

Highways Committee

20 November 2018

Ferryhill Parking And Waiting Restrictions Order 2018



Report of Ian Thompson, Corporate Director of Regeneration and Local Services Councillor Carl Marshall, Cabinet Portfolio Holder for Economic Regeneration

1. Purpose of the Report

- 1.1 In accordance with the Council's Scheme of Delegation to Officers, Members are asked to make a decision in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning a proposed traffic regulation order in Ferryhill.
- 1.3 To request that members consider the objections made during the advertising period.

2. Background

- 2.1 Following the successful implementation of Civil Parking Enforcement in Durham District in 2008 it was introduced into the Southern part of the County in 2012. 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 Prior to this proposal, changes were last made to the Ferryhill Traffic Regulation Order in 2016. Since this time, a number of proposed amendments have been suggested by a variety of sources.
- 2.4 Ferryhill Town Council held a meeting on the 13th December 2017 and agreed that full public consultation should take place regarding the location of the taxi area in Market Street. The Town Council received an official petition with 497 signatures requesting that consideration be given to creating a 24 hour taxi area within the town. Two public consultation events were held in the town and these generated the initial proposals for the amendments to the TRO.

2.5 Amendments were proposed to address obstructive parking on Saddler Street, taxi provision within the town centre and loading facilities on Darlington Road.

3.0 Proposals

3.1 The initial consultation with affected frontages and all Statutory Consultees commenced on the 30th April 2018. Following feedback at this stage, some amendments were made and consultees were informed on the 13th August 2018 that the following proposals were to be formally advertised

3.2 B6287 Durham Road / Saddler Street junction.

Introduction of 'no waiting at any time' restrictions on the Saddler Street / Durham Road junction. Saddler Street is the entrance road to Ferryhill Dean and Chapter Industrial Estate. Heavy Goods Vehicles use this junction on a daily basis and inappropriate / obstructive parking has been proven to obstruct their movements at this point.

3.3 B6287 Darlington Road.

Introduction of a 'loading only' bay on the western side of Darlington Road, near to Charles Dickens DIY Store. At present this bay is subject to a 1 hr parking limit (Monday – Saturday). It is proposed that space for approximately 2 vehicles be converted to the loading area to assist the businesses in this area. The loading restriction will be in place 8am-6pm on all days.

3.4 Market Street

A number of changes are proposed for Market Street to better assist vehicular movements within the town centre. At present, the layby outside of 14-22 Market Street is subject to a split restriction of 1 hour parking 6am – 6pm and 'no stopping except taxis 6pm-6am' It is proposed that these bays become 'no stopping except taxis' at all times.

3.5 The short layby outside of the residential properties 25 and 26 Market Street is currently subject to a 1 hour parking restriction. It is proposed that this restriction be removed.

3.6 Finally, the junction of Market Street / Church Road is currently subject to a 'no waiting 8am-6pm' restriction. It is proposed that this restriction be amended to a 'no waiting at any time' restriction.

3.7 The proposals were formally advertised on site and in the local press between 14/9/18 and 5/10/18.

3.8 There were 2 objections made to the proposals. These were made at the initial consultation stage.

4. Objections and Responses

4.1 **Objection 1** (objected at initial consultation stage)

- 4.2 The objector owns a business adjacent to the proposed taxi restrictions. They believe that the restriction should also permit loading / unloading by local business owners.
- 4.3 There is an existing loading only area (6am – 6pm) approximately 20 metres from the objector's premises. The possibility of permitting loading from the taxi area was investigated but was found not to be feasible in this instance.

5 *Objection 2* (objected at initial consultation stage)

- 5.1 The objector is a business owner on Parker Terrace (Darlington Road) and feels that the introduction of a loading bay at this location is arbitrary and unnecessary. They also comment that such a restriction will restrict access to the business' in the affected area.
- 5.2 The request was for this restriction originated from one of the other businesses' in this area. They are currently struggling to load and unload heavy stock to their premises. It is considered that the proposed loading bay would be well used and a useful addition at this location.

6. Statutory Consultation Representations

- 6.1 All Statutory Consultees offered no objection:
- Durham Constabulary – in favour
 - Ambulance Service – in favour
 - County Councillors no objection
 - Parish Council – in favour
 - Fire Service – no objections received
 - Bus companies – no objections received
 - Road Haulage – no objections received
 - Freight Association – no objection received.

7. Local Member Consultation

- 7.1 The Local Members) were consulted and offered no objection to the proposals.

8. Conclusion

- 8.1 In conclusion, there were no objections raised by the Statutory Consultees.
- 8.2 There were two objections received at the initial advertising stage by local businesses. The proposed amendments to the restrictions are deemed necessary at this location owing to the demands of the town centre. The changes will aid accessibility to the town centre for non-car users and aid accessibility for HGVs on Saddler Street and delivery vehicles on Darlington Road.

9. Recommendations and reasons

- 9.1 It is recommended that Members resolve that they are minded to agree to set aside all objections, endorse the proposal and proceed with the implementation of the Ferryhill: Waiting and Parking Restrictions. Order 2018 with the final decision to be made by the Corporate Director under delegated powers.

10. Background papers

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

Contact: Lee Mowbray

Tel: 03000 263693

Appendix 1: Implications

Finance – LTP Capital (approx. cost £2500)

Staffing – Strategic Traffic

Risk – N/A

Equality and Diversity / Public Sector Equality Duty - 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 assist ease of traffic movement within the town.

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. This will result in an enforceable TRO.