

Highways Committee

20 November 2018

Redhills/Crossgate Area Parking & Waiting Restrictions Order 2018



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

1. Purpose

- 1.1. In accordance with the Council's Scheme of Delegations 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 changes to the traffic regulation order in Redhills/Crossgate Area.
- 1.3. To request that members consider the objections made during the informal and formal consultation 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 Requests were received from a Local Member and local residents to address ongoing obstructive parking, visibility and safety issues. The Scheme is part of a wider TRO covering the Redhill's/Crossgate area. The restrictions and locations which have been proposed are as follows:

'No Waiting At Any Time' restrictions

- Junction of Redhills Lane and Priors Close
- Junction of St Aiden's Crescent and Redhills Lane
- Junction of St Monica Grove and Redhills Lane
- Junction of Lyndhurst Drive and the A167 Newcastle Road
- Junction of St Monica Grove and the A167 Newcastle Road
- Junction of St Bede's Close and the A167 Newcastle Road
- St Monica Grove on carriageway bends outside of properties No.'s 2-4 & 9-11
- South side of Relly Path from No.2 westerly for its full length
- North side of Relly Path opposite No.4 driveway
- Junction of Ellam Road and A167 Darlington Road
- Junction of Archers Court and Redhills Lane (included to resolve objection-support from Durham Constabulary)

'School Keep Clear' markings Mon-Fri 7am-6pm

- On Relly Path from the junction with the A690 Neville's Cross Bank north westerly for 31.56metres both sides.

'Limited Waiting' parking bays Mon-Fri 7am-6pm 20mins no return within 1 hour

- On Relly Path opposite No.2-4.

'Restricted Waiting' restrictions

- West side of St Monica Grove from a point 10m south west of Redhills Lane for approx.. 30m
- East side of Priors Close from a point 10m south of Redhills Lane for its full length including turning heads
- Extend existing 'Restricted Waiting' restriction Mon-Fri 8am-5pm on Redhills Lane both sides outside of property No.10A

2.4 The initial informal consultation exercise was undertaken with statutory consultees and directly affected frontages in December 2017 and January 2018. Several objections were received at this point from directly affected frontages. Support was received from Durham Constabulary and the local County Councillors. Objections were addressed and amended plans were then sent out for consultation in March 2018 to all directly affected frontages and statutory consultees. The feedback was considered and revised plans were drafted.

2.5 A further informal consultation exercise was undertaken addressing any objections and amended plans were then sent out in March 2018 to all directly affected frontages and statutory consultees.

2.6 Following this an additional request came in from a local resident to also look at the junction of Archers Court and Redhills Lane. Letters and plans were sent

out to directly affected frontages in August 2018. There were no informal objections and the amendments had support from the Police.

- 2.7 The proposals were advertised formally on site and in the local press between 13th September – 5th October 2018. There were four formal objections, all of which came from St Monica Grove with regards to the proposed restrictions. There was support from the Local Councillor who felt the road safety benefits outweighed the potential issues that could be generated by displacement of vehicles and in the best interest of road safety and visibility to pursue a TRO in this location.

3 Objection 1 (objected at the formal consultation stage)

- 3.1 The objector is a local resident. They are concerned that the introduction of no waiting at any time parking restrictions on St Monica Grove on the bend outside of properties No.'s 2-4 & 9-11 will merely displace parked vehicles. They believe the proposals will have little impact on safety.
- 3.2 They also state that a major issue is parked vehicles at the junction of St Monica Grove and the A167 Newcastle Road which narrows the carriageway at this point creating bottle necks. The resident also state that many cars are parked up for prolonged periods or to visit the Vets or Sainsbury's.
- 3.3 The objector also noted that vehicles park on the pavement which pushes pedestrians onto the carriageway, and that accessing and leaving their drives can be difficult with the poor visibility and moving traffic. They finish by asking if a parking permit scheme could be introduced in the area.

Response

- 3.4 The introduction of no waiting at any time restrictions will improve road safety, visibility and reduce obstructive parking on St Monica Grove on the carriageway bends outside of properties No.'s 2-4 & 9-11.
- 3.5 Alternative unrestricted parking is available elsewhere along St Monica Grove.
- 3.6 It's anticipated that the introduction of no waiting at any time restrictions will improve road safety and visibility on the junction of St Monica Grove and the A167 Newcastle Road
- 3.7 The Local Councillor who was the originator of the request was keen to progress with the proposals on road safety grounds with the backing of Durham Constabulary.
- 3.8 Parking causing unnecessary obstruction is an offense that can be enforced by Durham Constabulary.
- 3.9 Traffic surveys have been conducted in the Redhills/Crossgate area to see if it meets the criteria for Permit Parking. The result of these surveys determine that a resident permit parking scheme will not be pursued in this location at this

time. The county council parking policy states that the permit scheme can be pursued if the following criteria is met:

More than 40% of kerbside space is occupied by non-residents for over six hours in the survey period and more than 85% of kerbside space is occupied by any vehicles during the same six hours.

In this instance the figures for St Monica Grove were 25% of kerbside space for non-residential vehicles and 35% of kerbside space for any vehicles during the survey period.

4 Objection 2 (objected at the formal consultation stage)

4.1 The objector is a local resident. They are concerned that the introduction of no waiting at any time parking restrictions on St Monica Grove on the carriageway outside of properties No.'s 2-4 & 9-11 will restrict parking outside of their property, they believe there is no issue with vehicles parking in that location and it will cause a great inconvenience for themselves.

4.2 They believe a resident's permit parking scheme would be a fair solution.

Response

4.3 The introduction of no waiting at any time restrictions will improve road safety, visibility and reduce obstructive parking on St Monica Grove on the carriageway outside of properties No.'s 2-4 & 9-11.

4.4 Alternative unrestricted parking is available elsewhere along St Monica Grove.

4.5 The Local Councillor who was the originator of the request was keen to progress with the proposals due to road safety grounds with the backing of Durham Constabulary.

4.6 Traffic surveys have been conducted in the Redhills/Crossgate area to see if it meets the criteria for Permit Parking. The result of these surveys determine that a resident permit parking scheme will not be pursued in this location at this time. The county council parking policy states that the permit scheme can be pursued if the following criteria is met:

More than 40% of kerbside space is occupied by non-residents for over six hours in the survey period and more than 85% of kerbside space is occupied by any vehicles during the same six hours.

In this instance the figures for St Monica Grove were 25% of kerbside space for non-residential vehicles and 35% of kerbside space for any vehicles during the survey period.

5 Objection 3 (objected at formal consultation stage)

5.1 The objector is a local resident. They are concerned that the introduction of no waiting at any time parking and restricted waiting restrictions on St Monica Grove will only make the displacement of parking further along the road worse.

- 5.2 As St Monica Grove is recognised on the internet as a 'free parking area' in Durham for people to visit or work in the city, vehicles are often left all day and over weekends by train users.
- 5.3 The east end of St Monica Grove at the junction with Redhills Lane is particularly narrow where parked vehicles cause even more of an issue.
- 5.4 The only permanent and fair solution is for the introduction of Permit Parking on St Monica Grove

Response

- 5.5 The introduction of no waiting at any time and restricted waiting restrictions will improve road safety, visibility and reduce obstructive parking on St Monica Grove.
- 5.6 Alternative unrestricted parking is available elsewhere along St Monica Grove.
- 5.7 By introducing a no waiting at any time and restricted waiting restrictions on the east side of St Monica Grove with the junction of Redhills Lane should improve the safety for vehicles passing the section that is deemed narrow as the restrictions will stop any vehicles parking on the junction or along the stretch of restricted parking from 8am-5pm Monday – Friday.
- 5.8 Traffic surveys have been conducted in the Redhills/Crossgate area to see if it meets the criteria for Permit Parking. The result of these surveys determine that a resident permit parking scheme will not be pursued in this location at this time. The county council parking policy states that the permit scheme can be pursued if the following criteria is met:
More than 40% of kerbside space is occupied by non-residents for over six hours in the survey period and more than 85% of kerbside space is occupied by any vehicles during the same six hours.
In this instance the figures for St Monica Grove were 25% of kerbside space for non-residential vehicles and 35% of kerbside space for any vehicles during the survey period.
- 5.9 The Local Councillor who was the originator of the request was keen to progress with the proposals due to road safety grounds with the backing of Durham Constabulary.

6 Local member consultation

- 6.1 The Local Members have been consulted and are in support of the proposals.

7 Recommendations

- 7.1 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 Redhills/Crossgate area: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

8 Background Papers:

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

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Appendix 1: Implications

Finance – 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