

Highways Committee

6 February 2014

Durham City Parking and Waiting Restrictions (South West) Order 2013



Report of Ian Thompson Corporate Director Regeneration and Economic Development Councillor Neil Foster , Cabinet Portfolio Holder for Regeneration and Economic Development

1.0 Purpose

- 1.1 To advise Members of an objection received to the formal consultation on the proposed traffic regulation order relating to a Traffic Regulation Order (TRO) covering the South West of Durham City.
- 1.2 To request members consider the objection made during the consultation exercise.

2.0 Background

- 2.1 To ensure that the County Council can operate an efficient and effective Civil Parking Enforcement regime it is necessary that all restrictions are monitored and reviewed on a regular basis. As part of this exercise we have revoked all of the existing TROs and are in the process of making new TROs that describe restrictions as they currently exist in a map based format.
- 2.2 With the above in mind, a formal consultation exercise was undertaken to advertise the existing orders. The vast majority of the existing TROs were to remain unchanged, however amendments were proposed for:
 - Milburngate – Replace the existing disabled parking only, no return 1 hour with disabled parking only 3 hours, no return before 6pm.
 - A177 lay-by (south of Howlands park and ride) – Introduce No Waiting At Any Time restriction.
 - Redhills Lane – Introduce No Waiting Monday to Friday, 8am – 5pm.
 - Laburnum Avenue – Introduce No Waiting At Any time restriction and amend Pay and Display Parking Bays.
- 2.3 The amendments for Redhills Lane were proposed following a request from several local residents. The location in question is in close proximity to Durham Johnson School and as such is subject to a high level of parking.

This can cause problems with regard to road safety, particularly in the section of carriageway either side of the sharp bend in the road.

- 2.4 In addition to the road safety issues noted above these residents also often encounter problems accessing their driveways due to the close proximity of parked vehicles. Redhills Lane is a relatively narrow street and as such manoeuvres must be undertaken in limited carriageway space.
- 2.5 For the Redhills Lane amendments an initial consultation letter was delivered to affected residential properties on the 4th March 2013, with responses to be received by the 24th March 2013. At this stage it was proposed to implement a Monday – Friday, 8am -5pm restriction on both sides of the carriageway from No. 13 Redhills Lane in a south westerly direction to a point adjacent to No. 16 Redhills Lane. This proposal was met with a degree of reservation by some of the residents as they felt the proposed restrictions did not extend far enough.
- 2.6 Therefore, the restrictions were extended and a further consultation exercise was undertaken between the 6th and 27th June 2013.
- 2.5 The formal consultation exercise for this scheme commenced on the 22nd August 2013 and closed on the 12th September 2013.

3.0 Proposals

- 3.1 It is proposed that a Monday – Friday, 8am – 5pm restriction be implemented on both side of Redhills Lane from No. 13 in a south easterly direction to the junction with St Aidans Crescent.

4 Objection

- 4.1 One objection was received to the proposed scheme. This objection was received in response to the formal advert.
- 4.2 The objector notes that they are opposed to the scheme for the following reasons:
 - Restrictions should be equidistant either side of the bend.
 - The restrictions should be reduced in length by approximately two thirds at the south eastern end.
 - Should scheme go ahead, then residents parking permits should be introduced.

5.0 Response

- 5.1 During the initial consultation exercise the proposed restrictions were equidistant either side of the bend. Unfortunately this led to objections from the local residents as they felt that restrictions at this length would not resolve the problems they are currently encountering. As previously mentioned, this led to the second consultation exercise where the restrictions were extended in a south easterly direction towards the junction with St Aidan's Crescent.

- 5.2 The residents of Redhills Lane are not supportive of a reduction in length of the proposed restrictions. Support for the increased length of waiting restrictions has been directly received from numbers 16, 18, 22, 24 Redhills Lane.

Consideration was given to extending the restrictions in a westerly direction towards the A167. However it was decided not to pursue this at present as the current proposal extends far enough to enhance and maintain visibility near the bend at this point.

- 5.3 There are currently high numbers of vehicles parking within the Redhills Lane area. It is assumed that these vehicles are associated with the school or commuters walking into Durham City.

We have not received any requests from residents to implement permit parking in this area.

Residents permits are only introduced when the current parking conditions meet the criteria as detailed in Durham County Councils Parking Strategy. The criteria states that for permits to be applicable that more than 40% of kerbside space must be occupied by non-residents for over six hours in the survey period and more than 85% of kerbside space must be occupied by any vehicle(s) during the same six hours.

Should a request for permit parking be received then, this area would be considered using the above criteria.

20.0 Local member consultation

- 20.1 The Local members have been consulted and offer no objection to the proposals.

21.0 Recommendation

- 21.1 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Traffic Regulation Order;

Background Papers

Correspondence and documentation on Traffic Office File and in member's library.

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Appendix 1: Implications

Finance – DCC Capital

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 improve economic activity, 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.