticipated displacement. Whilst it is understood concerns have been raised with the quality of the road surface, this area is currently unadopted and therefore maintenance is not the responsibility of the County Council. It is suggested that users contact the housing developer/land owner to enquire about any required resurfacing/development work.
- With regards to impacts on local businesses, restrictions have been proposed on the radius of the junction immediately east of Tindale Crescent Working Men’s Club, where parking currently poses a concern for road safety. The Working Men’s Club offers sufficient off-street parking for improved access however these restrictions will still permit loading/unloading for as long as required, providing vehicles are positioned in an unobstructive manner.

4.9 See appendix 4 for full details of the objection(s).

4.10 Location 2 – King James Academy (to introduce coach parking, ‘no waiting at any time’ restrictions & extend existing ‘no stopping’ restrictions)

4.11 Proposal Background

South Church Road is located to the north east of Bishop Auckland. As part of the A689 it's one of the most heavily trafficked routes in the area leading to settlements like Crook & Willington.

King James I Academy is a secondary school only accessible via South Church Road. There have been ongoing obstruction issues associated with the school bus service (6 coaches in total) which currently board/alight passengers from the unrestricted northern side of South Church Road. During peak school times these coaches reduce the available carriageway to one running lane width for approximately 75m which significantly disrupts traffic flow in the area.

It is therefore proposed that 'coach parking' bays (Monday-Friday, 8am-6pm) be introduced around additional 'no waiting at any time' & 'no stopping' restrictions (Monday-Friday, 8am-6pm) so that the school bus services can be accommodated in an arrangement which will maintain traffic flow.

4.12 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
40	5	3

4.13 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
26.08.23 – 16.09.23	0	0

4.14 Summarised objections & responses:

4.15 Objections:

3 properties have objected to this proposal at the informal consultation stage and the reasons for their objections have been summarised below:

- “Your planned action will only make parking on the south side of South Church Road more difficult.”
- This road is already very busy with congestion, parking bays between 8am-6pm will make it worse and I don’t want to look at buses all day.”

4.16 DCC Response:

- Durham County Council have received several requests from King James Academy to review the current parking arrangements on South Church Road which currently restrict access for a number of the school bus services that operate on this route.
- Away from the northern side of South Church Road, it is evident there aren’t any suitable alternative locations that offer safe and immediate access for this school service without compromising road safety through increased obstruction and traffic flow disruption; therefore, the priority of these restrictions is to maintain a safe environment for vehicles to board/alight passengers during peak school hours which also maintains traffic flow via the A689, South Church Road.
- The proposed parking bays will be in operation during school operating hours only (Monday-Friday, 8am-6pm), outside of these hours they will provide off-street parking for all vehicles on an evening & weekends to minimise displacement and reduce pressure for on-street parking placed on the south side of South Church Road.

4.17 See appendix 4 for full details of the objection(s).

4.18 Location 3 – Etherley Lane/The Copse (to introduce no waiting at any time restrictions)

4.19 Proposal Background

The B6284, Etherley Lane is located to the north west of Bishop Auckland and can be used by southbound traffic from the A689 to reach High Etherley to the far west.

Although predominantly residential, Thornfield Grange Hospital (care home) is located on Etherley Lane and this facility generates a significant number of vehicles from visitors/carers external to the area.

We have received reports via local residents that vehicles associated with Thornfield Grange are parking in an obstructive manner which restricts access/egress from private accesses and from The Copse onto Etherley Lane, reducing visibility for all approaching road users.

It is therefore proposed 'no waiting at any time' restrictions be introduced either side of Etherley Lane on approach to Thornfield Grange & The Copse to address obstructive parking and improve access/egress.

4.20 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
5	2	1

4.21 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
26.08.23 – 16.09.23	0	0

4.22 Summarised objections & responses:

4.23 Objections:

1 property has objected to this proposal at the informal consultation stage and the reasons for their objection have been summarised below:

- “This effects the care home staff parking and needing to transfer patient into the building from vehicles.”

4.24 DCC Response:

- The primary objective of this proposal is to address obstructive parking around the junction from Etherley Lane into the Copse

and into Thornfield Grange. These restrictions aim to prevent obstructive parking in strategic locations where visibility for approaching road users is limited which will improve road safety.

- These restrictions will still allow vehicles to load/unload and board/alight passengers for as long as required, provided vehicles aren't positioned in a manner which obstructs access on the adopted highway.

4.25 See appendix 4 for full details of the objection(s).

4.26 Location 4 – St Andrew's Terrace (to introduce no waiting at any time restrictions)

4.27 Proposal Background

St Andrew's Terrace is located to the north east of Bishop Auckland and is only accessible via its shared junctions with the A689, South Church Road (located approximately 570m south of King James I Academy).

There are a number of allotment gardens and local businesses located either side of the junction from South Church Road into St Andrew's Terrace attracting numerous vehicles. We have received reports from local residents that vehicles have begun to park in an obstructive manner on and around this junction which limits the available running lanes in the carriageway and reduces access/egress.

It is proposed 'no waiting at any time' restrictions be introduced either side of the junction from the A689, South Church Road into St Andrew's Road and either side of the junction from St Andrew's Road into Deneside to prevent obstructive parking and improve traffic flow.

4.28 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
4	0	1

4.29 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
26.08.23 – 16.09.23	0	1

4.30 Summarised objections & responses:

4.31 Objections:

2 properties have objected to this proposal, the reasons for their objections have been summarised below:

- “It will result in the allotment holders who drive to the site to park further away, particularly affecting those who are not physically able to open the large garden gates for vehicle access.”
- “During business hours it will cause the garage customers to park just beyond the lines therefore affecting local residents further away from the garage, which will cause further issues.”
- “Will cause parking issues further up the street in a more residential area.”

4.32 DCC Response:

- This proposal has originated following concerns raised around obstructive parking either side of the junctions. We have found that when vehicles are parked either side of the junctions from St Andrew’s Terrace into Deneside and onto the A690, South Church Road, traffic is restricted to one running lane and visibility is restricted for all approaching road users which pose concerns for road safety. In addition, access/egress is obstructed for both vehicles and for pedestrians using the narrower portion of the footpath in this location.
- In response to comments regarding allotment holders with mobility issues, we can advise that blue badge holders (providing it is valid and on display) are permitted to park for up to 3 hours on ‘no waiting at any time’ restrictions providing they are not parked in an obstructive manner. These restrictions also permit loading/unloading for as long as required.

4.33 See appendix 4 for full details of the objection(s).

5 Conclusion

- 5.1 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 Bishop Auckland (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2023, with the final decision to be made by the Corporate Director under delegated powers.

6 Background papers

- 6.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Bishop Auckland\Traffic Regulation Orders
(Parking Restrictions)\2022 July

Author(s)

[Ewan Brown]	Tel: 03000 263953
[Lee Mowbray]	Tel: 03000 263693
[Kieron Moralee]	Tel: 03000 263368
[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

It is considered that there are no Climate Change issues to be addressed.

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

19/09/2023, 17:50

Plan for identification purposes only; not to be used for scaling or formal documentation



Appendix 3: Request History

Location 1: Boddy Street

From: Cllr Joanne Howey <Joanne.Howey@durham.gov.uk>

Sent: 16 June 2022 11:01

To: Members Support Office <MembersSupportOffice@durham.gov.uk>

Subject: Yellow Lines

Good morning,

I hope that you are well.

Last year, at some point, I had a visit to a site with someone who looks at placing yellow lines on a road. I cannot find the details of who I spoke to.

Cllr Hunt and I are continually being asked for an update on the situation and would love to find out an update on this. It was for Dilks Street and Boddy Street in Bishop Auckland.

Would there be any way you may be able to find out who the officer was for me or would you be able to find out an update on this for us.

Thank you, as always, for your help.

Kind regards,

Cllr Joanne Howey
Woodhouse Close Division
C/O Members Services
County Hall
Durham
DH1 5UL

0300 269070

Location 2: King James Academy

From: [REDACTED]
Sent: 25 May 2022 12:06
To: Kieron Moralee <Kieron.Moralee@durham.gov.uk>; [REDACTED]
Cc: [REDACTED]; [REDACTED]; Lee Mowbray <lee.mowbray@durham.gov.uk>
Subject: Re: Buses at King James I Academy

Good morning, Simon/Kieron,

We were informed yesterday by a scaffolding company that they will be erecting scaffolding on South Church Road, resulting in the footpath being closed for the next 3 months. We were informed that this would be in place from Monday 30th May. The footpath would therefore be closed from the King James side of the entrance to Bishop Auckland Cricket Club all the way along past the former St Annes school to the pedestrian crossing on the corner of Kingsway until the end of the summer term, and possibly during September if schedules are not adhered to.

This will obviously cause significant issues, particularly in relation to the safety of students, traffic congestion, and an inability for Garnetts Coaches to pick students up at the end of the Academy day.

We have major issues at present with coaches not being able to park outside of school, and whilst we had advised parents not to park and pick students up near the entrance to the school, there is nothing to stop them doing this. This then means that coaches are having to park further down South Church Road, regularly stopping on the other side of the cricket club where the pavement will now be closed. We have upwards of 400 students who travel home via Coach and all will be trying to access coaches which will not be able to park anywhere close to the Academy on South Church Road. Clearly a major safeguarding issue which needs to be addressed by the LA. We have contacted you previously about markings on the road which would preclude any vehicle other than school coaches parking outside the Academy, and this would have solved the issue if it had been implemented. Please can you advise what the Local Authority will now do to ensure that students can safely get on their school - home transport from Monday 6th June.

Can you also advise what measures will be put in place to ensure that those students who walk to and from school along South Church Road can do so safely? The Academy does not have the manpower to prevent students from walking along that way, and whilst I appreciate there will be signs advising of the footpath being closed, this will not prevent students from walking this way, potentially stepping into the road and being involved in an accident.

The Academy will inform parents again that they should not park directly outside the Academy to allow coach access, and will also advise them of the footpath closure, but I do not feel that this will have the impact needed to ensure the safety of our

students. Clearly the Local Authority has given permission for the scaffolding to be erected, and as such they must have a clear plan on how to safeguard the young people attending King James. I would therefore be grateful if you could inform us what the plan is, and the additional measures the LA will employ for the summer term?

Thank you in advance.

Regards

Simon Whitehead

Location 3: Etherley Lane/The Copse

From: [REDACTED]

Sent: 26 August 2023 10:42

To: ParkingServices <ParkingServices@durham.gov.uk>

Subject: [EXTERNAL]:Request to have double yellow lines

Dear sirs

I am a resident of The Copse just off Etherley Lane. I am enquiring whether you would look into having double yellow lines put onto the entrance to The Copse onto Etherley lane as it is becoming extremely dangerous to exit the street safely. At present cars park on both sides of the junction and on the opposite side of the road. The visibility is dreadful and we have had several near misses both trying to exit and enter the street. The cars/vans also park just within The Copse itself (half on the pavement) and as a disabled person I am having to go onto the road in order to get round the vehicles where I am not visible to vehicles entering the street from the left. I feel that this is an accident waiting to happen.

Thank you for your consideration in this matter and I look forward to hearing from you soon.

[REDACTED]

Location 4: St Andrew's Terrace

From: [REDACTED]

Sent: 02 March 2023 12:34

To: ParkingServices <ParkingServices@durham.gov.uk>

Subject: [EXTERNAL]:Car & Parking Issue - St Andrews Terrace; Bishop Auckland

To Whom it may concern,

I would like to report an ongoing congestion and parking issue at the entrance of Deneside and St Andrews Terrace in Bishop Auckland. ([REDACTED])

This is a continual problem that only seems to be getting worse, with large vehicles regularly being left for days on end blocking traffic, access, and public footpaths etc.

The issues are being caused from the South Church lane allotments in combination with Holdforth garage. Creating a mass of cars up St Andrews Terrace. This creates issues when trying to get up and down the street.

For residents such as myself there is a regular blocking of the entrance to Deneside and St Andrews Terrace due to these vehicles not adhering to the Highway Code in reference to parking at junctions. This is creating an ever-tightening road and hazardous driving conditions with no visibility when exiting Deneside.

I would like to propose a solution to this, by creating a no parking zone along the left-hand side of St Andrews Terrace with double yellow lines up to the entrance junction of Deneside. The South Church lane allotment have their own in-house parking that can be utilised, as does Holdforths Garage and this will keep the flow of traffic up and down St Andrews Lane.

Alternatively, a parking restriction around the entrance of Deneside its self, to allow visibility when entering and exiting.

I hope you investigate this matter and find a suitable resolution.

I would prefer anonymity in this matter.


Regards

A Local Resident

Appendix 4: Objection Details

Location 1: Boddy Street

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**

Durham
County Council 

Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF Boddy street


Comments THIS WILL HAVE A MASSIVE NEGATIVE IMPACT IF LINES ARE ADDED OUTSIDE MY SHOP
(Please use **BLOCK CAPITALS**) TINDALE DELI

Name: [REDACTED]

Address: [REDACTED]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**

Durham
County Council 

Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF Boddy street

Comments I AM IN FAVOUR OF ANY SCHEME WHICH IMPROVES ROAD SAFETY. HOWEVER, YOUR SOLUTION TO THIS PROBLEM CREATES ANOTHER PROBLEM, I.E. FURTHER RESTRICTION IN THE AVAILABLE PARKING SPACES. THIS FORCES PEOPLE TO PARK IN THE BACK STREET, WHICH IS NOT SURFACED & IS ANGLE DEEP IN MUD & STANDING WATER. COULD THIS SUBJECT PLEASE BE DEALT WITH AS PART OF THE SAME PROBLEM IF THE BACK STREET WAS SORTED OUT MORE PEOPLE WOULD PARK THERE. INSTEAD OF COMPETING FOR A BIT OF HARD STANDING ON THE FRONT.
(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REF Boddy Street

Comments ALL READY A NIGHTMARE TO
PARK, A MOUNT OF GARAGES CAN BE COUNTED
ON ONE HAND.

(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REF Boddy Street

Comments THERE IS PREVIOUS LITTLE PARKING ON BODDY STREET
AND BRANTWOOD. WHERE WILL THE DISPLACED RESIDENTS PARK?

(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

45612 RLS

DEAR MR BROWN,

PLEASE FIND ENCLOSED A PETITION FROM SOME OF THE RESIDENTS OF BRANTWOOD TERRACE + THE CRESCENT, WE OBJECT TO THE PROPOSED DOUBLE YELLOW LINES AS THIS WILL CAUSE A LOT OF ILL FEELING AMONGST NEIGHBOURS WHERE THERE SHOULD BE NONE, AS YOU KNOW PARKING IS AT A PREMIUM IN TINDALE PARTLY BECAUSE THESE HOUSES WERE BUILT BEFORE THE NEED FOR GARAGES THIS PROBLEM IS NOW MUCH WORSE AS RECENTLY THE WORKING MENS CLUB CHANGED ITS CAR PARK TO PAY ONLY @ £1 PER HOUR, THIS EFFECTED 5-6 RESIDENTS IT LEFT THEM WITHOUT A PARKING SPACE AND THE KNOCK ON EFFECT HAS CAUSED TROUBLE. IN THE 5 YEARS I HAVE LIVED IN THIS HOUSE I HAVE NEVER KNOWN AN ACCIDENT ENTERING OR LEAVING BODDY STREET. COULD YOU PLEASE LOOK AT ALTERNATIVES FOR EG. 20 MILE PER HOUR LIMIT THROUGH THE VILLAGE, OR A ONE WAY SYSTEM, OR SLEEPING POLICEMEN WHICH SHOULD STOP SOME PEOPLE FROM RACING TO BEAT THE TRAFFIC LIGHTS. WE DO HOPE YOU WILL TAKE OUR PREDICAMENT SERIOUSLY.

THANKING YOU

Location 2: King James Academy

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REFKing James..

Comments We struggle to park now when things are on at the school or the pavilion, but by the look of it, we have no choice according to the free paper
(Please use **BLOCK CAPITALS**)

Name: [Redacted]
Address: [Redacted]
.....

45812 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REFKing James....

Comments This road is already very busy with congestion parking buses between 8-6pm will make it worse and I don't want to look at buses all day!! :-(
(Please use **BLOCK CAPITALS**)

Name: [Redacted]
Address: [Redacted]
.....

45812 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
 I am opposed to the scheme

REF King James

Comments

Please use **BLOCK CAPITALS**)

Name:

Address:

45612 RLS

I agree action must in sum form is needed. Bus, s parking morning and late after noon for up to thirty minutes five days a week, engines running Is not acceptable, fumes pouring out . Engines need to be turned off. The flow of cars etc. is hampered by buses the buses need to park in side the school grounds as we were lead to believe . By the constructors and the residents of south church road at regular meeting with them, there is land that could and should be used in the school grounds. I myself am disabled in palliative care (awarded blue badge) I require to be able to use my car from my front door , doctors ,consultants appointments and shopping. Your planed action will only make parking on the south side of south church road more difficult, cars that would normally use north side will give them no option but to look for space on the south side of south church road.

I am opposed to the scheme. X

Location 3: Etherley Lane/The Copse

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REF The Copse

Comments This affects the care home staff
parking of vehicles needing to transfer
(Please use BLOCK CAPITALS) patient into the
building from vehicle

Name: [REDACTED]

Address: [REDACTED]

also - deliveries will not be able to access

Location 4: St Andrew's Terrace

From: [REDACTED]
Sent: 14 September 2023 12:16
To: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: [EXTERNAL]:FAO: Sharon Renwick - South Church Road Double Yellow Lines Proposal

Dear Ms Renwick

I am writing regarding the recent proposal to place double yellow lines on South Church Road and St. Andrews Terrace, adjacent to the Holdforth Garage and the entrance to the South Church Lane Allotments.

On behalf of the South Church Allotment committee and members we would like to object to the placing of double yellow lines in this location, as we feel it will;

- Result in the allotment holders who drive to the site to park further away, particularly affecting those who are not physically able to open the large garden gates for vehicle access
- During business hours it will cause the garage customers to park just beyond the lines therefore affecting local residents further away from the garage, which will cause further issues
- Will cause parking issues further up the street in a more residential area

We feel a short set of lines from South Church Road to just beyond the drop kerb, covering the widened footpath that was increased a few years ago would suffice as this would stop people parking on this area which we believe is the main problem.

Kind regards

[REDACTED]

From: Traffic Consultations
Sent: Monday, September 18, 2023 11:27 AM
To: [REDACTED]
Cc: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: RE: [EXTERNAL]:FAO: Sharon Renwick - South Church Road Double Yellow Lines Proposal

Good morning [REDACTED],

I have been forwarded your query below regarding proposed restrictions on St Andrew's Terrace as I am currently overseeing the amendment to the Bishop Auckland Traffic Regulation Order (TRO).

I have attached above the proposal for reference. This proposal has originated following concerns raised around obstructive parking either side of the junctions from St Andrew's Terrace into Deneside and onto the A690, South Church Road. We have found that when vehicles are parked either side of these junctions' traffic is restricted to one running lane and visibility is restricted for all approaching road users which pose concerns for road safety. In addition, access/egress is obstructed for both vehicles and for pedestrians using the narrower portion of the footpath in this location.

Whilst we understand there is always a level of displacement when formal restrictions are introduced, we feel addressing these road safety concerns must take precedent. I can however advise, in response to your comments regarding allotment holders with mobility issues, that blue badge holders (providing it is valid and on display) are permitted to park for up to 3 hours on 'no waiting at any time' restrictions providing they are not parked in an obstructive manner. These restrictions also permit loading/unloading for as long as required.

Despite this, I can advise that your objection has been recorded and this TRO will now be referred to our Highway's Committee where a panel of elected members will be presented with the proposals and associated objections in order to recommend their introduction or withdrawal. I will arrange for any further information, including invitation, to be sent to you directly.

In the meantime, if you have any further concerns or would like to discuss this information in more detail, please feel free to contact me.

Kind Regards,

Ewan Brown
Strategic Traffic Management Team

Email: trafficconsultations@durham.gov.uk
Regeneration, Economy & Growth | County Hall | Durham | DH1 5UQ
