



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 20th February 2020 – 12th 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 18th 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 18th 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 19th 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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Appendix 1: Implications

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.

Appendix 2: Location of Proposals



