

## Highways Committee

27 September 2011

**B6302 Broom Lane, Ushaw Moor  
Proposed Limited Waiting Restriction**



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### **Report of Terry Collins, Corporate Director Neighbourhood Services**

**Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment**

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#### **Purpose of the Report**

- 1 To advise Committee of representations received to the proposed introduction of a limited waiting parking restriction for the laybys adjacent to the shops on Broom Lane, Ushaw Moor.
- 2 It is recommended that the Committee endorse the proposal having considered the objections to the proposal and proceed with the implementation of the parking restrictions at Broom Lane, Ushaw Moor as per the plan in Appendix 2

#### **Background**

- 3 Representations have been received from the local County Councillor John Wilkinson, the residents' association and local business holders about the inconsiderate parking and lack of parking turn over adjacent to the village shops. Concern was also raised about the practice of vehicles using the bus stop on the opposite side of the road for short term parking due to the lack of space.
- 4 Broom Lane (also known as Durham Road) forms part of the main through route of the B6302 through the centre of Ushaw Moor. Whilst a lot of business trade arises from passing motorists, the shops also provide a vital service for the village and surrounding areas. The adjacent parking laybys are often utilised by workers from local businesses for all day parking restricting this passing and short stay trade.
- 5 There is a car park in the vicinity which would be capable of catering for displaced commuter parking.

#### **Proposals**

- 6 Limited waiting parking restrictions are proposed for the two laybys adjacent to the shops to provide for a turn over of vehicles. The duration of waiting of 2 hours was considered to be sufficient to cover most activities associated with the shops. Longer parking could be accommodated in the nearby car park or other locations.

- 7 The proposals include a restriction on Monday to Saturday from 8am to 6pm, which covers the main business hours of the shops. Parking outside of these times is unrestricted.

### **Consultation**

- 8 Informal consultation was carried out with the affected residents, businesses and statutory consultees from the 5<sup>th</sup> November 2010 to the 30<sup>th</sup> November 2010. This consultation was based upon the restrictions being in place 7 days a week and 24 hours a day.
- 9 Out of the 47 letters sent to affected residents and businesses 15 responses were received. Of the responses 8 were in favour of the changes and 7 were not supportive of the proposals. Durham Constabulary responded in favour to the informal consultation and the Parish Council raised concerns regarding some aspects of the proposals.
- 10 Following consideration of the representations against the proposals and the comments from the Parish Council the proposals were revised to reduce the restrictions to business hours of Monday to Saturday and 8am to 6pm. This would provide greater flexibility for the residents and their visitors.
- 11 A statutory advertisement of the proposals was undertaken from the 13<sup>th</sup> May 2011 until the 3<sup>rd</sup> June 2011. During this period two emails of representation were received and 1 email was received in support of the proposals. The proposals were also fully supported by Durham Constabulary and the Residents Association.
- 12 One objector withdrew the objection following further discussion.
- 13 The local Member County Councillor John Wilkinson fully supports the scheme. County Councillor Jean Chaplow generally supports the scheme.

### **Representation and responses**

- 14 Representation 1

Parking will transfer to the opposite side of the road.

*Response : The proposals were revised to only affect day time parking to limit the affect on residents. During this period there is often sufficient space available on Durham Road to accommodate additional vehicles should motorists wish to use the space. The nearby car park is currently under utilised and can also provide parking for displaced motorists.*

- 15 Representation 2

There is not a problem on the site – don't waste money and reduce Council Tax instead

*Response: The issue was raised by a number of sources regarding the lack of short stay parking adjacent to the shops due to all day parking. The proposal is aimed at providing better facilities for the businesses which provide a useful facility in the village. The proposals are being funded from a source already allocated and would therefore have no impact on Council Tax.*

16 Representation 3

We are a hairdressing salon and a lot of clients take more than 2 hours

*Response: The proposed 2 hour time limit was considered to accommodate the majority of business customers which is typical of many similar limited waiting restrictions in other areas. Those customers who require longer periods of parking have the options of parking on street or in the car park within a short walking distance.*

17 Representation 4

My shop is on the street and I park outside day and night

*Response: The restrictions are aimed at providing a turn over of vehicles for the benefit customers of the businesses. Long term parking can be found close by or over night in the layby.*

18 Representation 5 – Objection to the legal order

A resident of Durham Road raised many issues of objection during the legal advertisement period. The issues generally cover the issue of displaced vehicles to the opposite side of the road, the impact on residents and existing issues of congestion from school parking at the entrance to the rear street. Several comments relate to the existing loading practices associated with deliveries to the businesses, parking difficulties in inclement weather and enforcement.

*Response: Whilst it is appreciated that some vehicles may be displaced to the other side of the road or surrounding roads, this space is not reserved for the sole use of residents as it is public highway. During the day many of the residents' vehicles move from the area freeing up space for other vehicles and this is accepted practice in managing parking space. The issue of school gate parking is one which affects most areas close to a school and the restrictions are not aimed at changing this practice.*

*The restrictions are aimed at providing a turn over of vehicles to assist with the vitality of the businesses which provide a useful service for the village. This turn over of vehicles should also provide sufficient space for the loading and unloading of goods to the businesses and reduce or eliminate the existing practice of double parking thereby reducing congestion. Outside of the restriction times the laybys can be used by any motorist as a parking place.*

*Parking of vehicles in residential areas is difficult during periods of extreme inclement weather and residents who are unable to access their streets often park where they can; this usually occurs on main roads in most areas.*

*Enforcement of the restrictions will be undertaken by Contractors working on behalf of the County Council. This parking scheme is designed to be self financing. The issue of obstructive parking, including obstruction of the rear street is still an offence which can only be dealt with by the Police.*

## **Recommendations and reasons**

- 19 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the parking restrictions on Broom Lane as per the plan in Appendix 2.

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**Appendix 1: Implications**

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**Finance – None**

**Staffing – None**

**Risk – None**

**Equality and Diversity / Public Sector Equality Duty – None**

**Accommodation – None**

**Crime and Disorder – None**

**Human Rights – None**

**Consultation – As described in the report**

**Procurement – None**

**Disability Issues – None**

**Legal Implications – None**