

Highways Committee

21 November 2014

**Burnopfield, Tanfield, Oxhill,
South Stanley, Craghead and
Bloemfontein**



Parking & Waiting Restrictions Order

**Report of Ian Thompson, Corporate Director, Regeneration and
Economic Development**

**Councillor Neil Foster, Cabinet Portfolio Holder, Regeneration
and Economic Development**

1. Purpose

- 1.1. To advise Members of an objection received to the consultation concerning changes to the proposed traffic regulation order in South Moor the effect of which would be to extend the No Waiting At Any Time restriction.
- 1.2. To request that members consider the objection made during the consultation period.

2. Background

- 2.1 Following the 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 waiting restrictions to aid accessibility and road safety at the junctions of Bridge Street and Mundell Street.
- 2.4 On visiting the site and observing coaches performing multiple reversing manoeuvres on to Park Road to gain access to the depot, officers determined that there was a requirement for restrictions to aid road safety. As an interim measure 'keep clear' markings were laid at strategic locations to help ensure access/ egress to the depot without the need to carry out reversing manoeuvres.

2.5 The 'keep clear' markings were installed in July 2014 and following feedback the following actions were proposed:

- replace the markings with No Waiting at Any Time restrictions on Bridge Street
- remove the 'keep clear' markings on Mundell Street and extend the existing No Waiting at Any Time restriction by 5m to allow better access to larger vehicles and still allow some parking.

2.6 The scheme was advertised formally on site and in the local press between 16th October 2014 and the 6th November 2014.

3 Objection 1

3.1 The objector opposes the introduction of 'no waiting at any time' restrictions on Mundell Street. He feels that the buses from Nightingales should not be allowed along a narrow back street and that if the restrictions are put in place then we should make Parmeter Street a residents only parking area.

4 Response

4.1 The recently installed 'keep clear' markings were in response to complaints from a coach company (Nightingales), which operates from the depot between Bridge Street and Mundell Street. The complaints were with regard to accessibility and the subsequent road safety implications of manoeuvring vehicles in this area. Having visited the site officers observed coaches performing multiple reversing manoeuvres on to Park Road to gain access to the depot, officers determined that there was a requirement for waiting restrictions to aid road safety. Therefore 'keep clear' markings were applied at strategic locations to ensure access/egress to the depot could be carried out without the need to undertake reversing manoeuvres.

4.2 The main access to the depot is via Bridge Street however Mundell Street is used as an 'emergency exit' when the primary access is blocked. As the coach company carry out school contracts it is vitally important that they are able to egress the depot at all times.

4.3 With regard to 'buses turning into a narrow street' unfortunately there is nothing that can be done to prevent this as it is, and has been for a number of years, an operational bus depot.

4.4 The proposals to remove the existing advisory 'keep clear' and extend the existing No Waiting at Any Time by 5m will allow some parking whilst still maintaining accessibility to buses and refuse vehicles.

4.5 Residents Only parking can only be considered in line with our Permit Issue Management Policy. Our policy requires each request to fulfil a number of

criteria to establish the suitability of the scheme and the effect it may have on neighbouring streets and the impact on the town's viability and economic wellbeing. This area would not meet the requirements set out in the Councils policy in that there is no charged area for on or off street parking close by.

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 objection and proceed with the implementation of the Burnopfield, Tanfield, Oxhill, South Stanley, Craghead and Bloemfontein 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.