

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Friday 20 October 2023 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors G Hutchinson (Vice-Chair), T Duffy, J Howey, L Maddison, E Mavin, I Roberts, K Robson, A Simpson, A Sterling, F Tinsley, M Wilson, D Wood and P Jopling

1 Apologies for Absence

Apologies for absence were received from Councillors J.Higgins and D.Oliver

2 Substitute Members

Councillor P.Jopling was present as a substitute for Councillor D.Oliver

3 Minutes

The minutes of the meeting held on 26th September 2023 were confirmed as a correct record and signed by the Chair

4 Declarations of Interest, if any

Councillor G.Hutchinson declared an interest in item 5 as he had initiated the request for the order and was the local Member.

Councillors J Howey and I Roberts declared an interest in item 6 as it was within their electoral division.

Councillor K Robson declared an interest in item 7 as it was within his electoral division.

N Carter, Solicitor advised that Councillors G Hutchinson and J Howey would leave the chamber during the debate of the above items

5 Bowburn, Shincliffe & High Shincliffe (Parking & Waiting Restrictions) Traffic Regulation Amendment Order

Councillor Hutchinson left 9:35

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Bowburn, Shincliffe and High Shincliffe and requested that they considered the objections made during the informal and formal consultation period (for copy see file of minutes).

D Lewin, Strategic Traffic Manager, provided a detailed presentation including a map indicating the location plan of proposals and associated buildings, aerial photos, photographs of the site, and details for the following restriction:

- Extended the existing no waiting and no loading/unloading at any time restrictions on Durham Road.

Councillor Wood noted that in the report it stated that both local members had fully supported the proposals. However, he pointed out that it was a three member division and questioned if the third member had been consulted.

K. Moralee, Traffic Management Section Manager, in response advised that although only 2 members had responded to the consultation, all 3 had been consulted.

Councillor Blakey in supporting the recommendation, noted several issues in this area contributing to traffic disruption, including a bus stop which was located in the affected area and wagon deliveries which parked near to a traffic island.

All of this had seen the major highways implications of traffic that had driven on the wrong side of the traffic island which caused and would continue to cause major highways safety concerns.

Councillor Tinsley had asked whether any further details could be provided on the objections received.

The Strategic Traffic Manager expanded upon the concerns in the report, noting that comments centred around the proposed recommendations leading to an increase in parking congestion in other areas of Bowburn due to the direct displacement of vehicles. However, on balance officers considered the proposals a reasonable solution and suitable approach to mitigate the current traffic issues

Councillor Jopling referred to similar issues in her local area which had been resolved with a similar scheme and acknowledged the frequency of deliveries to the Co-op store. With that in mind she sympathised with residents living in that area and agreed with the proposals

Moved by Councillor Tinsley, **Seconded** by Councillor Mavin

Resolved

That the committee endorsed the proposal, in principle, to introduce the Bowburn, Shincliffe & High Shincliffe Parking and Waiting Restrictions, Traffic Regulation Amendment Order 2023, with the final decision to be made by the Corporate Director under delegated powers.

Councillor Hutchinson returned to the meeting following the conclusion of this item.

6 Bishop Auckland (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2023

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised Members of the objections received to the Traffic Regulation Order (TRO) in Bishop Auckland during both the informal and informal consultation period.

The Strategic Traffic Manager provided a detailed presentation that included: a map (location plan and associated highways), aerial photos, photographs of the site. The following restrictions were proposed:

- To introduce no waiting at any time restrictions at the Boddy Street junction (Location 1)
- To introduce coach parking, 'no waiting at any time' restrictions & extend existing 'no stopping' restrictions at King James Academy (Location 2)
- To introduce no waiting at any time restrictions at the Etherley Lane/The Copse Junctions (Location 3)
- To introduce no waiting at any time restrictions at St Andrews Terrace (Location 4)

The Chair noted that there were no public or local members in attendance to provide representations for locations 1-3.

The Chair welcomed Councillor Hunt to make her representations on Location 4, St Andrews Terrace

Councillor Hunt explained that car parking charges had been implemented at the nearby local men's working club and had been observed with a coinciding rise in parking congestion in the affected area as set out in the report.

Councillor Howey speaking as local member explained that an increase in traffic flow in the area had been reported compared to historical observations. This increase has been observed with the expansion of the local business park. It was remarked that this increase in traffic exacerbated the issue of congestion via the current parking from residents, and the displacement of vehicles from the proposed recommendations would be minimal, by parking at the rear of the affected dwellings. The proposals would in her opinion not cause further displacement of vehicles as properties did have access to off street parking and ample space was available further up the road. She commented that this issue had been raised previously and not been implemented, however highways safety was paramount.

It had been commented by several members that Highway safety outweighed all other objects raised.

Councillor Howey left the meeting during the debate on this item

Moved by Councillor Wood, **Seconded** by Councillor Jopling

Resolved

That the committee 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.

Councillor Howey returned to the meeting following the conclusion of this item

7 Newton Aycliffe (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2023

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth that advised Members of the objections from the informal and formal consultations periods in reference to the proposed changes to the Traffic Regulation Order (TRO) in Newton Aycliffe.

The Strategic Traffic Manager provided a detailed presentation that included: a map (location plan and associated highways), aerial photos, photographs of the site. The following restrictions were proposed:

- Clarence Chare – To introduce ‘no waiting at any time’ restrictions (double yellow lines) on either side of the junction from St Cuthbert’s Way into Clarence Chare to improve access/egress and visibility for all road users. (Location 1)
- Staintondale - to introduce ‘no waiting and no loading/unloading at any time’ restrictions & extend existing ‘no stopping’ restrictions to improve road safety adjacent to Byerly Park Primary School (Location 2)
- The Green - To introduce ‘no waiting at any time’ restrictions to improve access/egress and visibility for all road users. (Location 3)

The Chair welcomed local member, Councillor Stead, to speak on the item.

Councillor Stead, speaking in support of the proposals advised that two videos had been circulated to the committee ahead of the meeting, which demonstrated the issues with parking around Byerly Park Primary School. He further advised that whilst some properties did have dropped kerbs, this did not deter all vehicles from parking in this location and an extension to the no waiting and no loading restrictions was needed. He further referenced the difficulties within the estate where properties had multiple vehicles which were parked on the road further exacerbating the issue.

In relation to Location 2, Staintondale, the Committee Services Officer read out the following statement which had been submitted by the headteacher of the local school who was in favour of the proposal but unable to attend the meeting.

“I agree with the proposal put forward by Councillor Michael Stead including extending the zigzag lines around the corner next to the entrance to Byerley Park Primary School. The safety of the pupils at the school has long been a concern to us due to the parking on Staintondale. Having zigzag lines closer to the school entrance will give a clearer space for the pupils to be able to see to cross the road safely and will also ensure that part of the road is less congested. We have consulted with the Police and Councillor Stead on this issue as we are concerned about the safety of the pupils at busy times i.e., beginning and end of the school day due to the congestion on the road. I would not want any changes that would have a significant impact on the residents of the area in a negative way as, although often frustrated by the parking near school, they are on the whole very patient and accept this as something that needs to be accepted living near a school. I think these proposals would provide a safer space for the children to cross the road without having a negative impact on the ability of the residents to park outside their homes.”

Councillor Atkinson commented that the current difficulty of the manoeuvrability of buses. Other related measures that were in progress had been highlighted including hard-standing areas around the affected junction at Clarence Chare which is in the process of being funded by the local Area Action Partnership. The combination of both measures had been claimed to produce a significantly

positive highway safety effect upon a successful implementation. It was further remarked that “The Green” site, which had a historical and continuous issue with parking, had increased in recent years with the increasing success of the nearby pub. Consultations around the congestion issues on “The Green” had been reported to have spanned several years.

Councillor Mavin in referencing Councillor Atkinson’s comments in relation to Location 3 noted that he fully supported the local members views.

Councillor Tinsley also referred to Location 3 and highlighted the importance of listening to local members concerns which were reflected in the remarks and recommendations for “The Green” Site. Councillor Tinsley questioned whether any additional requirements were necessary given the site’s location within a local conservation area.

It was confirmed by the Highways Officer that the conservation area guidelines had been considered and appropriate actions had been implemented in preparation. These measures, including the reduction in width of the double yellow lines by 50% and a colour adjustment of the double yellow lines to a less prominent/bright colour

In relation to Location 2, Staintondale and the issues caused by school traffic Councillor Robson welcomed the introduction of restrictions however, commented that to alleviate future prospective highways issues around schools that any new school developments should include engineered solutions such as laybys, to accommodate school traffic for drop off and pick up’s. He further added his support for the proposed solutions to the three areas noting the various issues within each

The impact of the recommendation was outlined by Councillor Howey noting that the recommendations should prevent increased incidents of highway code infringements by motorists.

Moved by Councillor Mavin, **Seconded** by Councillor Tinsley

Resolved

That the Committee endorse the proposal, in principle, to introduce the Newton Aycliffe (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2023 with the final decision to be made by the Corporate Director under delegated powers