

# Highways Committee

20 November 2018

## Spennymoor Parking And Waiting Restrictions Order 2018



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

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#### 1. Purpose of the Report

- 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 a proposed traffic regulation order in Spennymoor and Byers Green.
- 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 Spennymoor Traffic Regulation Order in 2016. Since this time, a number of proposed amendments have been suggested by a variety of sources.

#### 3. Proposals

- 3.1 A site meeting was conducted with the Local County Councillors to assess a number of proposed amendments to the parking and waiting restrictions within the town. These amendments are outlined below:

- Introduce and amend parking restrictions on Holborn Street to regulate parking and improve accessibility
- Amend time limited parking bays within the town centre to ensure a consistent time limit.
- Introduce waiting restrictions across the front of Thomas Wright House, Byers Green to aid access and visibility.

3.2 Statutory Consultees and all affected frontages were consulted in line with Statutory Instrument 2489 on the 23<sup>rd</sup> November 2017.

3.3 The formal advert was published and displayed in the local press and on site between 5<sup>th</sup> May 2018 and 26<sup>th</sup> May 2018.

#### **4. Objections and Responses**

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

4.2 The objector owns a business adjacent to the proposed parking bay changes. They believe that the introduction of the parking changes will not help the town and also asked Durham County Council to consider alternative location to facilitate extra parking.

##### **Response**

4.3 The time limits are being amended on the on-street parking bays to provide a consistent approach across the town centre. Time limited parking encourages a turn-over of kerb space and impacts positively on the economy of the adjacent areas to attract passing trade.

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

5.1 The objector is a business owner on King Street. The objector offered no comments to support their objection.

**6 Objection 3** (objected at informal consultation stage)

6.1 The objector is the business branch manager of a property adjacent to the parking bay changes. The objector states they need to be able to park in front of the office due to their diary commitments and to be in the office each day between specific hours.

##### **Response**

6.2 At present there is a 2 hours no return within 3 hours limit on the bays adjacent to this business. All day parking is detrimental to the local economy and the time limits on the bays will give customers a degree of certainty of finding a convenient parking place when visiting the town centre. It is expected that town centre workers park in one of the unrestricted off street car parks.

## **7 Objection 4** (objected at informal consultation stage)

7.1 The objector is the manager of a business adjacent to the parking bay changes. The objector stated that 1 hour stay is insufficient. Would like the time restrictions to be changed to 2 hours no return within 2 hours.

### **Response**

7.2 At present there is a 2 hours no return within 3 hours limit on the bays adjacent to this business. All day parking is detrimental to the local economy and the local members would like to see a consistent limit applied to all on-street bays within the town centre. There are numerous unrestricted off-street car parks where motorists wishing to park for longer could use.

## **8. Objection 5** (objected at informal consultation stage)

8.1 The objector owns a business adjacent to the parking bay changes. The objector did not comment on the changes however they did ask for regular parking bays instead of the existing disabled parking bays.

### **Response**

8.2 A town centre requires a range of different parking bays to enable it to meet the needs of its users. There are disabled bays positioned throughout the town centre and it should be noted that motorists displaying a blue badge may park for an unlimited length of time in a time limited bay.

## **9. Objection 6** (objected at informal consultation stage)

9.1 The objector is a resident who lives at No.52 High Street, Byers Green. The resident is concerned that parked cars will be displaced causing cars to park outside their home

### **Response**

9.2 Thomas Wright House is a busy and popular hotel/ restaurant. Visibility for vehicles exiting the car park can be obstructed if cars are parked on High Street either side of the access. The proposed restrictions will enable safe access and egress to this business. Any displaced vehicles may park elsewhere on the public highway provided they are road legal and not causing an obstruction.

## **10. Statutory Consultation Representations**

10.1 All other Statutory Consultees offered no objection:

- Durham Constabulary – No objections received
- Ambulance Service – No objections received
- Councillor Liz Maddison – in favour
- Councillor Kevin Thompson – in favour
- Councillor Geoff Darkes - in favour

- Fire Service – No objections received
- Bus companies – No objections received
- Road Haulage – No objections received
- Freight Association – No objection received

## **11.0 Local Member Consultation**

11.1 The Local Members (Geoff Darkes, Liz Maddison and Keven Thompson) were consulted and offered no objection to the proposals.

## **12.0 Conclusion**

12.1 In conclusion, there were no objections raised by the Statutory Consultees however there were a number of objections raised from the directly affected frontages at the informal consultation stage.

12.2 There were no objections received at the formal advertising stage by local businesses or residents.

## **13.0 Recommendations and reasons**

13.1 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 Spennymoor: Waiting and Parking Restrictions. Order 2018 with the final decision to be made by the Corporate Director under delegated powers.

## **14.0 Background papers**

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

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## **Appendix 1: Implications**

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**Finance** –Capital

**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 prevent vehicles parking close to junctions.

**Human Rights** – No impact on human rights

**Consultation** - Is in accordance with SI: 2489. Informal consultation was carried out on 23<sup>rd</sup> November 2017 and the formal advertising stage was carried out 5<sup>th</sup> May 2018

**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.