

Highways Committee

3 December 2015

Chester le Street Parking and Waiting Restrictions Order 2015



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 Chester Le Street.
- 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 it was introduced into the former Northern Districts (Derwentside, Easington and Chester le Street) of the County in 2010. Enforcement of all waiting restrictions within this area 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 In February 2014, residents of Bullion Lane, Chester Le Street (See Image 1) were consulted with regards to introducing a Resident Permit Parking Scheme which would operate Monday – Saturday, 10-11am and 2-3pm. These time frames would not prevent motorists parking for short periods of time to visit the town centre shops, but would prevent all-day commuter parking.
- 2.4 At this time the majority of residents were in favour of introducing the permit parking scheme, but there were objections raised by commuters at the formal advertising stage. The permit scheme was progressed to Highways Committee where the objections were upheld and the permit parking scheme did not progress.

- 2.5 Early in 2015, Chester le Street Train Station introduced parking charges in its car park where prior to this point, parking at this location had been free. Around this time, an increased number of commuters were found to be parking in the surrounding residential streets, particularly Bullion Lane.
- 2.6 Residents of Bullion Lane have off-street parking facilities for one vehicle and dropped kerbs to access the off-street parking facilities. There are white keep clear markings across the dropped kerbs but unfortunately these are regularly ignored.
- 2.7 On 16 June, 2015 an initial consultation was carried out with residents of Bullion Lane proposing to introduce a resident permit parking scheme on the residential side of Bullion Lane only. This would leave the other side of the road unrestricted, suitable for commuter parking. At this point, one resident objected to the proposals on the basis of having to pay for the permits (DfT Guidance advises that resident permit schemes must be self-funded). All other residents that responded were in favour of the scheme and all statutory Consultees that responded were in favour of the scheme.
- 2.8 Whilst the consultation was on-going, a DCC officer was in discussions with a member of the Leasehold Team at Cestria Homes to discuss the former garage site on Bullion Lane. This site is owned by Cestria but the County Council have been investigating the possibility of developing it as a free car park which could be used by commuters. At present, motorists can park in this area but the surface is unmade and there is no formal drainage or lighting. Improvements would be required to the surface, drainage and lighting should this area be promoted as a formal parking area. These discussions have stalled but we are continuing to contact Cestria with a view to progressing the works.
- 2.9 As part of this consultation, it was proposed to introduce waiting restrictions on the junctions of Bullion Lane to improve visibility in the area. There have been no objections to the introduction of these proposals.
- 2.10 At the formal advertising stage we received one objection to the introduction of a permit parking scheme that would prevent all day parking.

3 Objection 1

- 3.1 The objector is a commuter that would normally have parked in the train station car park. Unfortunately, since parking charges were introduced into this area, they and many other commuters have started parking in the adjacent residential streets. The objector believes that residents of Bullion Lane bought their houses knowing that it was next to a train station and should have been aware of commuter parking in the area.
- 3.2 The objector feels DCC should do more for commuters and believes that Chester Le Street would be a viable area for a Park and Ride to Durham and to Newcastle as it links to the A1 and is a mid-point between both locations.

3.3 **Response**

3.4 The objector was advised that DCC were trying to acquire the former garage land at the bottom of Bullion Lane to formalise into a free parking area for up to 20 vehicles. The objector advised that they would remove their objection to the permit parking scheme if the parking area on the former garage area was to go ahead.

3.5 The discussions with Cestria Homes had stalled so DCC could not confirm that the parking area would go ahead at this time. On 31/10/2015 and 10/11/2015 emails were sent to the objector to clarify if they still wished to object, but there was no response on either occasion. It is the opinion of Legal Services to proceed to Highways Committee as there was a formal objection in writing that had not been fully resolved.

4 **Local member consultation**

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

5 **Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Chester Le Street: Waiting and Parking Restrictions. Order 2015.

6 **Background Papers**

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

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Appendix 1: Implications

Finance – LTP Capital (Approx. cost - £2000)

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.

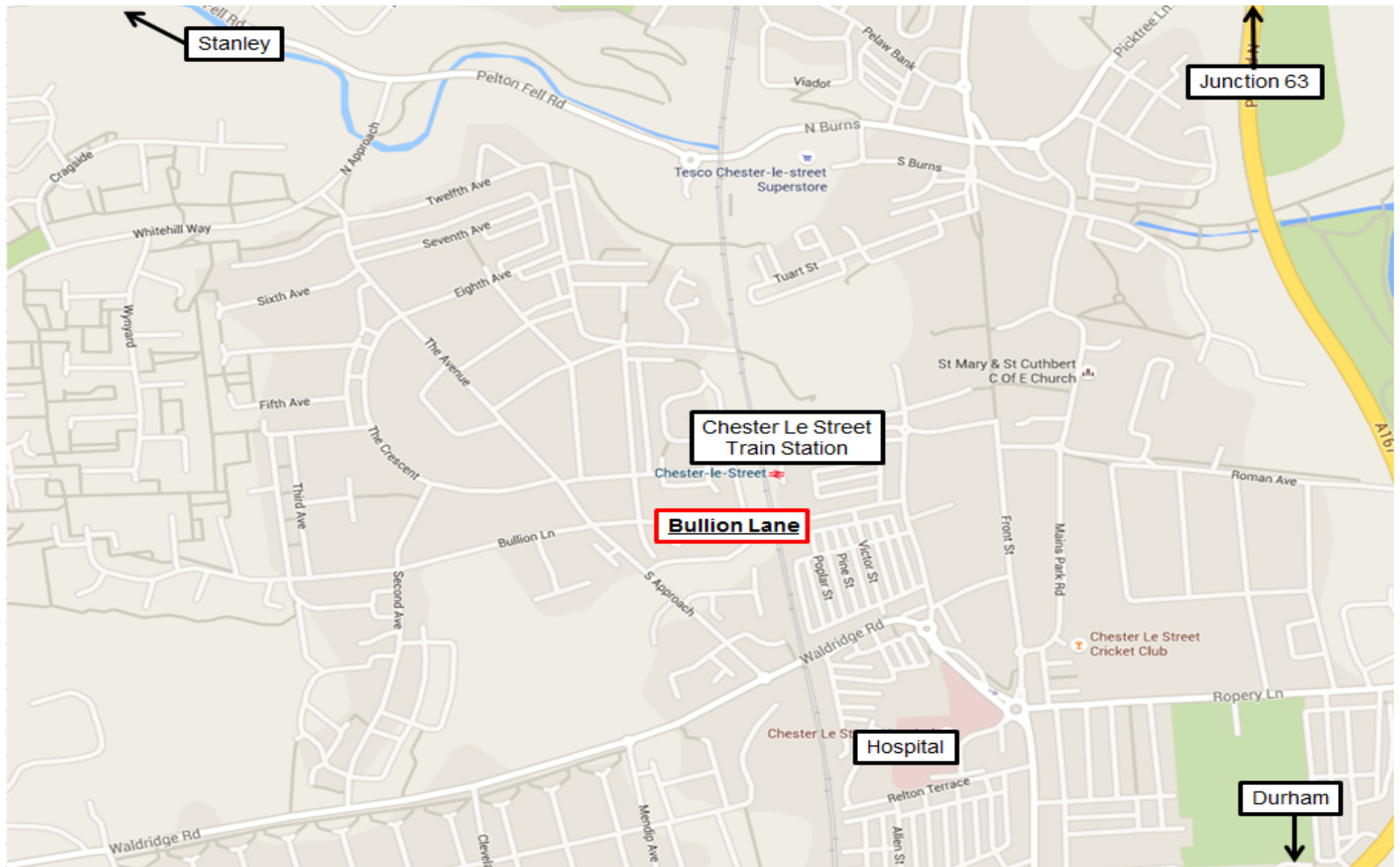
Human Rights - No impact on human rights

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.



(Image 1 – Chester Le Street – Location Plan)