

Highways Committee

16 October 2014

SEDGEFIELD PARKING & WAITING RESTRICTIONS ORDER



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

1. Purpose

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Sedgefield.
- 1.2. To request that members consider the objections made during the consultation period.

2. Background

- 2.1 Following successful implementation of Civil Parking Enforcement in Durham District in 2008 and County Durham North in 2011, the County Council expanded this practice into the South of the County in June 2013. Enforcement of all waiting restrictions within the town was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 A request was received from a local business to consider the introduction of some limited waiting bays near their shop to make it more accessible for passing trade. As a result it was proposed to implement a Monday – Saturday, 9am-6pm, 30 minute, no return with 30 minutes restriction.
- 2.4 Initial consultation letters, plans and response cards were delivered to all properties likely to be directly affected by the proposals. This letter was delivered on the 29th April 2014, with a return date of 23rd May 2014..
- 2.5 The scheme was advertised formally on site and in the local press between 11th July and the 1st August 2014.

3 Objection 1

- 3.1 The objector (Sedgefield Town Council) opposes the introduction of the limited waiting bays as it considers that they would be detrimental to the businesses operating in this part of the town. They consider that a number of the businesses in this area would take longer than 30 minutes to visit.

4 Response

- 4.1 At present, the area in question operates under no restrictions and as such vehicles may park there for as long as they wish. Immediately to the south of the area in question is a 'no waiting at any time' restriction which extends around into Rectory Row. Immediately to the north, there is a bus stand with a clearway which extends to the entrance into Cross Street.

The proposed restriction of 30 minutes No Return within 30 minutes would free up the space to the front of Premier Convenience Stores / Mint Barbers to be utilised by short stay visitors. This restriction would cover a length of highway that would support 3 vehicles. Other businesses in the immediate area include a fish and chip shop, a chinese takeaway and an insurance broker.

On Front Street, north of its junction with Cross Street there is a 75 metre length of unrestricted highway followed by a further 70 metre length of maximum stay 2 hour bays. In addition to this there are approximately 9 spaces that are utilised in the unadopted area to the front of the Dun Cow Inn. It is also noted that there are no restrictions on any of the side streets surrounding this location.

It is therefore considered that there is adequate alternative parking provision within a short distance for motorists who wish to stay longer than 30 minutes

5 Objection 2

- 5.1 The objector (Dun Cow Inn) opposes the introduction of the limited waiting bays as it feels it would have a detrimental effect on their business, particularly their lunchtime trade.

6 Response

- 6.1 Again, as outlined above there is considered ample alternative on street parking in close proximity to the objector's business. The proposed change of restriction affects a very small percentage of the overall available parking space and as a result, the impact of these changes is considered to be negligible.

7 Objection 3

- 5.1 The objector (Overseas Chinese Takeaway) opposes the introduction of the limited waiting bays as they feel space for residential parking is already limited.

8 Response

- 6.1 The changes are proposed to improve the turnover of vehicles at this location to benefit the local businesses. With the changes there is the potential that the area in question will benefit from a minimum of 60 vehicles over a 10 hour period. At present, with no restrictions this figure is likely to be significantly lower.

It should also be noted that the proposed restrictions will only be in place between Monday and Saturday, 9am – 6pm, hence residents may utilise the restricted area for their own needs outside of these times.

13.0 Local member consultation

The Local Members have been consulted and offer no objection to the proposals.

14.0 Recommendation

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Sedgefield Parking & Waiting Restrictions Order.

15 Background Papers

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

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Appendix 1: Implications

Finance – LTP 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 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.