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**Report of Corporate Management Team**

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

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

**Electoral division(s) affected:**

Chester-Le-Street North.

Chester-Le-Street East.

Chester-Le-Street West Central.

**Purpose of the Report**

1. In accordance with the Council's Constitution, Members are asked to make a decision in principle only which will then guide the Corporate Director of Regeneration and Economic Development in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
2. To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Chilton.
3. To request that members consider the objections made during the informal and formal consultation period.

**Executive summary**

**1 Holmlands Park Estate**

Requests were received from local residents and the county councillor to introduce a controlled 'Permit Holders Only' Area within the streets encompassing the Holmlands Park Estate: Holmlands Park, Eardulph Avenue, Lindom Avenue, Lindisfarne Avenue, Roman Avenue & St Cuthbert's Avenue to address obstructive parking and improve accessibility throughout the estate. There have been 24 objections and 123 responses in favour of the proposals (all from local residents).

## 2 Oakdale Terrace

Requests were received from local residents to amend the timeframe of existing 'Permit Parking' restrictions on Oakdale Terrace from 'Mon-Sat, 10-11am, 2-3pm' to 'Mon-Sat, 11am-1pm, 4-6pm' to improve accessibility for residents and address a change in parking patterns. There has been 1 objection and 1 response in favour of the proposals.

## 3 Hilda Park

A request was received from the County Councillor to introduce 'no waiting at any time' restrictions on the junction from Hilda Park onto Pelton Lane to improve accessibility and address obstructive parking. There have been 3 objections to the proposals.

## 4 Hilda Terrace

A request was received from the County Councillor to introduce 'no waiting at any time' restrictions on the junction from Hilda Terrace / Glenmore Avenue onto Pelton Lane to improve accessibility and address obstructive parking. There have been no objections and 1 representation in favour.

## 5 Burns Green Car Park

We have received requests via Durham County Council Officers to introduce 2 No. 'Electric Vehicle Recharging Bays' within the Burn Greens Car Park to facilitate access for electric vehicles. There have been no objections to the proposals.

## **Recommendation(s)**

6 The Highways Committee is recommended to:

- (a) Endorse the proposal in principle to proceed with the implementation of the Chester-Le-Street: Parking and Waiting Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

## **Background**

### **7 Holmlands Park Estate**

The Holmlands Park Estate encompasses a number of residential streets including: Eardulph Avenue, Holmlands Park, Lindisfarne Avenue, Lindom Avenue, Roman Avenue & St Cuthbert's Avenue which are connected to the heavily trafficked A167 to the East of the estate.

The estate is also home to Cestria Primary School, Park View Community School and a fitness & leisure group which operates during the evenings. Chester-Le-Street train station is also a short walk away (Approximately 400m from Roman Avenue). As a result, the residential streets as part of this estate are constantly flooded with non-resident vehicles who commute here to use the facilities at all hours of the day.

We have received multiple reports (both from residents and the local councillor) that non-resident vehicles have begun to obstruct the narrow streets within the estate preventing the residents from access to services, from waste collection to emergency services.

After Parking surveys were undertaken within each street of the estate it was decided to propose a permit scheme within the full extent of the estate to avoid moving the parking issues from street to street and revisiting this area for multiple TRO's.

A permit Parking scheme was previously attempted in this location between 2014-2015 however the required majority 'in-favour' response was not met, and the scheme was abandoned. Since then the parking issues within this estate have worsened.

After a consultation with residents between February & March 2020 a 75% in-favour response was received to progress the scheme to the formal consultation stage with the proposed restrictions 'Permit Holders Only, Mon-Sat, 9:30-11:30am, 12:30-2:30pm'.

Durham Constabulary support the proposals. There have been 24 Objections and 123 representations in favour of the proposals.

### **8 Objections**

Durham County Council understands, in line with 'County Durham Parking Policies', that permit parking can often cause inconvenience to residents, their

visitors and families and may not be considered an acceptable or worthwhile solution by all residents.

All objections to the proposals within the Holmlands Park Estate are from local residents.

#### *8.1 Objectors 1-12*

Objections 1-12 all objected during the initial consultation with residents conducted between February & March 2020 via free-post ballot cards with no additional comments made.

#### *8.2 Objector 13*

Objector 13 believes residents should be welcoming visitors / workers to and from local facilities to support the local economy and keep Chester-Le-Street Vibrant.

#### *8.3 Objector 14*

Objector 14 expresses strong opposition for the proposals, they believe the scheme will interfere with maintenance work on their property and will simply result in moving the parking problems to another location.

#### *8.4 Objector 15*

Objector 15 has objected to the proposals as they no longer own a car. The scheme would have limited impact on the resident directly however visitors would still be affected and expected to display a valid permit if parking within the proposed permit area.

#### *8.5 Objector 16*

Objector 16 has expressed they are 'very strongly opposed' with no additional comments made.

#### *8.6 Objector 17*

Objector 17 believes the scheme should be abandoned following the failure to meet the valid criteria in 2014-2015 when consultations were first attempted for a permit scheme.

#### *8.7 Objector 18*

Objector 18 believes the parking issues related to the nearby facilities (namely the local School & Community Centre) should be addressed by imposing restrictions/limitations on their activities which lead to the increased parking within the area. They believe residents should not be penalised when they do not contribute to the problems.

### *8.8 Objector 19*

Objector 19 does believe something needs to be done to address the obstructive parking within the estate but is concerned they will be consequently penalised should they forget to display a valid permit.

### *8.9 Objector 20*

Objector 20 believes there is no long stay parking problems along their residential street, they further explain they believe pressure is being imposed via members of the local residents to vote in favour of the scheme on each street.

### *8.10 Objector 21*

Objector 21 sympathises with the residents of St Cuthbert's Avenue (which was shown be one of the streets effected the most by obstructive parking, reducing accessibility and preventing access), however believes they suffer the problems regularly. They go onto explain 'community' involves more than just residents.

### *8.11 Objectors 22-24*

3 anonymous objections were also received from this initial consultation with residents. One objector expressed concern that residents should not be expected to pay to park outside of their own home, the remaining 2 ballots contained no additional comments.

### *8.12 Response*

The proposals are progressing following several requests over several years from residents in the area. The County Council has a policy in place to ensure all requests of this nature are dealt with in the same way. Initially we undertook parking occupancy surveys to establish the extent of the problem. These surveys give an indication of how many non-residential vehicles are parking for prolonged periods in the area. The results obtained, indicated that there was an issue and as a result the residents were balloted to establish whether or not they would like a scheme. We require at least 75% of the properties in the affected area to support such a scheme before we would look to introduce it. In this instance 76% of properties returned their ballot cards indicating that they would like the County Council to introduce a permit scheme.

Since the first permit proposal in 2014-2015, the required threshold for resident in-favour responses has increased from 50% to 75%. Having failed to meet the requirements in 2014-2015, the increase in parking related issues within the area is evident with the increased support and a 75%+ in-favour

response for the proposals from the initial consultation conducted between February & March 2020.

We do recognise that a number of the streets, as part of the estate, suffer from the parking issues more extensively than others. However, introducing a permit scheme on individual streets would result in wide-spread displacement between any remaining un-restricted streets within the estate. This would only lead to a prolonged enduring of the parking issues and the need to revisit this location for future Traffic Regulation Orders.

Following the result of the consultation and the successful acquisition of the 75%+ in favour majority, residents were further advised that any objections would be kept on file unless we received a direct expression to do otherwise, Objector 7 is the only resident who has requested to be removed from our records.

## **9 Oakdale Terrace**

Oakdale Terrace is located in the heart of Chester-Le-Street, Approximately 250m south of the train station. There are currently existing 'Permit Holder's Only, Mon-Sat, 10-11am, 2-3pm' restrictions directly adjacent to Oakdale Terrace, on the northern side of Waldrige Road.

We have received reports from local residents that the existing restrictions are no longer suitable for the change in commuter parking patterns.

After consulting with the residents between August & September 2020 a new timing was proposed for 'Mon-Sat, 11am-1pm, 4-6pm' to address the change in commuter parking and improve accessibility for local residents.

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

## **10 Objections**

### *10.1 Objector 1*

Objector 1 is a local business owner operating from Oakdale Terrace. The main basis of the objection is related to the nature of the objector's business, the patients who are treated at this location often suffer from pain and physical limitations. The objector believes the proposals will affect access to their clinic and that nearby parking facilities do not offer a suitable alternative for parking as they are too far away for someone with a disability or suffering severe pain to travel from. The objector goes onto explain that many of the patients visit Chester-Le-Street after their treatment and whilst none of them park outside all day they do bring revenue into the town whilst they are here.

The objector also believes the proposed timings will do nothing to aid residents parking in the evening and at night when homeowners are returning from work.

The objector suggests extending the proposed 'permit holders only, Mon-Sat, 11am-1pm, 4-6pm, or 1 hour no return within 3 hours' restrictions to accommodate more patients.

## *10.2 Response*

The proposals are progressing following several requests from residents in the area. The County Council offers limited enforcement after 6pm and the proposed timings were selected as they offer the most effective enforcement to target workers/commuters who park in Oakdale Terrace during working hours.

The proposed 'Permit Holders Only, Mon-Sat, 11am-1pm, 4-6pm' or '1 hour no return within 3 hours' will still allow for vehicles to park here for up to 1 hour without the need to display a valid permit. The objector was advised that as some of their patients have 'more physical restrictions', should vehicles have a valid disabled blue badge on display they would be exempt from any permit charges and therefore free to park on the full extent of the proposed restrictions.

At the time of the objection the TRO had entered the legal advertising stage and therefore the proposals as part of this order could not be amended without re-advertisement following the completion of this order. Following the introduction of the proposals we will monitor the parking in the area and the proposed extension of the 'permit holders only, Mon-Sat, 11am-1pm, 4-6pm, or 1 hour no return within 3 hours' restrictions is something we could consider for the next TRO.

## **11 Hilda Park**

Hilda Park is located to the North West of Chester-Le-Street connected to Pelton Lane, one of the major routes leading from Chester-Le-Street to Pelton.

There has been a recent increase in Commercial activity on Hilda Park which has led to an increase in obstructive parking around the junction from Pelton Lane into Hilda Park.

Following a site investigation with Durham County Council Officers and the local Councillor it was proposed to introduce 'No waiting at any time' restrictions around the junction to improve accessibility, visibility and reduce obstructive parking.

Durham Constabulary support the proposals. There have been 3 objections to the proposals.

## **12 Objections**

All objections to the proposals around the junction from Pelton Lane onto Hilda Park are from local businesses.

### *12.1 Objector 1*

Objector 1 expresses concern that having double yellow lines around the junction will affect the local businesses as they believe parking is already an issues and it will lead to increased accessibility issues.

### *12.2 Objector 2*

Objector 2 does not believe there are any concerns at this location and believes the proposals will have a negative impact on the local businesses.

### *12.3 Objector 3*

Objector 3 believes the current parking facilities at this location are insufficient and introducing restrictions in this location will exacerbate the situation.

### *12.4 Response*

There have been previous concerns for road safety raised from vehicles using the footway to gain access to the local businesses located on Hilda Park. To address these issues, bollards were placed adjacent to the accesses to a number of the businesses to prevent access to the footway by vehicles.

As a result of these initial measures it is evident the parking has been moved to around the junction from Pelton Lane onto Hilda Park. The proposals have been requested by the local councillor in a bid to address obstructive parking, improve accessibility and improve road safety.

There are currently numerous on-street parking facilities provided adjacent to the local businesses which are free from restriction allowing use to gain access and for loading/unloading.

## **13 Hilda Terrace**

Hilda Terrace is located to the north of Chester-Le-Street, approximately 50m west from Pelaw Bank on Pelton Lane, one of the major routes leading from Chester-Le-Street to Pelton.



We have received reports from the local Councillor that vehicles parking around the junction from Pelton Lane into Hilda Terrace reduce accessibility for vehicles entering and exiting this junction, as well as for buses when accessing the bus stop on Pelton Lane (10m from the junction with Hilda Terrace).

Following a site investigation with Durham County Council Officers and the local Councillor it was proposed to introduce 'No waiting at any time' restrictions around the junction to improve accessibility, visibility and reduce obstructive parking.

Durham Constabulary support the proposals. There have been no objections and 1 representation in favour of the proposals.

#### **14 Burns Green Car Park**

Burns Green Car Park is a council run amenity at the heart of the Chester-Le-Street East Division. The car park serves the 'One Point Hub' and is a short walk from Chester-Le-Street's Leisure Centre.

Durham County Council have secured funding to provide a number of EV bays throughout the County. They have identified areas where they feel these would be beneficial and well used. As these bays are currently being installed within the Burns Green Car Park, this TRO will allow Durham County Council to effectively enforce the bays.

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

#### **Conclusion**

- 15 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: Waiting and Parking Restrictions Order, with the final decision to be made by the Corporate Director under delegated powers.

#### **Background papers**

Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN & IMPLEMENTATION\Settlement\Chester le Street\Traffic Regulation Orders (Parking Restrictions)\CLS 2020 Feb

## Other useful documents

- None

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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/inconsiderate parking and improve road safety.

### **Staffing**

Carried out by Strategic Traffic.

### **Accommodation**

No impact.

### **Risk**

Not Applicable.

### **Procurement**

Operations, DCC.

## Appendix 2: Location of Proposals

