

Highways Committee

10th November 2022

Chester-Le-Street and Birtley

Parking & Waiting Restrictions, Traffic
Regulation Amendment Order 2022

Ordinary Decision/Key Decision No.



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:

Chester-Le-Street North, Chester-Le-Street East & Chester-Le-Street West Central.

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Chester-Le-Street.
- 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 proceed with the Amendment Order, 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 Chester-Le-Street.
- 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 current Chester-Le-Street & Birtley Parking and Waiting Restrictions, Traffic Regulation Order to allow the identified changes to be implemented.
- 2.4 Local members fully supported all proposals. Durham Constabulary are in full support.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	25.01.22 & 27.06.22	15.02.22 & 18.07.22
Informal Consultation	30.03.22	20.04.22
Formal Consultation	18.08.22	08.09.22

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Chester-Le-Street & Birtley Parking and Waiting Restrictions, Traffic Regulation Order, 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 – Bullion Lane** (to introduce no waiting at any time restrictions)

- 4.3 **Proposal Background**

Bullion Lane is located within Chester-Le-Street’s West-Central ward. It is located adjacent to Chester-Le-Street train station and forms a crossroad junction with South Approach. As a result of this, the area can be heavily trafficked at certain times of the day.

On the south-eastern corner of the crossroads, the existing council yard has been demolished and housing is currently being constructed. At the planning stage, the County Council's planning department have anticipated an increase in vehicle occupancy associated with the new development. They believe that this will lead to obstructive parking which will restrict traffic flow around the crossroads. Planning Conditions require an appropriate scheme be introduced to address these concerns before full development of the site can be completed.

It is therefore proposed to introduce 'no waiting at any time' restrictions on South Approach leading into Bullion Lane on both sides, to prevent obstructive parking and reduce congestion.

4.4 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
2	1	1

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
18.08.22 – 08.09.22	0	0

4.6 Summarised objections & responses:

4.7 Objections:

1 property objected to this proposal after the closure of the informal consultation period, the reasons for their objection has been summarised below:

- "I have read the most recent plans, and I am both upset and disappointed to learn that the plans include intentions to put double yellow lines outside/adjacent to my home."
- "It has been brought to my attention (via a neighbour) that the parking opposite my home will now be permit only."

- “I feel we are being penalised and in turn, being made to pay for permits to allow our second vehicles and any visitors to park outside our home.”

4.8 DCC Response:

- There is concern that the increase in residential properties, and with it the influx of additional vehicles, will lead to increased levels of obstructive parking around the crossroads of Bullion Lane and South Approach.
- This level of obstructive parking would restrict traffic flow and visibility for all approaching users; therefore, restrictions have been proposed in locations where there are legitimate concerns for road safety.
- Whilst there are already existing permit holder only restrictions adjacent to No.'s 2-18 Bullion Terrace, which have been in place since 2016, there are no further proposals to introduce any additional permit restrictions on Bullion Lane.

4.9 See appendix 4 for full details of the objection(s).

4.10 Location 2 – Edward Street (to extend existing restricted waiting, 8am-5pm, restrictions)

4.11 Proposal Background

Edward Street is located to the west of Chester-Le-Street’s heavily commercialised Front Street. There are existing ‘restricted waiting, 8am-5pm’ restrictions either side of its junction with Clarence Terrace which look to improve visibility for all road users approaching this junction.

We have received reports from local residents, supported by the local elected member, that vehicles accessing the local facilities are parking obstructively around this junction and the existing markings do not extend far enough into Edward Street to maintain a running lane of traffic.

It is therefore proposed to extend these existing restrictions either side of Edward Street to prevent obstructive parking and improve visibility and traffic flow for approaching road users.

4.12 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
4	1	1

4.13 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
18.08.22 – 08.09.22	0	1

4.14 Summarised objections & responses:

4.15 Objections:

1 property has objected to this proposal at both the initial and formal consultation stage, the reasons for these objections have been summarised below:

- “This idea you’re proposing is isolating tenants and furthermore limit them to a parking space.”
- “I’d be in favour of a permit scheme, as people parking here don’t live here at all.”

4.16 DCC Response:

- We have received numerous reports over recent years concerning the limited access/egress around the junction from Edward Street into Clarence Terrace as a result of Obstructive parking. This has led to a reduction in visibility for approaching traffic and limited access for larger vehicles to manoeuvre which does pose significant concern for road safety.
- It has been highlighted to us on a number of occasions that Edward Street is stretched in accommodating on-street parking on both sides and whilst we have received a number of requests to restrict parking for the full extent of one side Edward Street, it is evident that the perceived benefits in reducing obstructive parking would not outweigh the significant parking displacement.

- The proposals of extending ‘restricted waiting, 8am-5pm’ restrictions around the immediate junction will prevent commuter vehicles from parking in this location whilst maintaining resident on-street parking on an evening.
- The extension of these restrictions, on the northern side of the road, by an additional gable end to Albert Street will ensure there is a constant running lane of traffic when vehicles are approaching the junction for access/egress.
- Initial requests for a permit parking scheme must be accompanied by support from at least 25% of the households in the street and supported by the local Councillors, or is raised by the local Councillor on behalf of the residents.

4.17 See appendix 4 for full details of the objection(s).

4.18 Location 3 – Elmway (to introduce no waiting at any time restrictions)

4.19 Proposal Background

Elmway is located to the north-west of Chester-Le-Street. It is accessed via its junction with Pelton Lane. Elmway is a narrow residential street which acts as an access road to a larger network of residential estates.

Officers from Durham County Council’s Traffic Section attended a site meeting in May 2021 with representatives of Durham Constabulary, Councillor Tracie Smith and local residents to identify areas of significant road safety concern.

It was noted that vehicles parking around the Elmway access road, particularly around its junction with Hollycrest, restricted visibility and accessibility for all approaching road users. Advisory markings were initially placed here to deter obstructive parking but they have had a limited effect.

It is therefore proposed to formalise the existing markings as ‘no waiting at any time’ restrictions to further prevent obstructive parking and improve traffic flow.

4.20 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
4	1	1

4.21 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
18.08.22 – 08.09.22	0	2

4.22 Summarised objections & responses:

4.23 Objections:

3 local residents have objected to this proposal, the reasons for these objections have been summarised below:

- “I am disabled and cannot park outside of my home now. I find it hard to walk any distance.”
- “Where would visitors to these flats park? What these signs would do is isolate the residents of the Elmway flats.”
- “Enforcing ‘no waiting at any time’ will only move the problem elsewhere.”
- “DCC should invest the money in this to solve the issue altogether and help bring the estate in line with the times.”
- “The residents in general agree that the bend in question is a problem and do not object to the action being taken but feel that the left side of the bend as you go in to Elmway is unnecessary long and should be in line with the length on the right-hand side.”

4.24 DCC Response:

- It was highlighted that when vehicles park either side of Elmway, immediately and leading up to the junction with Hollycrest, visibility is restricted for all approaching road users. This has resulted in a number of head-to-head confrontations with vehicles.
- Advisory white markings were introduced here as an immediate measure to address obstructive parking, although unfortunately they have had limited impact in reducing the identified road safety concerns.
- Restrictions are proposed for the current extent of the existing keep clear markings only and whilst they prevent parking, vehicles are permitted to load/unload from these restrictions for as long as necessary.

- These restrictions also permit any vehicle displaying a valid blue badge to park over them (provided they are not parked in a manner which causes obstruction) for up to 3 hours. Residents with a blue badge/disability requirements will therefore be permitted to park on these restrictions until a more suitable parking space becomes available.
- Away from these restrictions, vehicles are permitted to park anywhere on the adopted highway providing their vehicle is taxed, tested and parked in a non-obstructive manner.
- Durham County Council's Highway's department are currently working with Councillor Tracie Smith to budget an extension within the existing car park to the rear of 145-155 Elmway. If successful, this will improve the off-street parking availability for local residents.

4.25 See appendix 4 for full details of the objection(s).

4.26 Location 4 – Front Street (to amend existing restricted bay restrictions)

4.27 Proposal Background

Front street is the heart of Chester-Le-Street's commercialised town centre. At the southern end of Front Street there are currently formalised 'no waiting at any time excepts taxis 6pm-6am' restrictions to support the increased hospitality/food and beverage industry presence.

Whilst the current restrictions do not allow vehicles other than taxis to park in the designated bays, they do permit any vehicle to load/unload for as long as required. In accordance with this type of restriction, civil enforcement officers typically allow a 5-minute observation period for loading/unloading prior to issuing a penalty charge notice.

It has been reported via local members, Councillors Karen Fantarrow and Bill Moist, that vehicles have begun to abuse the current restrictions on an evening. This has led to the displacement of taxis who have begun queueing north into Front Street. It has been noted that the increased travel distance between the bars/restaurants and available taxis has subsequently led to increased antisocial behaviour in the area.

It is therefore proposed to amend the current 'no waiting' element of the existing restriction to 'no stopping except taxis, 6pm-6am'. This restriction does not need to be accompanied by an observation period

and will allow for effective civil enforcement to improve accessibility for the intended road user group.

4.28 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
24	0	2

4.29 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
18.08.22 – 08.09.22	0	0

4.30 Summarised objections & responses:

4.31 Objections:

2 local business have objected to this proposal, the reasons for these objections have been summarised below:

- “The parking bay has been reduced. It should at least reach the limit of 176 [*Front Street*].”
- “There are grounds to extend it further without obstructing the bus stop.”
- “There is no need for taxis to stop this far up the street! There is many night time businesses at the top of Front Street that absolutely need spaces for quick pick ups and drop offs.”

4.32 DCC Response:

- The taxi ranks were introduced here originally to address a number of road safety problems that were occurring on an evening:

- Taxis were pulling up anywhere they desired between West Lane and Ropery Lane Roundabout.
- The level of public order incidents, including damage and undesirable behaviour at shop frontages, were increasing as people were drawn to this end of the town.
- The nearest place for any single length of kerbside space to be created for taxi provision, and away from the main access to a licensed premise, was where the main rank is now located on the east side of the road.
- It was recognised that on occasion traffic through Front Street may be slowed, especially if a bus stops in the bus stop opposite, however, there have been limited concerns with congestion as a result of buses using the available bus stops and ultimately this has helped maintain lower vehicle speeds in the area, which we would not want to undo.
- These proposals will amend the type of restriction only to encourage more effective enforcement and will not alter the existing layout of the bays. Extending the bays further north on the eastern of Front Street would risk restricting the turning circle of southbound buses attempting to access West Lane.

4.33 See appendix 4 for full details of the objection(s).

4.34 Location 5 – Tuart Street (to introduce no waiting at any time restrictions)

4.35 Proposal Background

Tuart Street is a narrow residential street located immediately west of the heavily commercialised Front Street. In a bid to tackle long-stay commuter parking, permit parking restrictions were previously introduced on the adjoining Co-Operative Street which has unfortunately led to an increase in obstructive parking within Tuart Street, particularly around its junctions with adjacent residential streets.

We have received reports from local residents that vehicles parking on and around the junctions within Tuart Street obstruct visibility and restrict access/egress. Advisory markings were previously introduced here to deter parking around these junctions; however, they have had limited effect.

It is now proposed to formalise these advisory markings as ‘no waiting at any time’ restrictions, which will allow enforcement to prevent obstructive parking and improve access/egress within Tuart Street.

The informal consultation initially included proposals to extend existing permit restrictions into Tuart Street, however, a satisfactory in-favour majority was not achieved and these proposals were withdrawn.

4.36 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
53	6	5

4.37 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
18.08.22 – 08.09.22	0	1

4.38 Summarised objections & responses:

4.39 Objections:

6 objections from local residents were recorded. As the informal consultation initially included proposals to extend existing permit restrictions into Tuart Street, of the 5 objections received as part of the informal consultation, only 1 directly objected to proposed 'no waiting at any time' restrictions, however the reasons for each objection have been summarised below:

- “I object to double yellow lines outside my house! Reducing the available parking further.”
- “Money making scheme as per!”
- “I need a disabled bay for obvious reasons, we here are either pensioners or disabled. The parking outside mine needs to be allocated to Morningside Court.”

4.40 DCC Response:

- We have received reports from local residents that when vehicles park around the accesses to Morningside Court, West View & Co-Operative Street Rear, access/egress can be obstructed due to the lack of manoeuvrable space on the highway. Parking immediately on and either side of these junctions also restricts the view of approaching traffic for all road users, which poses concern for road safety.
- Advisory white markings were introduced here as an immediate measure to address obstructive parking, although unfortunately they have had limited impact in reducing the identified road safety concerns.
- The restrictions are proposed for the current extent of the existing keep clear markings only and whilst they prevent parking, vehicles are permitted to load/unload from these restrictions for as long as necessary
- In line with Durham County Council's Parking Policy, disabled persons bays will not be introduced for use by an individual resident, or property, in residential areas. However, these restrictions will still accommodate vehicles displaying a valid blue badge (providing they are not parked in a manner which obstructs the highway) for up to 3 hours, until a more suitable parking space becomes available.
- Proposals to extend the existing permit restrictions on Co-Operative Street into Tuart Street were also pursued as part of the initial consultation, however the desired criteria was not satisfied to progress this scheme.

4.41 See appendix 4 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 Chester-Le-Street & Birtley Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2022 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\Chester le Street\Traffic Regulation
Orders (Parking Restrictions)\CLS 2022 January

Author(s)

[Ewan Brown] Tel: 03000 263953

[Lee Mowbray] Tel: 03000 263693

[Kieron Moralee] Tel: 03000 263368

[Dave Lewin] Tel: 03000 263582

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 as the proposed restrictions, as detailed above, will maintain provision for those with a valid disabled blue badge.

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.

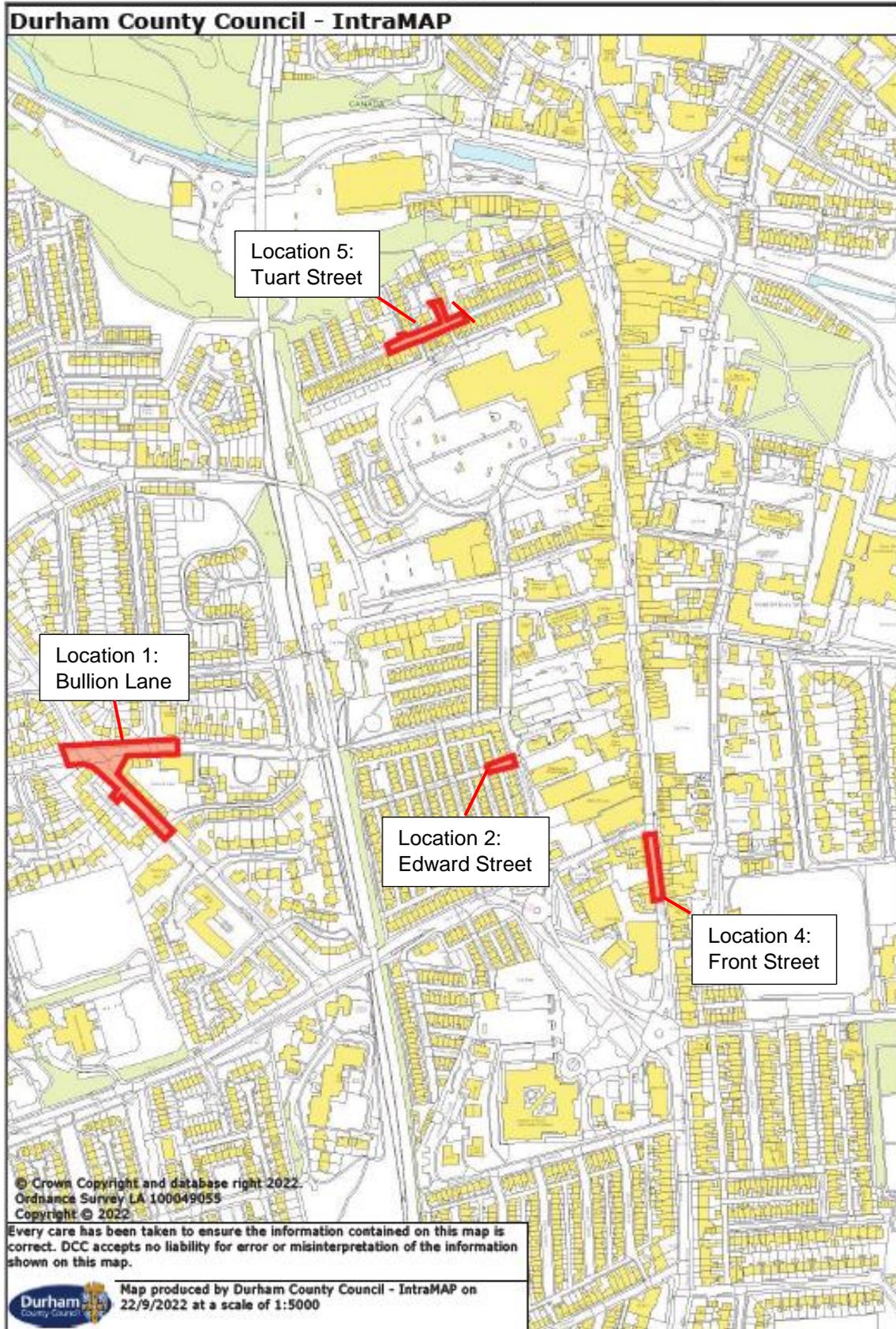
Procurement

Operations, DCC.

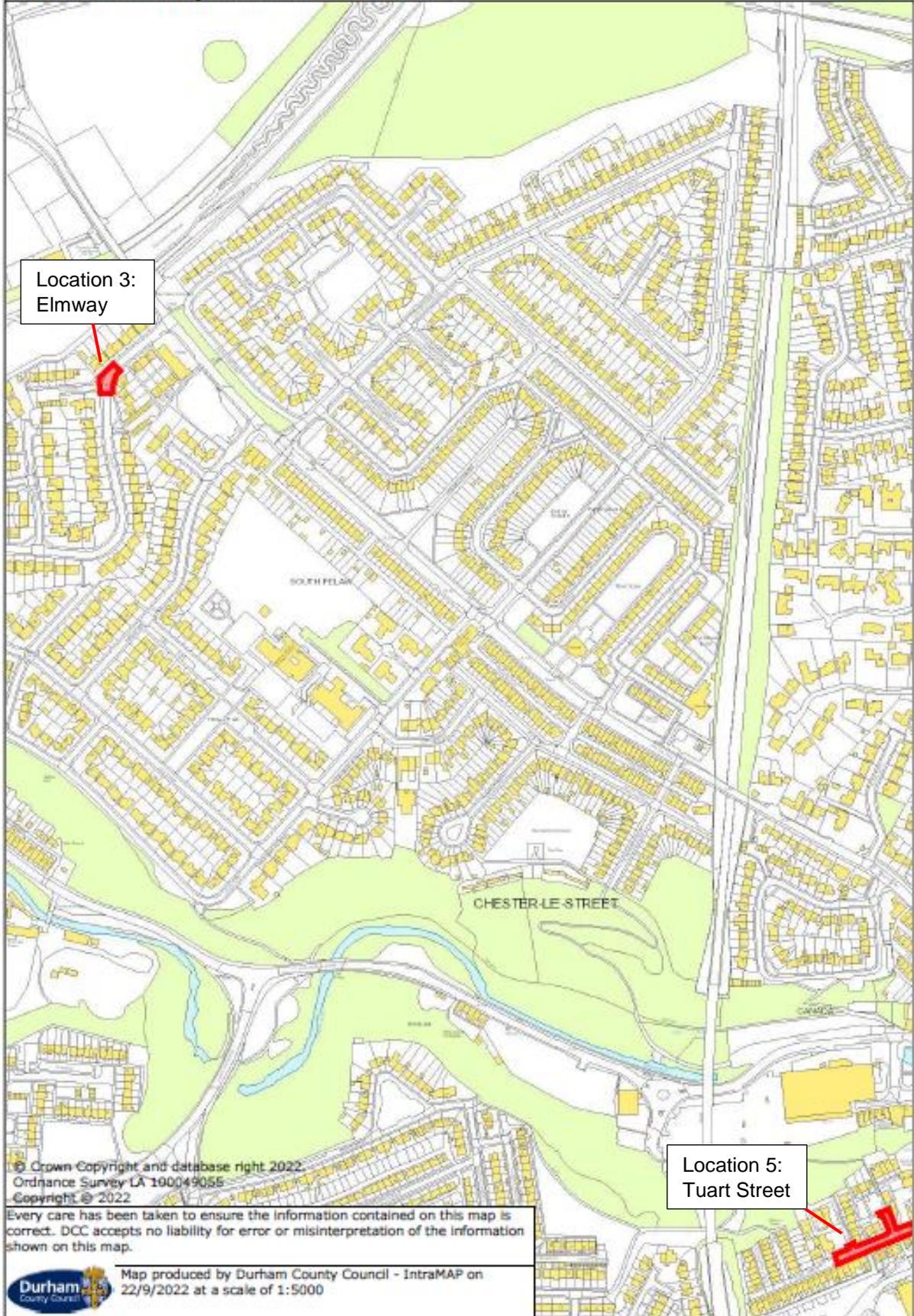
Appendix 2: Location of Proposals

22/09/2022, 14:04

Plan for identification purposes only; not to be used for scaling



Durham County Council - IntraMAP



Appendix 3: Request History

Location 1 – Bullion Lane:

From: [REDACTED]
Sent: 06 December 2021 15:40
To: Lee Mowbray <lee.mowbray@durham.gov.uk>
Cc: [REDACTED]
Subject: Bullion Lane & South Approach, Chester Le Street

Good Afternoon Lee,

I have been passed your details from the highways team at Durham County Council in relation to TROs.

We have a scheme located on the south-eastern corner of the junction between Bullion Lane and South Approach in Chester Le Street.

As part of the scheme, a draft planning condition has stated that:

5. No part of the development hereby approved shall be occupied until a scheme to prevent vehicles from waiting and parking on Bullion Lane in the immediate vicinity of the existing site access and South Approach has been implemented.
Reason: In the interests of Highway Safety in accordance with the requirements of Policy 21 of the Durham County Plan 2020 and part 9 of the Framework.

I have also attached a site plan showing the extents of double yellow lines required.

Please can you let us know what the process is, any forms we need to complete and approximate timescales for each stage?

I look forward to hearing from you soon.

Kind Regards

[REDACTED]

Civil/Drainage Engineer

Location 2 – Edward Street:

From: [REDACTED]

Sent: 11 March 2022 13:24

To: Ewan Brown <ewan.brown@durham.gov.uk>

Subject: 0091 - Chester-Le-Street 2022 TRO Proposals - Update 1 - EDWARD STREET

Importance: High

Hi Ewan,

Is it too late to ask for an amendment to the Edward Street proposal?

Historically we're always getting complaints around access into and out of Edward Street from Clarence Terrace and in the whole area due to parking causing problems for vehicles getting through and for pedestrians as some vehicles park partially on the narrow footpaths – this was just raised again at one of our PACT's this week.

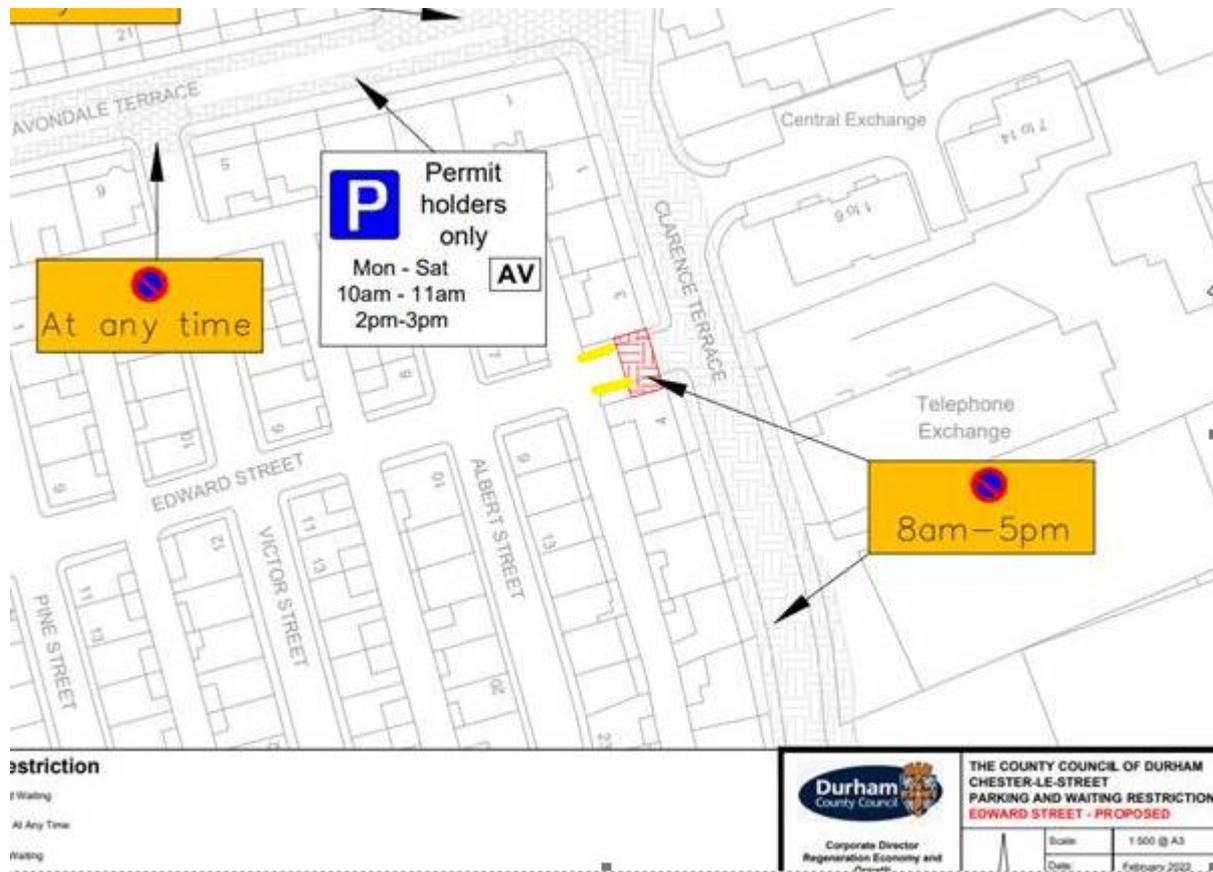


My view remains, as it has done for years, that yellow lining along the whole of one side of Edward Street as some residents would like just can't be supported because the demand for parking in the area already outstrips supply on occasions and this will just make the situation worse and potentially more disagreements among neighbours.

However, because access into and out of Edward Street via Clarence Terrace is the main concern could the NWAAT be extended on both sides of Edward Street up to the first back lane as shown on below screen shot?

This may be the only way to try and put this one to bed so to speak.

Any thoughts?



Regards

[Redacted]

[Redacted]

Traffic Management Officer

Cleveland and Durham Specialist Operations Unit

Durham Constabulary

From: Ewan Brown

Sent: 11 March 2022 13:38

To: [Redacted]

Cc: Lee Mowbray <lee.mowbray@durham.gov.uk>

Subject: RE: 0091 - Chester-Le-Street 2022 TRO Proposals - Update 1 - EDWARD STREET

Hi [REDACTED],

Quite spookily I've got a meeting with Lee and one of the residents in this area on Monday morning about parking problems there. I think both Lee and myself agree with your comments on removing parking on one side of Edward Street and so I'm glad we're on the same page as I think this will be raised in the meeting.

I don't think we would have any objections with taking this amendment forward based on the information you've provided. Will look to get amended proposals circulated next week following the meeting.

Many Thanks,

Ewan Brown

Civil Engineering Senior Technician

Location 3 – Elmway:

From: Cllr Tracie Smith <tracie.smith@durham.gov.uk>

Sent: 21 March 2021 19:18

To: Ewan Brown <ewan.brown@durham.gov.uk>

Cc: [REDACTED]

Subject: Parking on a bend at Elmway

Ewan

There is a long-standing issue of parking on a bend at Elmway. There has recently been a road traffic collision on the bend and residents inform me that there are near misses on a daily basis and only a matter of time before there is a fatality.

I would like to request a feasibility study to be carried out to assess what safety measures would be appropriate to reduce the risk of traffic accidents on this bend.

Happy to discuss.

Regards.

Councillor Tracie Smith

Sent from my iPad

Location 4 – Front Street:

From: Cllr Karen Fantarrow <Karen.Fantarrow@durham.gov.uk>

Sent: 18 October 2021 13:26

To: Gary Jackson <Gary.Jackson@durham.gov.uk>; Kieron Moralee <Kieron.Moralee@durham.gov.uk>; Ewan Brown <ewan.brown@durham.gov.uk>

Cc: Cllr Bill Moist <Bill.Moist@durham.gov.uk>; Cllr Paul Sexton <Paul.Sexton@durham.gov.uk>; Cllr Beaty Bainbridge <Beaty.Bainbridge@durham.gov.uk>; Cllr Alan Bell <alan.bell@durham.gov.uk>; Cllr Philip Heaviside <Philip.Heaviside@durham.gov.uk>

Subject: taxi rank

Good Afternoon

I hope everyone is well, I don't know who does what so I thought I would message you all.

I was wondering how the consultations are progressing with regards to the taxi rank change at the top of Chester-Le-Street. It appears that since the road markings were renewed the rank is now smaller which has infuriated the drivers, why is this?

The Taxi rank issue must be sorted out soon, last night I was down Chester-Le-Street and I witnessed ASB due to the bottle neck caused by the rank, takeaways and footfall. I hope that we can get a solution before there is a fatality.

Looking forward to hearing from you.

Karen

Cllr Karen Fantarrow

Chester-le Street West/Central and Pelton Fell Division

From: [REDACTED]
Sent: 10 November 2020 20:51
To: Strategic Traffic <StrategicTraffic@durham.gov.uk>
Subject: [REDACTED], Co-operative Terrace, Chester-Le-Street

Hi Claire,

Sorry to bring this issue up again. About a year ago you got the white keep clear line adjusted outside the opening to my property on Co-Operative Street in Chester le street.

Unfortunately, the changes you made have made little or no difference to our situation and it has actually now worsened.

Cars are now parking a full half way across our drive and we have been unable to get deliveries to our property at times.

I would like if possible to be able to discuss this with you and see if we can come up with a solution.

I appreciate this is way down the priority list during a global pandemic but if you have time would appreciate hearing back from you.

Thanks

[REDACTED]

Appendix 4: Objection Details

Location 1 – Bullion Lane

From: [REDACTED]
Sent: 13 April 2022 15:26
To: Planning <Planning@durham.gov.uk>
Subject: DISPUTE REGARDING KARBON HOMES DEVELOPMENT

To whom it may concern,

I am emailing to contest the latest submitted plans regarding the Karbon Homes housing development on Bullion Lane. I have read the most recent plans, and I am both upset and disappointed to learn that the plans include intentions to put double yellow lines outside/adjacent to my home.

I have been a resident of Bullion Lane for over 20 years and live opposite the proposed development. It has been brought to my attention (via a neighbour) that the parking opposite my home will now be permit only. Currently this land is used by existing residents to park their cars as well as our visitors.

As existing residents of Bullion Lane/The Avenue, I feel we are being penalised and in turn, being made to pay for permits to allow our second vehicles and any visitors to park outside our home. The financial cost incurred is unexpected and met with a lot of anger.

The remaining space outside our property is insufficient for the houses here and means we have no access for any visitors, let alone any disabled visitors. I feel this decision regarding permit parking has not considered the existing residents, yet the new residents of the proposed development will receive an allocated parking bay at no extra cost.

I appreciate that the permits may be to deter non-locals from parking outside this area and using it as an extension of the train station parking or when visiting Sainsburys local. However, the benefit of this is not outweighed by the inconvenience of our free parking being taken away. As well as this, this limits our ability to have visitors to our home. Disabled relatives who rely on close-by car parking spaces will now be unable to park outside our home, which seems very unfair. They do not have the luxury of using public transport or visiting on foot. It appears that there has been no consideration as to where people will park when visiting many residential properties or businesses in the vicinity.

What adds insult to injury is that despite us living a stone's throw away from the development, it was left to a neighbour living in Lumley Close to inform us

of the parking plans. We have received no verbal or written communication about this. I have spoken to adjacent neighbours and they too have not been informed of the parking plans. It is almost as if our needs have been disregarded in this development. It makes me question whether this was a tactical decision from Karbon Homes, not to inform the residents who were most likely to be impacted by this proposal. We were obviously on the distribution list before the building work commenced, as we did receive initial communication regarding the demolition.

For weeks now, we have endured incessant noise and unnecessary disturbances from the workmen operating from the site. While working from home, we have had multiple disturbances from workmen knocking at our door to enquire as to who owned certain vehicles. This is information that if I were privy to, I would not feel comfortable giving out to a practical stranger. Throughout multiple interactions with said workmen, none of them introduced themselves or stated the name of the company they were working for. We also had to put up with unnecessary beeping of horns when approaching the yard, appearing to alert other workmen of their arrival, rather than get out of their vehicles and speak at a normal volume face to face.

It has already caused disturbances for our parking and it has upset many of the elderly people in our area who have been left with limited pavement access while the building work was ongoing. Some of our local wheelchair and scooter users have been left for some time without a suitable dropped kerb. I feel this whole development has caused us nothing but upheaval and left us feeling very apprehensive about the development as a whole.

I would like this email to be lodged as an official dispute for the yellow lines/permit parking on Bullion Lane. We as existing residents, are not prepared to have our access compromised for the sake of a new development.

I look forward to hearing from you regarding my dispute.

Many thanks,



Resident

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 15 September 2022 11:59

To: [REDACTED]

Subject: DISPUTE REGARDING KARBON HOMES DEVELOPMENT

Good morning [REDACTED],

Firstly, please accept my apologies for the delay in responding to your query with regards to the proposed introduction of 'no waiting at any time' restrictions (double yellow lines) on Bullion Lane as part of an amendment to the Chester-Le-Street Parking & Waiting Restrictions Traffic Regulation Order (TRO). For clarification I have attached a copy of the proposals (reference: 'Bullion Lane Consultation Plan').

I can advise that these double yellow lines have been requested as part of planning conditions for the Karbon Homes development. There is concern that the increase in residential properties, and with it the influx of additional vehicles, will lead to increased levels of obstructive parking around the crossroads of Bullion Lane, South Approach and The Avenue. This level of obstructive parking would restrict traffic flow and visibility for all approaching users; therefore, restrictions have been proposed in locations where there are legitimate concerns for road safety.

With regards to permit restrictions, whilst there are already existing permit holder only restrictions (Monday-Saturday, 10-11am, 2-3pm) adjacent to No.'s 2-18 Bullion Terrace, which have been in place since 2016, I can also advise there are no further proposals to introduce any additional permit restrictions on Bullion Lane as part of this TRO.

This TRO has recently finished our formal and final stage of advertisement. As we have received objections for other locations as part of this order it will now be referred to Durham County Council's Highway's Committee where a panel of elected members will be presented with the proposals and their associated objections for discussion. The next available committee is currently scheduled for 10th November 2022.

I hope this information has clarified some of your concerns however I have logged your objections and will arrange for future information, including invitation, to be sent to you directly from our Committee Services Team either via this email or your postal address if you would rather confirm your details.

Despite this, If the response above has satisfied your concerns and you wish to withdraw your objection please could you advise by the 17th of October, at

which point we will need to provide details of objectors to our committee services team.

In the meantime, if you have any further concerns or would like to discuss this information in more detail please do not hesitate to contact me.

Kind Regards,

Ewan Brown
Strategic Traffic Management Team

Email: trafficconsultations@durham.gov.uk
Regeneration, Economy & Growth | County Hall | Durham | DH1 5UQ

Location 2 – Edward Street


Chester Le Street
Durham DH3 3DG

Ref Restriction Lines
Written reply within 14 working days.

April 21st 2022

Mr Brown.

Thanks for your letter dated 30/3/22, I have gave this matter a lot of consideration of late.

I am not impressed at your lack of respect to residents and parking near or safely by these homes.

I have been a victim of damage to my car whilst parked correctly @ £600.00.

This idea your proposing is Isolating tenants and further more limit them to a parking space.

I'd be in favour of a permit scheme, as people parking here don't live here at all.

And also the yellow lines on both sides doesn't work at all, if we were permitted or given a pass you could make it either no entry and yellow lines up one side only, leaving the other side for residents I am happy to discuss this further, and don't want this council to make knee jerk decision and do the right thing.

Yours


Internal Request

CRM Reference: [REDACTED]

Incident Location: Clarence Terrace, Chester-Le-Street

Reported Incident: Road; Condition causing general concern;; this due to parking restrictions being imposed, and not being able to locate the right page to register my views, this system is terrible I have an issue with adding single yellow line to add to at CLARENCE TERRACE I reside at [REDACTED] have great difficulty parking legally near my home. The council had introduced yellow lines on access; however, these are now going to be extended leaving virtually nowhere for residents to park especially near their homes. I have took this up with the council in the past as we have to compete with Outreach vans and Post office staff for spaces. And as no great surprise no change in fact less spaces, why can't common sense prevail and say have single yellow line up one side and leave other side to park this is shocking how we have been totally ignored.

yours

[REDACTED]

please pass or forward to relevant department; its Edward Street where you intend to limit for parking for residents [REDACTED], Chester-Le-Street, DH3 3DG

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 20 September 2022 13:34

To: [REDACTED]

Subject: Customer Service Request [REDACTED]

Good afternoon [REDACTED],

I have been forwarded your comments regarding parking restrictions on Edward Street as I am currently overseeing the amendment to the Chester-Le-Street Parking & Waiting Restrictions Traffic Regulation Order (TRO).

I can advise we have received numerous reports over recent years concerning the limited access/egress around the junction from Edward Street into Clarence Terrace as a result of Obstructive parking. This has led to a reduction in visibility for approaching traffic and limited access for larger vehicles to manoeuvre which does pose significant concern for road safety.

Whilst it has been highlighted to us on a number of occasions that Edward Street is stretched in accommodating on-street parking on both sides we have been cautious and hesitant in our approach to address this obstructive parking in order to limit the displacement into the wider area.

I have attached above a copy of these proposals for guidance (Ref: 'Edward Street Rev 0_C'). The proposals of extending 'restricted waiting, 8am-5pm' restrictions around the immediate junction will prevent commuter vehicles from parking in this location whilst maintaining resident on-street parking on an evening. The extension of these restrictions for an additional junction on the northern side of the road will ensure there is a constant running lane of traffic when vehicles are approaching the junction for access/egress.

We have discussed these restrictions in depth with representatives from Durham Constabulary and, whilst we acknowledge your suggestion of restrictions for the full extent on one side of Edward Street, we are unable to pursue such a request as the perceived benefits in access/egress would not outweigh the significant level of vehicle displacement and would exacerbate obstruction issues in the surrounding streets.

I hope this information is useful however if you have any further concerns or would like to discuss this in more detail please feel free to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

Email: trafficconsultations@durham.gov.uk

Regeneration, Economy & Growth | County Hall | Durham | DH1 5UQ

Location 3 – Elmway

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

REF ELMWAY.....

I am in favour of the scheme

I am opposed to the scheme

Comments I AM DISABLED AND CANNOT PARK OUTSIDE OF MY HOME NOW
I FIND IT HARD TO WALK ANY DISTANCE. THE GARAGE
SEES THE ROAD AS AN OVERFLOW CARPARK AND THEIR STAFF
PARK HERE ALL DAY. WE NEED A PERMIT SCHEME FOR

Please use **BLOCK CAPITALS)**

SPEED HUMPS TO SORT IT
OUT.

Name:

Address:

45612 RLS

From: [REDACTED]
Sent: 01 September 2022 21:34
To: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: [EXTERNAL];Parking on Elmway (CLS) Ref: 34322

Dear Sir/Madam,

I am writing to you submit my objections to the order of '(Chester-Le-Street & Birtley) (Parking & Waiting Restrictions) Consolidation No.3 Order 2015 (Amendment No.1) Order 2022'.

The proposal to enforce 'no waiting at any time' restrictions on Elmway is absurd. This has clearly not been thought out and in no way have the residents, the people directly affected by this, been consulted or involved in this decision-making process. Another way DCC demonstrates its lack of interest in the community. There are many ways in which this will affect the residents who currently use this parking. I myself am a resident at 149 Elmway, and I use this parking as there are no other viable options. Many people's answer is that the garages which come with the flats on Elmway should be utilised. Firstly, these were built in the mid-sixties and are not suitable for modern day cars, especially if a resident needs to use a specific vehicle for their job or caring duties. Secondly, there is no electricity to the garages and it is not possible to run electricity to them due to the way they have been built and their location. It is very poorly lit, especially in the winter months as there is only 1 street lamp which is positioned at the end of the flats in Rosewood Gardens. I do not feel comfortable using my garage due to this and do not feel this is a safe option for the other single women who also own garages. Thirdly, the whole estate has garages yet only a small percentage use them to store their vehicle due to the small size, and instead also park on the road side.

If these restrictions are brought in and the residents park elsewhere (wherever that would be), where would visitors to these flats park? What these signs would do is isolate the residents of the Elmway flats. The resident of [REDACTED] Elmway is in her 80's and has recently lost her husband to covid. Understandably she has struggled being on her own ever since, but luckily her family visit her regularly throughout the week. Where do you propose her family are to park? Or do you suggest they stop visiting due to the enforcement? In a few years she may require carers – where will they park? Additionally, what if any of us are to get shopping delivered if we are unable to get to the shops? When we have work carried out on our homes, where are the tradesmen to park? As stated earlier, this has clearly not been thought out.

As a resident on this section of Elmway I see the traffic daily. There is never an issue with vehicles passing one another. With the 20mph limit enforced there is more than enough time to react on the corner. Enforcing 'no waiting at any time' will only move the problem elsewhere. We, along with our visitors and tradesmen etc., will be forced to park outside of other people's homes as opposed to our own creating another issue for those residents.

DCC should invest the money in this to solve the issue altogether and help bring the estate in line with the times. The council-owned grass verge outside of the flats on Elmway (from 143-157) could be made into a layby or parking bays with assigned permits and easily solve the issue. This would also mean less grass for DCC to cut! The span of the proposed enforcement is also dramatic in relation to the proposed 'problem area'. There is absolutely no need for the lines to be extended as far as that. If any lines are to be in place this should only cover the 'blind' section of the corner. If the straight part of the road outside of the flats was an issue, then this would need to be enforced around the whole estate, especially at the blind hilltops within the south part of the estate and other junctions.

This proposal is a huge stress to myself and other residents affected. I am disgusted that once again we have not been consulted about this, even though I am aware other residents have requested a meeting to discuss this with DCC. It is a common theme it seems with DCC that residents views are ignored – just like the petrol station that you have agreed to on the old site of The Falcon. Another pointless proposal that is clearly not well thought out.

Please listen to the views of the people directly affected by this, instead of voting for the quickest and cheapest option.

Regards,

From: Traffic Consultations <TrafficConsultations@durham.gov.uk>

Sent: 12 September 2022 12:27

To: [REDACTED]

Subject: [EXTERNAL]:Parking on Elmway (CLS) Ref: 34322

Good afternoon,

Thank you for contacting us regarding the proposed amendment to the Chester-Le-Street, Parking and Waiting Restrictions, Traffic Regulation Order (TRO). With regards to 'no waiting at any time' restrictions (double yellow lines) on Elmway, I can advise that these have been proposed after our officers attended a site meeting with representatives of Durham Constabulary,

the local elected member and local residents to identify areas of significant road safety concern.

It was highlighted that when vehicles park either side of Elmway, immediately and leading up to the junction with Hollycrest, visibility is restricted for all approaching road users. This has resulted in a number of head-to-head confrontations with vehicles.

Advisory white markings were introduced here as an immediate measure to address obstructive parking, although unfortunately they have had limited impact in reducing the identified road safety concerns.

I can advise that the double yellow lines are proposed for the current extent of the existing keep clear markings only and whilst they prevent parking, vehicles are permitted to load/unload from these restrictions for as long as necessary. Away from these restrictions, vehicles are permitted to park anywhere on the adopted highway providing it is taxed, tested and parked in a non-obstructive manner.

With regards to the provision of additional parking facilities I can advise that whilst this would be something our Neighbourhoods team could investigate, due to the limitations of their available budget, the pursuit of such a scheme would likely require involvement from your local member. Cllr Tracie Smith tracie.smith@durham.gov.uk is the local member for this division and therefore I would recommend contacting Cllr Smith directly who may be able to raise this with our Neighbourhoods team.

I understand the impact inconvenient parking can cause however we feel road safety must take precedent.

As the formal advertisement period for this TRO is closed, this order will now be referred to Durham County Council's Highway's Committee where a panel of elected members will be presented with the proposals along with their associated objections for discussion. With the next available Highway's Committee for this TRO scheduled for the 10th of November, I will arrange for further information, including invitation, to be sent to you directly.

I hope this information is useful, if you have any further concerns in the meantime please do not hesitate to contact me.

Kind Regards,

Ewan Brown

Strategic Traffic Management Team

From: [REDACTED]
Sent: 18 August 2022 15:40
To: Ewan Brown <ewan.brown@durham.gov.uk>
Subject: [EXTERNAL]:

Hello Ewan , yesterday , notice when up attached to lampposts on Elmway outlining the proposed "no waiting at any time " amendment on Elmway . The residents in general agree that the bend in question is a problem and do not object to the action being taken but feel that the left side of the bend as you go in to Elmway is unnecessary long and should be in line with the length on the right-hand side . Also , has any thought gone in to cars that park there during the day/ night where the residents live in the flats . The last thing we (the residents) want is a parking war . So , do you have any suggestions on that issue where we can still park in peace . We (the residents) would appreciate a response from you and any positive suggestions would be helpful . Kind Regards on behalf of the residents . [REDACTED].

From: Ewan Brown <ewan.brown@durham.gov.uk>
Sent: 18 August 2022 16:40
To: [REDACTED]
Subject: [EXTERNAL]:

Good Afternoon [REDACTED],

I can advise that following the advert we will look to introduce the double yellow lines for the extent of the existing white keep clear markings only. With regards to parking outside of these restrictions I can also advise that providing a vehicle is taxed and has a valid MOT it can park anywhere on the adopted highway providing it is not parked in a manner which restricts its use / access.

I hope this information is useful, if you have any further concerns or would like to discuss this information in more detail please feel free to contact me.

Many Thanks,

Ewan Brown

From: [REDACTED]
Sent: 18 August 2022 17:18
To: Ewan Brown <ewan.brown@durham.gov.uk>
Subject: Re: [EXTERNAL]:

Thank you for your reply . The existing white lines are deemed unnecessary long , especially on the side of the flats , is there no way they can be a reduced ? . And as for the parking , well , when one parks in front of someone's home and they say " you can't park there " , which will be happen because it has in the past . Will you and the Highways department take responsibility for all the ill feelings of a disgruntled neighbourhood where up to now , everyone is getting along fine.

From: Ewan Brown <ewan.brown@durham.gov.uk>

Sent: 25 August 2022 13:26

To: [REDACTED]

Subject: Re: [EXTERNAL]:

Good Afternoon [REDACTED]

I can advise the white markings were originally introduced after our officers attended a site meeting with representatives of Durham Constabulary, the local elected member and local residents to identify areas of significant road safety concern. The markings were introduced for their current extent in order to improve visibility for all approaching road users.

I understand the impact inconvenient parking can cause however in this instance we feel road safety must take precedent.

This legal order is currently at our formal and final stage of advertisement where the proposals are advertised on-site, online and in the local press for a period of 3 weeks. If you would like to raise your concerns formally as an objection guidance on this can be found on this advert/notice (a copy of which will be positioned on street furniture within the area). Following the end of the advertisement, should we receive any objections, this order will be referred to Durham County Council's Highway's Committee where a panel of elected members will be presented with the proposals and discuss the associated objections.

If you would like to discuss this further please feel free to contact me.

Many Thanks,

Ewan Brown

Location 4 – Front Street

PROPOSED SCHEME
CONSULTATION RESPONSE CARD



Please tick the appropriate box:

REF FRONT STREET

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

Comments THE PARKING BAY HAS BEEN REDUCED. IT SHOULD AT LEAST REACH THE LIMIT OF 176. THERE ARE POWERS TO

(Please use BLOCK CAPITALS) EXTEND IT FURTHER WITHOUT OBSTRUCTING THE BUS STOP

Name: [REDACTED]

Address: [REDACTED]

45612 RLS

PROPOSED SCHEME
CONSULTATION RESPONSE CARD



Please tick the appropriate box:

REF FRONT STREET

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

Comments This scheme is a joke! There is no need for taxis to stop this far up the street. There is many night time businesses at the top of front street that

(Please use BLOCK CAPITALS) absolutely need space for quick pick ups and drop offs. I have a list as long as my arm for why they taxi rank at the top should be removed and would like to talk to you about the matter.

Name: [REDACTED]

Address: [REDACTED]

Name: [REDACTED]

45612 RLS

Location 5 – Tuart Street

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF Tuart Medworth Street
Permit Parking

Comments I need a disabled bay for obvious reasons, we were
neither pensioners or disabled, the parking outside mine
please use **BLOCK CAPITALS**) morningside court

Name: [Redacted]
Address: [Redacted]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF Tuart Medworth Street
Permit Parking

Comments **MONEY MAKING
SCHEME AS PER!**

Please use **BLOCK CAPITALS**)
Name: [Redacted]
Address: [Redacted]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF ~~Tuark/Hedworth Street~~
Permit for Parking
(Tuark/Hedworth St
Permit Parking)

Comments

Please use **BLOCK CAPITALS**)

Name: ..

Address:

[Redacted address]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF Tuark/Hedworth street
Permit Parking

Comments WON'T PAY TO PARK OUTSIDE
MY OWN PROPERTY

Please use **BLOCK CAPITALS**)

Name: ..

Address:

[Redacted address]

45612 RLS

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

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

REF Traffic / Medworth Street
Permit Parking

Comments I DO NOT OBJECT TO THE PARKING PERMITS BUT I
DO OBJECT TO DOUBLE YELLOW LINES OUTSIDE MY HOUSE!
Please use **BLOCK CAPITALS** REDUCING THE AVAILABLE PARKING
FURTHER.

Name: [REDACTED]

Address: [REDACTED]

45612 RLS

From: [REDACTED]
Sent: 02 September 2022 13:39
To: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: [EXTERNAL]:Chester le Street and Birtley Parking and Waiting Restrictions Order 2022

Hello,

Ref: 34322

I am writing with regard to the proposed order to introduce a no waiting area from Co-operative Street into Morningside Court.

Having looked at the plans online I would like to seek clarity as to where the proposed zone precisely ends as it is a little difficult to tell.

Currently there is a gap adjacent to my house [REDACTED] between the two keep clear markings which allows parking for up to 2 vehicles. This space does not cause any obstruction and it is still easy for other vehicles to manoeuvre in and out of the other parking bays.

There is considerable pressure on the existing spaces within the whole of Morningside Court for a number of reasons - residents often have multiple

vehicles per household, plus their visitors; the spaces are used by shoppers and workers coming into town who wish to avoid the restrictions on Co-operative Street; they are used by residents of Co-operative Street who have not purchased permits, carers need to park to assist residents and people simply use the bays when there are no spaces left on Co-operative Street. In addition, the spaces marked for 'Residents Only' which apply to tenants of Bernicia Homes don't tend to get used by those tenants.

This pressure can make it difficult to park at times. As we are not residents of Co-operative Street we cannot participate in the parking permit scheme, nor can we park there. We are also not supposed to park in the Residents Only bays, although as these spaces have been used freely for over 35 years I would argue that there is now a right of way in existence so any sign is not enforceable. Tuart Street and the adjacent streets are also often very busy which means if we cannot park there or in Morningside Court we would have to seek a paid space in the town centre which does not seem reasonable.

Therefore, the gap next to my house provides some additional spaces for when the others are full and helps considerably towards easing the pressure on parking.

If this space is to be included and marked as a no waiting zone then I wish to register my objection to this.

I would also note that it may be time to revisit extending the parking scheme beyond Co-operative Street and into the surrounding streets including Morningside Court. The displacement from Co-operative Street, additional parking pressures and introduction of the no waiting zones may mean there is a different consultation response this time.

Thank you for your consideration.

Yours faithfully,

██████████

From: Traffic Consultations
Sent: 12 September 2022 14:52
To: ██████████
Cc: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: RE: [EXTERNAL]:Chester le Street and Birtley Parking and Waiting Restrictions Order 2022

Good afternoon,

Thank you for contacting us regarding the proposed amendment to the Chester-Le-Street, Parking and Waiting Restrictions, Traffic Regulation Order (TRO). With regards to 'no waiting at any time' restrictions (double yellow lines) on Morningside Court. I can advise that these have been proposed following a number of reports of obstructive parking around the junctions leading from Co-Operative Terrace/Tuart Street. I have attached above a copy of the proposals on Morningside Court for reference (Ref: 'Tuart Street Rev 0_B').

It has been noted that when vehicles park around the accesses to Morningside Court, West View & Co-Operative Street Rear, access/egress can be obstructed due to the lack of manoeuvrable space on the highway. Parking immediately on and either side of these junctions also restricts the view of approaching traffic for all road users which poses concern for road safety.

Advisory white markings were introduced here as an immediate measure to address obstructive parking, although unfortunately they have had limited impact in reducing the identified road safety concerns.

I can advise that the double yellow lines are proposed for the current extent of the existing keep clear markings only and whilst they prevent parking, vehicles are permitted to load/unload from these restrictions for as long as necessary. Away from these restrictions, vehicles are permitted to park anywhere on the adopted highway providing it is taxed, tested and parked in a non-obstructive manner. In relation to Athelstan Cottage, these restrictions would not prevent parking in the location you have highlighted as we would agree there is no concern for obstruction or road safety directly adjacent to Athelstan Cottage.

With regards to the extension of the existing permit parking restrictions on Co-Operative Street, I can advise that initial proposals for this TRO included a proposed extension into Tuart Street however the desired criteria was not satisfied to pursue this scheme. When introducing formal restrictions we are bound by the legislation and guidance as outlined within Durham County Council's Parking Policy, further information on the guidance and requirements needed to progress a permit parking scheme can be found online on pages 30-31 of our Parking Policies document via <https://www.durham.gov.uk/media/20050/Parking-Policy-2016-2019/pdf/ParkingPolicy2016-2019.pdf?m=636736452647770000>.

I hope this information is useful and addresses your concerns. This order is now scheduled to be considered at Durham County Council's next available Highway's Committee on 10th November 2022 where a panel of elected members will be presented with any proposals as part of this TRO which carry objections. If you therefore feel my response has not satisfied your concerns and you wish to uphold your objection please respond to this email and I will

arrange for further information, including invitation, to be sent to you via our Committee Services team.

Many Thanks,

Kind Regards,

Ewan Brown
