

**CITY OF DURHAM
PARISH COUNCIL**

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City of Durham Parish Council
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20th January 2020

Dear Mr Muse,

Response to DCC consultation on Framwelgate Waterside Proposals Traffic Regulation Order (TRO).

Firstly, thank you for the opportunity to respond to this consultation.

The City of Durham Parish Council would firstly like to highlight an inaccuracy in the plan as of January 2020 as included as part of this consultation. All of the parking upstream of the Pennyferry Bridge was lost some months ago in order to facilitate wagons turning in to the Milburngate construction site.

In addition to this, it is not clear to the Parish Council why it is necessary to further reduce the number of spaces on Framwelgate Waterside or Sidegate. The Parish Council wishes to request that this particular matter be reviewed and is happy to meet with representatives of Durham County Council's Highways team to discuss this further.

The Parish Council welcomes the proposals in so far as this helps to mitigate against the dangerous access to the current coach drop off via the slip road behind St Nicholas' church.

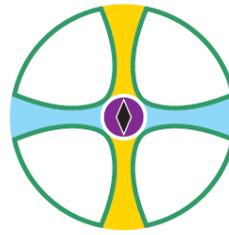
The Parish Council also welcomes the potential improvement these proposals will hopefully have to the air quality levels on Claypath. The current situation of coaches continuing to wait at and revving from the steep incline of Providence Row traffic lights is unacceptable at present.

The current coach drop-off on Freemans Quay is marked the same on both 'existing' and 'proposed' plans. It is unclear if the new drop-off is an addition for all visiting coaches or a replacement with the existing drop-off only serving school/swimming pool buses.

The proposed drop off/pick up point should include signage to the nearest toilet facilities and should also include some cover from wet and/or windy weather.

Furthermore, given the increasing size of coaches, the Parish Council wishes to stress the need for the roadway at the left turn onto Framwelgate Waterside – which already represents a tight corner at the bottom of the steeply sloping underpass – be either widened or realigned.

In addition to this, the proposed drop point is further away from the city centre, even when/if a new pedestrian bridge is built. Many coach parties, the majority day visitors or older people and some



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who have a disability, will be disadvantaged by this. If minded to approve this, this proposal should therefore be coupled with an increase in the frequency of the cathedral buses. Furthermore, the Parish Council is aware that most visitors using the Cathedral bus will stay on it until Palace Green so they will be exposed to Fowlers Yard, Millennium Place, the Market Place and Saddler St only once on foot instead of twice.

When coaches return ready for departure, they will go along Waterside to the roundabout to come back and be on the right side of the road for the pick-up point. They will then be facing away from Crook Hall which is where, traditionally, many take visitors in the afternoon after their morning in the city centre. If the coach is timetabled to go on to Crook Hall drivers may try to pick passengers up opposite, not at, the drop off point. How is this being addressed? Also is coach parking at Crook Hall being enlarged in any way as part of this proposal?

In relation to the proposed changes to the blue badge holders parking spaces, the Parish Council broadly welcomes these proposals. The original blue badge holders parking spaces on Framwelgate Waterside were particularly unacceptable to wheelchair users given the absence of an adjacent dropped kerb, which made this dangerous to unload a wheelchair from a parked car. Furthermore, the route into North Road from this location was also hazardous for wheelchair users — a steep bank up to Milburngate and on a pavement with a fierce camber was very dangerous. The proposed blue badge holder spaces near the Pennyferry Bridge are much better for wheelchair users. There is an adjacent dropped kerb and the town centre, via the lift in Millennium Square, is made more easily accessible. The Parish Council wishes to stipulate however the need for these proposals to also include adjacent dropped kerbs. There also needs to be a means of getting wheelchair users up to Milburngate safely. Any information which the County Council is able to provide us in terms of whether there will be a lift as part of the new Milburngate development would be appreciated. At present, there is no lift in the new Riverwalk development.

We look forward to your feedback on our comments.

Yours sincerely,

Adam Shanley
Clerk to the City of Durham Parish Council