

Delegated Decision

AUGUST 2019

CHESTER-LE-STREET



PARKING AND WAITING RESTRICTIONS AMENDMENT ORDER 2019

Ordinary Decision/Key Decision No.

Report of REAL SERVICE

ADRIAN WHITE – HEAD OF TRANSPORT & CONTRACT SERVICES

Electoral division(s) affected:

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

Purpose of the Report

Several amendments are required to the County Council of Durham (Chester-Le-Street) (Prohibitions & Restrictions of Waiting and Loading.) Order 2017

Executive summary

Drum Industrial Estate - To introduce a mix of 'no waiting at any time restrictions' (double yellow lines) & 'no waiting and no loading/unloading at any time' restrictions on Drum Road to address obstructive parking and improve traffic flow.

Weldon Terrace - To extend existing 'no waiting at any time' restrictions around the junction from Durham Road into Weldon Terrace to improve visibility and accessibility.

Chester-Le-Street Cricket Club - To introduce a 'restricted bay' (Loading only) in car park of Chester-Le-Street Cricket Club to facilitate the needs of the club and improve access for good's vehicles.

Wesley Terrace - Introduce 'No waiting and no loading/unloading at any time' restrictions to improve accessibility.
- Extend existing 'restricted waiting' on Wesley Terrace to improve accessibility.

Market Place - Amend the existing 'restricted bays' on North Burns in line with the new location of the market traders' access.

- Extend existing 'No waiting and no loading/unloading at any time' restrictions on North Burns in line with the new location of the market traders' access.

Beverley Gardens - Introduce 'No stopping' (School Keep Clears) in front of the rear access to Red Rose Primary School to improve road safety.

Recommendation

Progress to advert.

Background

Drum Industrial Estate

Drum Industrial Estate is located to the North of Chester-Le-Street off the A693, the major A-road connecting Chester-Le-Street to Stanley. Drum Road is the road which runs through Drum Industrial Estate from the A693 in a northerly direction to link up with Durham Road (the A167).

There have been reports that vehicles parked on Drum Road cause obstruction to the heavy traffic flow associated with business located in the industrial park. It is proposed to introduce 'No waiting at any time' restrictions on Drum Road leading from the roundabout adjoining the A693, to the far north of Drum Road adjacent to 'Istanbul Meats Ltd'. This will prevent parking in this location and improve accessibility.

It is also proposed to introduce 'No waiting and no loading/unloading at any time' restrictions on Drum Road leading from the 'Co-op/Parcelforce Worldwide/Coveris' to the junction adjacent to 'Safechem'. These restrictions will keep this area free at all times, improving visibility and accessibility on this heavily trafficked junction.

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.

We have received reports that vehicles parked too close to this junction, cause obstruction and reduce visibility for oncoming traffic. It is therefore proposed to extend the double yellow lines, by approximately another car's length, to improve accessibility and visibility.

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.

It is proposed to 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 good's vehicles.

Wesley Terrace

Wesley Terrace, located in the West Central area of Chester-Le-Street, is a small residential street with rear access to a number of commercial premises. Existing 'Restricted Waiting' restrictions are in place to address ongoing obstructive parking. An additional access has been introduced connecting Wesley Terrace to The Carriages. As a result, Vehicles have begun to obstruct this access in an attempt to exploit the unrestricted highway.

It is proposed to introduce 'no waiting and no loading/unloading at any time' restrictions around this access to keep this area clear at all times. And extend existing 'restricted waiting' (8am-6pm) immediately before this access to improve accessibility in this location.

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 development which has seen the relocation of the market traders' access.

It is proposed to amend the existing restrictions in line with the new layout of the market place.

Beverley Gardens

Beverley Gardens is located to the far east of Chester-Le-Street just off from the A167. Red Rose Primary School is located on York Terrace, with Beverley Gardens located to the rear, there is an access to both the front and rear of the school.

We have received reports that vehicles parked in an obstructive matter during peak school pick up/drop off times are causing serious concern for road safety. 'No waiting at any time' restrictions have previously been introduced to address obstructive parking in this location and it is now proposed to introduce 'no stopping' restrictions (school keep clears) immediately outside the rear entrance to the school to keep this area clear during school times (Mon-Fri, 8am-6pm) and improve road safety.

Section heading

N/A

Options

N/A

Main implications

Creation of an enforceable traffic regulation order.

Conclusion

It is recommended to progress to advertising of the Traffic Regulation Order and subject to satisfactory consultation, proceed to seal the Traffic Regulation Order.

From time to time consolidation of orders may be required following amendment of an Order. If this is considered necessary then this Authority may be used for the advertising and sealing of both Orders.

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Appendix 1: Implications

Legal Implications

Enforceable TRO

Finance

Strategic Traffic.

Consultation

Statutory Instrument 2489

Equality and Diversity / Public Sector Equality Duty

N/A

Climate Change

N/A

Human Rights

N/A

Crime and Disorder

N/A

Staffing

N/A

Accommodation

N/A

Risk

N/A

Procurement

N/A