

## Highways Committee

17<sup>th</sup> June 2024



**Burnopfield, Tanfield, South Moor,  
Quaking Houses, South Stanley, Craghead and Bloemfontein  
Parking & Waiting Restrictions, Traffic  
Regulation Amendment Order 2024**

**Ordinary Decision/Key Decision No.**

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### **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:**

Burnopfield and Dipton, Tanfield and Crag Head and South Moor.

#### **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 Burnopfield.
- 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 Burnopfield.
- 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 improve visibility. It is therefore proposed to amend the current Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein (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 proposals.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	09-Mar-23 & 11-July-23	30-Mar-23 & 31-July-23
Informal Consultation	01-Aug-23	22-Aug-23
Formal Consultation	07-Mar-23	28-Mar-23

### 3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2024 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.

#### **Location 1 – Busty Bank** (to introduce no waiting at any time restrictions)

- 4.2 Proposal Background

The local councillor has expressed concerns over obstructive parking on Busty Bank, Burnopfield. On approaching Derwent Terrace on Busty Bank in a southerly direction, there is a bend in the road which restricts the view of oncoming traffic. The current nature of on-street parking in this location forces road users into the opposing lane when negotiating

the bend, which has exacerbated the issue of limited visibility of approaching road users.

The introduction of 'no waiting at any time' restrictions on Busty Bank will prevent obstructive parking in this location, thereby maintaining traffic flow in the appropriate lanes which will enhance road user safety.

#### 4.3 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
4	0	3

#### 4.4 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
07.03.24 – 28.03.24	0	2

#### Summarised objections & responses:

#### 4.6 Objections:

4 properties have objected to this proposal. 3 properties have objected at the informal consultation stage and 2 have objected at the formal consultation stage, however one objector has objected at both stages. The reasons for their objection have been summarised below:

- “Displacement of cars to a narrower section of road and into local estates, creating a more hazardous situation.”
- “Our gate exits/enters Busty Bank and is our only vehicle access. Being on crutches this has been essential access to vehicles.”
- “There is very limited car parking in the vicinity, so limiting parking would be detrimental to our neighbours.”
- “Objecting to the proposed length and proposing the restrictions are increased to cover the entrance road to Oakfields.”

#### 4.7 DCC Response:

- Whilst there is always a level of displacement when introducing formal restrictions, the purpose of these restrictions is to ensure there is unobstructed flow of traffic and clear visibility for road users when approaching the blind bend. These restrictions will reduce the need for vehicles to travel on the opposite of the road when travelling around the bend. It is anticipated that this will improve road safety. We will continue to monitor and assess traffic flow and cases of obstruction in the immediate area should this Traffic Regulation Order (TRO) be introduced. Should any additional restrictions be required then they will be considered during any future amendments to this TRO.
- The proposed measures will target only the area immediately near to the bend on Busty Bank, adjacent to Derwent Terrace. It is anticipated that this will improve road safety whilst minimising any displacement of vehicles into the surrounding residential cul-de-sacs.
- The proposed restriction allows for disabled badge holders to park for up to 3 hours at any one time providing they are not parked in an obstructive or dangerous manner. These restrictions will also still permit vehicles to load/unload and board/alight passengers.

4.8 See appendix 3 for full details of the objection(s).

**Location 2 – Valley View** (to introduce no waiting at any time restrictions)

#### 4.9 Proposal Background

Local residents have raised concerns regarding obstructive parking on Valley View, Burnopfield. The main issue occurs during school pick up and drop off times. It has been highlighted that vehicles parking on and around the junction from Valley View onto the B6310 have reduced visibility for approaching road users, raising concerns with road safety at this location.

The introduction of 'no waiting at any time' restrictions on the B6310 and Valley View will restrict parking around the immediate vicinity of the junction. This will improve visibility for all road users and enhance road safety in the area.

#### 4.10 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
13	2	1

#### 4.11 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
07.03.24 – 28.03.24	0	0

#### Summarised objections & responses:

#### 4.12 Objections:

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

- “What about Robson House, we have yellow lines but doesn’t stop cars parking half on and half off the pavement.”

#### 4.13 DCC Response:

- Whilst this comment is not a direct objection to the proposed restrictions, this has brought our attention to the misuse/abuse of existing restrictions in the area. Targeted enforcement has been requested through our parking services team to ensure the restrictions are adhered to.

4.14 See appendix 3 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 Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein (Parking & Waiting

Restrictions) Traffic Regulation Amendment Order 2024, 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\Burnopfield, Tanfield and South Moor, Traffic Regulation Orders (Parking Restrictions) February 2023, Highways Committee

#### **Author(s)**

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## **Appendix 1: Implications**

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### **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.

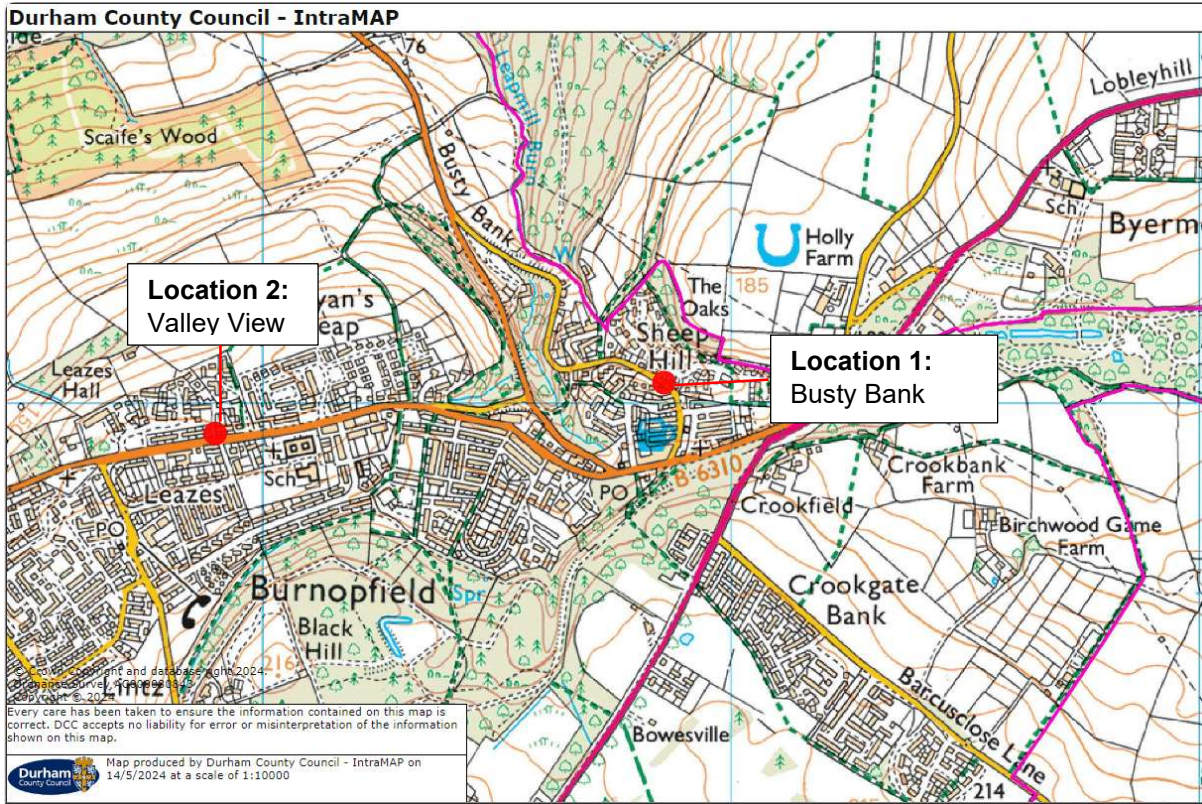
### **Risk**

Not Applicable.

### **Procurement**

Operations, DCC.

## Appendix 2: Location of Proposals





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## Appendix 3: Objection Details

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### Location 1: Busty Bank

Ref: 3780408

Re: Parking and Waiting Restrictions (Consolidation No 1) Order 2017 (Amendment No 1) Order 2024



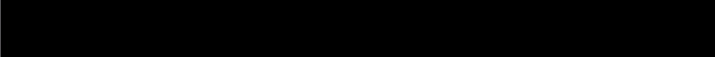
Further to notice of Durham County Council's intention to make an Order and implement the above referenced parking and waiting restrictions, we are writing to request a response to our previous letter of 5 August 2023 to Joshua Wraith, Strategic Traffic (enclosed below).

We request that details be provided of consultation undertaken and the rationale for the proposed parking and waiting restrictions. As previously stated, there may be a host of reasons that people park on Busty Bank, and these reasons need to be fully understood in order to inform decisions regarding any intervention and the potential implications of such action. Otherwise, there is a significant risk that in attempting to deal with existing problems by the proposed action, other – potentially more serious – hazards are introduced.

The current gas works on Busty Bank are already demonstrating that such parking and waiting restrictions are likely to move any existing problem to other parts of this and neighbouring roads. Furthermore, it is not clear how any such parking and waiting restrictions will be enforced, as the existing restrictions further up Busty Bank are already regularly ignored.

Without the necessary and adequate justification, we feel obliged to object to the proposals.

We look forward to your response in order that we can make a more informed opinion.

<b>PROPOSED SCHEME CONSULTATION RESPONSE CARD</b>	
Please tick the appropriate box:	REF <i>1.M/400381731 408</i>
<input type="checkbox"/> I am in favour of the scheme	
<input checked="" type="checkbox"/> I am opposed to the scheme	
Comments <i>PLEASE REFER TO THE ATTACHED LETTER.</i>	
.....	
(Please use <b>BLOCK CAPITALS</b> )	
Name: ...	
Address:	
.....	
54270 RE&G	

**Re: 'No Waiting at Any Time' Consultation for the junction of Busty Bank and Oakfields, Burnopfield**

Further to receipt of your letter regarding the above consultation, and in order to provide the level of feedback required, we send you this letter in addition to the appended ballot card.

It is our considered opinion that the proposed double yellow lines (as set out in drawing TM/40038/23/405 Rev 0) will not remove the issues described in your letter but will only move the problems associated with parking further down Busty Bank, where the road gradually becomes narrower and safety concerns or issues of blocking will be even more acute. Drivers may also start to use Oakfields for parking, which would almost certainly be the case if the double yellow lines were extended further down Busty Bank than currently proposed. We also believe that any such restrictions will serve to increase vehicle speeds on Busty Bank, as currently drivers must slow down around the bend.

It is not clear from your letter whether any information has been gathered to establish why drivers are parking on Busty Bank. Are they local residents that have nowhere else to park? Are they users of local amenities? There may be a host of reasons that people park on Busty Bank, and these reasons need to be fully understood in order to inform decisions regarding any intervention and the potential implications of such action. Otherwise, there is a significant risk that in attempting to deal with existing problems by the proposed action, other – potentially more serious – hazards are introduced.

We would therefore recommend that you drop the current proposals and conduct the necessary consultation to establish the root cause of the perceived issues due to parking on Busty Bank.

Yours sincerely,

**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF TM/40038/23/405  
\*NOTING IT IS MUCH SHORTER  
ON THE NO S SIDE OF OAKFIELDS/  
BUSTY BANK?

Comments OUR GATE EXITS/ENTERS BUSTY BANK + IS OUR ONLY

VEH ACCESS - BEING ON CRUTCHES THIS HAS BEEN ESSENTIAL

PLEASE USE **BLOCK CAPITALS**) ACCESS TO VEHICLES. COULD THE  
LINES END OUTSIDE? \*

Name: [REDACTED]

Address: [REDACTED]

- A BIGGER ISSUE IS BUSTY BANK / FRONT ST JUNCTION  
PARKING BAYS OBSTRUCTING VIEWS THIS SHOULD BE  
CONSIDERED AT AS A HIGHER PRIORITY

**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

REF AM/40028/231405

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

Comments THERE IS VERY LIMITED CAR PARKING  
IN THE VICINITY, SO LIMITING PARKING WOULD BE  
(Please use **BLOCK CAPITALS**) DETRIMENTAL TO OUR  
NEIGHBOURS

Name: .....  
Address: .....  
.....

54270 RE&G

**Proposal to introduce Double Yellow Lines**  
**Busty Bank and Oakfields, Burnopfield**  
**REF; AM/40028/231405**

Thank you for your letter of the 1<sup>st</sup> of August 2023, and requesting our opinion with respect to the proposal to introduce 'no waiting at any time' (double yellow lines) on the junction of Busty Bank and Oakfields.

We appreciate you taking the time to inform us of this proposal and request our opinion.

We live in Number [REDACTED]. In the five years we have lived in this house we have had very few occasions where we would require parking in the area where the double line is proposed. We do see some cars being parked, along this line, however these have not been of any hinderance to us either walking or driving up Busty Bank. As there is very limited parking available for the houses on Busty Bank, so we assume these are visitors to friends or someone visiting the Burton Public House. The parked cars have not caused us any inconvenience.

We would assume restricting car parking would be inconvenient to our neighbours who live on Busty Bank. We therefore would propose that the proposal for a double yellow line should NOT go ahead.

Again, thank you for asking our opinion.

Yours sincerely [REDACTED]



From [REDACTED]  
Sent: Monday, March 11, 2024 6:58 PM  
To: Highways Orders <Highways.Orders@durham.gov.uk>  
Subject: [EXTERNAL]:Ref: 3780408

You do [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[REDACTED]

I write in response to the above application to introduce No Waiting at Any Time Restrictions on Oakfields, Burnopfield. with specific reference to "a.Oakfields on both sides from its junction with Busty Bank in a northerly direction for a distance of 3m on both sides."

I wish to object to this proposal and propose an amendment that the distance be made longer than 3m, to about 10 - 15m to cover the whole of the length of that section of the entrance to Oakfields, to where the road splits to go to

1

the eastern and western sections of Oakfields. People rarely, if ever, park as close to the junction as your proposal would cover, but they frequently park slightly further down that section of the road which causes a dangerous obstruction if vehicles are both coming into, and exiting the Oakfields entrance from and onto Busty Bank.

I did wish to register this objection via the Council website, but searches under the above reference number and the address drew a blank, so I would be grateful if you would acknowledge receipt of this email.

Kind regards,

## Location 2: Valley View

### PROPOSED SCHEME CONSULTATION RESPONSE CARD



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF 1M160028/23/355

Comments WHAT ABOUT ROBSON HOUSE WE HAVE  
ELLON LINES BUT THAT DOESNT STOP TRANSPORT (CARS  
TRANSPORT) PARKING HALFOF  
ROAD. 10 YEARS WE HAVE  
COMPLAINED. ACCIDENT WILL  
HAPPEN.

Name: [REDACTED]  
Address: [REDACTED]

54270 RE&G