



## Highways Committee

**Date** Monday 27 July 2020

**Time** 9.30 am.

**Venue** Remote Meeting - This meeting is being held remotely via Microsoft Teams

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### Business

#### Part A

1. Apologies for Absence
2. Substitute Members
3. Declarations of Interest, if any
4. Minutes of the Meetings held on 18 February and 6 March 2020 (Pages 3 - 10)
5. Chester-le-Street and Birtley - Parking and Waiting Restrictions Order 2019 - Report of Corporate Director, Economy and Growth (Pages 11 - 38)
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  
17 July 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 Committee Room 2, County Hall, Durham on **Tuesday 18 February 2020 at 1.00 pm**

**Present:**

**Councillor C Kay in the Chair**

### **Members of the Committee**

Councillors D Bell, G Bleasdale, K Hopper, O Milburn, S Morrison (Vice-Chair), J Rowlandson, J Shuttleworth, A Simpson, J Turnbull and M Wilson

### **Also Present**

Councillor L Brown.

### **1 Apologies**

Apologies for absence were received from Councillors J Considine, S Dunn, D Hicks, S Hugill, K Liddell, R Ormerod and P Sexton.

### **2 Substitute Members**

There were no substitute Members.

### **3 Declarations of Interest, if any**

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

### **4 The Durham County Council (Footpath at Stainton Grove) Public Path Diversion Order 2007 - Town and Country Planning Act 1990 Section 257**

The Committee considered a report of the Interim Corporate Director of Regeneration and Local Services regarding a proposal to abandon the Durham County Council (Footpath at Stainton Grove) Public Path Diversion Order 2007. The Council's Constitution required the Committee to formally resolve not to proceed with an Order which was determined by Committee in 2005, which subsequently attracted objections but was no longer required.

The Committee were informed that the matter was unusual, whereby a meeting of the Highways Committee in 2005 resolved to make a Diversion Order of an

unrecorded public footpath at Stainton Grove, Barnard Castle, under the provisions of the Town and Country Planning Act 1990, to enable the development of a Household Waste Recycling Centre in accordance with planning permission.

The Order was made in 2007 and received objections, but no further action was taken following a review of provision of Household Waste facilities in the area.

In 2019 the original site nearby was reopened following major improvements and the planning permission was no longer required. There were no grounds for diverting the footpath and Order was no longer required. Therefore, the matter was purely an administrative exercise to close the case which needed to be done in accordance with the Council's Constitution and by the Committee.

**Moved** by Councillor J Shuttleworth, **Seconded** by Councillor J Turnbull

### **Resolved**

That the Committee agree to the formal abandonment of the Durham County Council (Footpath at Stainton Grove) Public Path Diversion Order 2007, under the provisions of section 257 of the Town and Country Planning Act 1990, and that the Corporate Director of Resources be informed accordingly.

## **5 Status of track at Baxter Wood to junction with Tollhouse Road, Durham - Wildlife and Countryside Act 1981, Definitive Map Modification Order Proposal**

The Committee considered a report of the Interim Corporate Director of Regeneration and Local Services regarding an application to modify the Definitive Map and Statement of Public Rights of Way to add a Public Bridleway for a route which run from the junction of Tollhouse Road, Nevilles Cross, Durham to Public Bridleway No. 82 Brandon and Byshottles Parish following the submission of evidence gathered in support of a modification order.

The Committee were informed that there had been no objections to the proposal and the decision to make a modification order was delegated under the Officer Scheme of Delegations, however, the Committee were being asked to consider this matter in principle ahead of the delegated decision to be taken.

The Access and Rights of Way Team Leader informed the Committee that Definitive Map Modification Orders were historically based on user evidence collated over a period of twenty years or based on historical documentary evidence.

Consultees in this case included the Parish Council, Local County Councillors, landowners and occupiers, user groups and organisations. No objections had been made by any of the consultees and support had been expressed by the British Horse Society to the registration of such unrecorded routes. One letter of support had been received from the City of Durham Parish Council

It was unusual in this case that the landowner had not objected. However, in this case the original application requested the addition of a restricted byway. Following consultation with the applicant and landowners it was agreed to instead pursue an application for the recording of a bridleway. This was because if it had been claimed as a restricted Byway it would have become a cul-de-sac route, i.e. carriages would not have been allowed to continue through onto the bridleway section of the route.

The Legal Adviser informed the Committee that this was first application of its type presented to the Committee. The legal tests were set out on pages 14-16 of the report. The Legal Adviser explained that the evidence 'discovered' by the County Council in this case was documentary evidence provided by the applicant. Section 32 of the Highways Act 1980 allowed for any maps, plans or history of a locality or other relevant document to be tendered in evidence and for appropriate weight to be placed on the document including the antiquity of the document, the status of the person by whom and the purpose for which it was created and the source from which it has been stored and produced. Should the Committee be minded to approve the modification order it was seen as the initial part of the legal process. From that point forward the order must be publicised, and the owners would have an opportunity to formally object to it. Should objections be received, the Modification Order would be referred to the Secretary of State who would usually hold a Public Inquiry before making a decision whether or not to confirm the Order.

The two most important matters relating to the application were who created the maps and what purpose they were created. In this instance nothing was being created, it was simply a recording of something that was already in existence. The County Council as Highway Authority would become responsible for the maintenance of the surface to a standard suitable for bridleway use only, shared with those having private rights of access.

The Definitive Map Officer informed the Committee that the Inclosure Award plan taken together with the subsequent map evidence was sufficient to demonstrate on the balance of probabilities that a Public Bridleway was reasonably alleged to subsist over the route in question and no contrary evidence had been discovered.

Councillor L Brown, Local Councillor for the Nevilles Cross area explained that it was a well-travelled route and had been for over 50 years.

Councillor M Wilson and D Bell were the local members for the Deerness Electoral Division and confirmed that they had no issues with the proposal. Councillor M Wilson **Moved** the recommendation detailed in the report.

Councillor A Simpson **Seconded** the proposal commenting that the formalisation of the route would make it safer and more accessible for the general public.

**Resolved**

That a Definitive Map Modification Order be made to record the route reasonably alleged to subsist between Toll House Road, Nevilles Cross and Bridleway No. 82 Brandon and Byshottles Parish on the basis of all available evidence.

## **DURHAM COUNTY COUNCIL**

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Friday 6 March 2020 at 9.30 am**

**Present:**

**Councillor C Kay in the Chair**

**Members of the Committee:**

Councillors D Bell, J Considine, S Dunn, J Higgins, K Hopper, O Milburn, S Morrison (Vice-Chair), P Sexton, A Simpson, K Thompson, J Turnbull and M Wilson

**Also Present:**

Councillor J Higgins.

### **1 Apologies**

Apologies for absence were received from Councillors G Bleasdale, D Hicks, S Hugill, K Liddell, R Ormerod, J Rowlandson and J Shuttleworth.

### **2 Substitute Members**

There were no substitute members.

### **3 Minutes**

The minutes of the meeting held on 20 November 2019 were agreed as correct record and signed by the Chair.

### **4 Declarations of Interest**

Councillor S Dunn declared an interest as Chair of Coxhoe Parish Council who were consulted on the proposals. Councillor Dunn informed the Committee that he had taken no part in the deliberations as Chair of the Parish Council so he could make his representations at the meeting of the Highways Committee.

### **5 Wheatley Hill, Wingate, Quarrington Hill and Deaf Hill - Parking and Waiting Restrictions Order 2020**

The Committee considered a report of the Interim Corporate Director of Regeneration and Local Services regarding the proposed introduction of parking

and waiting restrictions at Wingate and Quarrington Hill (for copy of report and presentation see file of Minutes).

The Strategic Traffic Manager informed the Committee that restrictions were being proposed for three areas, following a mixture of representations from local County Councillors, residents and business owners.

The areas were as follows:

**Durham Road, North Road and Haswell Road, Wingate**

The proposal for Durham Road, North Road and Haswell Road at Wingate would see the introduction of a 'no waiting and no loading at any time' (double yellow line markings on the highway with kerb ticks on the kerb line to indicate no waiting and no loading at any time).

The proposed restrictions were being introduced to address visibility, safety issues and obstructive parking on the sections of highway near a Cooperative Food Store. The proposed restrictions would also improve access. There has been one objection and eight responses in favour of the proposals.

The Strategic Traffic Manager informed the Committee that the sole objector had raised important points regarding speed and vehicle movements. However, these were matters that would be addressed by other agencies, including the Police. It was also noted that the objections did not relate to the proposal detailed in the report. Information from the objector regarding the illegal manoeuvre of vehicles entering off the A181 bypass had been sent to the Council's Traffic Assets team for investigation.

The Committee heard from Councillor J Higgins, the local Councillor for Wingate. Councillor Higgins thanked officers for their work on the proposed scheme. Councillor Higgins explained that there had been a substantial number of accidents on the mini roundabout near the Cooperative Food Store, however, these had been minor in nature and were not reflected in accident statistics. Councillor Higgins explained that people found it more convenient to park on both sides of the road, next to the entrance of the Coop. Vehicles had also been parked next to the mini roundabout, yet the Coop had adequate parking for 18 vehicles, including parking provision for blue badge holders and parent/child bays. Two businesses in the area, including the Coop had not objected to the proposals. Councillor Higgins explained that the sole objection did not affect the proposals. Councillor Higgins was fully supportive of the proposals, as were Wingate Parish Council. It was felt that the proposals would make the area safer and cause less vehicular obstructions.

Councillor J Turnbull supported the proposals presented, providing that the Council would adequately enforce any illegal parking. In response, the Strategic Traffic Manager informed the Committee that targeted enforcement would take place

where any such problems were being identified, for examples, schools were targeted vigorously.

### **Moor Lane, Wingate**

The proposal would see the introduction of a 'restricted waiting and loading Monday to Friday 8am to 5pm' (single yellow line markings on the highway with kerb ticks on the kerb line to indicate restricted waiting and loading within the times stated). The proposals had been devised to address obstructive parking, improve visibility and safety issues around the school.

The Strategic Traffic Manager explained that some restrictions were already in place at the location concerned, however, there was a gap. There had been one objection, with six residents and the Junior School in favour of the proposals. The objector was a local resident who felt there was limited parking and that school staff park in a manner that reduces access for homeowners. The objector also felt that there was a need for an area to park for children to be dropped off, shopping and access. The Strategic Traffic Manager informed the Committee that it was his view that there was enough parking in the immediate area and felt as though the proposals were warranted.

Councillor J Higgins explained that Moor Lane was a very narrow street where parents picked up and dropped off children attending Wingate Junior School. Staff gates were being blocked by parked vehicles and there was no room for vehicles to manoeuvre. Councillor Higgins explained that the safety of school children was paramount importance and the proposals were fully supported by the Headteacher. Councillor Higgins also commented that pupils had also initiated their own petition which was presented in Parliament by the former Member of Parliament for the area.

### **Quarrington Hill**

The proposals would see the introduction of a 'no waiting at any time' (double yellow line markings on the highway to indicate no waiting at any time). The purpose of the waiting restrictions would address issues of obstructive parking. The proposals would also improve visibility and safety issues around the crossroads connecting Front Street (B6291) and Church Street (C22) in the centre of Quarrington Hill. The Strategic Traffic Manager explained that the crossroads was a busy area which had some advisory 'Keep Clear' markings on the corner of the junction. However, the issues were being caused by cars parking on the junction which caused problems. The proposed restrictions would protect the junction and assist with in/out movements. There had been five objections. One resident was in favour of the proposals.

The Strategic Traffic Manager informed the Committee that a slightly revised proposal had been included in the presentation, following further representations from local residents. The revision would see the reduction of the double-yellow line to stop at the garage door of 1A Front Street. The Committee were informed that

the occupants of the property were elderly, with ongoing health issues. Both residents had blue badges and parked one car behind the garage door and one car on-street. The Strategic Traffic Manager explained that the scheme could be adjusted to shorten the restriction, which would mean that vehicle would be confronted with a parked vehicle earlier around the corner, however, there would still be a restriction in place. For those reasons the Strategic Traffic Manager explained that this could be relaxed slightly and the length of the double-yellow line reduced.

The Committee heard from Councillor S Dunn, one of the local Councillors for the area. Councillor Dunn explained that the local councillors had requested the proposals because of ongoing safety issues caused by vehicular parking on all sides of the crossroads in Quarrington Hill. The road from Kelloe was very steep and had two grit bins on the stretch of road concerned. Councillor Dunn explained that residents from the new housing estate located on the junction could park behind Church Street. There was 'Keep Clear' markings around the corner of the Half Moon and No's 1 and 1A Front Street, however, local residents were causing issues by parking on the advisory markings, hence the need for double yellow line restrictions in the area. Local Councillors and officers had specifically looked at proposals which would alleviate the crossroads of obstructions. The area was used by buses and heavy goods vehicles. The restrictions outside No. 1A, abutted their garage door, however, the area was open to the rear and deemed it unnecessary to withdraw the proposal to site a double-yellow line up to and past no. 13. The proposals would make the area much safer and Councillor Dunn felt that currently, it was an accident waiting to happen. Other residents strongly supported the proposal, along with Coxhoe Parish Council. Councillor Dunn asked that the original proposals contained in the report be supported and asked that the revised proposal, explained the revised presentation be rejected.

Councillor K Thompson felt that both local members had spoke very well in relation to the proposals in their respective Divisions, which also had support from the relevant Parish Council's and seconded the proposals.

### **Resolved**

That the Committee endorse the proposals and recommend the implementation of the Wheatley Hill, Wingate, Quarrington Hill and Deaf Hill Parking and Waiting Restrictions Order 2020, with the final decision to be made by the Corporate Director under delegated powers.

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

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

**Electoral division(s) affected:**

Chester-Le-Street North  
Chester-Le-Street East  
Chester-Le-Street West Central  
North Lodge

**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 Chester-Le-Street & Birtley.
- 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 Drum Industrial Estate**

This TRO will introduce 'no waiting at any time' and 'no waiting and no loading/unloading at any time' restrictions on both sides of Drum Road. The proposals were requested by Durham Constabulary and Durham County Council's Business Development Team in a bid to reduce obstructive parking and improve accessibility.

### **2.4 Wesley Terrace**

This TRO will extend existing 'restricted waiting' restrictions (8am-6pm) and introduce 'no waiting and no loading/unloading at any time' restrictions on Wesley Terrace. The restrictions were requested by local businesses in an effort to address obstructive parking and improve accessibility.

### **2.5 Beverley Gardens**

This TRO will introduce 'no stopping' restrictions, covering the rear access to Red Rose Primary School. These restrictions were requested by the school in a bid to address obstructive parking and improve road safety.

### **2.6 Weldon Terrace**

This TRO will extend the existing 'no waiting at any time' restrictions on Weldon Terrace. The proposal was requested by local residents to improve visibility and accessibility.

### **2.7 Chester-Le-Street Cricket Club**

This TRO will introduce a 'Loading Only' bay (Restricted Bay) within the car park of Chester-Le-Street's Cricket Club. The proposal was requested by the general public to facilitate the needs of the club and improve access for goods vehicles.

### **2.8 Market Place**

This TRO will amend the existing layout of 'restricted bays' and extend existing 'no waiting and no loading/unloading at any time' restrictions on North Burns. These restrictions were requested by Regeneration & Local Services to tie in with an ongoing drainage/regeneration scheme on the Market Place.

### **3 Recommendation(s)**

#### 3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Chester-Le-Street & Birtley: 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 Chester-Le-Street.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between August & November 2019. The proposals were supported by the County Councillors and Durham Constabulary, but several objections were received at this point from a mixture of local residents and businesses.
- 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 20<sup>th</sup> February 2020 – 12<sup>th</sup> March 2020. An objection was received at this stage from a local resident who had previously objected during the initial stages of consultation.

## **5 Drum Industrial Estate**

Drum Industrial Estate is located to the north of Chester-Le-Street and is directly connected to the A167 and the A693, two of the major routes leading through Chester-Le-Street, by Drum Road. The estate is home to a variety of businesses and as a result Drum Road is heavily trafficked by large goods vehicles as well as private vehicles.

There have been reports of large goods vehicles parking on Drum Road are causing obstruction and road safety issues for road users. These issues have been further identified at a meeting between Durham County Council's Highway's Department and Business Development team.

The TRO is to introduce:

- 'No waiting and no loading/unloading at any time' restrictions around the junction of Drum Road and the access road to the Co-operative Retail Logistics.
- 'No waiting at any time' restrictions on Drum Road leading North from the roundabout adjoining the A693 for approximately 900m.

Initial proposals for the area included 'no waiting at any time' restrictions extending from Drum Road onto the private road leading to Unit 2 & 3 of Drum Industrial Estate. Durham Constabulary requested these restrictions but as part of the lines were on private land, land-owner consent was required to take this forward. The landowner refused permission in this instance and therefore

the proposals were amended to remove this stretch of 'no waiting at any time' restriction.

Durham Constabulary support the proposals. There has been 1 objection and 15 representations in favour of the proposals.

## **6 Objections**

### **6.1 Objection 1**

Objector 1 is a representative of the Co-operative retail logistics Birtley and states the traffic management only needs addressing at the junction (where 'no waiting and no loading/unloading at any time' restrictions are proposed).

### **6.2 Response**

The proposed restrictions have been a combined effort from Durham County Council, Durham Constabulary & representatives from Drum Industrial Estate after receiving reports that large goods vehicles caused obstruction in multiple locations on Drum Road. The proposals are therefore in the best interest of road safety and improving traffic flow for all road users.

A response was sent to the objector expanding on our proposals, as above, dated 18<sup>th</sup> November 2019. There has been no further correspondence.

## **7 Wesley Terrace**

Wesley Terrace is located in the West Central division of Chester-Le-Street and is a narrow residential street with a number of access points for some of the businesses on Station Road. To improve access for the existing businesses, there are currently 'no waiting and no loading/unloading at any time' and 'restricted waiting 8am-6pm' restrictions in place around the access points.

There has been recent property development on Station road and a new access point introduced on Wesley Terrace. We have received reports that vehicles parking in and around this access are causing obstructions.

This TRO will introduce 'no waiting and no loading/unloading at any time' restrictions and extend existing 'restricted waiting' restrictions around the new access point to improve accessibility and address obstructive parking.

Durham Constabulary support the proposals. There has been 1 objection and 2 representations in favour of the proposals.

## **8 Objections**

### **8.1 Objection 1**

Objector 1 is a representative of the Masonic Hall, located on Station Road with an access to the rear of the property on Wesley Terrace. They state that taking away parking will affect local shops.

### **8.2 Response**

We have received numerous reports that vehicles parked around the access to the recent property development ('The Carriages') cause obstruction. It is proposed that formal restrictions be introduced in this area to keep this area free at all times and improve access to and from 'The Carriages'. It is also our intention to formalise the remaining unrestricted parking on Wesley terrace by marking out unrestricted parking bays to maximise the available space and further improve accessibility to local facilities.

A response was sent to the objector expanding on our proposals, as above, dated 18<sup>th</sup> November 2019. There has been no further correspondence.

## **9 Beverley Gardens**

Beverley Gardens can be found in Chester-Le-Street's East division and is a small residential estate located to the rear of Red Rose Primary School. There is a secondary access to the school leading onto Beverley Gardens which attracts a large number of vehicles during school hours.

We have received previous reports of vehicles associated with the school traffic causing obstruction. A representative of Durham County Council attended site to assess the problem and 'no waiting at any time' restrictions were later introduced to improve accessibility.

Following the introduction of the 'no waiting at any time' restrictions we received further reports that vehicles are continuing to park in an obstructive manner and are causing great concern for road safety, particularly for the school children that use this access.

This TRO will introduce 'no stopping' restrictions between Mon-Fri, 8am-6pm to cover the rear access to Red Rose Primary School. This will prevent vehicles from stopping in this location during school times, addressing obstructive parking and improving road safety.

Durham Constabulary are in support of the proposals. There has been 1 objection and 1 representation in favour of the proposals.

## **10 Objections**

### **10.1 Objection 1**

Objector 1 is a resident of Beverley Gardens who, on a number of occasions has noted it is only a matter of time before there is a road traffic incident. They believe the proposed restrictions will leave resident's visitors with no place to park between Mon-Fri, 8am-6pm and the school gate to the rear of the school should be closed permanently to deter vehicles associated with school traffic from entering Beverley Gardens.

### **10.2 Response**

Road safety has been highlighted to us as a significant issue in Beverley Gardens. The objector has previously agreed that these issues are a concern. Whilst we can not control the school's access and egress points we can introduce measures to improve road safety via formal restrictions. We understand there will be a level of displacement with the introduction of formal restrictions however in this instance the concerns for road safety must take precedence.

A response was sent to the objector expanding on our proposals, as above, dated 19<sup>th</sup> March 2020. There has been no further correspondence.

## **11 Weldon Terrace**

Weldon Terrace is a residential area leading off from Durham Road, a heavily trafficked route connecting to the A167. There are existing 'no waiting at any time' restrictions (double yellow lines) in place on the junction from Durham Road into Weldon Terrace to address visibility issues and improve accessibility.

We have received reports from local residents that vehicles park too close to this junction and cause obstruction issues which reduces visibility for oncoming traffic. Durham County Council officers attended the site and confirmed these reports. This TRO will extend the existing 'no waiting at any time' restrictions (double yellow lines), by approximately 6m, to improve accessibility and visibility.

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

## **12 Chester-Le-Street Cricket Club**

Chester-Le-Street Cricket Club is located on Mains Park Road leading off from Front Street, one of the major routes running through Chester-Le-Street.

There is a small car park to the front of the club which when full prevents access for goods vehicles to load and unload stock to the club.

This TRO will introduce a 'restricted bay' (loading only) to the front of the cricket club to facilitate to the needs of the club and improve access for goods vehicles.

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

### **13 Market Place**

Chester-Le-Street market place is located at the very centre of Chester-Le-Street on the heavily trafficked North Burns. The market place is currently undergoing a drainage/redevelopment scheme which has seen the relocation of the market traders' access.

This TRO will amend the existing 'restricted bays' on North Burns and extend the existing 'no waiting and no loading/unloading at any time' restrictions in line with the new layout of the market place.

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

### **12 Conclusion**

- 12.1 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 Chester-Le-Street & Birtley: Waiting and Parking Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

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**Contact:** Ewan Brown

Tel: 03000 263953

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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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# Chester-Le-Street Parking & Waiting Restrictions Order 2019

Highways Committee  
27<sup>th</sup> July 2020

The purpose of the Traffic Regulation Order for the Chester-Le-Street area is to introduce restrictions in the following locations:

**Drum Industrial Estate:**

- To introduce 'no waiting at any time' & 'no waiting and no loading/unloading at any time' restrictions to address obstructive parking and improve accessibility.
- One objection was received from a nearby business.

**Wesley Terrace:**

- To introduce 'no waiting and no loading/unloading at any time' restrictions and extend existing 'restricted waiting' restrictions to address obstructive parking and improve accessibility.
- One objection was received from a local business.

**Beverley Gardens:**

- To introduce 'no stopping' restrictions to address obstructive parking and improve road safety.
- One objection was received from a resident of Beverley Gardens.

**Weldon Terrace:**

- To extend existing 'no waiting at any time' restrictions to improve visibility and accessibility.
- No objections were received.

**Chester-Le-Street Cricket Club:**

- To introduce a 'loading only' bay to facilitate the needs of Chester-Le-Street Cricket Club and improve access for goods vehicles.
- No objections were received.

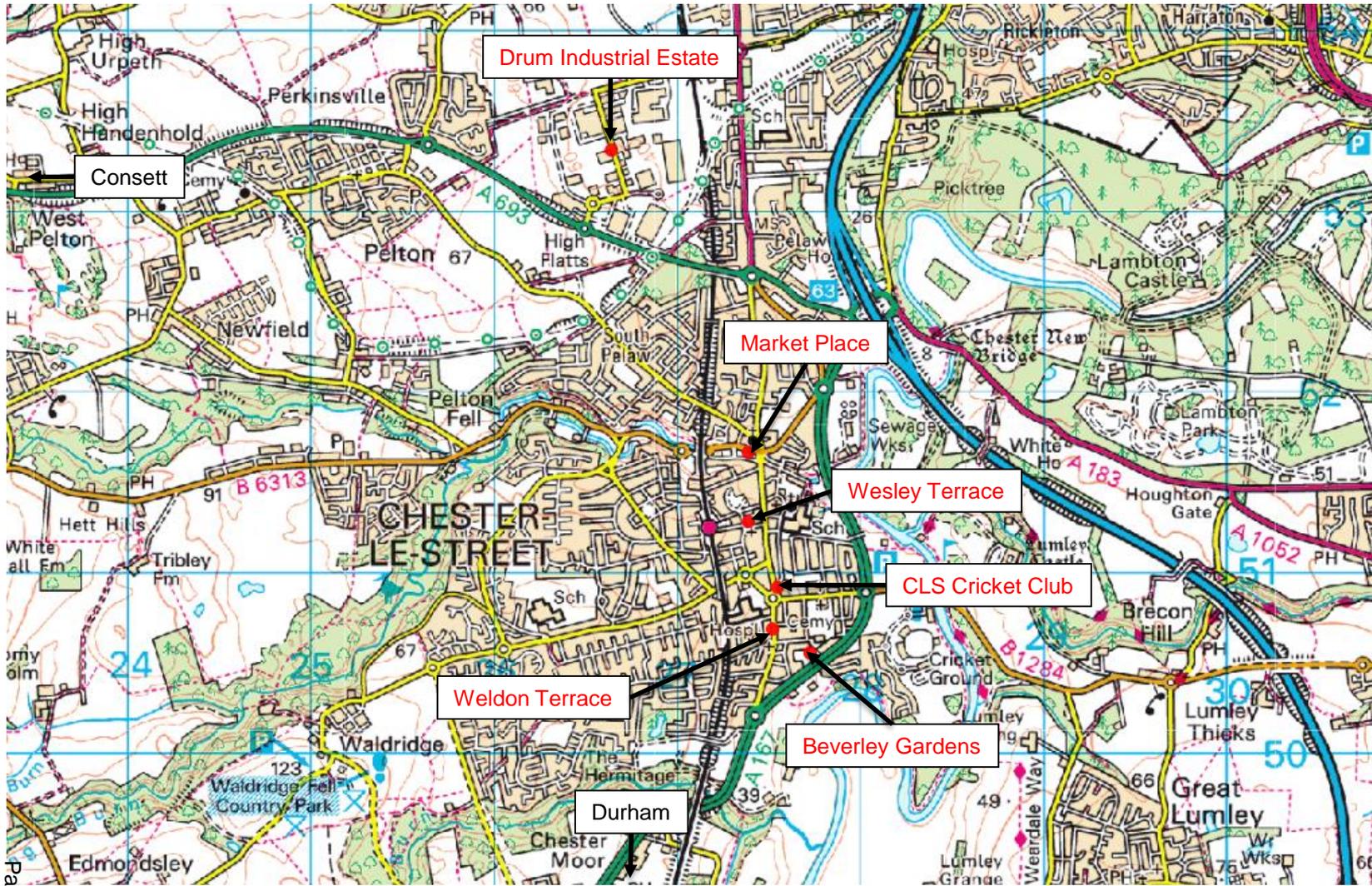
**Market Place:**

- To amend the existing layout of 'restricted bays' and extend 'no waiting and no loading/unloading at any time' restrictions to fall in line with drainage/redevelopment work on the market place.
- No objections were received.

*Altogether better*

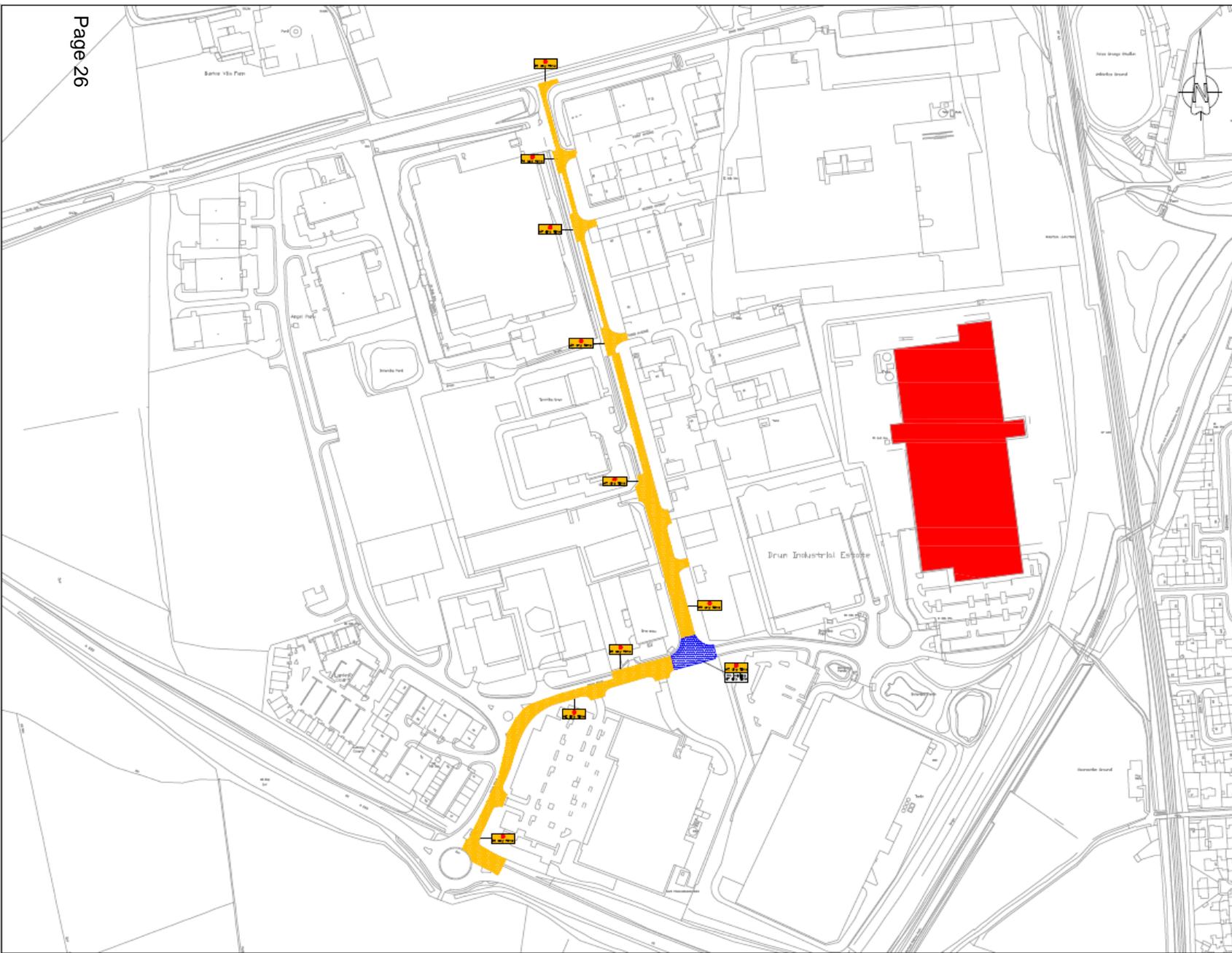


# Location Plan – Chester-Le-Street Area



# Drum Industrial Estate – Objectors

-  Proposed No Waiting At Any Time
-  Proposed No Waiting & No Loading / Unloading At Any Time
-  Objector



Project:  
**CHESTER-LE-STREET**  
**TRAFFIC REGULATION ORDER 2019**  
**DRUM INDUSTRIAL ESTATE**

Drawing:  
**OBJECTORS PLAN**

Drawn by:  
**E Brown**      Date:  
**April 2020**

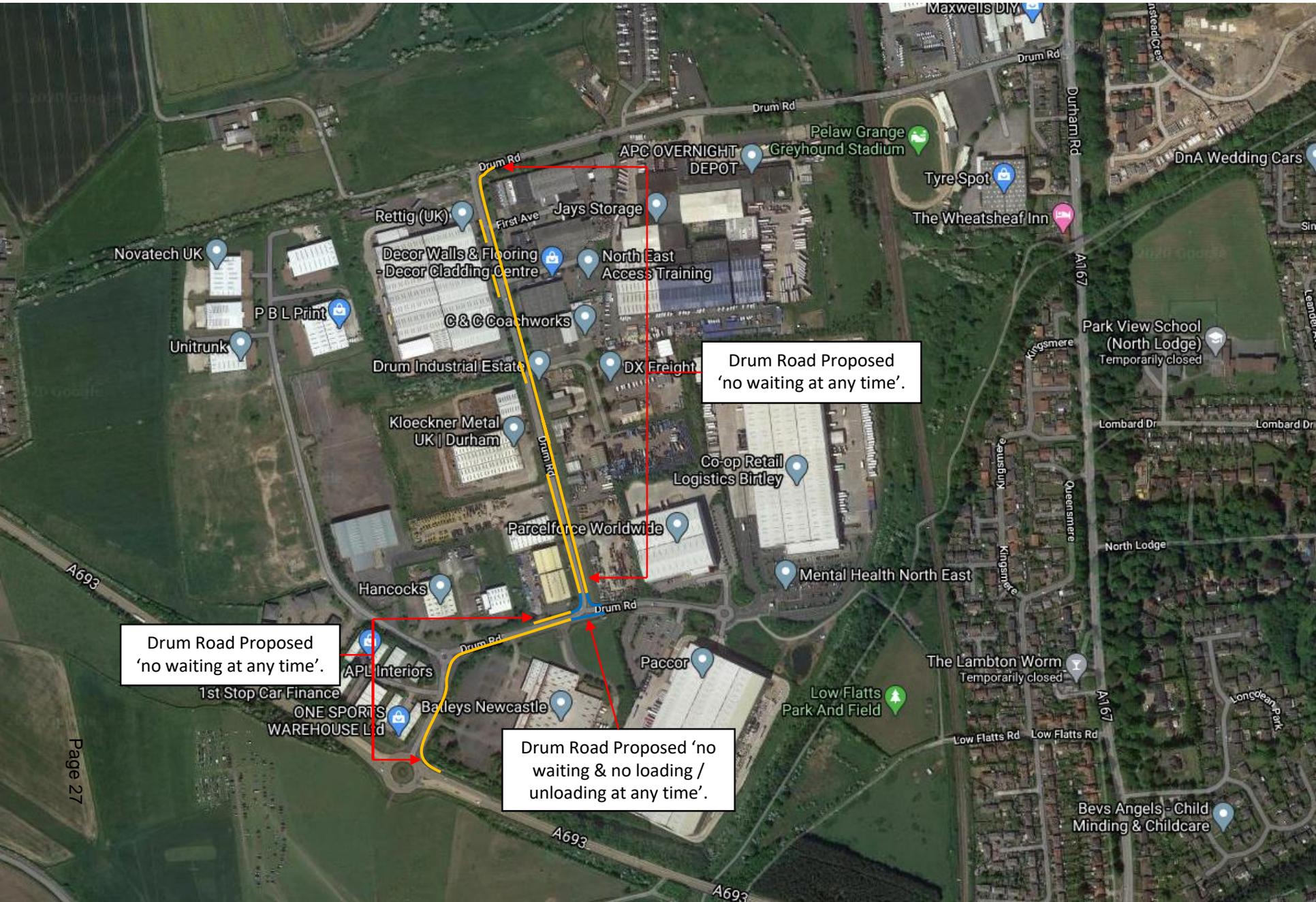
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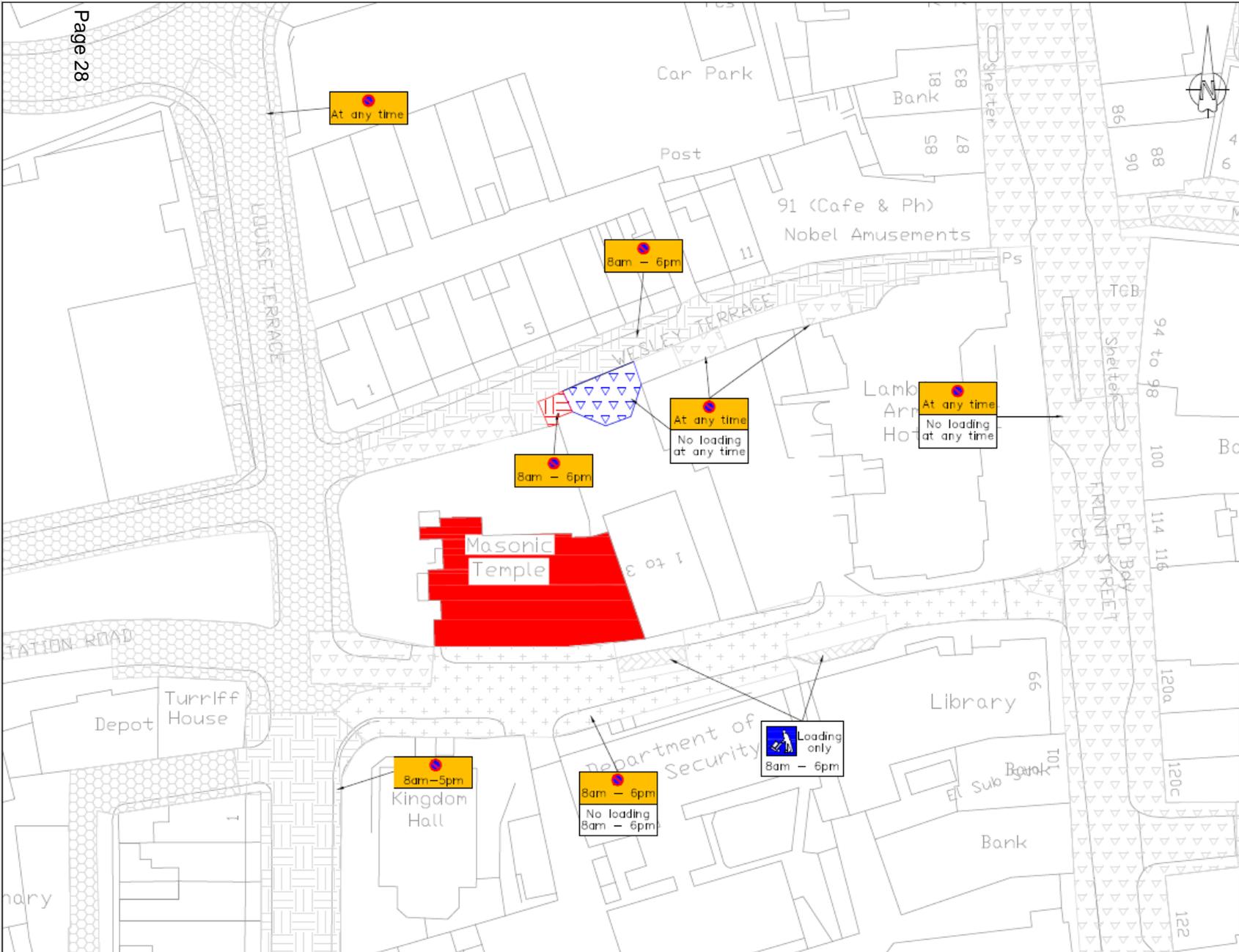
**Regeneration & Local Services**  
**Strategic Traffic Management**  
**County Hall, Durham DH1 5UQ**

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# Drum Industrial Estate - Proposals



# Wesley Terrace - Objectors



- Proposed No Waiting & No Loading / Unloading At Any Time
- Proposed Restricted Waiting
- Existing No Waiting At Any Time
- Existing Restricted Waiting
- Existing No waiting & No Loading / Unloading At Any Time
- Existing Restricted Waiting & Loading / Unloading
- Existing Restricted Bay
- Objector

Project:  
**CHESTER-LE-STREET  
 TRAFFIC REGULATION ORDER 2019  
 WESLEY TERRACE**

Drawing:  
**OBJECTORS PLAN**

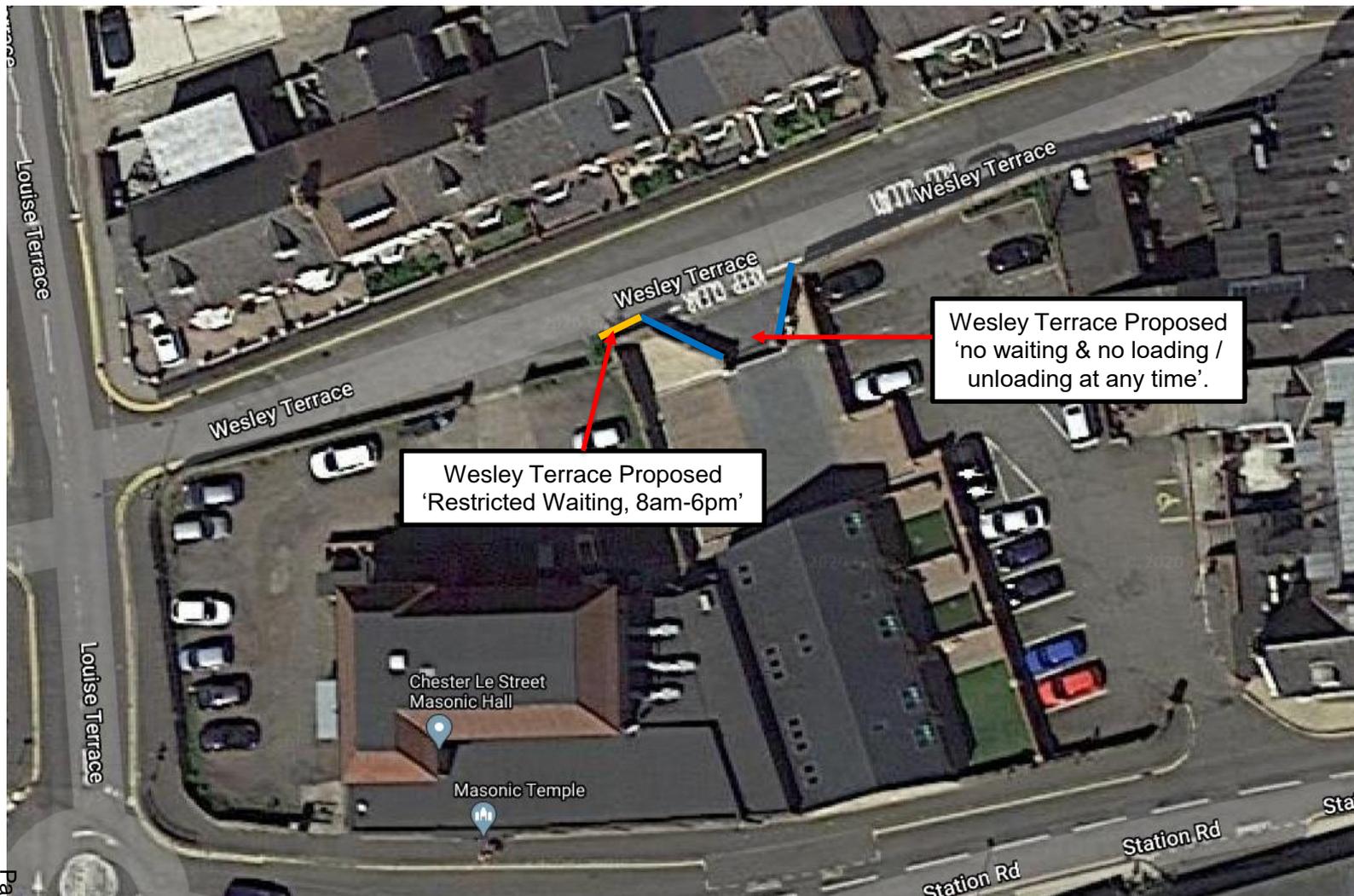
Drawn by: E. Brown	Date: July 2020
Scale: 1:500 @ A4	Dwg No: TM/40038/20/148

**Durham**  
County Council

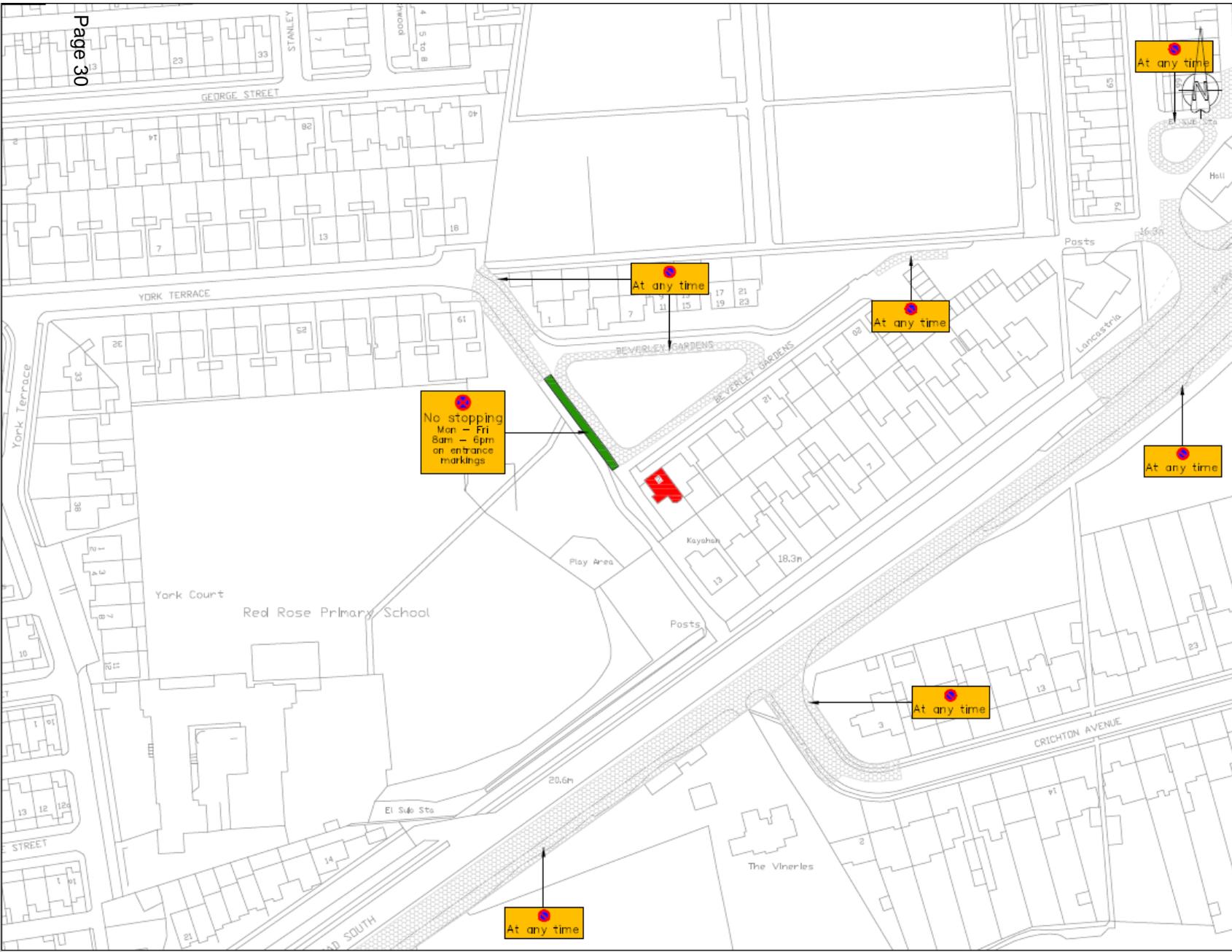
**Regeneration & Local Services**  
 Strategic Traffic Management  
 County Hall, Durham DH1 5UQ

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# Wesley Terrace – Proposals



# Beverley Gardens - Objectors



- Proposed No Stopping
- Existing No waiting at any time
- Objector

Project:  
CHESTER-LE-STREET  
TRAFFIC REGULATION ORDER 2019  
**BEVERLEY GARDENS**

Drawing:  
OBJECTORS PLAN

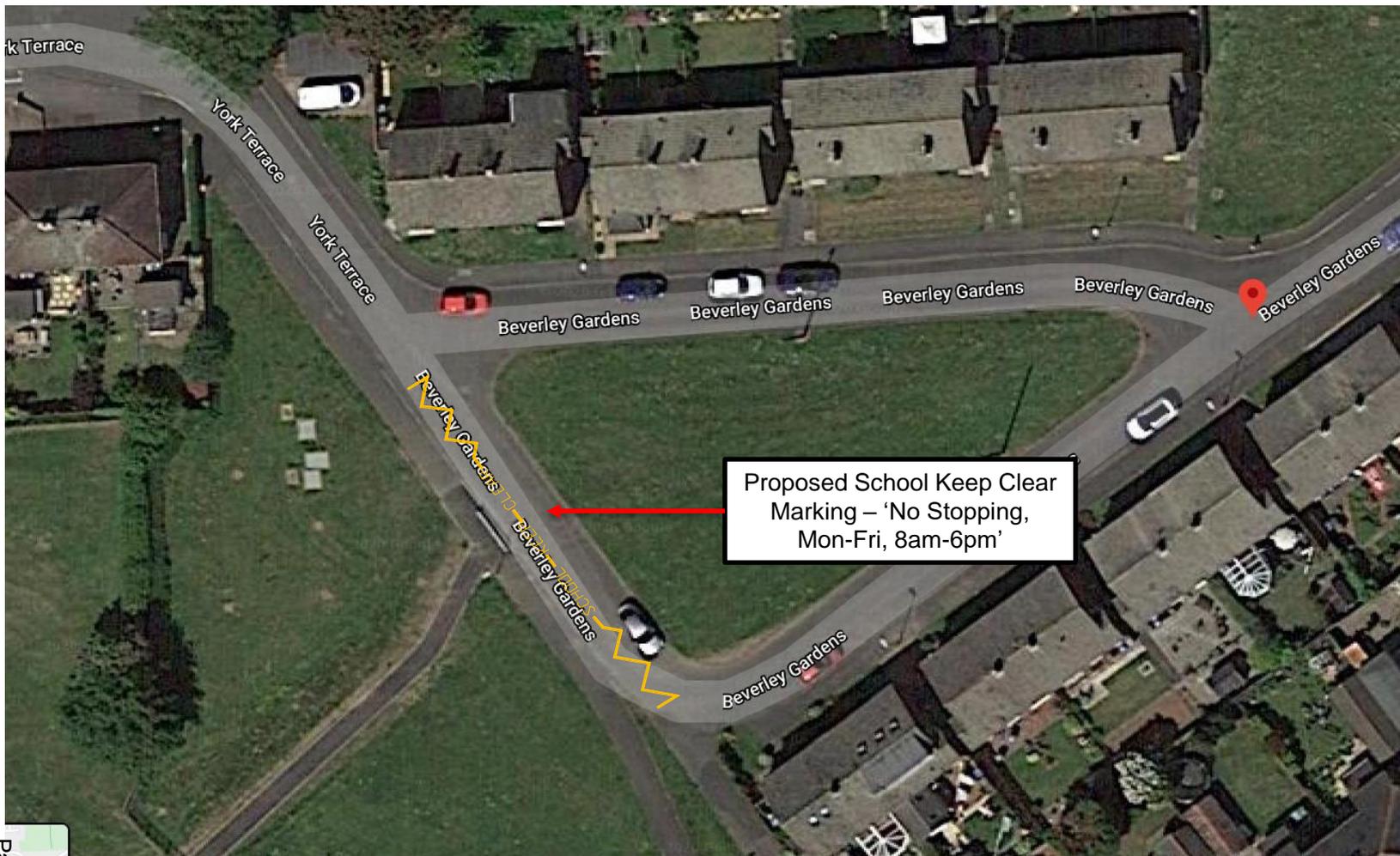
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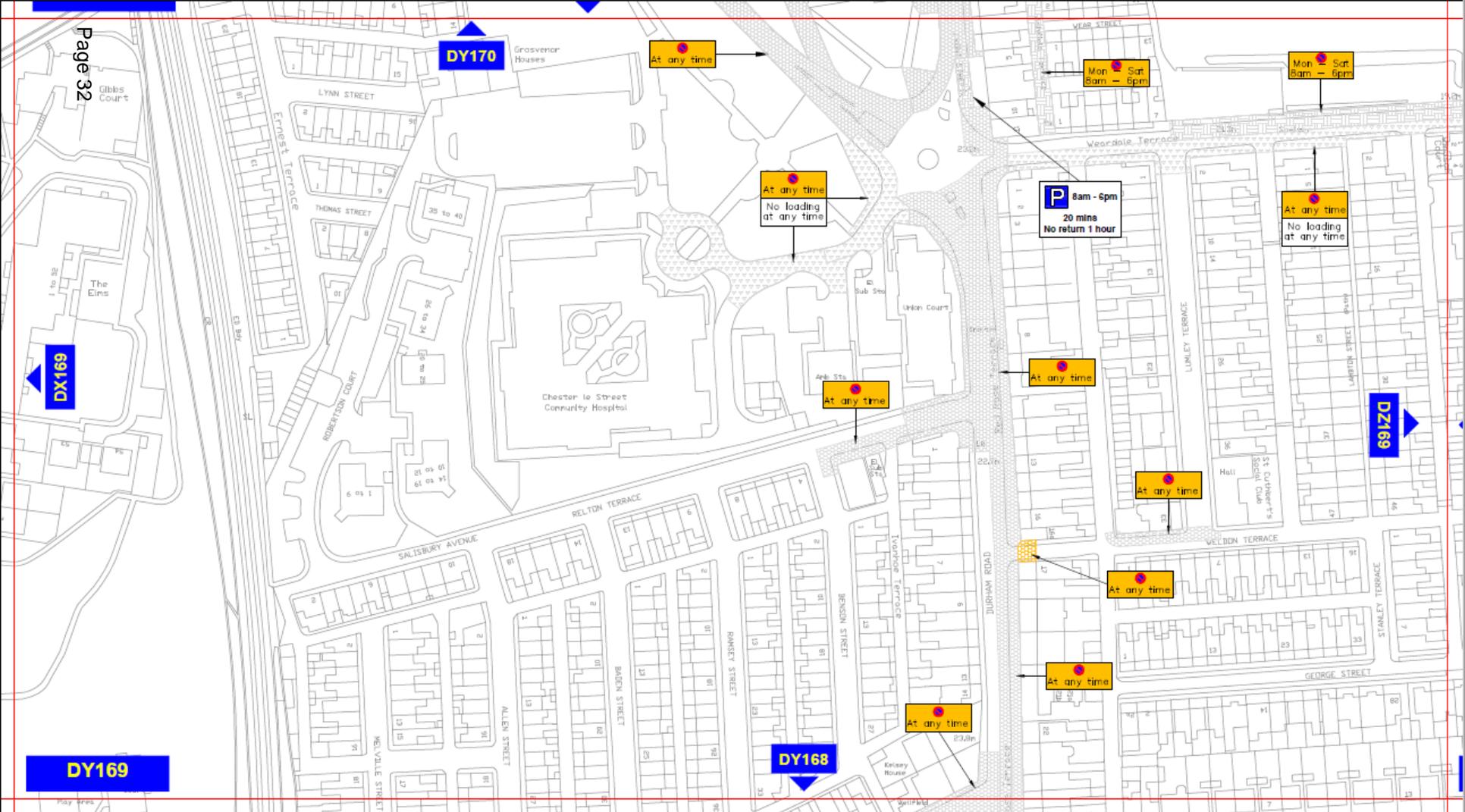
Regeneration & Local Services  
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

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# Beverley Gardens - Proposals



# Weldon Terrace - Proposals



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DY169

DY169

DY170

DY168

DZ169

## Key to Types of Restriction

-  Proposed No Waiting At Any Time
-  Existing Restriction - No Waiting At Any Time
-  Existing Restriction - Restricted Waiting
-  Existing Restriction - No Waiting and No Loading/Unloading At Any Time
-  Existing Restriction - Restricted Bay

 Individual Reference Number



Corporate Director  
Regeneration & Economic  
Development

Strategic Traffic Management  
County Hall, Durham DH1 5UQ

THE COUNTY COUNCIL OF DURHAM  
CHESTER-LE-STREET - PARKING AND WAITING  
RESTRICTIONS  
**PROPOSED**



Scale:	1:1250 @ A3		
Date:	September 2019		
Drawn by:	E. Brown	Signature:	<i>E. Brown</i>
Date Sealed:		Map Schedule:	DY169

PATH:

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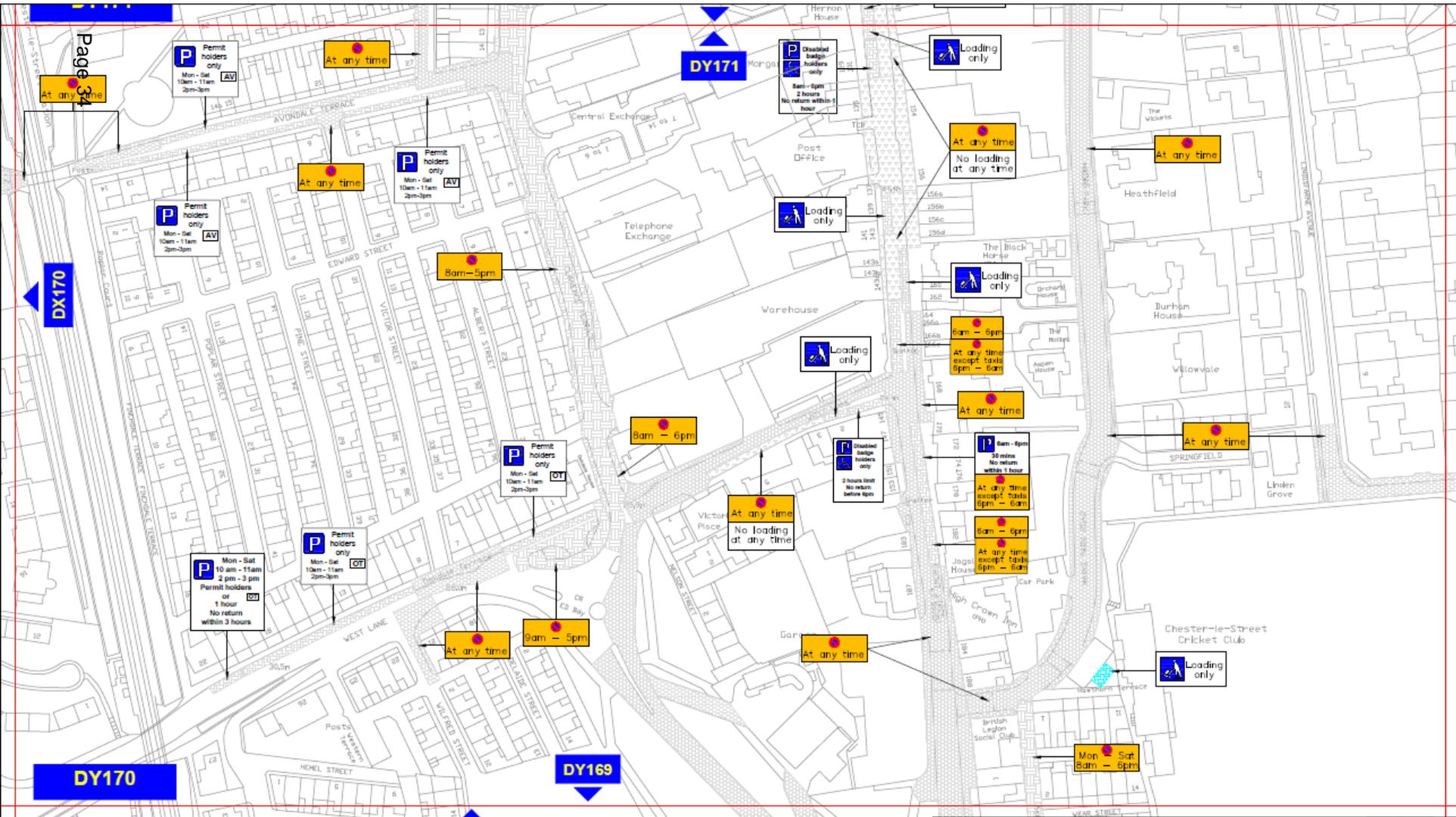
# Weldon Terrace - Proposals



Extend existing double yellow lines approx. 6m (additional car length)



# Chester-Le-Street Cricket Club – Proposals



## Key to Types of Restriction

-  Proposed Restricted Bay - Loading Only
-  Existing No Waiting At Any Time
-  Existing Restricted Waiting
-  Existing No Waiting & No Loading/Unloading At Any Time
-  Individual Reference Number
-  Existing Restricted Bay

PATH:

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**Durham**  
County Council

Corporate Director  
Regeneration & Economic  
Development

Strategic Traffic Management

County Hall, Durham DH1 5UQ

**THE COUNTY COUNCIL OF DURHAM**  
**CHESTER-LE-STREET - PARKING AND WAITING**  
**RESTRICTIONS**  
**PROPOSED**

Scale: 1:1250 @ A3

Date: September 2019

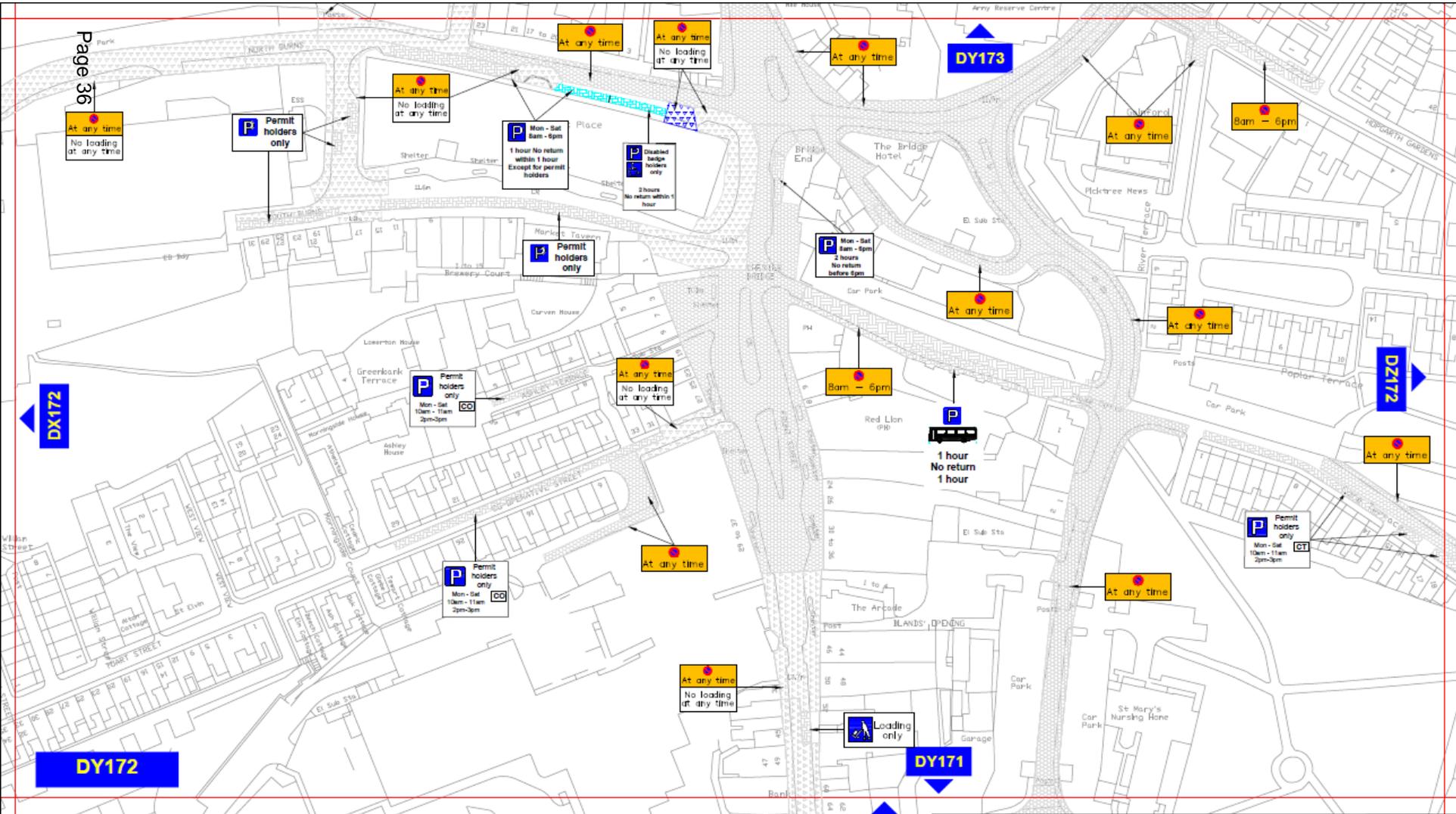
Drawn by: E Brown    Signature: *E Brown*

Date Sealed:                      Map Schedule: **DY170**

# Chester-Le-Street Cricket Club – Proposals



# Market Place – Proposals



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## Key to Types of Restriction

- Proposed Restricted Bay - Disabled Bay
- Proposed No Waiting & No Loading/Unloading At Any Time
- Existing No Waiting At Any Time
- Existing Restricted Waiting
- Existing No Waiting & No Loading/Unloading At Any Time
- Existing Restricted Bay

Individual Reference Number



Corporate Director  
Regeneration & Economic  
Development  
  
Strategic Traffic Management  
  
County Hall, Durham DH1 5UQ

THE COUNTY COUNCIL OF DURHAM  
CHESTER-LE-STREET - PARKING AND WAITING  
RESTRICTIONS  
**PROPOSED**

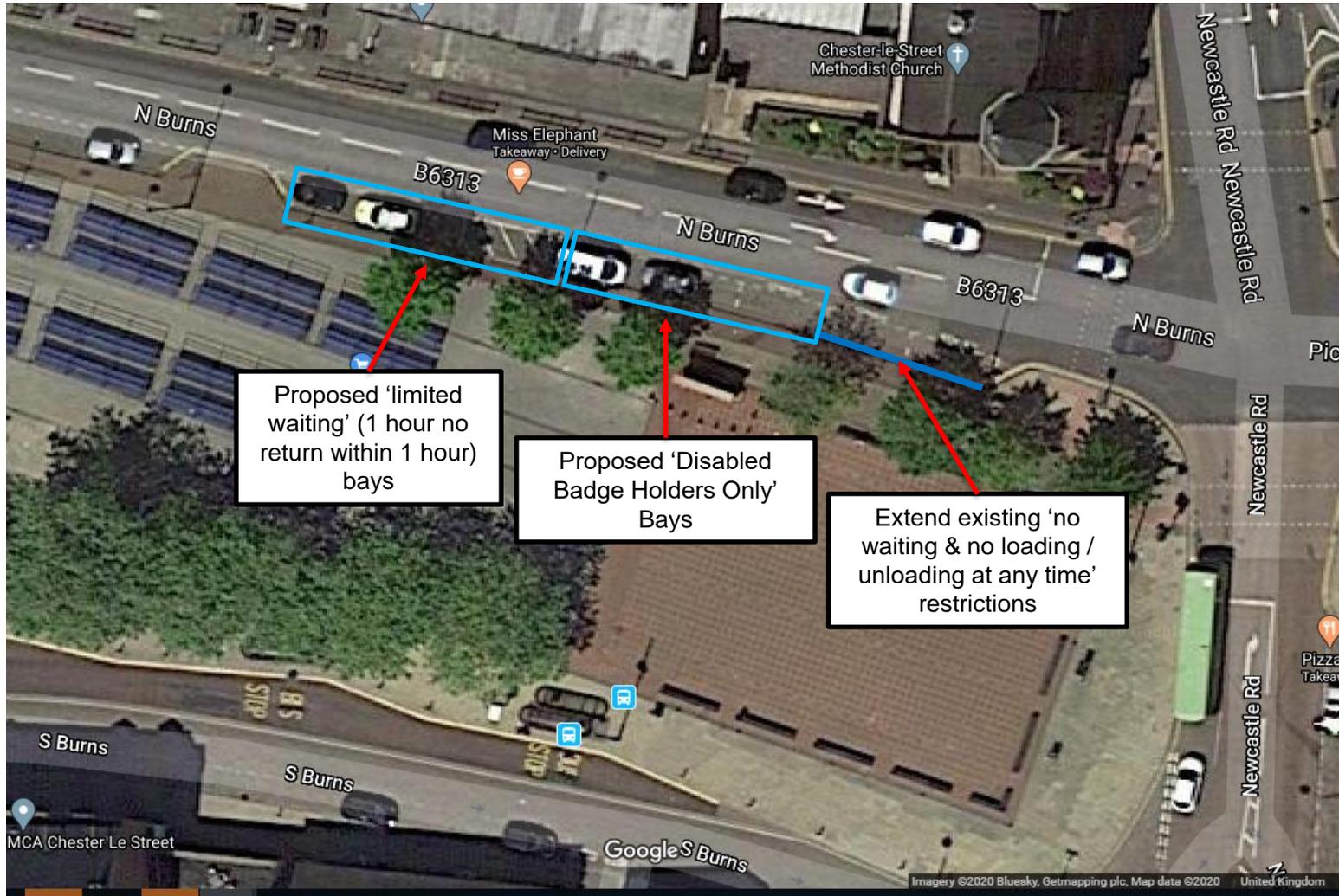


Scale:	1:1250 @ A3		
Date:	September 2019		
Drawn by:	E. Brown	Signature:	<i>E. Brown</i>
Date Sealed:		Map Schedule:	DY172

PATH:

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# Market Place – Proposals



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