



## Highways Committee

**Date** Thursday 8 October 2020  
**Time** 9.30 am  
**Venue** Remote Meeting - This meeting is being held remotely via Microsoft Teams

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### Business

1. Apologies for Absence
2. Substitute Members
3. Declarations of Interest, if any
4. Minutes of the meetings held on 30 January and 27 July 2020 (Pages 3 - 10)
5. Durham South West' Traffic Regulation Order - Report of Corporate Director of Regeneration, Economy and Growth (Pages 11 - 30)
6. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

**Helen Lynch**

Head of Legal and Democratic Services

County Hall  
Durham  
30 September 2020

To: **The Members of the Highways Committee**

Councillor C Kay (Chair)  
Councillor S Morrison (Vice-Chair)

Councillors D Bell, H Bennett, G Bleasdale, J Chaplow, J Considine, S Dunn, D Hicks, K Hopper, S Hugill, K Liddell, O Milburn, R Ormerod, J Rowlandson, P Sexton, J Shuttleworth, A Simpson, K Thompson, J Turnbull and M Wilson

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**Contact: Michael Turnbull**

**Tel: 03000 269 714**

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## DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Thursday 30 January 2020 at 9.30 a.m.**

### **Present:**

**Councillor C Kay in the Chair**

### **Members of the Committee:**

Councillors G Bleasdale, J Considine, S Dunn, K Hopper, S Morrison (Vice-Chair), J Rowlandson, A Simpson, J Turnbull and M Wilson

### **Also Present:**

Councillor O Johnson

## **1 Apologies**

Apologies for absence were received from Councillors D Bell, D Hicks, S Hugill, K Liddell, O Milburn, R Ormerod and J Shuttleworth.

## **2 Substitute Members**

There were no substitute members present.

## **3 Minutes**

The minutes of the meeting held on 12, 25 September and 8 October 2019 were agreed as a correct record and signed by the Chair.

## **4 Declarations of Interest**

Councillor J Considine declared an interest in relation to Item 5 (Lanchester and Langley Park Parking and Waiting Restrictions Order 2019). Councillor Considine explained that she was one of the local members for the Lanchester area and had pushing for the proposals outlined in the report.

The Legal Advisor informed the Committee that given Councillor Considine's involvement in the process it was advisable for her to listen to the presentation by the officer and the contribution from the other local member, Councillor Johnson then withdraw prior to any debate and the formal decision making process.

## **5 Lanchester and Langley Park - Parking and Waiting Restrictions Order 2019**

The Committee considered a report of the Interim Director of Regeneration and Local Services regarding a proposal to introduce waiting restriction in five areas of Lanchester (for copy see file of Minutes).

The Strategic Traffic Manager explained that several requests had been received over a period of time. A meeting was arranged with representatives from Durham County Council, Durham Constabulary, local councillors and residents who identified road safety issues in several locations throughout Lanchester:

- Peth Bank
- Newbiggin Lane / Front Street
- Kitswell Road
- Front Street
- Manor Grange

The areas identified were subject to obstructive parking, visibility and safety issues. An initial consultation exercise resulted in seven objections being received.

In relation to Peth Bank, the Strategic Traffic Manager explained that obstructive parking was taking place on two junctions, whereby people were parking directly on top of the junction. The problem was being compounded by a vets practice which attracted lots of vehicles to the area concerned. White 'Keep Clear' markings were in place but had limited impact and were advisory in nature. The proposal was to introduce double yellow lines on either side of the junction. Their suggested position was superimposed to a street view of the area and shown to the Committee. The Committee were informed that there had been three objections received from residents who lived in properties on nearby Deneside. They stated that they found parking near their properties difficult and that the proposed restrictions would mean that they could not easily park near to their home. The objectors had stated there was no obstructive parking and that the introduction of parking restrictions would displace vehicles and move issues further into Deneside. One resident suggested parking permit scheme should be introduced, however, the area would not meet the criteria for such a scheme to be introduced in the area.

The Strategic Traffic Manager explained that people should not be parking on the junction in the manner experienced, which impeded visibility for motorists and was a road safety concern and were of sufficient justification to introduce the proposal presented for the area.

In Newbiggin Lane, obstructions had been reported during peak school times with school buses having trouble manoeuvring through Front Street. Road safety concerns had been identified by Highways officers and the traffic order would amend existing restrictions in the location by way of the introduction of a 'no

loading' aspect to the existing restrictions on the North side of the junction from Newbiggen Lane onto Front street for 53m, from a point adjacent to Lanchester Community Centre, up to number 2 Croft View. One objection had been received relating to the proposal from a local business owner who felt that the restrictions in place were sufficient but believed an increase in enforcement was required to solve parking issues. The Strategic Traffic Manager explained that the concerns of the resident was noted and civil parking enforcement had been explained. However it was now felt necessary to address the identified highway safety issues by formal means.

The Strategic Traffic Manager summarised the proposals for the Front Street, Kitswell Road and Manor Grange areas of Lanchester. No objections had been received for the areas detailed and all the proposals were supported by Durham Constabulary.

The Committee then heard from Councillor O Johnson, one of the local County Councillors for Lanchester. Councillor Johnson explained that both he and Councillor J Considine had worked with highways officers from the County Council and attended a number of site visits. All of the issues highlighted to the Committee by way of the presentation by the Strategic Traffic Manager had been identified by local residents. There was real difficulty to pass parked cars and it was extremely dangerous trying to access and egress onto the A691 which was a very busy road.

Councillor Johnson explained that Peth Bank had a vets business on one side of the road and a church on the other. The two corners on either side were parked solidly with cars. The problems were exacerbated when any weddings, funerals, christenings were held at the church, indeed the road had become blocked through the sheer amount of traffic on occasions.

At this point, Councillor J Considine left the meeting and took no part in the decision making process.

Councillor J Turnbull explained that he knew the area very well , fully supported and moved the recommendation. Councillor K Hopper Seconded the recommendation.

### **Resolved**

That the Committee agree in principle to endorse the proposal to proceed with the implementation of the Lanchester and Langley Park Waiting and Parking Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

## **6 Chilton - Parking and Waiting Restrictions Order 2020**

The Strategic Traffic Manger explained that the proposed protection markings for the junctions with articulated lorries struggling to manoeuvre in the area. Highways

officers had worked with the local County Councillors. A number of objections had been received, all of which came from workers occupying one building, some of which parked on the carriageway. The building had an I-shaped car park with adequate spaces to park and the general feeling was that workers would be better of parking in the car park which was far safer and secure than parking on the carriageway.

The Strategic Traffic Manager summarised the objections which tended to be along similar themes. Those objecting suggested that there was not enough secure parking, that HGV's caused the problem through waiting at the location. However, the Strategic Traffic Manager explained that it was an industrial estate whereby guaranteed safe access was required for large vehicles and if the problems were not address there was the potential to jeopardise the future of the site. Officers had spoken to the Manager of the Council depot and it was felt that parking was adequate and that there were enough spaces.

On balance, parking is taking place in the wrong location and needed to be moved elsewhere, hence the proposal put forward.

Councillor K Hopper explained that it was extremely difficult for lorries to access and egress the site and negotiate their way around parked vehicles which should not be the case. Councillor K Hopper **Moved** the recommendation detailed in the report.

Councillor J Turnbull asked if there was any possibility to look at staff parking for Care Connect staff who worked on a shift basis and may feel particularly vulnerable during the night. The Strategic Traffic Manager explained that it was a five minute walk to the area from the County Council depot. Any safety concerns would need to be passed onto the depot manager.

Councillor J Turnbull **Seconded** the recommendation detailed in the report.

### **Resolved**

That the Committee agree in principle to endorse the proposal to proceed with the implementation of the Chilton Parking and Waiting Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

## **DURHAM COUNTY COUNCIL**

At a Meeting of **Highways Committee** held remotely via Microsoft Teams on **Monday 27 July 2020 at 9.30 a.m.**

**Present:**

**Councillor S Morrison in the Chair**

### **Members of the Committee:**

Councillors D Bell, S Dunn, D Hicks, K Hopper, S Hugill, K Liddell, O Milburn, R Ormerod, J Rowlandson, P Sexton, J Shuttleworth, A Simpson, K Thompson, J Turnbull and M Wilson

### **1 Apologies**

Apologies for absence were received from Councillors J Chaplow, J Considine and C Kay.

### **2 Substitute Members**

There were no substitute Members.

### **3 Declarations of Interest**

There were no declarations of interest in relation to any items of business on the agenda.

### **4 Minutes**

The minutes of the meetings held on 18 February and 6 March 2020 were confirmed as a correct record and would be signed by the Chair.

The Solicitor for Planning and Development requested that a member be nominated to take over the meeting in the event that the Vice-Chair lost their connection. Councillor Hopper nominated Councillor Dunn, which was seconded by Councillor Milburn.

## **5 Chester-le-Street and Birtley - Parking and Waiting Restrictions Order 2019**

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth regarding a proposal to introduce parking and waiting restrictions in six areas of Chester-le-Street and Birtley (for copy of report and presentation see file of minutes).

The Interim Head of Transport informed that Committee that several requests had been received from local residents, Durham Constabulary and representatives from Durham County Council to address ongoing obstructive parking, visibility and safety issues identified in several locations throughout Chester-le-Street and Birtley, as follows:

### **Drum Industrial Estate**

The proposal for Drum Industrial Estate would see the introduction of 'no waiting at any time' and 'no waiting and no loading/unloading at any time'.

The proposed restrictions were being introduced to address obstructive parking and improve accessibility. The proposal followed a request from Durham Constabulary and Durham County Council Business Development team regarding obstructive parking and accident history on the estate. There has been one objection from a local business and fifteen letters of support for the proposals.

Councillor Ormerod supported the proposals due to the sad death of a motorcyclist in the area and businesses on the Industrial Estate welcomed the proposal.

### **Wesley Terrace**

The proposal for Wesley Terrace would see the introduction of 'no waiting and no loading/unloading at any time'

The proposed restrictions and extension to existing 'restricted waiting' restrictions were being introduced to address obstructive parking and improve accessibility. There was one objection from a local business stating that the removal of parking would have a detrimental impact on the town centre. Local members and Durham Constabulary were in support of the proposals.

Councillor Dunn welcomed the proposals. He was very familiar with the area and highlighted the frequency of HGVs driving on the road was considerable and very intimidating. He was slightly disappointed that the proposed restrictions did not continue down to Birtley Road.

### **Beverley Gardens**

The proposal for Beverley Gardens would see the introduction of 'no stopping' restrictions introduced between Monday to Friday, 8am-6pm to address obstructive

parking and improve road safety at the nearby school. There had been one objection received from a resident of Beverly Gardens.

Mr Clough, addressed the Committee and advised that he was representing 30 residents of Beverley Gardens. He referred to the aerial view of Beverley Gardens on page 31 of the report and provided photos showing parking congestion. Mr Clough highlighted safety concerns for the children who walked and biked to school as parking at school start and finish times was obstructive and unsafe given that people continued to park on double yellow lines on the blind corner. He objected to the proposed signs that restrict parking between 8am and 6pm as that would restrict residents and their friends and families visiting. He suggested that the school gate to the rear of the school be permanently closed and the restriction times be changed to school start and finish times 8am-9am and 3pm-4pm.

The Interim Head of Transport explained that there were issues to address in the area regarding safety management. Following a site inspection with the Police, the view was to remove parking from the area immediately adjacent to the path. Regarding the suggested changes to the restricted parking times, the Interim Head of Transport was keen to keep the restrictions proposed in the report as a number of schools were adopting staggered starting and finishing times due to the Covid pandemic. He added that reduced restriction times could be looked at in the future should the school introduce set hours.

Councillor Sexton commented on the entrances to the school and expressed concern regarding the impact the proposals would have on residents and their visitors. The Interim Head of Transport explained that the restrictions were not immediately outside residents' properties and additional parking was available in the wider area.

Responding to a request for clarification from Councillor Milburn regarding the entrances to the school, the Interim Head of Transport confirmed that the entrance in question was the rear entrance to the school which was popular for drop offs and pupils walking to school.

Councillor Shuttleworth asked that the scheme for Beverley Gardens be reviewed in 9 months.

### **Weldon Terrace**

The proposal would see an extension to the existing 'no waiting at any time' restriction in order to improve visibility and accessibility at the junction. There had been no objections to the proposal for Weldon Terrace.

There were no responses to the Chairs invitation for comments and questions regarding the Weldon Terrace proposal.

### **Chester-le-Street Cricket Club**

The proposal would see the introduction of a 'loading only' bay to facilitate the needs of the Cricket Club and improving access for goods vehicles. There had been no objections to the proposal.

Councillor Sexton sought advice whether there was a requirement for him to declare an interest as he had initially advised the Cricket Club who to contact regarding any proposals. The Solicitor for Planning and Development advised that there was no need to declare an interest as he had only provided procedural advice.

### **Chester-le-Street Market Place**

The proposal would see an amendment to the existing 'restricted bays' layout and an extension to the 'no waiting and no loading/unloading at any time' restrictions to facilitate the drainage/redevelopment work. There had been no objections to the proposal.

There were no responses to the Chairs invitation for comments and questions regarding the Market Place proposal.

**Moved** by Councillor Hopper, **Seconded** by Councillor Milburn and

### **Resolved**

That the Committee endorse the proposals and recommend the implementation of the Chester-le-Street and Birtley Parking and Waiting Restrictions Order 2019, with the final decision to be made by the Corporate Director under delegated powers. The Committee requested that the Beverley Gardens proposal be reviewed after 9 months of operation.

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## Report of Corporate Management Team

**Amy Harhoff Corporate Director of Regeneration, Economy and Growth**

**Councillor Carl Marshall, Cabinet Portfolio Holder for Regeneration and Economic Development.**

### **Electoral division(s) affected:**

Elvet and Gilesgate, Neville's Cross and Durham South

### **1 Purpose of the Report**

- 1.1 In accordance with part 3 of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director of Regeneration & Economic Development 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 orders in Durham City South West.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

### **2 Executive Summary**

- 2.1 Within Civil parking Enforcement operational guidance, the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.2 The County Council are proposing to introduce restrictions on:

### **2.3 Chevallier Court**

This element of the TRO will introduce a 'permit holders only Mon-Sat 8am-6pm' restriction within Chevallier Court. Residential off-road parking associated with the properties is limited in this area and a permit zone was suggested by residents.

There was one objection received from a local resident.

### **2.4 Durham Viaduct**

To introduce a permanent TRO which is currently an experimental 'permit holders only 8am-6pm' restriction. The experimental order received no objections within the allocated 6-month timescale. The allocation of the permits will be managed by the Parking Services team.

The local County Councillor and Durham City Parish Council have queried the times associated with this restriction and this is detailed in the background information below.

### **2.5 A177, The Drive Mount Oswald and Howland's Access Road**

To introduce a permanent TRO to replace a temporary 'no waiting at any time' restriction which is currently in place at this location. It is also proposed that the restrictions be extended into The Drive Mount Oswald due to further displacement of commuter vehicles.

These restrictions were requested to reduce obstructive parking on the highway, footways and verges and to improve access for vehicles.

No objections were received.

### **2.6 Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville)**

This TRO will introduce 'no waiting at any time' restrictions due to requests from local residents concerned with obstructive parking, access and visibility issues in these locations.

No objections were received.

## **3 Recommendation(s)**

### **3.1 Committee is recommended to:**

Endorse the proposal in principle to proceed with the implementation of the Durham City South West: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

## **4 Background**

- 4.1 Several requests have been received from local residents, Durham Constabulary and representatives of Durham County Council to address ongoing obstructive parking, visibility and safety issues in Durham City South West.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2019 & February 2020. The proposals were supported by the County Councillors and Durham Constabulary, an objection was received at this point from a local resident for Chevallier Court along with queries from a County Councillor and Parish Council relating to Durham Viaduct.
- 4.3 A decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.4 The proposals were advertised formally on site, online and in the local press between 26<sup>th</sup> March 2020 – 14<sup>th</sup> April 2020. No further objections were received at this point.

## **5 Chevallier Court**

Chevallier Court is situated off the A167/ Potters Bank and is often used for parking by commuters travelling into Durham to work.

Complaints were received from local residents and as a result parking occupancy surveys were undertaken. The results indicated that the area met the County Council's criteria for permit parking. A permit zone was therefore drafted up and agreed with the County Councillor and several residents.

This proposal will introduce 'Permit Holders Only Mon-Sat 8am-6pm' restrictions within Chevallier Court to control parking by operating a permit scheme. There are limited amounts of off-road parking associated with the properties and the permit zone should help to manage this.

Durham Constabulary support the proposals. There has been 1 objection and 19 representations in favour of the proposals.

## **6 Objections**

### *6.1 Objection 1*

Objector 1 is a local resident who states there are only a small number of vehicles parking on the road for part of the year with no issue, unless they are parked close to the junction. They believe they should not have to pay to park at home and specifically moved outside of an existing controlled parking zone for this reason.

## 6.2 Response

The proposed restrictions have been a combined effort from Durham County Council, local County Councillors and local residents. A parking occupancy survey was conducted to determine if the area met the criteria for permit parking. It was found that the area was being affected by commuter vehicles. The proposals will allow residents with limited off-road parking improved parking availability and access with the introduction of the permit zone.

It is recommended to endorse the permit zone as per the consultation proposals.

## 7 Durham Viaduct

Durham Viaduct is situated off the A690 near Lambton Street and Bridge Street. The land is owned by Network Rail and DCC pays a fee to use the land, however within the agreement DCC cannot charge to park there. The area was previously unrestricted where vehicles would be parked for days/weeks at a time.

Accordingly, an experimental 'Permit Holders Only Mon-Sat 8am-6pm' order was introduced. The experimental order received no objections within the allocated 6-month timescale.

The proposals are therefore to introduce a permanent TRO to replace the experimental order to control parking within the area. Permits will be managed by the Parking Services team.

Durham Constabulary support the proposals. There have been no objections during consultation or during the allocated 6-month timescale for the experimental TRO.

There were queries that the local County Councillor and Durham City Parish Council would like to be addressed.

## 8 County Councillor and City of Durham Parish Council Comments

### 8.1 Comments from the County Councillor

I support the position of the Crossgate Community Partnership, which is that a shorter time for the restriction, i.e. 9am to 5pm, would be a better approach. This would stop all-day parking (e.g. by students, rail passengers or people working 9-5 in the city) whilst allowing local residents to park overnight whilst typically leaving for work at 8:30 and returning shortly after 5.

I believe this would strike a better balance between allowing residents to go about their daily commute conveniently and preventing all-day parking by non-residents.

## 8.2 Response

The experimental order that is currently in place with the restrictions Monday – Saturday 8am-6pm has received no objection from local residents in relation to the introduction of the restrictions or the timings. The timings are 8am-6pm so that they are in line with other permit parking locations within the city to ensure consistency.

It is considered that the proposed restricted timings will benefit residents as well as local businesses, and the proposal should improve parking availability outside of restricted times.

To amend the timings an additional Traffic Regulation Order would have to be explored. However, with no objections received, it is recommended to endorse the permit area timings as per the consultation proposals.

## 9 A177, The Drive Mount Oswald and Howland's Access Road

The A177 is one of the main routes into Durham City from the south of the County. There is a large development on Mount Oswald ongoing as well as Howland's park and ride along this section of highway.

Requests were received to introduce formal restrictions to reduce obstructive parking on the highway, footways and verges and to improve access for vehicles.

Due to the ongoing works being carried out on Mount Oswald a temporary order was made to introduce 'no waiting at any time' restrictions to limit construction vehicles parking on the verges and footpath on the A177. This order also helped control the manner of parking of vehicles on the access road to Howland's park and ride as this was causing access issues for the buses.

It is therefore proposed to introduce the parking restrictions on a permanent basis along with other proposals within the Durham South West area.

Durham Constabulary are in support of the proposals. There have been no objections to the proposals.

## 10 Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville)

Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville) are residential areas within Durham City. There have been reports of obstructive parking, access and visibility issues in these locations.

Proposals were made to introduce 'no waiting at any time' restrictions (double yellow lines) on sections of these residential areas.

Durham Constabulary are in support of the proposals. There have been no objections to the proposals.

## **11 Conclusion**

11.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Durham City South West: Waiting and Parking Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

## **12 Background papers**

12.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06REGULATIONDESIGN&IMPLEMENTATION\Settlement\Durham City South West\Traffic Regulation Orders (Parking Restrictions)\Oct 2019

### **Author(s)**

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## **Appendix 1: Implications**

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### **Legal Implications**

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

### **Finance**

LTP Budget.

### **Consultation**

Is in accordance with SI:2489.

### **Equality and Diversity / Public Sector Equality Duty**

It is considered that there are no Equality and Diversity issues to be addressed.

### **Climate Change**

This TRO will allow for effective management of traffic to reduce congestion, reducing the overall amount of CO2 emissions.

### **Human Rights**

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

### **Crime and Disorder**

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

### **Staffing**

Carried out by Strategic Traffic.

### **Accommodation**

No impact.

### **Risk**

Not Applicable.

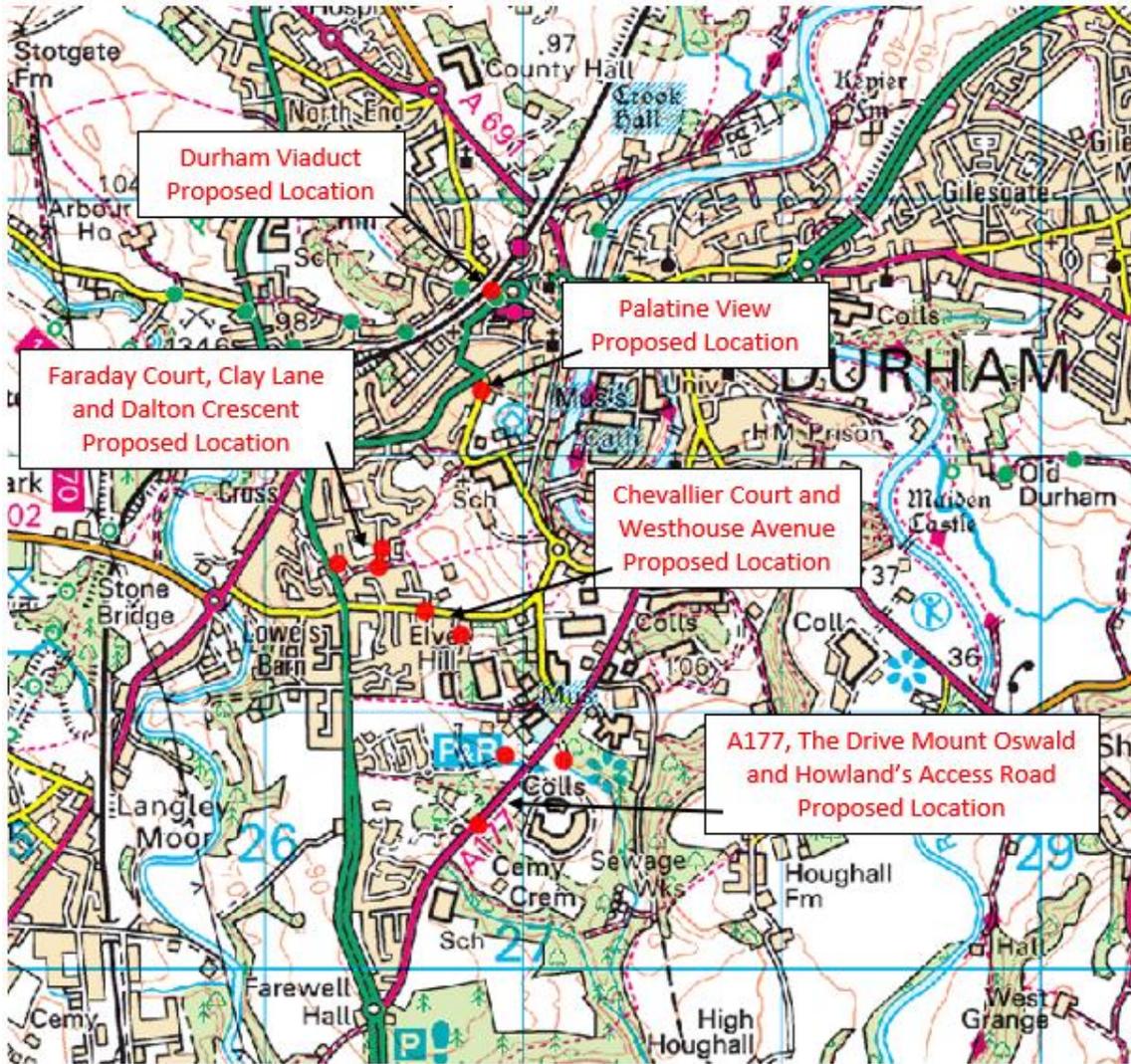
### **Procurement**

Operations, DCC.

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## Appendix 2: Location of Proposals

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# Durham City South West Parking & Waiting Restrictions Order 2020

Highways Committee  
8<sup>th</sup> October 2020

The purpose of the Traffic Regulation Order for the Durham City South West area is to introduce restrictions in the following locations:

**Chevallier Court:**

- To introduce 'Permit Holders Only Mon-Sat 8am-6pm' restrictions to address long stay commuter parking and improve parking availability for residents.
- One objection was received from a local resident.

**Durham Viaduct:**

- To introduce a permanent TRO to supersede an existing experimental TRO to introduce 'Permit Holders Only Mon-Sat 8am-6pm' restrictions to address long stay commuter parking and improve parking availability for permit holders.
- Comments received from Local County Councillor and Durham City Parish Council.

**A177, The Drive Mount Oswald and Howland's Access Road:**

- To introduce a permanent TRO to supersede a temporary TRO for 'no waiting at any time' restrictions. In addition, extend the restrictions into The Drive, Mount Oswald to address obstructive parking, access and visibility issues.
- No objections were received.

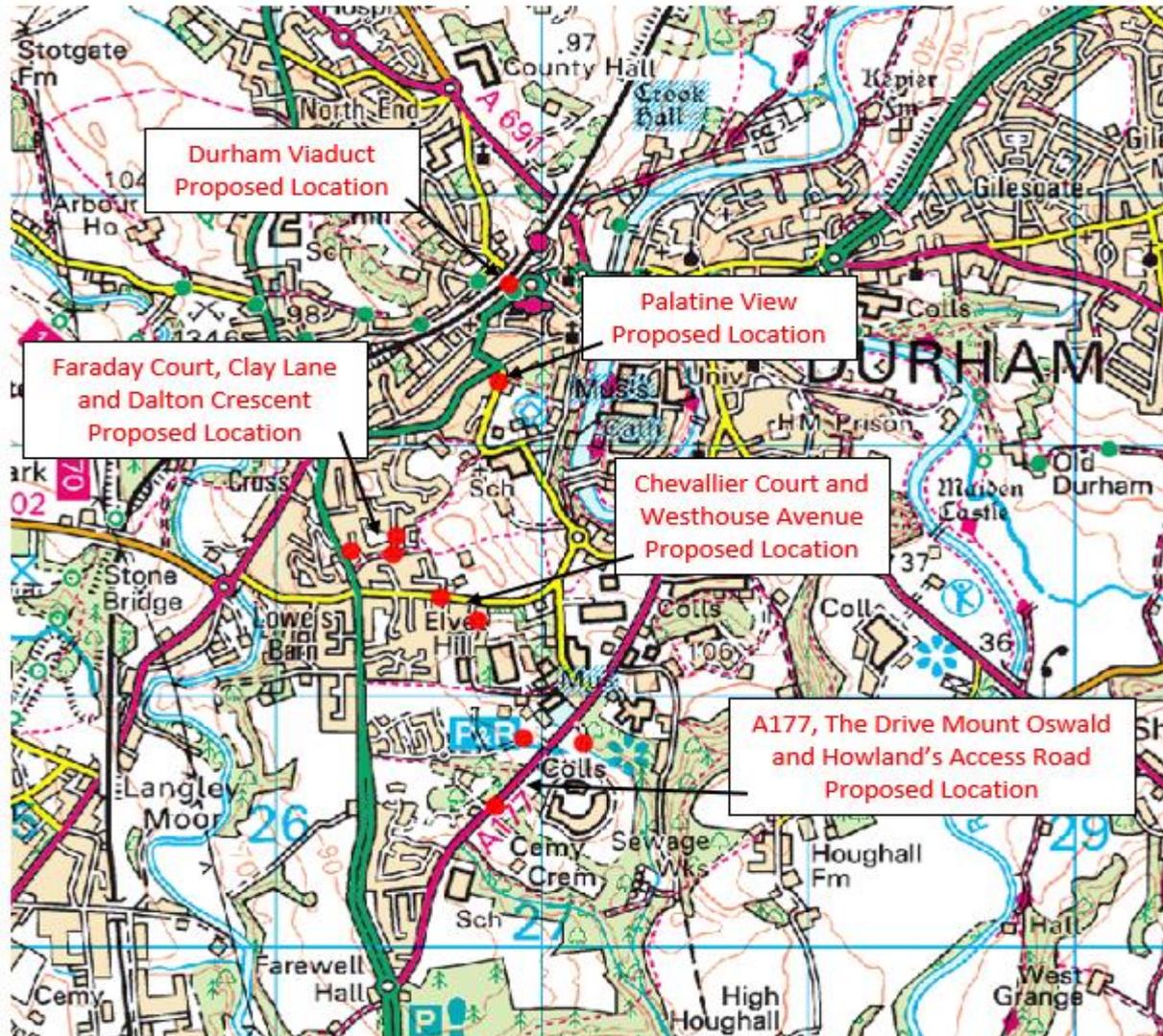
**Faraday Court, Clay Lane, A167, Dalton Crescent, Westhouse Avenue and Palatine View (Summerville):**

- To introduce 'no waiting at any time' restrictions due to requests from local residents concerned with obstructive parking, access and visibility issues in these locations.
- No objections were received.

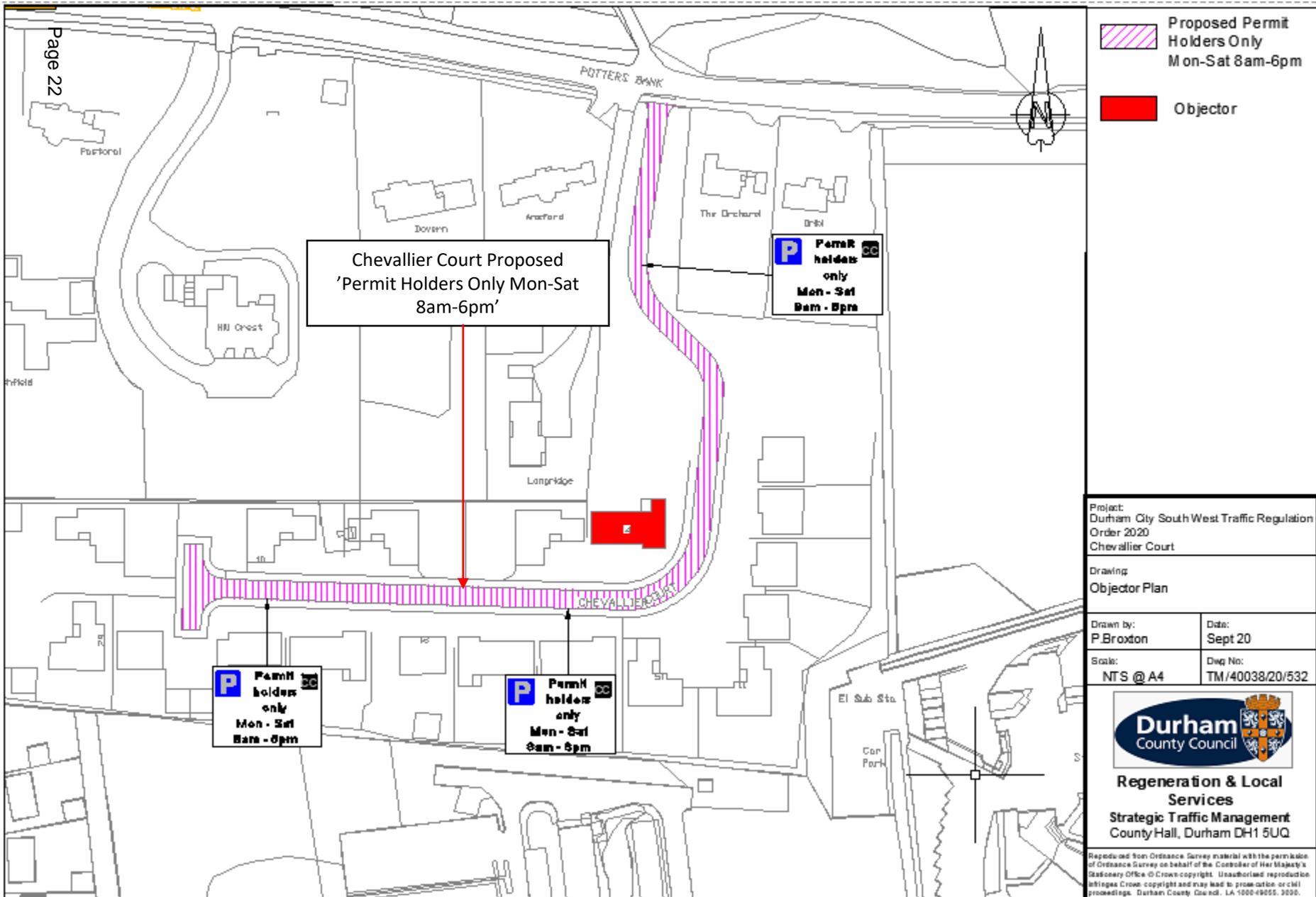
*Altogether better*



# Location Plan – Durham City South West



# Chevallier Court – Objector



Page 22

Chevallier Court Proposed  
'Permit Holders Only Mon-Sat  
8am-6pm'

 Proposed Permit Holders Only  
Mon-Sat 8am-6pm

 Objector

 Permit holders only  
Mon - Sat  
8am - 6pm

 Permit holders only  
Mon - Sat  
8am - 6pm

 Permit holders only  
Mon - Sat  
8am - 6pm

Project:  
Durham City South West Traffic Regulation  
Order 2020  
Chevallier Court

Drawing:  
Objector Plan

Drawn by:  
P.Broxton

Date:  
Sept 20

Scale:  
NTS @ A4

Draw No:  
TM/40038/20/532



**Regeneration & Local Services**  
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

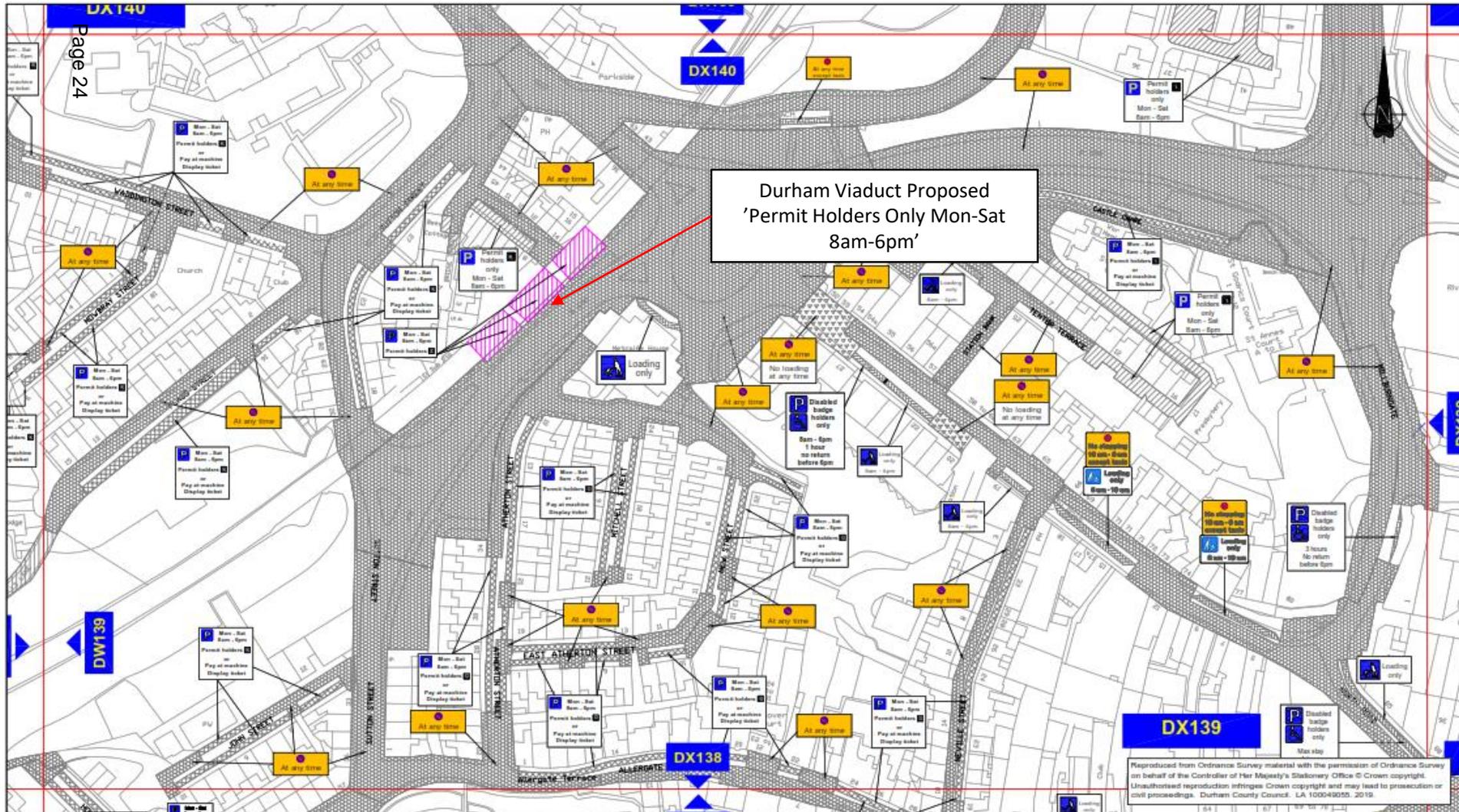
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# Chevallier Court - Proposals



Chevallier Court Proposed  
'Permit Holders Only Mon-Sat 8am-6pm'.

# Durham Viaduct - Proposals



Page 24

## Key to Types of Restriction

-  Permit Holders Only
-  Existing No Waiting At Any Time
-  Existing Pay and Display and Permit holders
-  Existing No Waiting And No Loading At Any Time
-  Existing Restricted Bay
-  Existing Permit Holders Only

Rev/Andt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
	P. Broxton	Dec 19				

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**Durham**  
County Council

**STRATEGIC  
TRAFFIC  
MANAGEMENT**

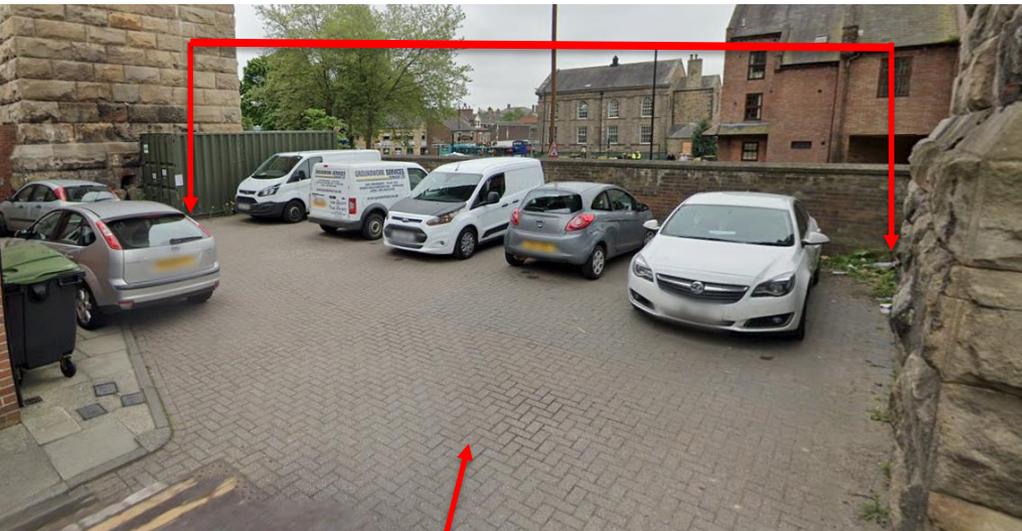
**CORPORATE DIRECTOR OF  
REGENERATION & LOCAL  
SERVICES**

COUNTY HALL, DURHAM, DH1 1SU

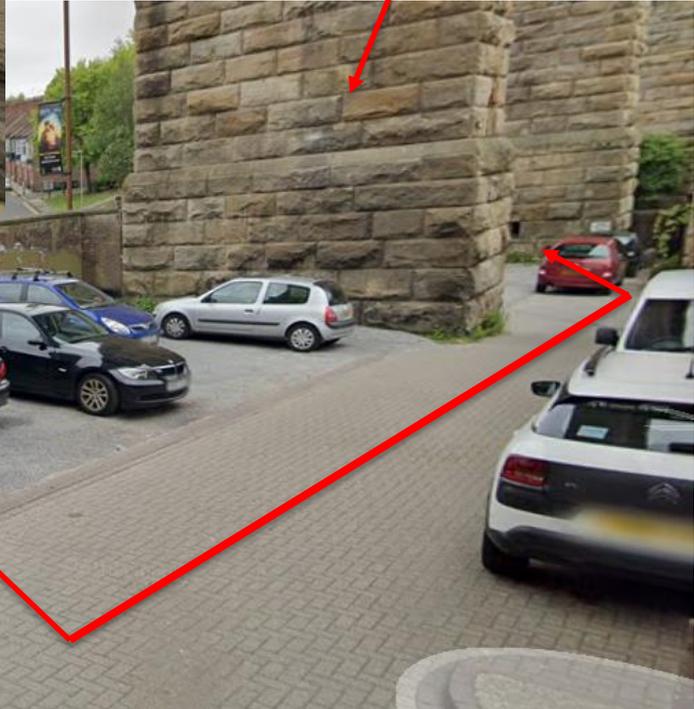
Project Durham City SW	
Drawing Proposed	
Scales 1/1250 @ A3	Project/Drawing No. DX139
	Rev.

PATH:

# Durham Viaduct – Proposals



Durham Viaduct Proposed  
'Permit Holders Only Mon-Sat  
8am-6pm'



Durham Viaduct Proposed  
'Permit Holders Only Mon-Sat  
8am-6pm'

## Proposals with No Objection

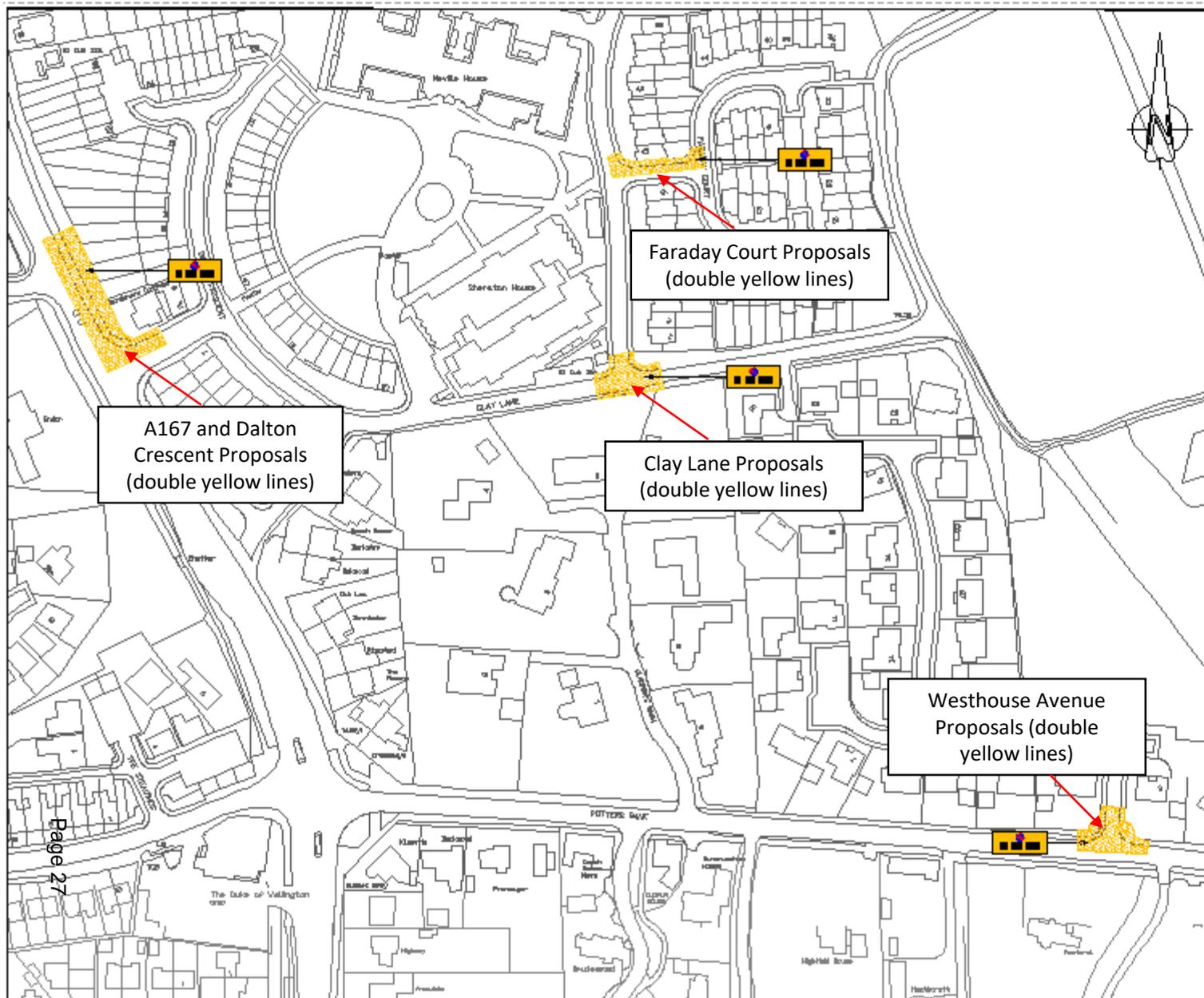
- Faraday Court
- Clay Lane
- A167 and Dalton Crescent
- Westhouse Avenue
- Palatine View (Summerville)
- A177
- The Drive Mount Oswald
- Howland's Access Road

Proposal Plans Follow.

*Altogether better*



# Faraday Court, Clay Lane, A167, Dalton Crescent and Westhouse Avenue - Proposals



Proposed 'no waiting at any time'

A167 and Dalton Crescent Proposals (double yellow lines)

Faraday Court Proposals (double yellow lines)

Clay Lane Proposals (double yellow lines)

Westhouse Avenue Proposals (double yellow lines)

Project:  
Durham City South West Traffic Regulation Order 2020

Drawing:  
Faraday Court, Clay Lane, A167, Dalton Crescent and Westhouse Avenue

Drawn by:  
P.Broxton

Date:  
Sept 20

Scale:  
NTS @ A4

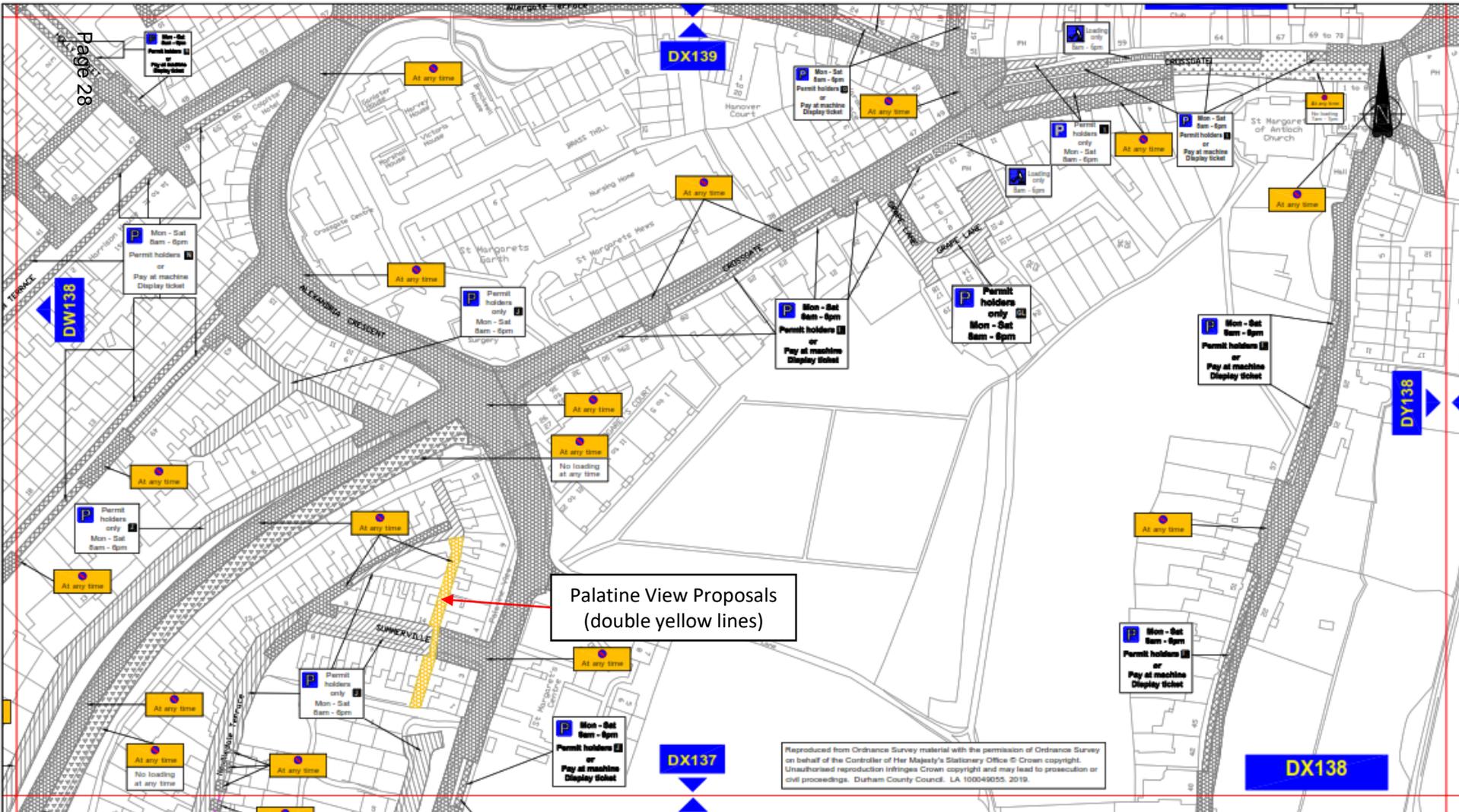
Dwg No:  
TM.40038/20/533



**Regeneration & Local Services**  
**Strategic Traffic Management**  
County Hall, Durham DH1 5UQ

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# Palatine View (Summerville) - Proposals



Palatine View Proposals  
(double yellow lines)

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## Key to Types of Restriction

	Existing No Waiting At Any Time
	Existing No Loading At Any Time
	Existing Restricted Waiting and Loading
	Existing Restricted Bay
	Existing Pay & Display and Permit Holders
	Existing Permit Holders Only
	Proposed No Waiting At Any Time

XXXXX Individual Reference Number

Rev/Andt	Drawn By		Approved By			Description of Amendments
	Name	Date	Name	Date	Sign	
	P. Broxton	Nov 19				

**Durham County Council**

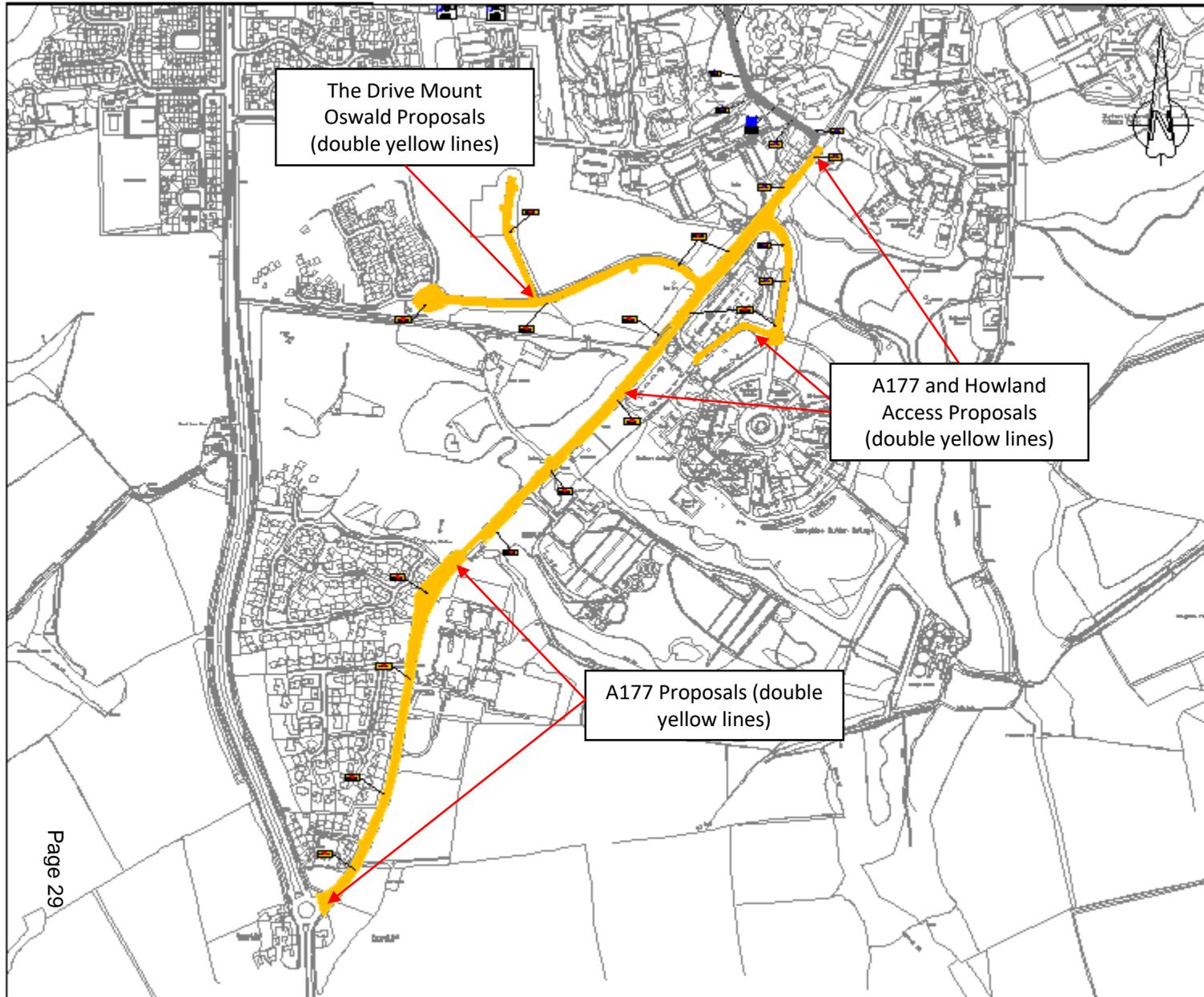
**STRATEGIC TRAFFIC MANAGEMENT**

**CORPORATE DIRECTOR OF REGENERATION & LOCAL SERVICES**

COUNTY HALL, DURHAM, DH1 1UQ

Project Durham City SW	
Drawing Proposed	
Scales 1/1250 @ A3	Project/Drawing No. DX138
Rev.	

# A177, The Drive Mount Oswald and Howland's Access Road – Proposals



 Proposed 'no waiting at any time'

The Drive Mount Oswald Proposals (double yellow lines)

A177 and Howland Access Proposals (double yellow lines)

A177 Proposals (double yellow lines)

Project:  
Durham City South West Traffic Regulation Order 2020

Drawing:  
A177, The Drive Mount Oswald and Howland's Access Road

Drawn by:  
P Broxton

Date:  
Sept 20

Scale:  
NTS @ A4

Dwg No:  
TM/40038/20/534



**Regeneration & Local Services**  
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