



## Highways Committee

**Date** Monday 17 June 2024  
**Time** 9.30 am  
**Venue** Council Chamber, County Hall, Durham

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### Business

#### Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 15 April 2024 (Pages 3 - 6)
4. Declarations of Interest, if any
5. Consett Parking and Waiting Restrictions, Traffic Regulation Order 2024 - Report of the Corporate Director of Regeneration, Economy and Growth (Pages 7 - 36)
6. Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein - Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2024 - Report of the Corporate Director of Regeneration, Economy & Growth (Pages 37 - 58)
7. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

**Helen Bradley**  
Director of Legal and Democratic Services

County Hall  
Durham  
7 June 2024

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

Councillor R Ormerod (Chair)  
Councillor G Hutchinson (Vice-Chair)

Councillors M Abley, D Boyes, T Duffy, C Kay, P Heaviside,  
J Higgins, J Howey, L Maddison, R Manchester, E Mavin,  
D Oliver, K Robson, A Simpson, G Smith, A Sterling, F Tinsley,  
M Wilson and D Wood

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**Contact: Jackie Graham      Tel: 03000 269704**

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**DURHAM COUNTY COUNCIL**

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Monday 15 April 2024 at 9.30 am**

**Present:**

**Councillor R Ormerod (Chair)**

**Members of the Committee:**

Councillors G Hutchinson (Vice-Chair), C Kay, J Higgins, J Howey, R Manchester, E Mavin, G Smith, A Sterling, F Tinsley, M Wilson, D Wood, P Jopling (Substitute) (substitute for D Oliver) and B Coult (Substitute) (substitute for A Simpson)

**Also Present:**

Councillors K Earley and S Robinson

**1 Apologies for Absence**

Apologies for absence were received from Councillors M Abley and I Cochrane, D Oliver and A Simpson.

**2 Substitute Members**

Councillor P Jopling substituted for Councillor D Oliver and Councillor B Coult substituted for Councillor A Simpson.

**3 Minutes**

The minutes of the meeting held on 20 February 2024 were agreed as a correct record and signed by the Chair.

**4 Declarations of Interest**

There were no declarations of interest.

**5 Bridgehill, Proposed Traffic Calming**

The Committee received a report of the Corporate Director of Regeneration, Economy and Growth that requested Members to consider the objections received in response to a consultation on a proposal to introduce traffic calming measures on Pemberton Road in Benfieldside (for copy see file of minutes).

In accordance with the Council's Constitution, Members were asked to decide, in principle only, whether to proceed with the Traffic Calming scheme, which would then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making to make the final decision under delegated powers.

The Traffic Management Section Manager gave a detailed presentation to the committee that included a location plan of the proposals and the associated buildings along Pemberton Road, Benfieldside. He explained that in January 2023, officers from Durham County Council had held a meeting with the local member to discuss new traffic calming on Pemberton Road, to address concerns raised by the public regarding pedestrian safety. In consultation with Durham Constabulary the proposals were put forward to reflect the best solutions to the issues raised that included 6 equidistant speed humps at locations adjacent to St Mary's RC VA Primary School, 45 Pemberton Road, 15 Melrose Court, 23 Pemberton Road, Bridgehill Playing Fields and 1 Pemberton Road.

The traffic calming scheme was advertised in accordance with the Road Traffic Regulation Act 1984 and Statutory Instrument 2489. During the consultation process there were no objections received from statutory consultees, eleven responses in favour of the proposals and two objections from local residents that related to the flow of traffic and how the installation of the proposals would create congestion and increase the risks for pedestrians when crossing the road. He asked that Members set aside the objections and endorse the proposal.

The Chair thanked the Traffic Management Section Manager for the presentation and asked the Local Members for Benfieldside, Councillor's S Robinson and K Earley to speak in relation to the proposals.

Councillor S Robinson, local member addressed the committee in support of the proposed traffic calming scheme. He explained that the scheme had been motivated by major concern with child safety as the speed of the country road leading on to Pemberton Road was 60mph that dropped to 30mph within 100 yards of the school gates and the football pitch. Officers had made several other efforts to reduce the speed on the road by adding 'slow' signs, flashing lights and bollards at the top of the road but these had failed. During the original consultation there had been no objections from anyone that lived or ran a business on Pemberton Road and that everyone was in support of the proposal. He stated that the two objections received were from residents who did not live on Pemberton Road. He raised awareness that there had been several accidents on the stretch of road that had included a van that had smashed into a mini bus, a motorbike that had hit a car, a car that had been going too fast and ended up on its roof, two Karbon Homes vehicles on two separate occasions ending up in someone's garden and a child had been hit by a 4x4 vehicle who fortunately did not suffer any injuries.

Councillor S Robinson reiterated that there had been no objections from the shops, parents, the school or the lollipop lady who took her life in her hands every time she helped children across the road. These reasons highlighted the need for the traffic calming scheme as there was a need to slow traffic down.

Councillor K Earley, local member addressed the committee in support of Councillor S Robinson who he thought had done a sterling job working with DCC Officers and the police to develop the scheme. He thought that lollipop ladies had to have nerves of steel whilst doing their jobs so no wonder these roles were difficult to recruit. He noted that when travelling this route motorists came off the country lane at speed and did not see the slow signs or realise they had to slow down due to a school being in the vicinity. He thought the quicker the scheme was put in motion the better. He congratulated Councillor S Robinson on a job well done.

The Chair thanked the local members for attending the meeting and giving the committee a local perspective on the proposal. He noted that there were no registered speakers from the public and therefore asked members of the Committee for their comments and questions.

Councillor C Kay had read the report prior to the meeting and noted that it was not dissimilar to the issues he had in his ward. It was clear from the report that different views had been given throughout the consultation process. He supported the local members as they had researched the proposal and he did not think it was appropriate to go against the officer's recommendation. He **moved** to set aside the objections and endorse the proposal.

Councillor D Wood **seconded** to set aside the objections and endorse the proposal.

Councillor E Mavin reiterated Councillor D Wood's affirmation to second the proposal.

The Chair agreed that local members should be supported as it would only be under exceptional circumstances to go against officer recommendation.

Upon a vote being taken it was **unanimously**:

**Resolved:**

That the Committee set aside the objections and endorsed the proposal in principle, to introduce the traffic calming on Pemberton Road with the final decision being made by the Corporate Director under delegated powers.

## **6 Definitive Map Modification Application to upgrade Footpath 21 West Rainton to Bridleway**

The Legal Officer (Planning and Highways) drew members attention to the email that had been circulated prior to the meeting in relation to agenda item 6 that following a review of the report (Modification Order application for FP 21 West Rainton) the Legal Officer and the Public Rights of Way Team had come to the view that there was insufficient evidence at this time to justify making this Order. Accordingly, the item was withdrawn and either a report would be brought back to the Committee at a later stage or it would be dealt with under delegated powers.

**Highways Committee**

**17<sup>th</sup> June 2024**

**Consett**



**Parking & Waiting Restrictions, Traffic Regulation Order 2024**

**Ordinary Decision/Key Decision No.**

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**Report of Corporate Management Team**

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

**Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.**

**Electoral division(s) affected:**

Consett

**1 Purpose of the Report**

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Consett.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether the TRO should be made, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

**2 Executive Summary**

- 2.1 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 Representations have been received requesting a review of the existing restrictions and potential addition of new restrictions in Consett.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and reducing congestion. It is therefore proposed to amend the Consett Parking and Waiting Restrictions, Traffic Regulation Order 2024 to allow the identified restrictions to be introduced.
- 2.4 Both local members covering this area fully support the proposals. Durham Constabulary are in full support.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	20/01/23 & 12/04/23 & 31/05/23	10/02/23 & 03/05/23 & 21/06/23
Informal Consultation	13/02/23 & 04/07/23	06/03/23 & 25/07/23
Formal Consultation	09/11/23	30/11/23

### 3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Consett Parking and Waiting Restrictions, Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

### 4 Proposal, Objections & Responses

- 4.1 The proposed locations for the TRO that received objections during the consultation stages are detailed below.

- 4.2 **Location 1 – Gibson Street, Stanley Street & Livingstone Street** (to introduce no waiting at any time restrictions)

- 4.3 Proposal Background

Gibson St, Stanley St & Livingstone St are located on the outskirts of Consett town centre and predominantly contain residential properties as well as a small number of businesses. These streets are accessed via a



T-junction from the B6308 Medomsley Road. St Patrick’s RC Primary School is located on Stanley Street creating a high demand for parking in the surrounding streets at the start and end of the school day.

Residents have raised concerns regarding the manner of parking by parents of children who park in the area. Further complaints have also been made about the manner of parking of other motorists who park in this area at all times of the day. Inconsiderate parking can result in the carriageway being obstructed at the junctions to the narrow side roads adjoining the aforementioned streets.

It is therefore proposed that ‘no waiting at any time’ restrictions be introduced on the junctions of Stanley Street & Fern Street; Livingstone Street & Fern Street; Livingstone Street & Medomsley Road (Back) and; Gibson Street & Meadomsley Road (Back).

4.4 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
9	2	2*

\*1 objection later revoked after further correspondence

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
09/11/23 - 30/11/23	0	2

4.6 Summarised objections & responses:

4.7 Objections:

A total of four people have objected to this proposal at the informal and formal consultation stages, with one being revoked following later correspondence. The reasons for these objections have been summarised below:

- ‘Where are customers/owners of the businesses or parents dropping-off/picking-up their children from school meant to park.’

- 'Where are residents who live next to the junction expected to park. I am disabled with limited walking capacity; I will struggle walking to my car.'

4.8 DCC Response:

- DCC have received a number of reports regarding vehicles parking close to the junctions that we have proposed measures on. Parking in these locations creates visibility issues for drivers emerging from the junctions and causes accessibility problems for larger vehicles.
- These proposals aim to enforce the Highway Code and improve road safety in this location.
- During the consultation stage it was agreed that the restrictions adjacent to no.2 Livingstone Street be reduced to accommodate the disabled resident.
- These restrictions will be monitored in the future to determine how effective they are.

4.9 See appendix 3 for full details of the objection(s)

4.18 **Location 2 – Sherburn Terrace** (to introduce no waiting at any time restrictions)

4.19 **Proposal Background**

Sherburn Terrace is a residential street located on the outskirts of Consett. The recent development of a Synagogue and car park near to its junction with Crookhall Road has raised concerns regarding visibility and accessibility at this location owing to parked cars.

To address this, no waiting at any time restrictions are proposed to the right of the car park exit to improve visibility and road safety.

These proposals are fully supported by all the local members, Durham Constabulary and have received one objection from a local resident.

4.20 **Informal Consultation:**

Total Properties balloted	Number in favour	Number opposed
3	1	1

4.21 **Formal Consultation:**

Consultation dates	Expressions in favour	Expressions against
09/11/23 - 30/11/23	0	0

4.22 **Summarised objections & responses:**

4.23 **Objections:**

One person has objected to this proposal throughout the consultation process, the reasons for this objection being:

- 'There is not enough parking as it is'.

4.24 **DCC Response:**

- It is acknowledged that in this particular location there is a high demand for public parking, however road safety must take precedent over parking convenience.

- It has been determined on site by officers that the proposed restrictions will aid in improving visibility and road safety for road users, addressing the concerns that were raised to us.

4.25 See appendix 3 for full details of the objection(s).

4.26 **Location 3 – Victoria Road** (to introduce no waiting at any time restrictions)

4.27 **Proposal Background**

Victoria Road is located to the west of Consett town centre and is a mixed-use area consisting of residential properties and some commercial buildings. A garage has recently opened up in the local area which has generated a high number of vehicles being parked on the residential streets surrounding it.

Due to the increase of vehicles, there have been reports of vehicles parking on junctions causing road safety and visibility issues.

To address this, no waiting at any time restrictions are proposed around a number of the junctions adjoining Victoria Street.

These proposals are fully supported by all the local members, Durham Constabulary and have received one objection from a local resident.

4.28 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
13	6	1

4.29 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
09/11/23 - 30/11/23	0	0

4.30 **Summarised objections & responses:**

4.31 Objections:

One person has objected to this proposal throughout the consultation process, the reasons for this have not been stated by the objector.

4.32 DCC Response:

- DCC are unable to respond as no reasons have been stated.

4.33 See appendix 3 for full details of the objection(s).

## 5 Conclusion

- 5.1 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 Consett Parking & Waiting Restrictions, Traffic Regulation Order 2024 with the final decision to be made by the Corporate Director under delegated powers.

## 6 Background papers

- 6.1 Correspondence and documentation in Traffic Office File:

[TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement  
\Consett\Traffic Regulation Orders \(Parking Restrictions\)\2023](#)

### Author(s)

[Dougie Henderson]	Tel: 03000 268023
[Lee Mowbray]	Tel: 03000 263693
[Kieron Moralee]	Tel: 03000 263368
[Dave Lewin]	Tel: 03000 263582

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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**

It is considered that there are no Climate Change issues to be addressed.

### **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.

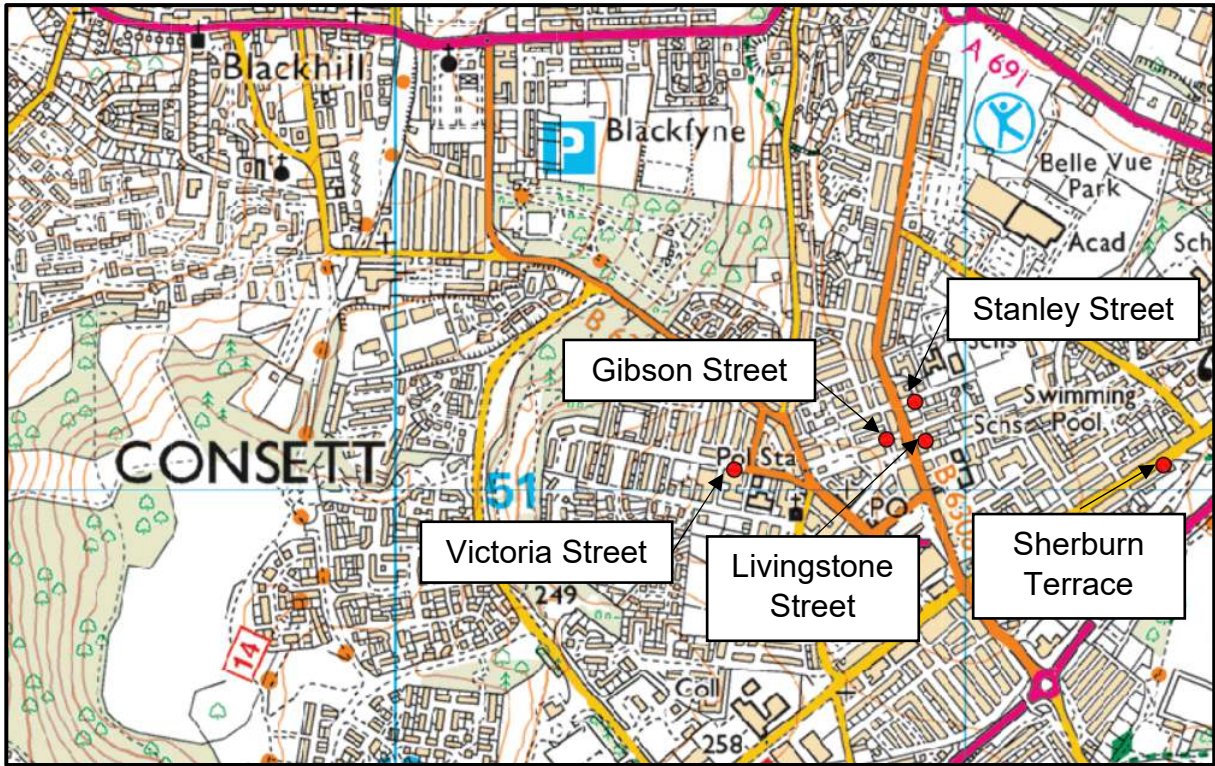
### **Procurement**

Operations, DCC.

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## Appendix 2: Location of Proposals

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**Appendix 3: Objection Details**

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**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF Uningstone Street

Comments I AGREE WITH PARKING RESTRICTION IN FRONT OF NO 3 STANLEY ST, BUT WHERE ARE THE CUSTOMERS/OWNERS OF THE SIX BUSINESSES  
(Please use **BLOCK CAPITALS**) IN THIS STREET AND SCHOOL EXPECTED TO PARK

Name: [REDACTED]

Address: [REDACTED]

.....

84270 RE&G

Hi [REDACTED],

Please find my response to Consett 2023 Traffic Regulations Order Amendment.

As discussed I am strongly against the "no waiting at any time" restrictions being placed outside my property 10 Gibson Street.

Firstly, I am not denying, I have made a request in the past for something to be done in order for myself and family members to be able to park outside my house, not only this we have a motor home which we need to be able to get in and out of the yard weekly and my husband is a taxi driver who can freely pop home as and when he likes, he will not be able to should the regulation order be pursued.

I do agree the parking is absolutely horrendous and public do not care where they park, but not even having my family able to park outside my house is not acceptable.

I have taken advice from PC [REDACTED] who strongly agrees that placing a double yellow line outside my property is extremely unacceptable, he will be happy to speak to you if necessary.

Contact number: [REDACTED] or email him on

[REDACTED]

My suggestion would be:

Place the double yellow lines as stated on the map around the corners to my property however, I will also like a single white line stretched to the end of my property allowing us and family to park when visiting as most public are unsure if they can park there or not therefore pull further down the street.

Kind regards

[REDACTED]



(Parking and Waiting Restrictions) Consolidation Order No. 1 Order (Consett)

FAO [REDACTED]

Dear [REDACTED],

We would like to object to Section c and Section d of this order. Our building (73A Medomsley Road) occupies the corner of Fern Street and Stanley Street and the proposal appears to remove all parking outside of our office. We are an active home care business and this move will adversely affect ourselves as parking is extremely limited because of the presence of local schools. We use our building to manage our health care services and train our staff. Over the last few months we have spent several thousand pounds modernising and improving the look of the building and signed a 4-year lease which we may not have done had the extent of these proposals been fully known. I realise that this is decision that will not be reversed, but feel that the Authority should have consulted with local businesses that are impacted by their decision prior to implementation.

Kind Regards,

[REDACTED]

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Hi [REDACTED]

After looking over the proposals in REF: 3520592, I wish to object.

As a property and business owner of 63 Medomsley Road, these restrictions would impact my business. You are proposing to put restrictions outside my garage door which is where if you were to exit Fern street onto Livingstone street and head west toward Medomsley Road. I feel a keep clear in front of the garage would serve better than putting double yellow lines. We need access for deliveries into our garage at all times.

I have also spoken to my neighbours at numbers 2 and 16 Livingstone street and they are concerned you are also putting double yellow lines outside their homes.

I look forward to your response.

Kind Regards

[REDACTED]

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**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REF LM140037/23/243...

Comments NOT ENOUGH PARKING AS IT  
IS

(Please use **BLOCK CAPITALS**)

Name: [REDACTED]

Address: [REDACTED]

54270 RE&G

**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REF *AM/40038/23/2X* .....

Comments .....

.....

(Please use **BLOCK CAPITALS**)

Name: .....  
Address: .....  
.....

54270 RE&G

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Consett  
Parking & Waiting Restrictions  
Traffic Regulation Order 2024

Highways Committee  
17<sup>th</sup> June 2024



# Location Plan of Proposals



# Location 1 - Gibson, Stanley & Livingstone Street - Proposals Locations

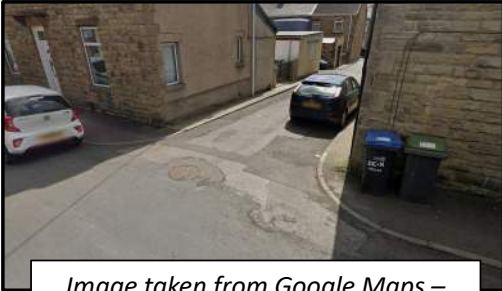


Image taken from Google Maps – May 2023

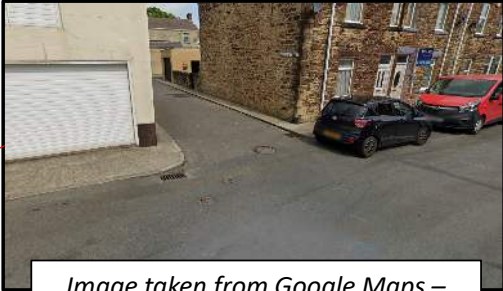
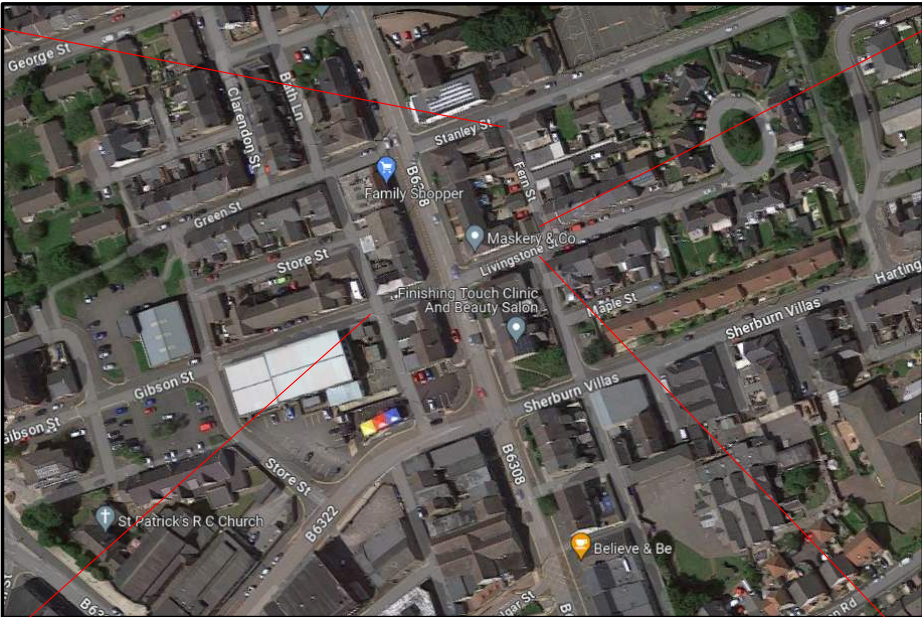


Image taken from Google Maps – May 2023



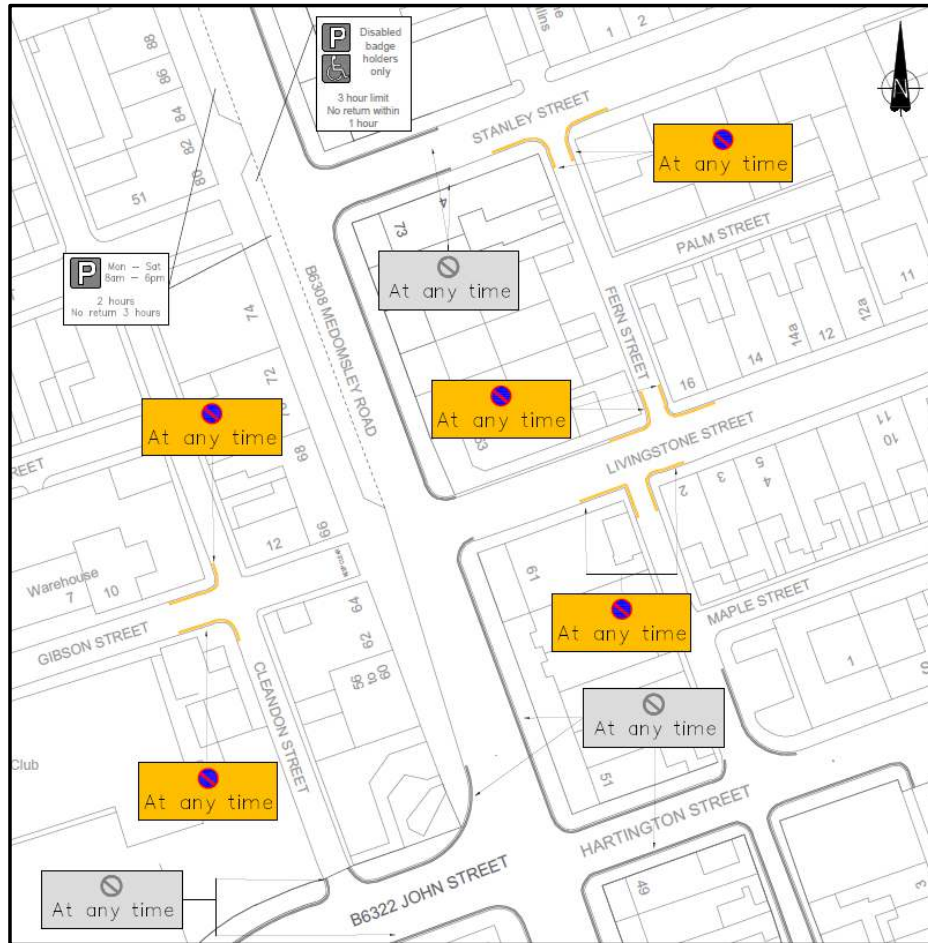
Image taken from Google Maps – May 2023



Image taken from Google Maps – May 2023



# Location 1 - Gibson, Stanley & Livingstone Street - Proposals Locations



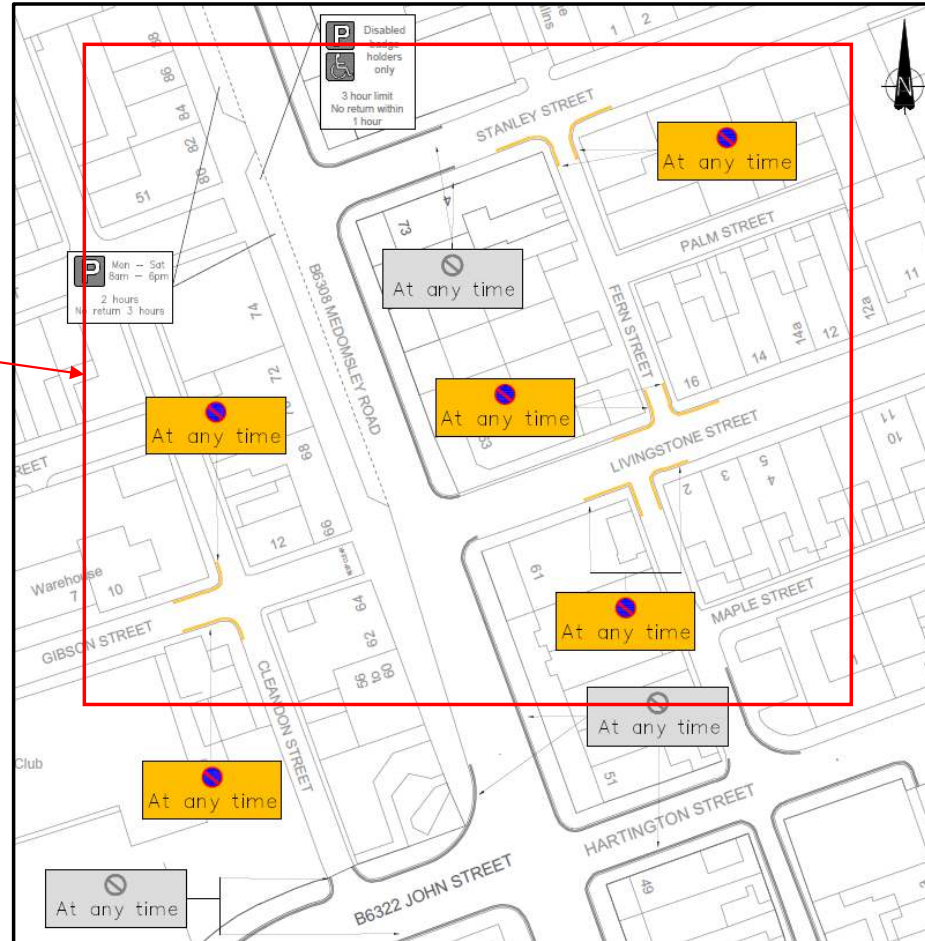
Site Photo – taken **Livingstone Street** April 2024



Site Photo – taken **Gibson Street** April 2024

# Location 1 - Gibson, Stanley & Livingstone Street - Proposals & Objectors

3 Objections



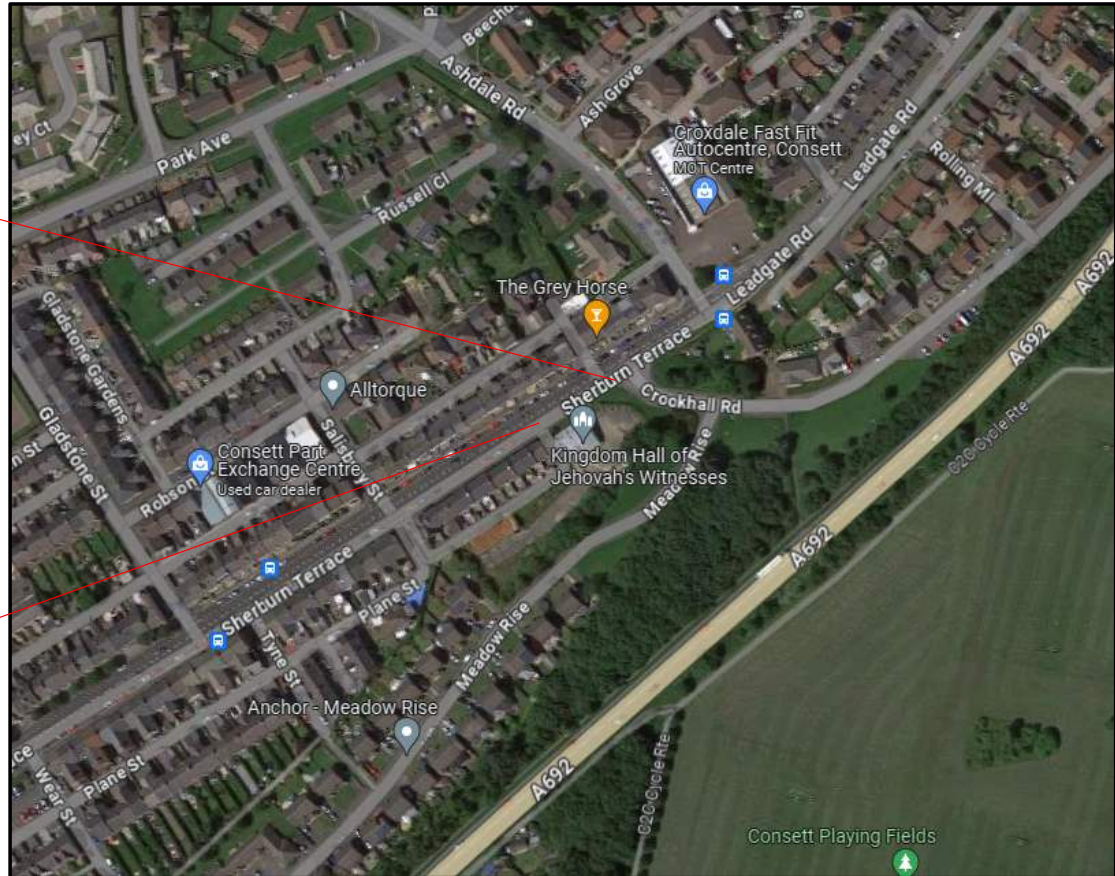
# Location 2 – Sherburn Terrace - Proposals Locations



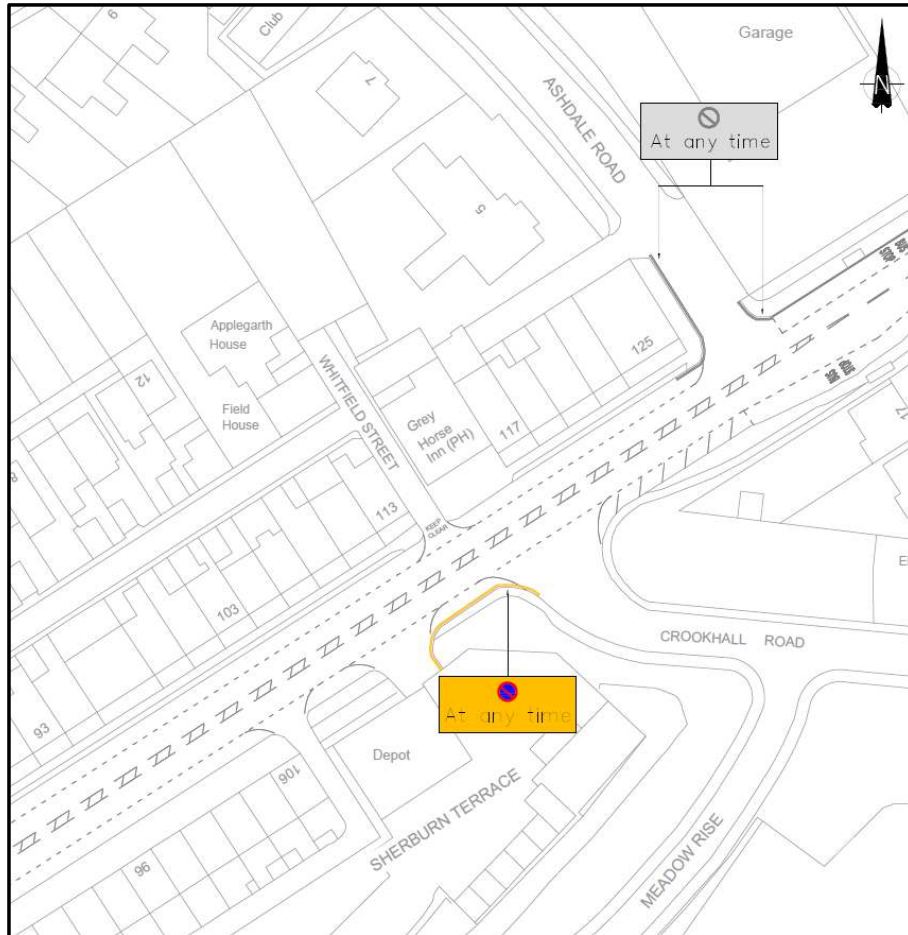
Image taken from Google Maps –  
May 2023



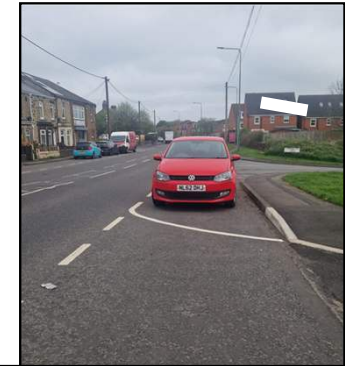
Image taken from Google Maps –  
April 2017



# Location 2 – Sherburn Terrace - Proposals Locations



Site Photo – taken **May 2024**



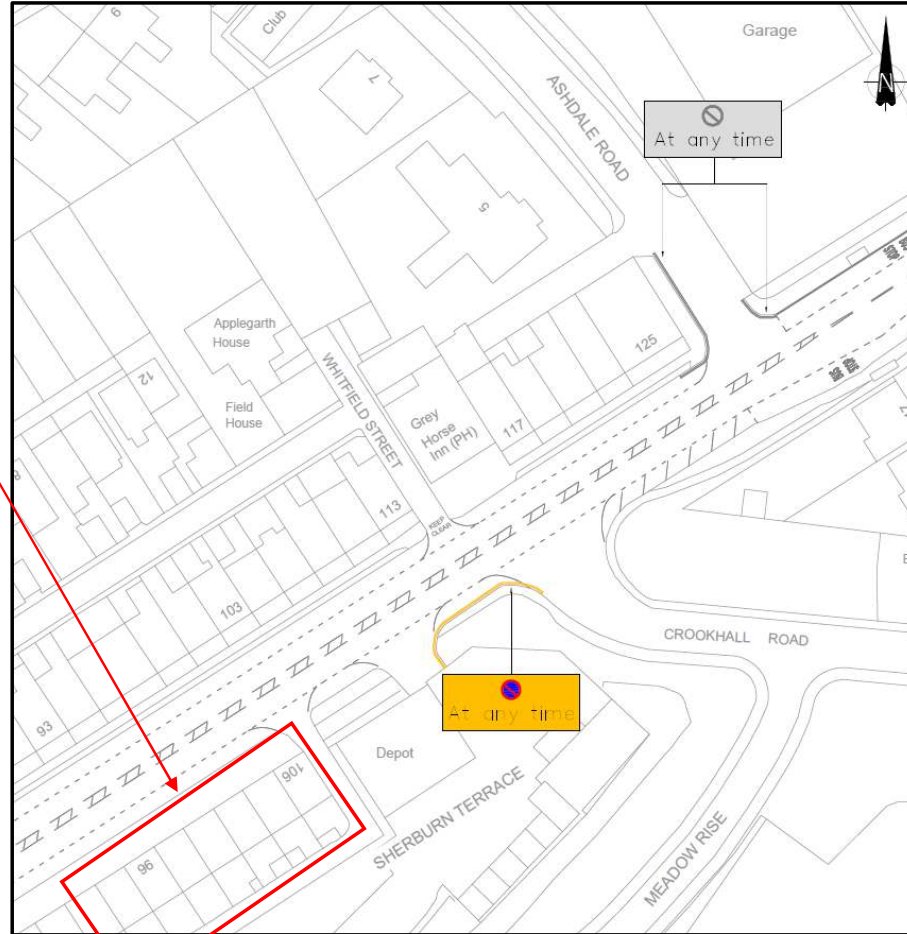
Site Photo – taken **May 2024**



Site Photo – taken **May 2024**

# Location 2 – Sherburn Terrace - Proposals & Objectors

**1 Objection**





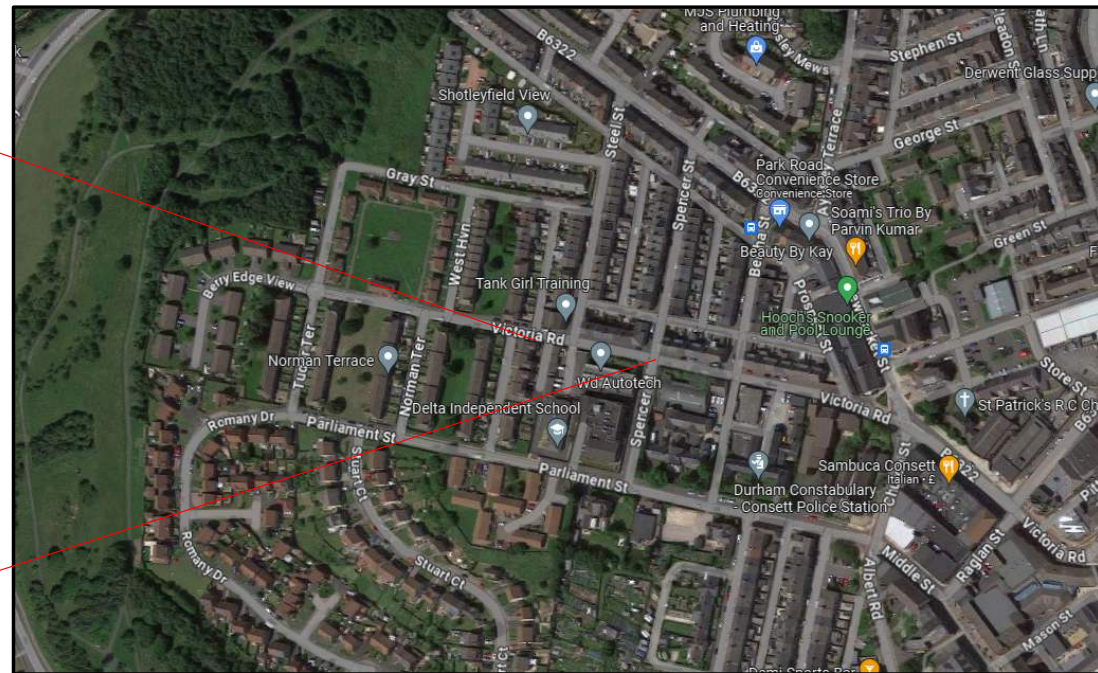
# Location 3 – Victoria Road - Proposals Locations



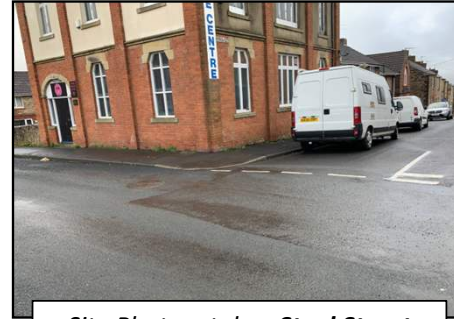
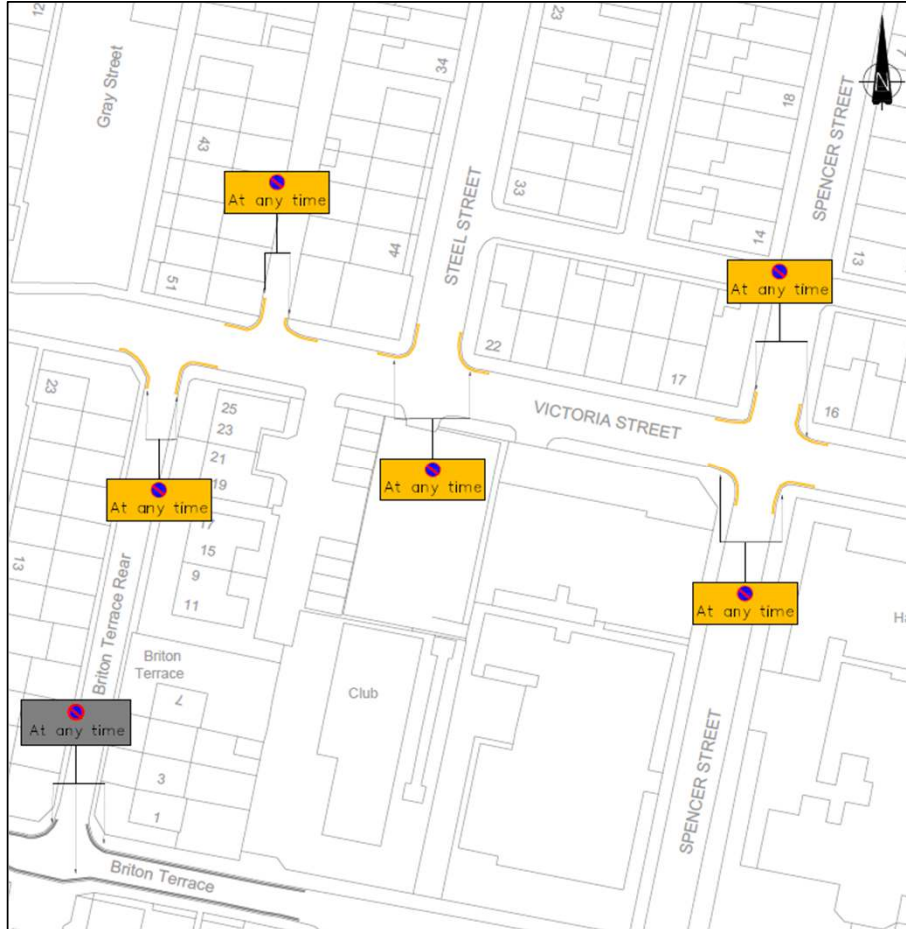
Image taken from Google Maps – July 2015



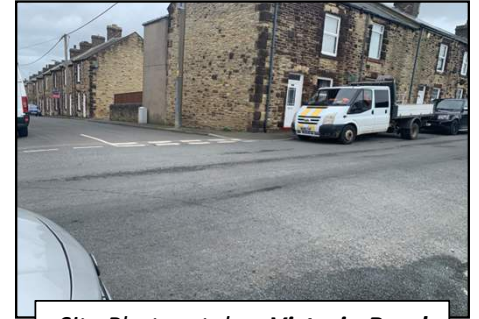
Image taken from Google Maps – May 2023



# Location 3 – Victoria Road - Proposals Locations



*Site Photo – taken Steel Street  
April 2024*



*Site Photo – taken Victoria Road  
April 2024*

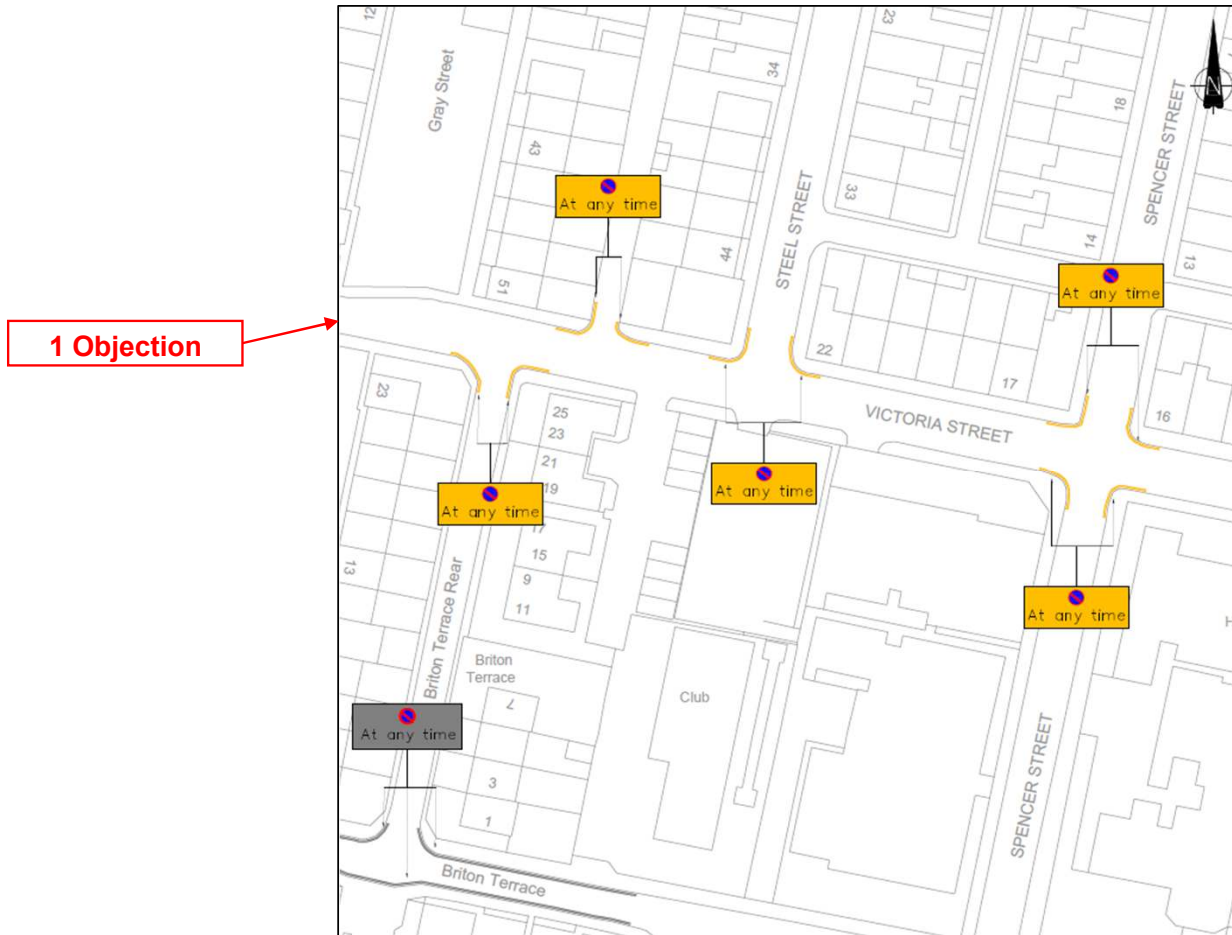


*Site Photo – taken Victoria Road  
April 2024*



*Site Photo – taken Spencer Street  
April 2024*

# Location 3 – Victoria Road - Proposals & Objectors



## Durham County Council - Summary

**Gibson, Stanley & Livingstone Street, Consett** – The proposed restrictions have been requested to address access issues associated with obstructive parking at these locations. They will improve access/egress for all road users.

**Sherburn Terrace, Consett** – The proposed restrictions have been requested to address visibility issues associated with obstructive parking at these locations. They will improve the visibility for all road users, in turn improving the road safety.

**Victoria Road, Consett**– The proposed restrictions have been requested to address road safety and visibility issues associated with obstructive parking at these locations. They will improve the overall road safety along with the visibility of the junctions for all road users.

### **Recommendation**

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

**Any questions?**

**Highways Committee**

**17<sup>th</sup> June 2024**



**Burnopfield, Tanfield, South Moor,  
Quaking Houses, South Stanley, Craghead and Bloemfontein  
Parking & Waiting Restrictions, Traffic  
Regulation Amendment Order 2024**

**Ordinary Decision/Key Decision No.**

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**Report of Corporate Management Team**

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

**Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth**

**Electoral division(s) affected:**

Burnopfield and Dipton, Tanfield and Crag Head and South Moor.

**1 Purpose of the Report**

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Burnopfield.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only whether to set aside or uphold any objections, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

**2 Executive Summary**

- 2.1 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 Representations have been received requesting a review of existing, and provision of additional, restrictions in Burnopfield.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and improve visibility. It is therefore proposed to amend the current Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein (Parking and Waiting Restrictions) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposals.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	09-Mar-23 & 11-July-23	30-Mar-23 & 31-July-23
Informal Consultation	01-Aug-23	22-Aug-23
Formal Consultation	07-Mar-23	28-Mar-23

### 3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2024 with the final decision to be made by the Corporate Director under delegated powers.

### 4 Proposal, Objections & Responses

- 4.1 The proposed locations for the TRO that received objections during the consultation stages are detailed below.

#### **Location 1 – Busty Bank** (to introduce no waiting at any time restrictions)

- 4.2 Proposal Background

The local councillor has expressed concerns over obstructive parking on Busty Bank, Burnopfield. On approaching Derwent Terrace on Busty Bank in a southerly direction, there is a bend in the road which restricts the view of oncoming traffic. The current nature of on-street parking in this location forces road users into the opposing lane when negotiating

the bend, which has exacerbated the issue of limited visibility of approaching road users.

The introduction of 'no waiting at any time' restrictions on Busty Bank will prevent obstructive parking in this location, thereby maintaining traffic flow in the appropriate lanes which will enhance road user safety.

#### 4.3 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
4	0	3

#### 4.4 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
07.03.24 – 28.03.24	0	2

#### Summarised objections & responses:

#### 4.6 Objections:

4 properties have objected to this proposal. 3 properties have objected at the informal consultation stage and 2 have objected at the formal consultation stage, however one objector has objected at both stages. The reasons for their objection have been summarised below:

- “Displacement of cars to a narrower section of road and into local estates, creating a more hazardous situation.”
- “Our gate exits/enters Busty Bank and is our only vehicle access. Being on crutches this has been essential access to vehicles.”
- “There is very limited car parking in the vicinity, so limiting parking would be detrimental to our neighbours.”
- “Objecting to the proposed length and proposing the restrictions are increased to cover the entrance road to Oakfields.”

#### 4.7 DCC Response:

- Whilst there is always a level of displacement when introducing formal restrictions, the purpose of these restrictions is to ensure there is unobstructed flow of traffic and clear visibility for road users when approaching the blind bend. These restrictions will reduce the need for vehicles to travel on the opposite of the road when travelling around the bend. It is anticipated that this will improve road safety. We will continue to monitor and assess traffic flow and cases of obstruction in the immediate area should this Traffic Regulation Order (TRO) be introduced. Should any additional restrictions be required then they will be considered during any future amendments to this TRO.
- The proposed measures will target only the area immediately near to the bend on Busty Bank, adjacent to Derwent Terrace. It is anticipated that this will improve road safety whilst minimising any displacement of vehicles into the surrounding residential cul-de-sacs.
- The proposed restriction allows for disabled badge holders to park for up to 3 hours at any one time providing they are not parked in an obstructive or dangerous manner. These restrictions will also still permit vehicles to load/unload and board/alight passengers.

4.8 See appendix 3 for full details of the objection(s).

**Location 2 – Valley View** (to introduce no waiting at any time restrictions)

#### 4.9 Proposal Background

Local residents have raised concerns regarding obstructive parking on Valley View, Burnopfield. The main issue occurs during school pick up and drop off times. It has been highlighted that vehicles parking on and around the junction from Valley View onto the B6310 have reduced visibility for approaching road users, raising concerns with road safety at this location.

The introduction of 'no waiting at any time' restrictions on the B6310 and Valley View will restrict parking around the immediate vicinity of the junction. This will improve visibility for all road users and enhance road safety in the area.



#### 4.10 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
13	2	1

#### 4.11 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
07.03.24 – 28.03.24	0	0

#### Summarised objections & responses:

#### 4.12 Objections:

1 property has objected to this proposal at the informal consultation stage and the reasons for their objection have been summarised below:

- “What about Robson House, we have yellow lines but doesn’t stop cars parking half on and half off the pavement.”

#### 4.13 DCC Response:

- Whilst this comment is not a direct objection to the proposed restrictions, this has brought our attention to the misuse/abuse of existing restrictions in the area. Targeted enforcement has been requested through our parking services team to ensure the restrictions are adhered to.

4.14 See appendix 3 for full details of the objection(s).

## **5 Conclusion**

5.1 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 Burnopfield, Tanfield, South Moor, Quaking Houses, South Stanley, Craghead and Bloemfontein (Parking & Waiting

Restrictions) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

## **6 Background papers**

### 6.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Burnopfield, Tanfield and South Moor, Traffic Regulation Orders (Parking Restrictions) February 2023, Highways Committee

#### **Author(s)**

[Deborah Arnold]	Tel: 03000 263579
[Lee Mowbray]	Tel: 03000 263693
[Kieron Moralee]	Tel: 03000 263368
[Dave Lewin]	Tel: 03000 263582

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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**

It is considered that there are no Climate Change issues to be addressed.

### **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.

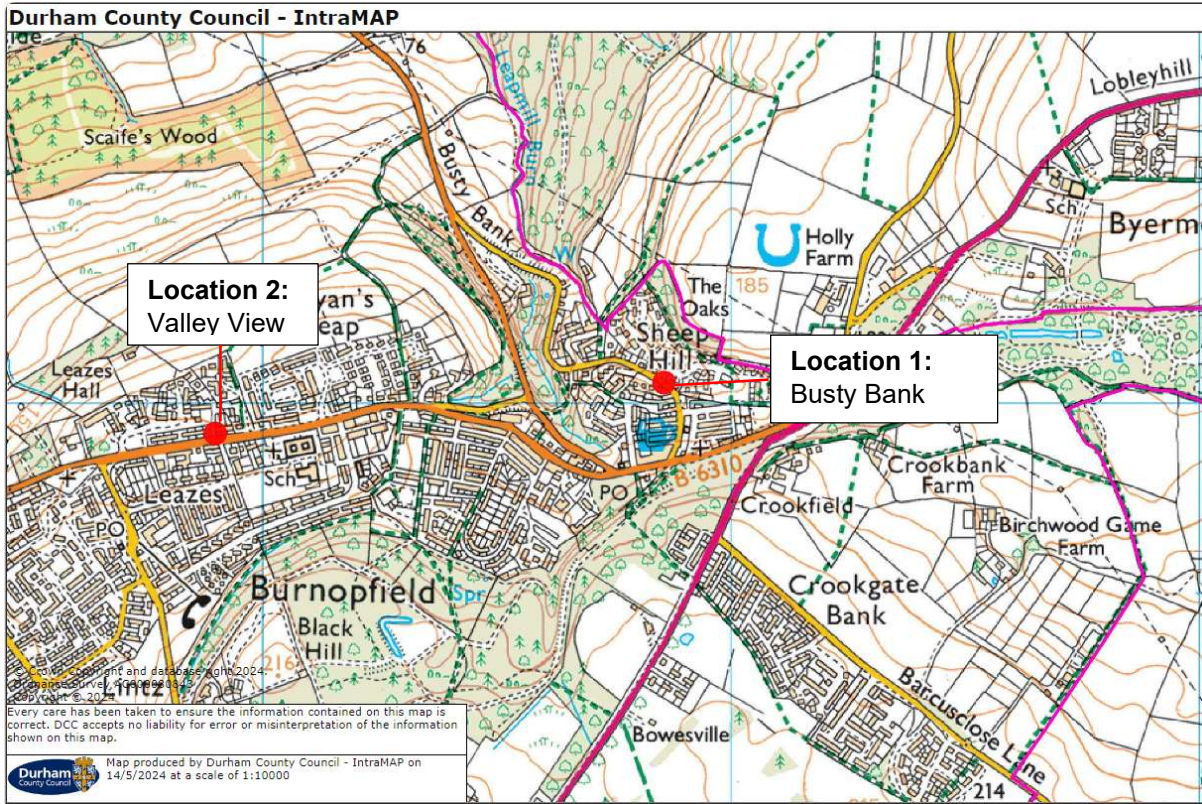
### **Risk**

Not Applicable.

### **Procurement**

Operations, DCC.

## Appendix 2: Location of Proposals



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## Appendix 3: Objection Details

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### Location 1: Busty Bank

Ref: 3780408

Re: Parking and Waiting Restrictions (Consolidation No 1) Order 2017 (Amendment No 1) Order 2024



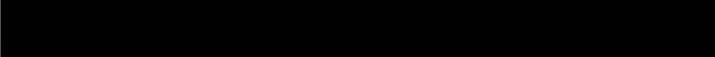
Further to notice of Durham County Council's intention to make an Order and implement the above referenced parking and waiting restrictions, we are writing to request a response to our previous letter of 5 August 2023 to Joshua Wraith, Strategic Traffic (enclosed below).

We request that details be provided of consultation undertaken and the rationale for the proposed parking and waiting restrictions. As previously stated, there may be a host of reasons that people park on Busty Bank, and these reasons need to be fully understood in order to inform decisions regarding any intervention and the potential implications of such action. Otherwise, there is a significant risk that in attempting to deal with existing problems by the proposed action, other – potentially more serious – hazards are introduced.

The current gas works on Busty Bank are already demonstrating that such parking and waiting restrictions are likely to move any existing problem to other parts of this and neighbouring roads. Furthermore, it is not clear how any such parking and waiting restrictions will be enforced, as the existing restrictions further up Busty Bank are already regularly ignored.

Without the necessary and adequate justification, we feel obliged to object to the proposals.

We look forward to your response in order that we can make a more informed opinion.

<b>PROPOSED SCHEME CONSULTATION RESPONSE CARD</b>	
Please tick the appropriate box:	REF <i>1.M/40038/23/408</i>
<input type="checkbox"/> I am in favour of the scheme	
<input checked="" type="checkbox"/> I am opposed to the scheme	
Comments <i>PLEASE REFER TO THE ATTACHED LETTER.</i>	
.....	
(Please use <b>BLOCK CAPITALS</b> )	
Name: ...	
Address:	
.....	
<small>54270 RE&amp;G</small>	

**Re: 'No Waiting at Any Time' Consultation for the junction of Busty Bank and Oakfields, Burnopfield**

Further to receipt of your letter regarding the above consultation, and in order to provide the level of feedback required, we send you this letter in addition to the appended ballot card.

It is our considered opinion that the proposed double yellow lines (as set out in drawing TM/40038/23/405 Rev 0) will not remove the issues described in your letter but will only move the problems associated with parking further down Busty Bank, where the road gradually becomes narrower and safety concerns or issues of blocking will be even more acute. Drivers may also start to use Oakfields for parking, which would almost certainly be the case if the double yellow lines were extended further down Busty Bank than currently proposed. We also believe that any such restrictions will serve to increase vehicle speeds on Busty Bank, as currently drivers must slow down around the bend.

It is not clear from your letter whether any information has been gathered to establish why drivers are parking on Busty Bank. Are they local residents that have nowhere else to park? Are they users of local amenities? There may be a host of reasons that people park on Busty Bank, and these reasons need to be fully understood in order to inform decisions regarding any intervention and the potential implications of such action. Otherwise, there is a significant risk that in attempting to deal with existing problems by the proposed action, other – potentially more serious – hazards are introduced.

We would therefore recommend that you drop the current proposals and conduct the necessary consultation to establish the root cause of the perceived issues due to parking on Busty Bank.

Yours sincerely,

**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

- I am in favour of the scheme
- I am opposed to the scheme

REF TM/40038/23/405  
\*NOTING IT IS MUCH SHORTER  
ON THE NO S SIDE OF OAKFIELDS/  
BUSTY BANK?

Comments OUR GATE EXITS/ENTERS BUSTY BANK + IS OUR ONLY  
VEH ACCESS - BEING ON CRUTCHES THIS HAS BEEN ESSENTIAL  
Please use **BLOCK CAPITALS** ACCESS TO VEHICLES. COULD THE  
LINES END OUTSIDE? \*

Name: [REDACTED]  
Address: [REDACTED]

- A BIGGER ISSUE IS BUSTY BANK / FRONT ST JUNCTION  
PARKING BAYS OBSTRUCTING VIEWS THIS SHOULD BE  
CONSIDERED AT AS A HIGHER PRIORITY

**PROPOSED SCHEME  
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

REF AM/40028/231405

- I am in favour of the scheme
- I am opposed to the scheme

Comments THERE IS VERY LIMITED CAR PARKING  
IN THE VICINITY, SO LIMITING PARKING WOULD BE  
(Please use **BLOCK CAPITALS**) DETRIMENTAL TO OUR  
NEIGHBOURS

Name: .....  
Address: .....  
.....

54270 RE&G

**Proposal to introduce Double Yellow Lines**  
**Busty Bank and Oakfields, Burnopfield**  
**REF; AM/40028/231405**

Thank you for your letter of the 1<sup>st</sup> of August 2023, and requesting our opinion with respect to the proposal to introduce 'no waiting at any time' (double yellow lines) on the junction of Busty Bank and Oakfields.

We appreciate you taking the time to inform us of this proposal and request our opinion.

We live in Number [REDACTED]. In the five years we have lived in this house we have had very few occasions where we would require parking in the area where the double line is proposed. We do see some cars being parked, along this line, however these have not been of any hinderance to us either walking or driving up Busty Bank. As there is very limited parking available for the houses on Busty Bank, so we assume these are visitors to friends or someone visiting the Burton Public House. The parked cars have not caused us any inconvenience.

We would assume restricting car parking would be inconvenient to our neighbours who live on Busty Bank. We therefore would propose that the proposal for a double yellow line should NOT go ahead.

Again, thank you for asking our opinion.

Yours sincerely [REDACTED]

From: [REDACTED]  
Sent: Monday, March 11, 2024 6:58 PM  
To: Highways Orders <Highways.Orders@durham.gov.uk>  
Subject: [EXTERNAL]:Ref: 3780408

You do not have permission to open this message. [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[REDACTED]

I write in response to the above application to introduce No Waiting at Any Time Restrictions on Oakfields, Burnopfield. with specific reference to "a.Oakfields on both sides from its junction with Busty Bank in a northerly direction for a distance of 3m on both sides."

I wish to object to this proposal and propose an amendment that the distance be made longer than 3m, to about 10 - 15m to cover the whole of the length of that section of the entrance to Oakfields, to where the road splits to go to

1

the eastern and western sections of Oakfields. People rarely, if ever, park as close to the junction as your proposal would cover, but they frequently park slightly further down that section of the road which causes a dangerous obstruction if vehicles are both coming into, and exiting the Oakfields entrance from and onto Busty Bank.

I did wish to register this objection via the Council website, but searches under the above reference number and the address drew a blank, so I would be grateful if you would acknowledge receipt of this email.

Kind regards,

## Location 2: Valley View

### PROPOSED SCHEME CONSULTATION RESPONSE CARD



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF 1M160008/23/355

Comments WHAT ABOUT ROBSON HOUSE WE HAVE  
ELLON LINES BUT THAT DOESNT STOP TRANSPORT (CARS  
TRANSPORT) PARKING HALFOF  
ROAD. 10 YEARS WE HAVE  
COMPLAINED. ACCIDENT WILL  
HAPPEN.

Name: [REDACTED]  
Address: [REDACTED]

54270 RE&G

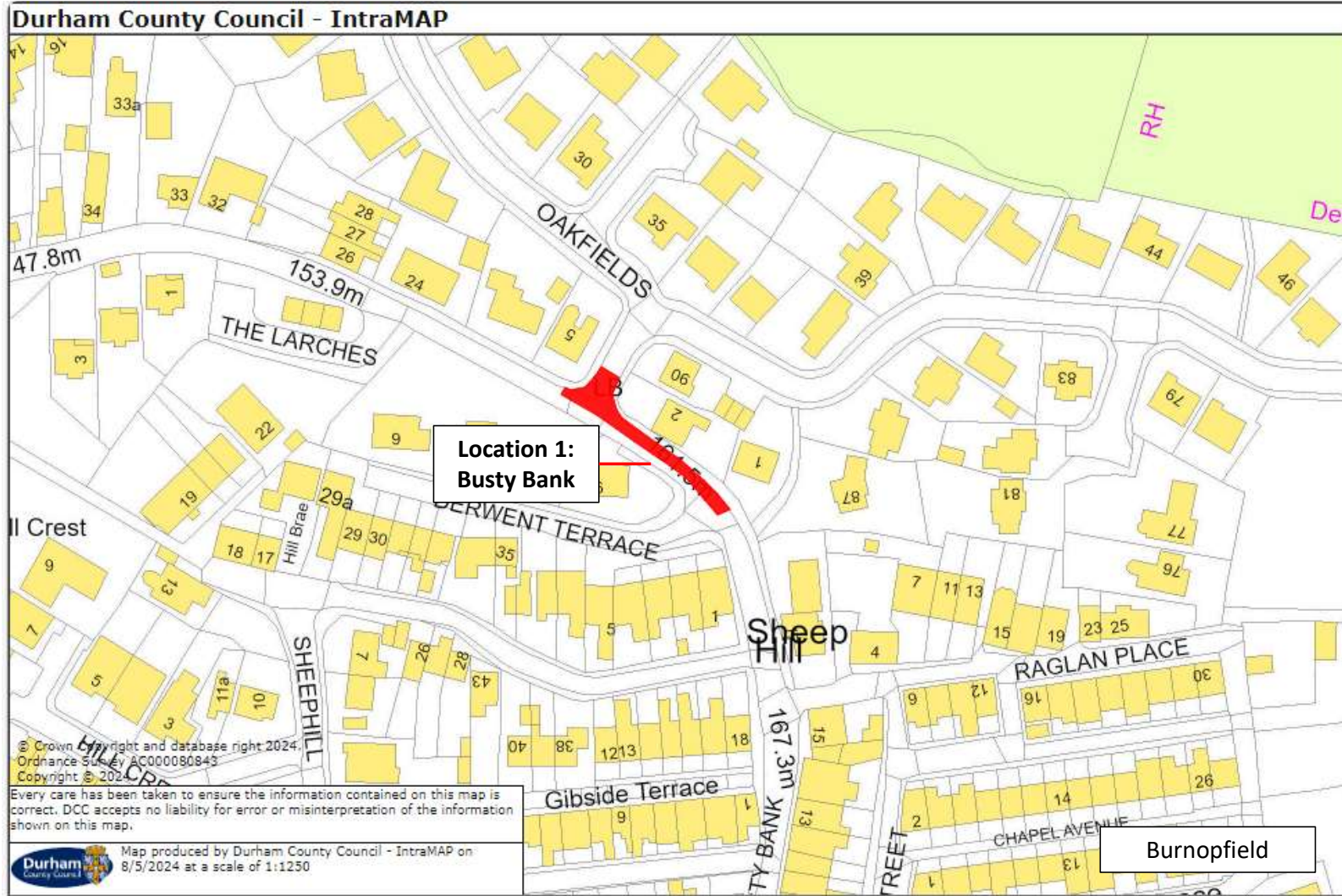


Burnopfield, Tanfield, South Moor,  
Quaking Houses, South Stanley,  
Craghead and Bloemfontein  
Parking & Waiting Restrictions  
Traffic Regulation Amendment  
Order 2024

Highways Committee  
17<sup>th</sup> June 2024



# Location Plan of Proposals and Associated Buildings



# Location 1 – Busty Bank – Proposals Locations

Site Photo – Taken May 2024



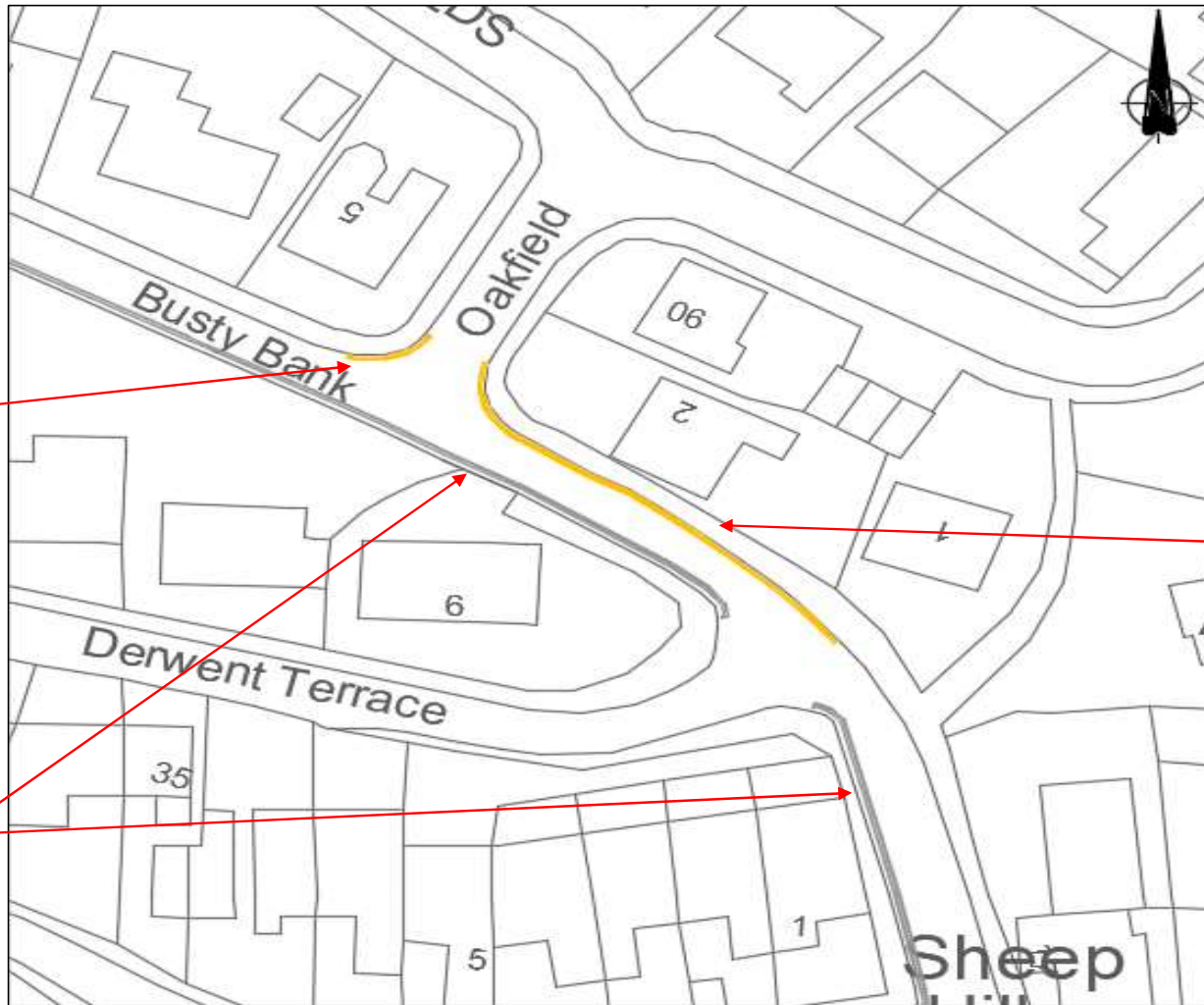
Vehicles parked on blind bend force southbound vehicles into the opposing lane with restricted visibility of oncoming traffic.



Site Photo – Taken May 2024



# Location 1 – Busty Bank– Proposals Locations

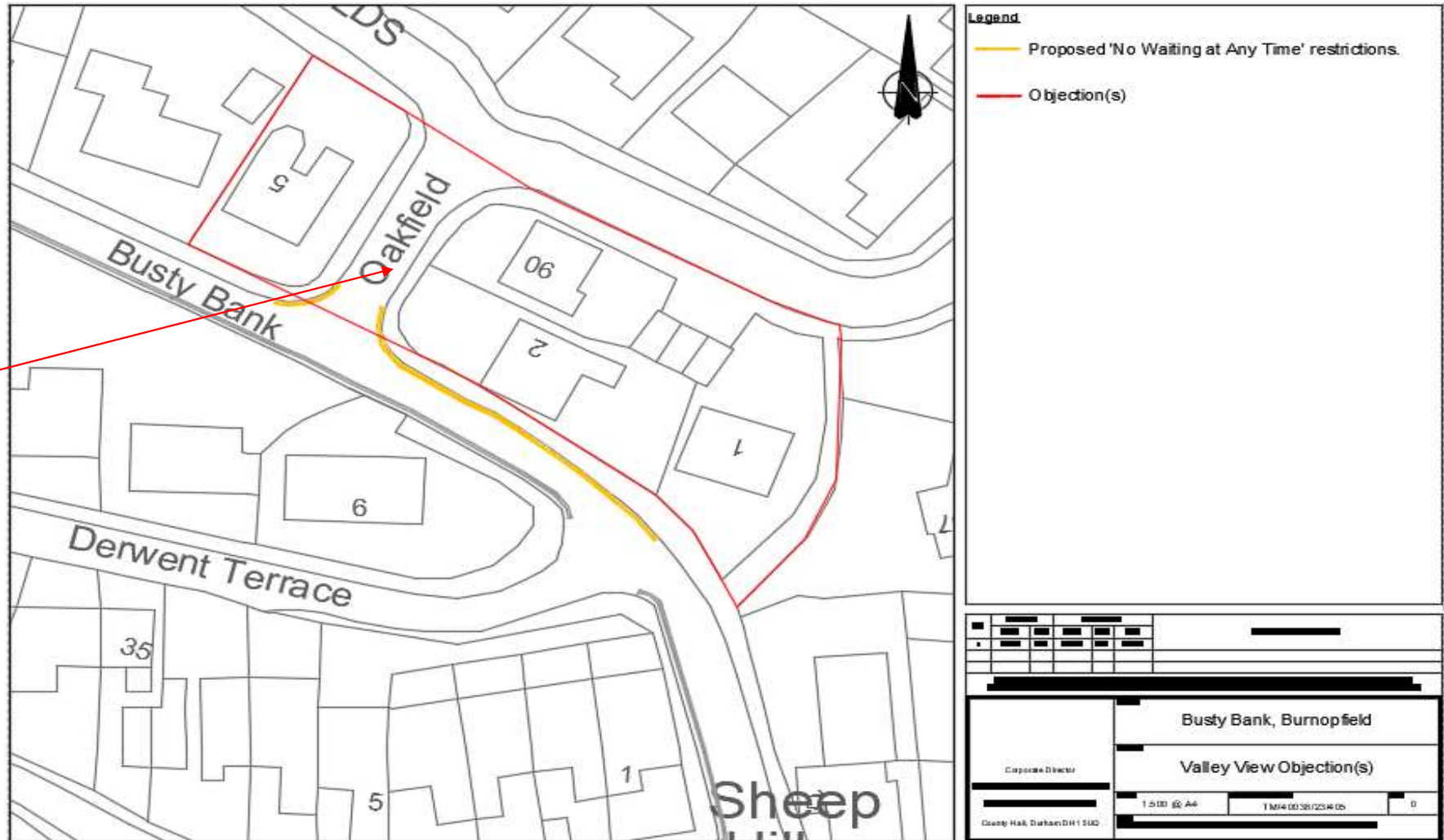


Restrictions will provide preventative measure to ensure no displacement of vehicles around the junction into Oakfield.

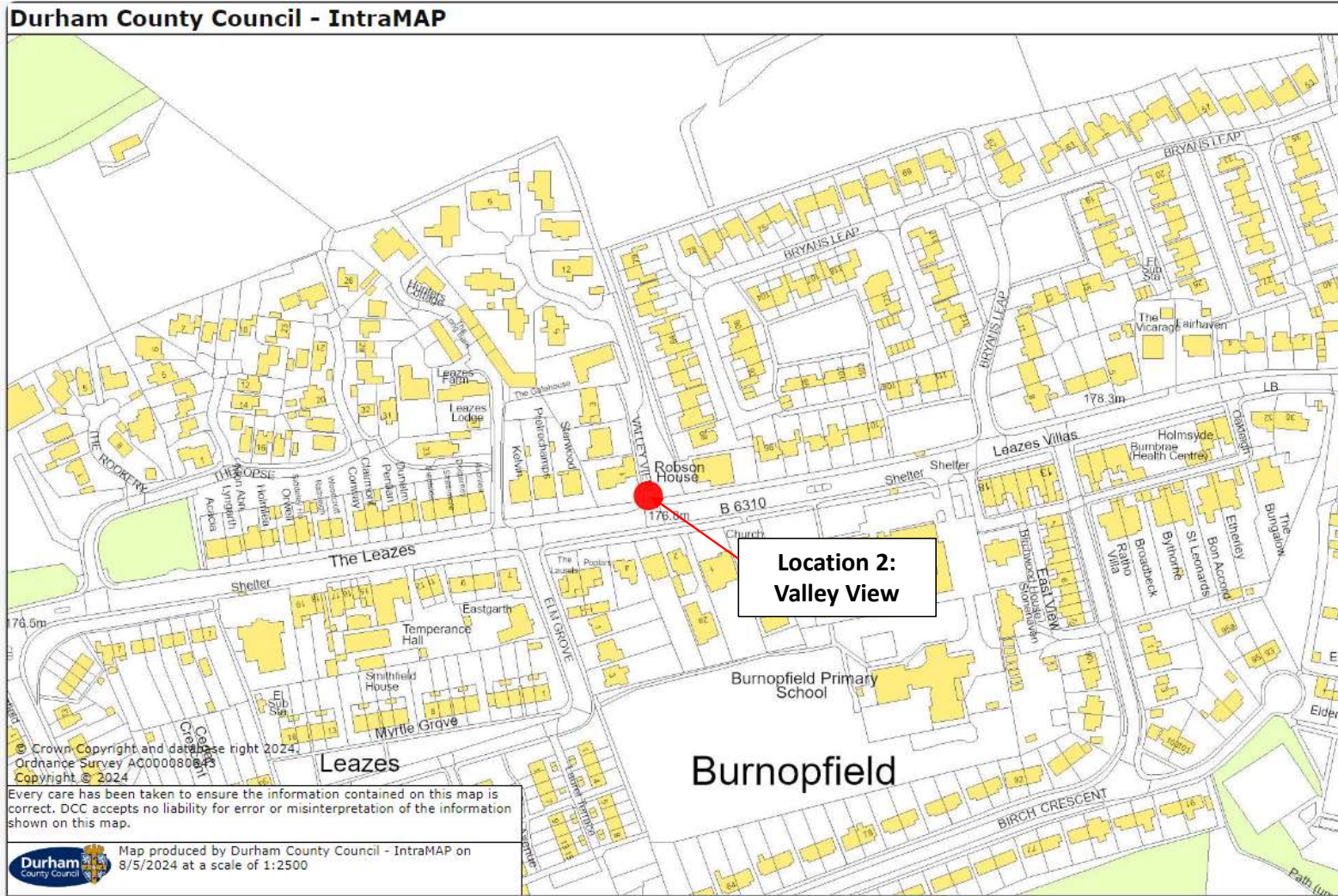
Proposed restrictions to provide free flowing traffic around the blind bend by preventing obstructive parking, improving visibility and road safety.

Existing no waiting at any time restrictions.

# Location 1 – Busty Bank – Proposals & Objectors



# Location Plan of Proposals and Associated Buildings



# Location 2 – Valley View – Proposals Location

Site Image – Taken May 2024

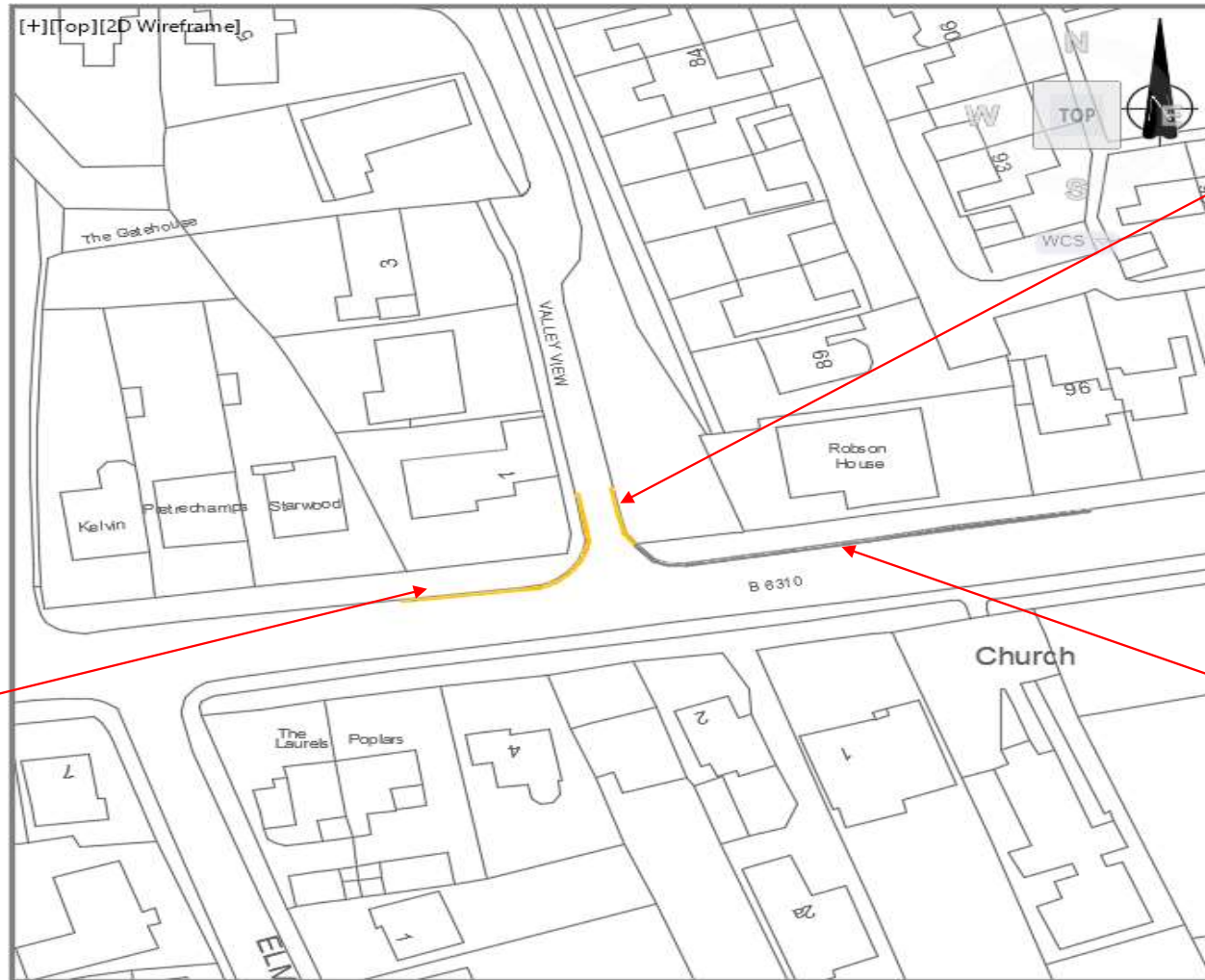


Concerns have been raised that the existing advisory 'keep clear' markings are being misused, resulting in obstructive parking.

Site Image – Taken May 2024



# Location 2 – Valley View – Proposals Locations



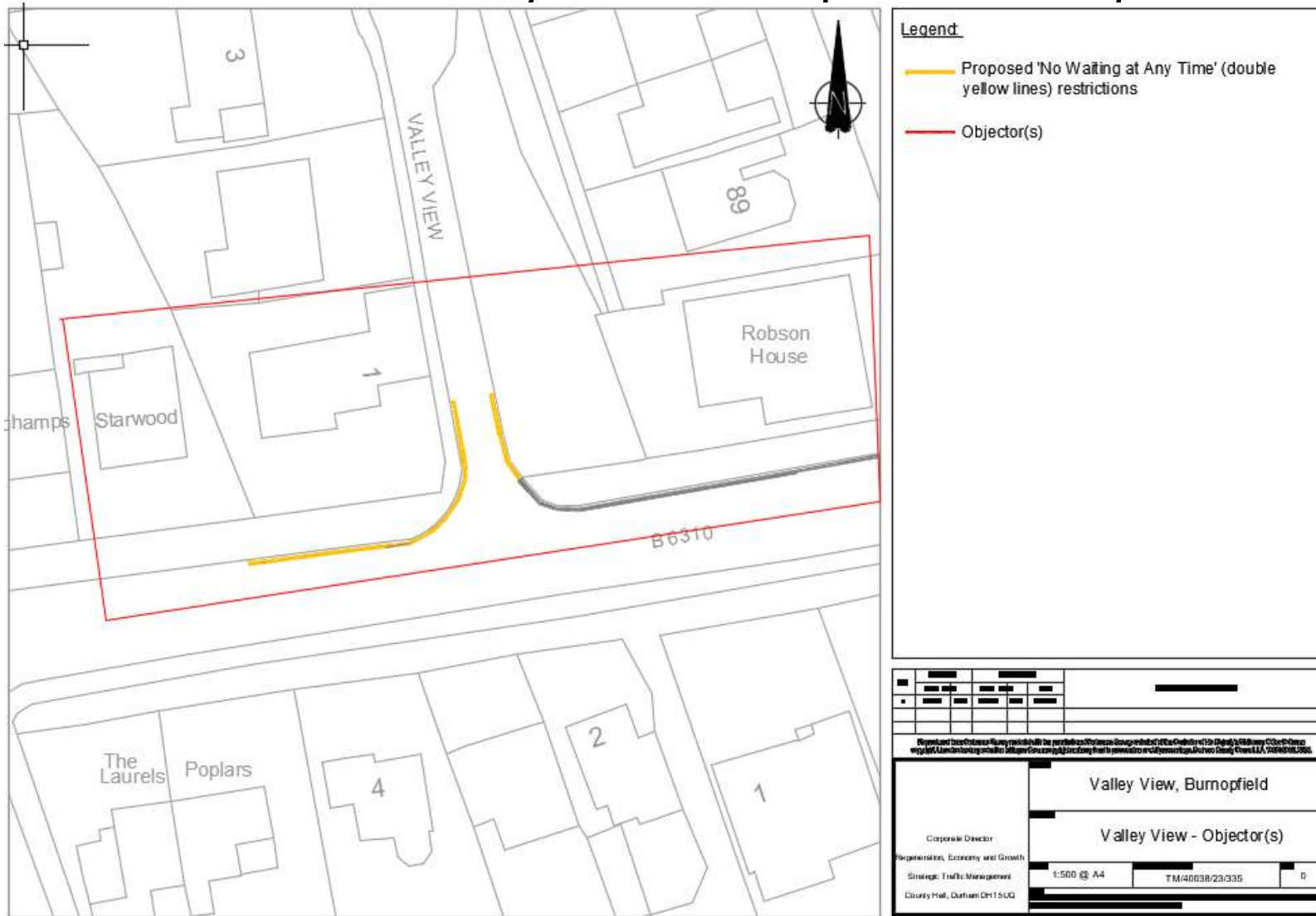
Proposed restrictions will provide sufficient cover for access and egress at the junction of Valley View, reducing obstructive parking and improving visibility.

Extension of the existing restrictions will provide sufficient cover for the egress from Valley View onto B6310, Front Street, reducing obstructive parking for all approaching road users.

Existing no waiting at any time restrictions



# Location 2 – Valley View – Proposals & Objectors



1 objection raised at this location.

Valley View, Burnopfield	
Valley View - Objector(s)	
Corporate Director:	
Regeneration, Economy and Growth	
Strategy: Traffic Management	1:500 @ A4
County Hall, Durham DH1 1UG	TM40038/23/335



## **Durham County Council - Summary**

**Location 1 – Busty Bank** – To introduce ‘no waiting at any time’ restrictions (double yellow lines) either side of the junction Oakfield onto Busty Bank continuing in a south east direction around the blind bend. The proposed is to improve visibility and traffic flow for all road users.

**Location 2 – Valley View** - To introduce ‘no waiting at any time’ restrictions (double yellow lines) either side of the junction from B6310, Front Street into Valley View to improve access/egress and visibility for all road users.

### **Recommendation**

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

**Any questions?**