

**REDCAR & CLEVELAND BOROUGH COUNCIL**

**ANTI-SOCIAL BEHAVIOUR CRIME AND POLICING ACT 2014**

**THE REDCAR & CLEVELAND BOROUGH COUNCIL (GATES) PUBLIC SPACES PROTECTION ORDER 2017 EXTENSION AND VARIATION ORDER**

On the 20<sup>th</sup> October 2017 the Redcar & Cleveland Borough Council ('the council') being the appropriate local authority and in pursuance of its powers under the Anti-Social Behaviour, Crime and Policing Act 2014, made a Public Spaces Protection Order ('the original order') as described in the first schedule with extension and variations

The Council, in its capacity as local authority and pursuance of the s60 and s61 of the Anti-Social Behaviour, Crime and Policing Act 2014 and all other enabling powers, makes the following order:

- 1 The original order is extended by 3 years expiring on 19<sup>th</sup> October 2026.
- 2 Schedule 3 of the original order is varied to totally restrict access between Tawney Close and Church Lane, Eston.
- 3 Schedules 14 and 15 will be added to the original order.

**First Schedule**  
(original order with variations)

The Redcar & Cleveland Borough Council Public Spaces (Gates) Public Spaces Order 2017

Signed.....*J Morgan*.....*[Signature]*  
Authorised by the Council to sign in that behalf



*28/10/17*

**REDCAR AND CLEVELAND BOROUGH COUNCIL**

**ANTI SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014, SECTION 59**

**REDCAR AND CLEVELAND BOROUGH COUNCIL (GATES) PUBLIC SPACES PROTECTION ORDER 2017**

The Council of the Borough of Redcar and Cleveland in exercise of its powers under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014 ("the Act") and all other enabling powers hereby make the following Order:-

The Order shall be cited as the Redcar and Cleveland Borough Council (Gates) Public Spaces Protection Order 2017.

**General provisions:**

- (a) A person who fails to comply with any obligation imposed by this order is guilty of a criminal offence by virtue of section 67(1) of the Anti-Social Behaviour, Crime and Policing Act 2014 and liable to a fine on summary conviction not exceeding level 3 on the standard scale.
  - (b) A person guilty of an offence under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale or fixed penalty notice of a maximum £100.
1. The Order shall come into operation on 20<sup>th</sup> October 2017 and shall have effect for a period of 3 years hereafter unless varied or discharged by further orders.
  2. The highways to be restricted ('Restricted Area') are detailed in the attached schedules.
  3. Gates may be installed, operated and maintained at each end of the Restricted Area by the Council.
  4. The restriction detailed in the schedules shall not apply to the occupiers of premises adjoining or adjacent to the Restricted Area so indicated; or to emergency services, statutory undertakers, utility providers, local authority vehicles and/or any other person with written authority of the Council.
  5. No waste or household item shall be deposited, stored or discarded in the Restricted Area. This restriction shall not apply to any wheeled bin or other approved receptacle for the storage of waste on the Restricted Area designated waste collection day.
  6. The Order is made because the Council is satisfied that the requirements of Section 59 of the Act in respect of the said highway are satisfied and that it is expedient for the purposes of preventing or reducing crime and/or anti-social behaviour that public use of the said highway be restricted.
  7. If any person desires to question the validity of this Order on the grounds that the Council had no power to make it or that any requirement of the Act has not been complied with in relation to this Order, he or she may apply to the High Court within six weeks from the date on which this Order is made.

The COMMON SEAL of Redcar & Cleveland )  
Borough Council was this 20<sup>th</sup> day of October )  
2017 hereto affixed in the presence of:- )

.....  
Authorised Signatory

.....  
Authorised Signatory

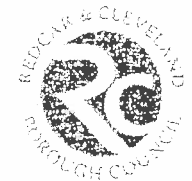
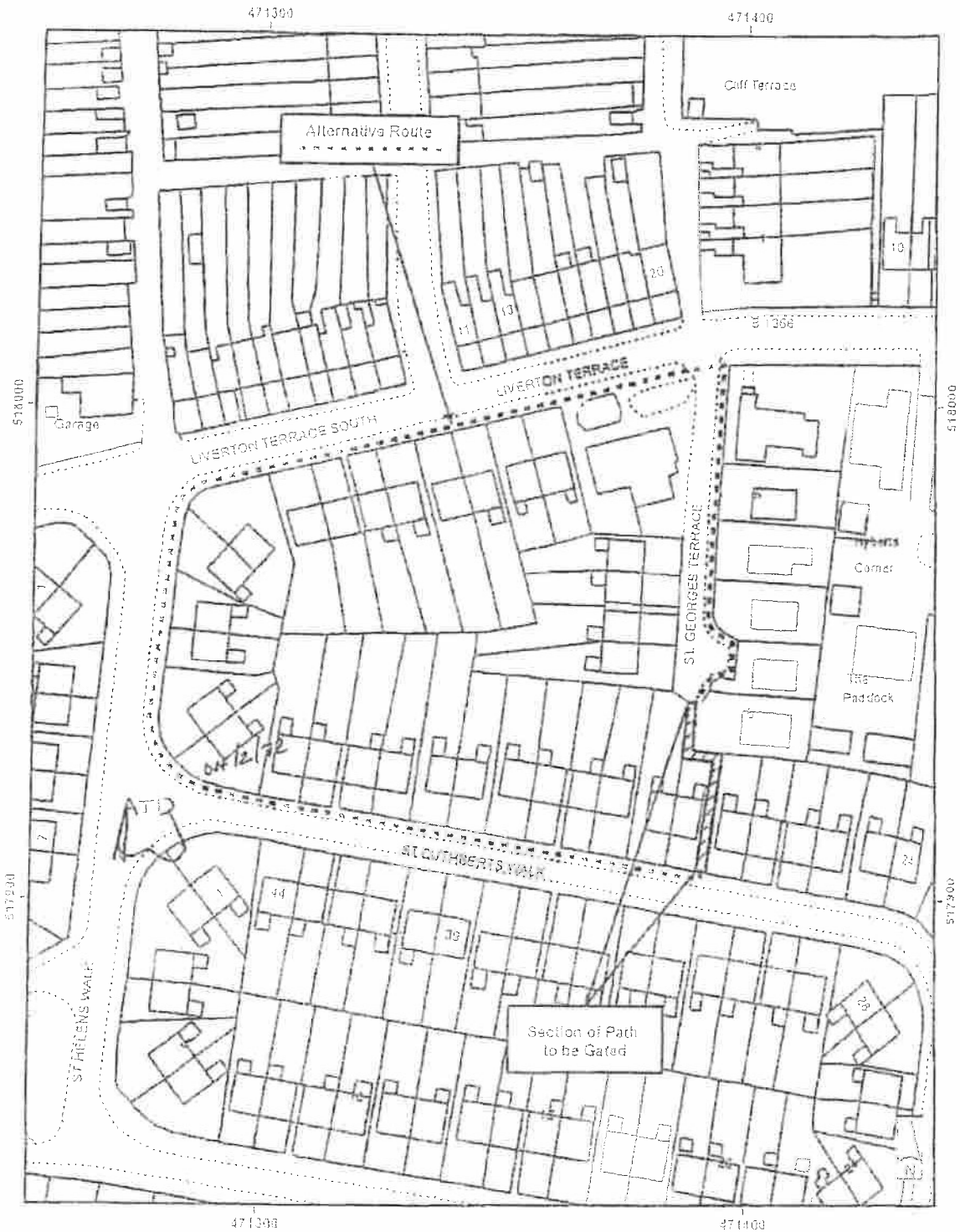


088/2/72

## SCHEDULE 1

### Pathway linking St George's Terrace and St Cuthbert's Walk, Liverton Mines

1. Gates will be installed at either end of the pathway linking St George's Terrace and St Cuthbert's Walk, Liverton Mines in the positions indicated on attached Plan 1. No person shall use the part of the **highway shown by cross hatching on Plan 1** between 21.30 hours and 07.00 hours from 1<sup>st</sup> **May to 30<sup>th</sup> September** and between 16.30 hours and 08.00 hours from 1<sup>st</sup> October to 30<sup>th</sup> April inclusive in any year.
2. The alternative route is shown by the broken black line on attached Plan 1. Alternative pedestrian access can be gained by proceeding along St George's Terrace in a northerly direction to its junction with Liverton Terrace. Turn left onto Liverton Terrace and proceed in a westerly direction to the junction with St Helen's Walk. Turn left onto St Helen's Walk and proceed in a southerly direction to the junction with St Cuthbert's Walk. Turn left again onto St Cuthbert's Walk and proceed in an easterly direction to where it joins the pathway (Total distance of approximately 350 metres).



Area Management

Section 129A Highways Act 1980  
 Proposed Gating Order  
 St. Georges Terrace to St. Cuthberts Walk Liverton Mines Scale = 1:1000

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Community Protection Division  
 Treisdorf Way  
 Kirkleatham Business Park  
 Redcar TS10 5AP

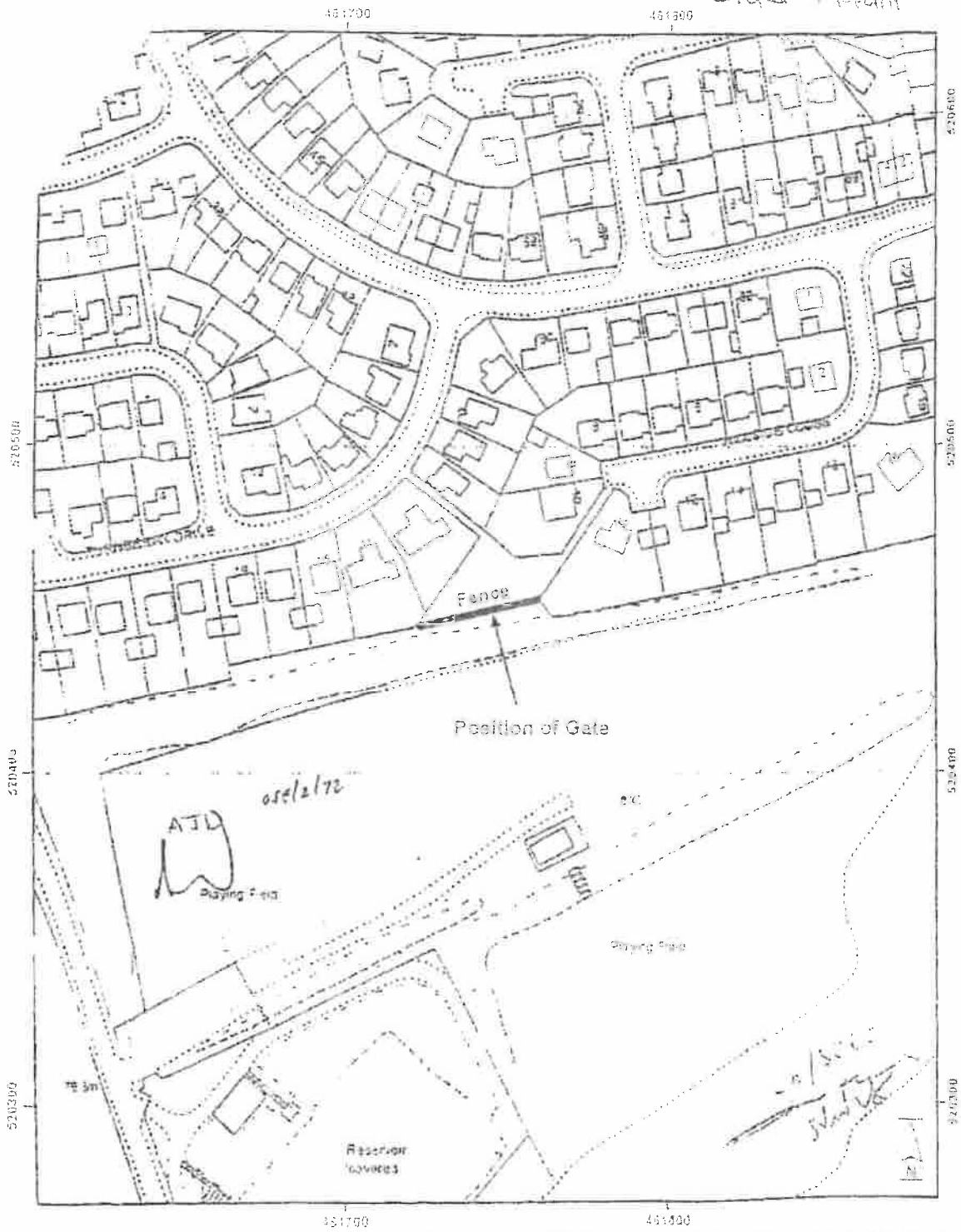


## SCHEDULE 2

### Hillside Close and Turnberry Drive, New Marske

1. A gate will be installed at Grid Reference NZ 6175 2045 at the access point to the playing fields from Hillside Close and Turnberry Drive, New Marske as shown on attached Plan 1. No person shall use the part of the **footpaths shown on Plan 1 and Plan 2** between 21.30 hours and 07.00 hours from 1<sup>st</sup> May to **30<sup>th</sup> September** and between 16.30 hours and 08.00 hours 1<sup>st</sup> October to 30<sup>th</sup> April inclusive in any year.
2. The alternative route is shown by the broken black lines on attached Plan 2. Alternative pedestrian access can be gained along Hillside Close or Turnberry Drive to their junctions with Rosemount Road and along Rosemount Road in a generally easterly direction to Sandmoor Road and then initially south then east along Sandmoor Road to Marske Public Footpath No 28 and the Errington Woods Path in a generally south westerly direction to the Car Park and Picnic site from where access can be gained to the Playing Fields.

Order Plant



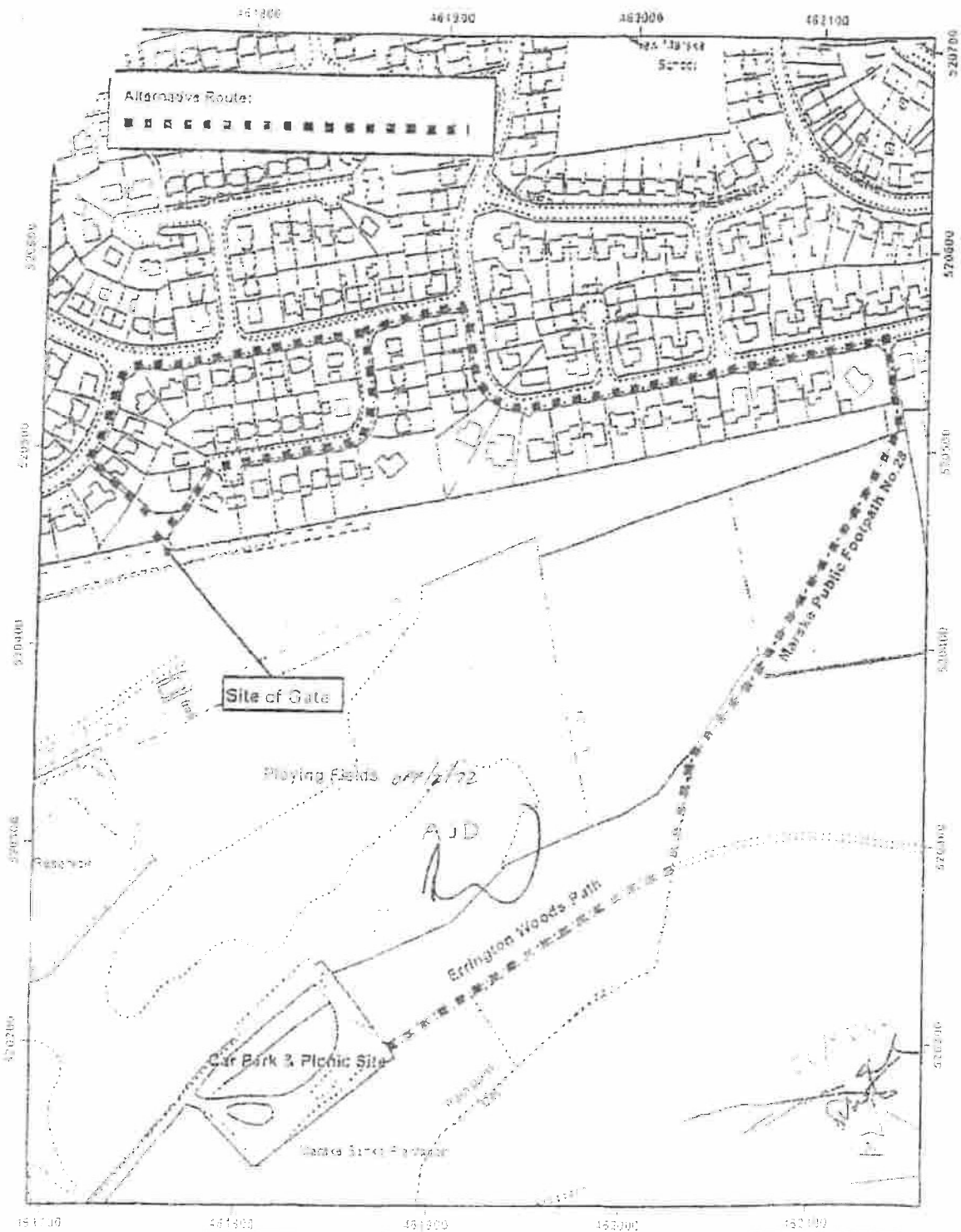
Area Management

The Section 129A Highways Act 1980  
 Radnor & Cleveland Borough Council  
 Hillside Close / Turnberry Drive New Marske Gating Order 2008

Scale = 1:500

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Radnor & Cleveland Borough Council  
 Area Management Department  
 Fairway House, Limerick Road  
 Dormanstown, TS10 3AU



**The ALTERNATIVE ROUTE**  
 Hillsite Close / Turnberry Drive Closing Order 2008

Scale = 1:2,500

<p>Approved by the Council on 15th March 2008. The Council has agreed to the proposed closure of Hillsite Close and Turnberry Drive from 1st April 2008. The Council has also agreed to the proposed closure of Hillsite Close and Turnberry Drive from 1st April 2008. The Council has also agreed to the proposed closure of Hillsite Close and Turnberry Drive from 1st April 2008.</p>	<p>Redcar &amp; Cleveland Borough Council          Area Management Department          Farway House, Llanos Road          Dalton, TS11 5JQ</p>
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### **SCHEDULE 3**

#### **Tawney Close and Church Lane, Eston**

- 1 No person shall use the public right of way shown by zebra hatching on attached plan 1 and 2. The totally restricted area is the alley running from Church Lane, Eston for a distance of 22 metres.
  
- 2 The alternative route for pedestrians is shown by a broken black line on attached Plan 2. Alternative access can be gained via Church Lane, the link road between Church Lane and Monmouth Road, Tawney Road and Tawney Close, Eston by following the route shown on Plan 2 by a broken black line for approximately 393 metres.

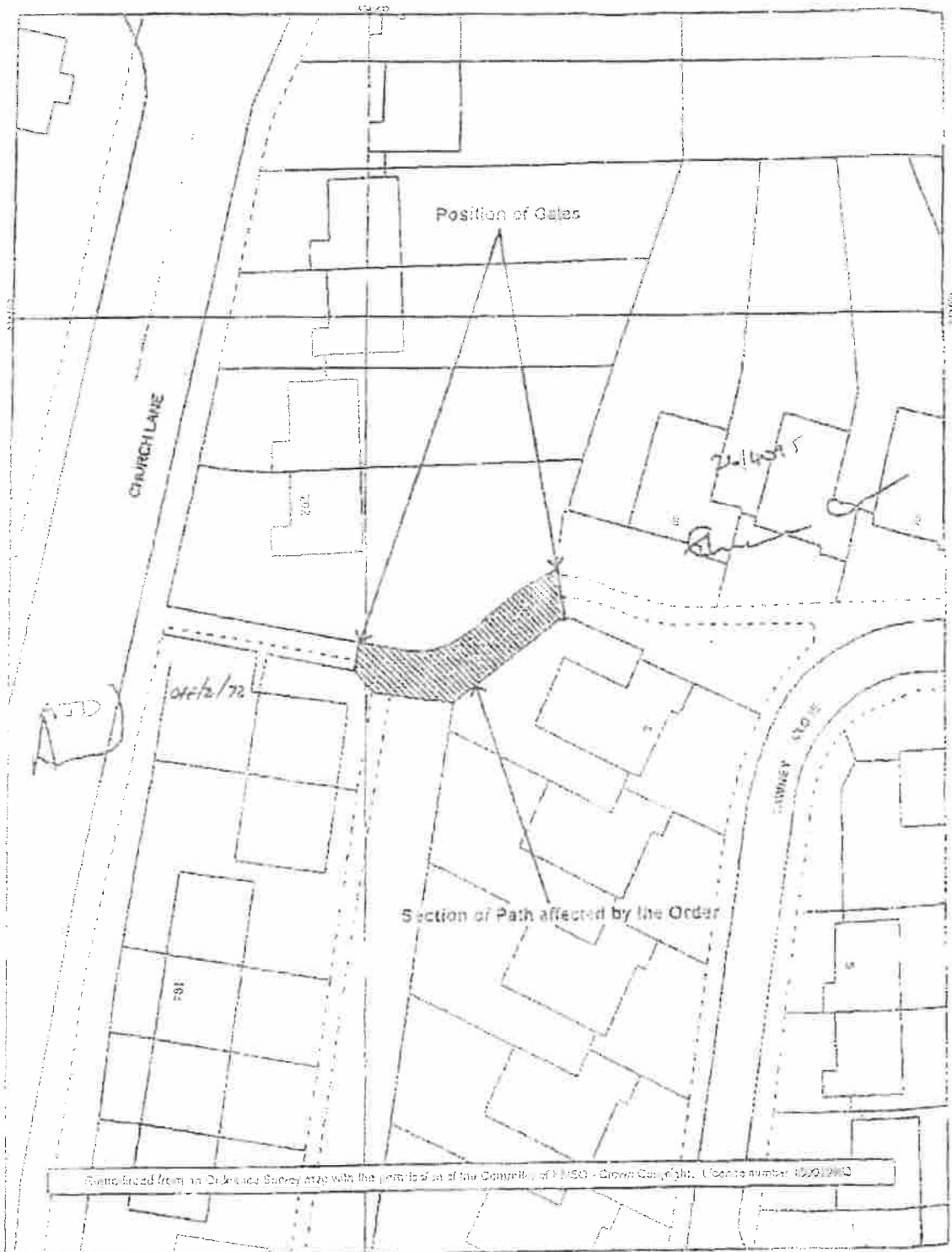
Plan 1



Department for Area Management  
Fairway House  
Limerick Road  
Dormanstown  
TS10 5JU

Section 129A Highways Act 1980  
Redcar & Cleveland Borough Council  
Tawnay Close to Church Lane (Eston) Gating Order 2007

Scale 1:500



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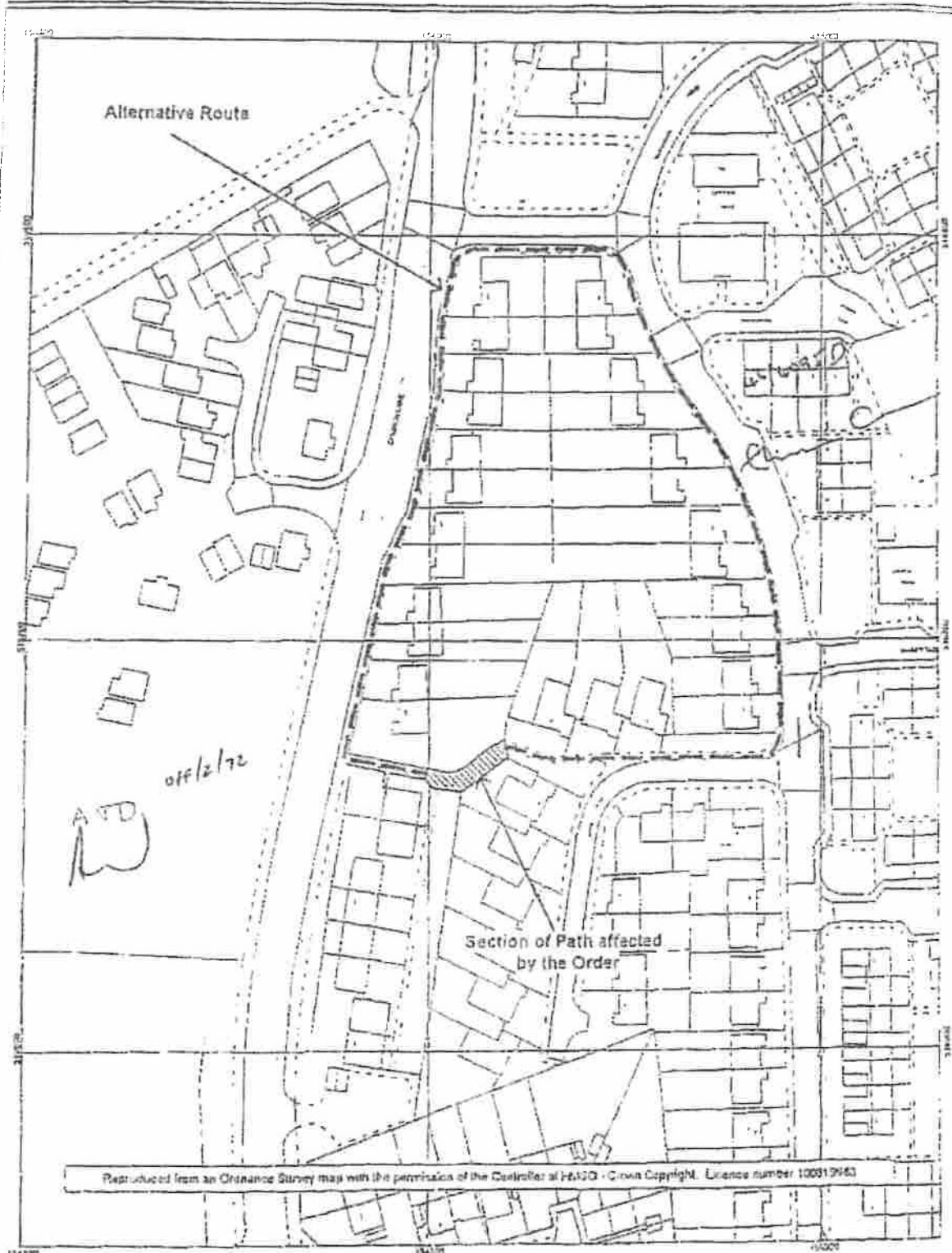
Plan 2



Department for Area Management  
Railway House  
Limerick Road  
Dormanstown  
TS10 5JU

Redcar & Cleveland Borough Council  
Tawney Close to Church Lane (Eston) Gating Order 2007  
Alternative Route

Scale 1:1250



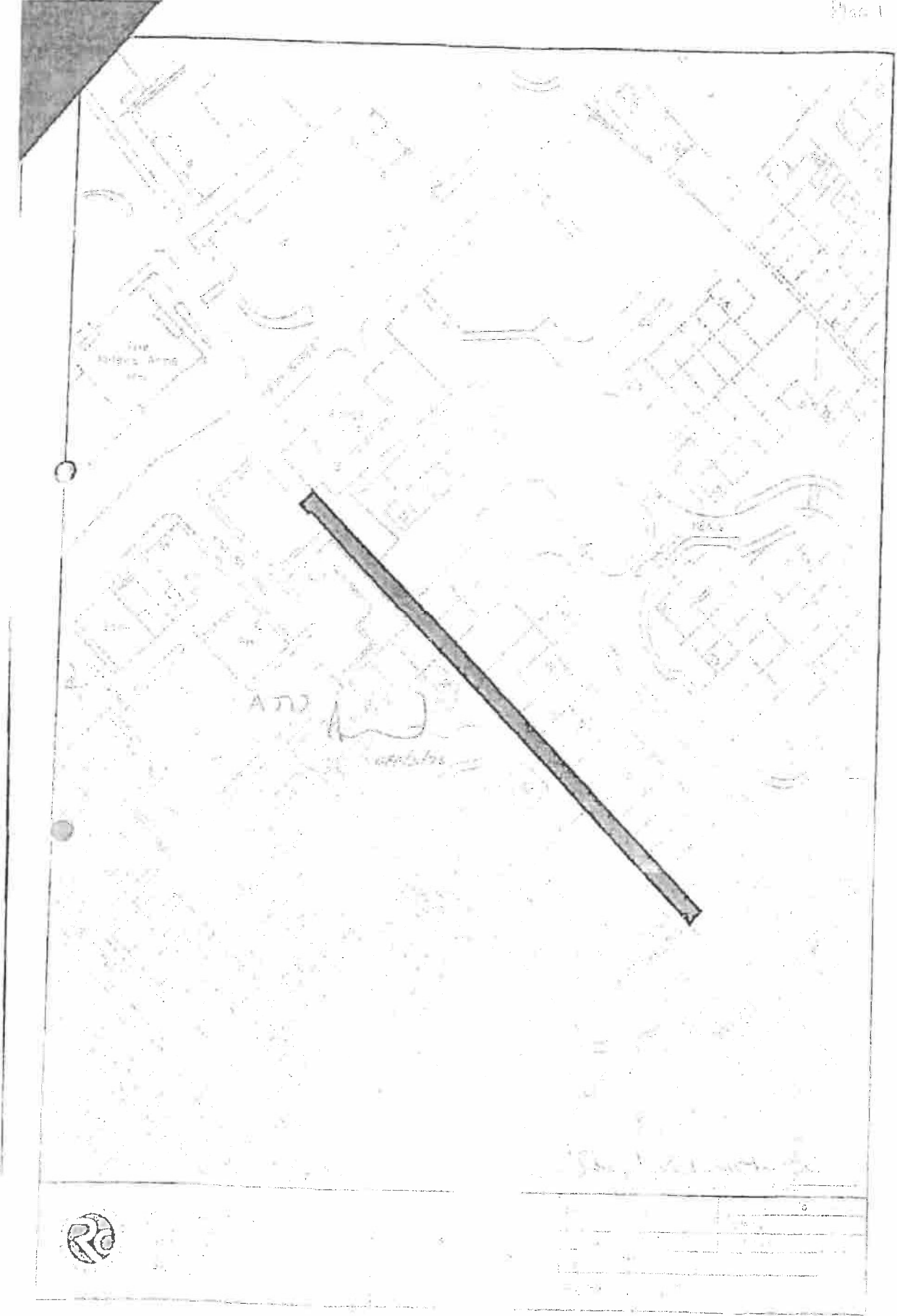
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## SCHEDULE 4

### **Rear of Rothwell Mews, Eston**

1. No person shall proceed or cycle, or cause or permit any vehicle to proceed, over the back street running between Guisborough Street and the High Street at the rear of 1 to 18 Rothwell Mews, Eston. From a point 18 metres from its junction with the High Street to a point 6 metres from its junction with Guisborough Street marked black on attached Plan 1.

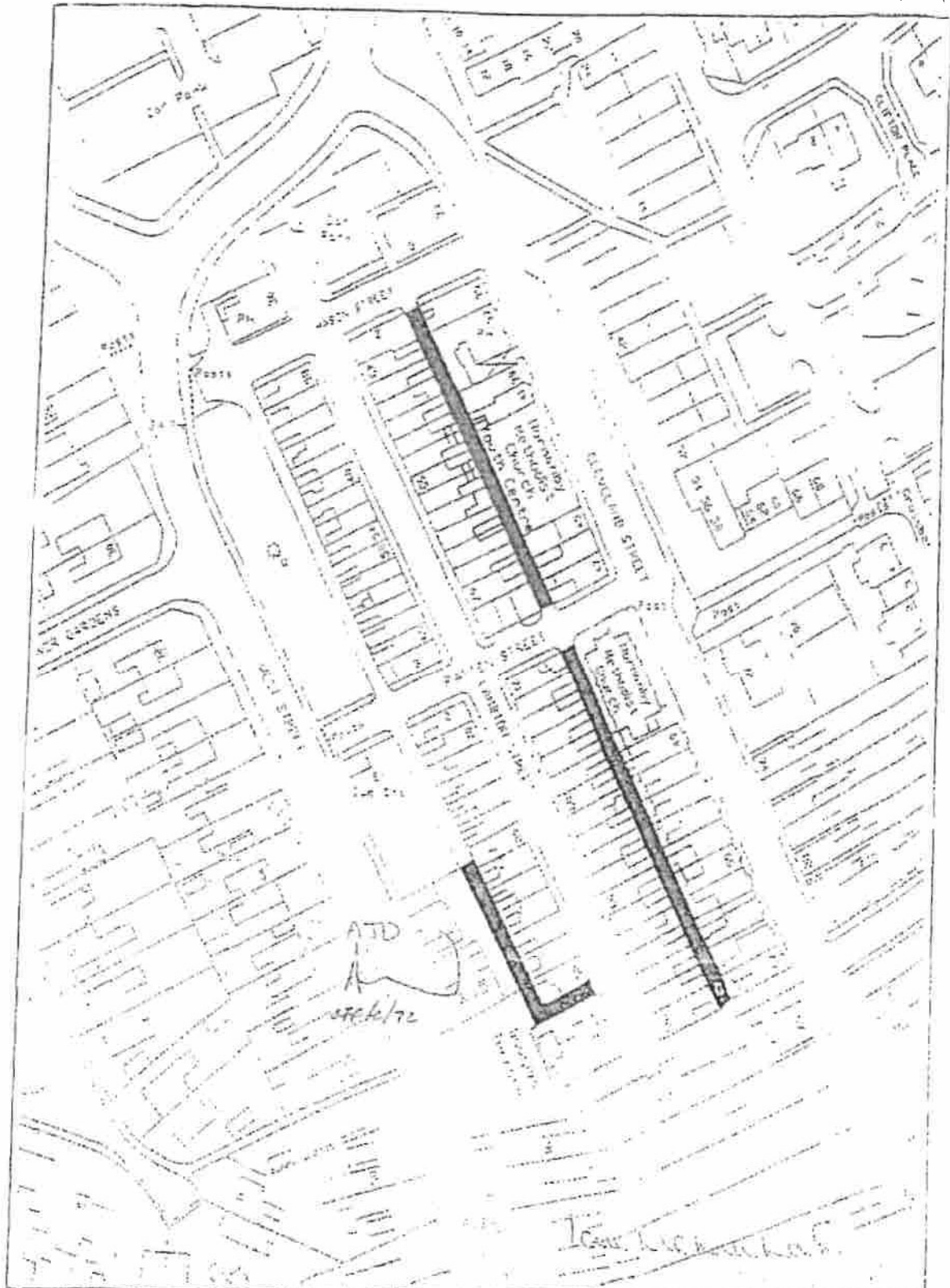



## SCHEDULE 5

### Various back streets at Lambton Street, Eston

1. No person shall proceed on cycle, or cause or permit any vehicle to proceed, over the lengths of road shown on Plan 1 and detailed as follows –
  - (i) Back street running between Mason Street and Patten Street to the rear of 35 to 47 Cleveland Street, Eston. From its junction with Mason Street to its junction with Patten Street.
  - (ii) Back street running between to the rear of 71 to 105 Lambton Street, Eston. From its junction with Patten Street to its junction with back street running to the side of 67 Cleveland Street.
  - (iii) Back street running between to the rear of 80 to 92 Lambton Street and to the side of 92 Lambton Street, Eston. From its junction with Lambton Street for a distance of 14m in a south westerly direction and then for a distance of 32m in a north westerly direction.

Plan 1



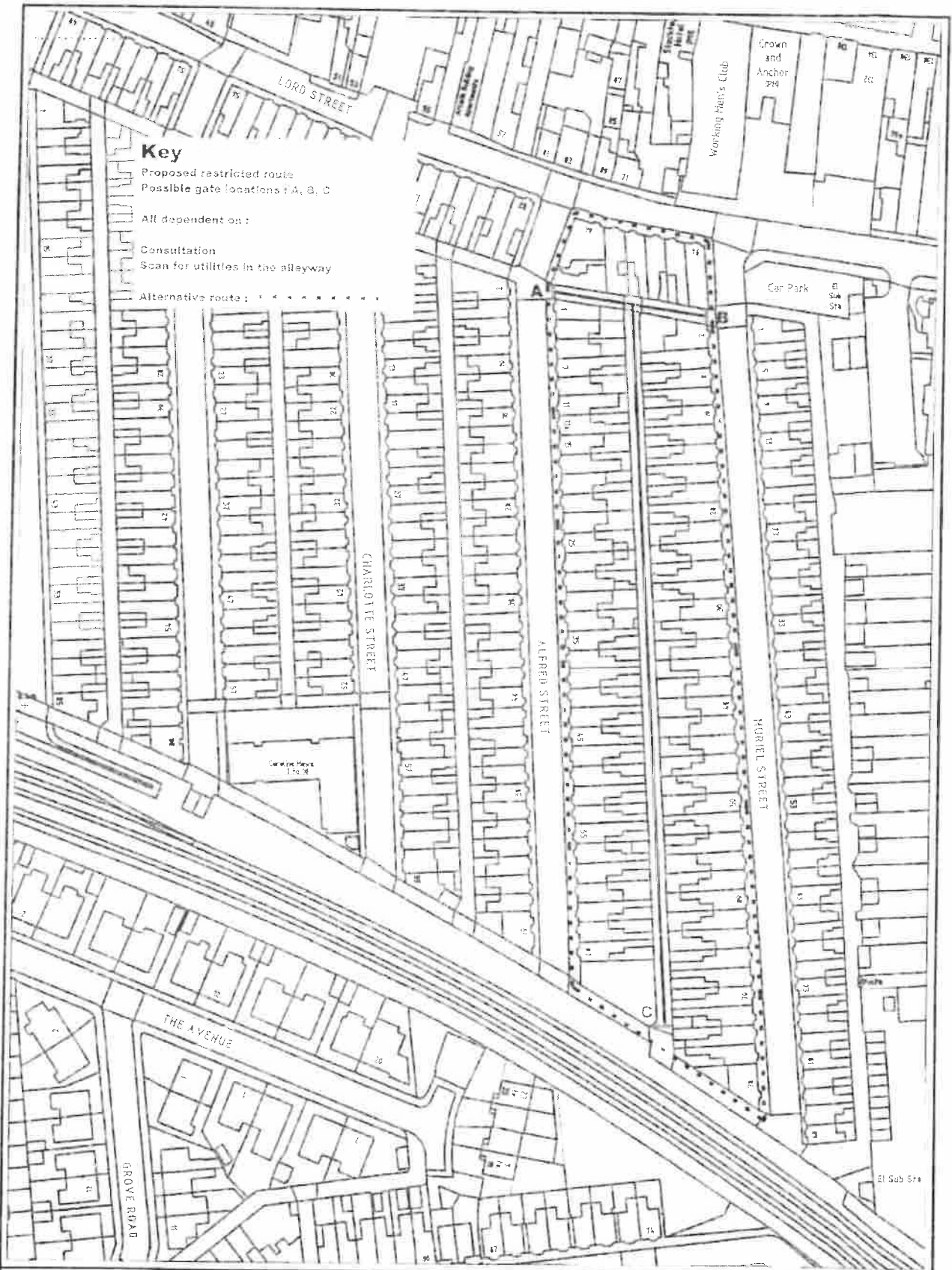
City of Boston  
 Department of  
 Planning  
 220 State Street  
 Boston, MA 02109

Scale	North Arrow	Legend
1" = 100'		

## SCHEDULE 6

### Alfred Street, Lord Street and Muriel Street

- 1 The highway to be restricted commences to the side of no. 1 Alfred Street and behind no. 84a Lord Street, continuing in an east-south-easterly direction for 38.7 metres to the side of no. 2 Muriel Street and the rear of no. 94 Lord Street. Then also commences at the rear of nos. 67 Alfred Street and 72 Muriel Street, continuing in a northerly direction for 179 metres to the mid-point between the rear of no. 84-94 Lord Street.
- 2 The alternative route is along Alfred Street, Muriel Street, Lord Street, and the lane next to the north side of the Middlesbrough-to-Saltburn railway.



**Key**  
 Proposed restricted route  
 Possible gate locations : A, B, C  
 All dependent on :  
 Consultation  
 Scan for utilities in the alleyway  
 Alternative route : - - - - -



Regeneration Services,  
 Redcar and Cleveland House,  
 Redcar  
 TS10 1RT  
 Tel: (01642) 774774

Key  
 1-67 Alfred Street,  
 2-78 Muriel Street,  
 84a-94 Lord Street,

Scale 1:1250  
 Date 06/08/2018  
 Drg. No. Revision B

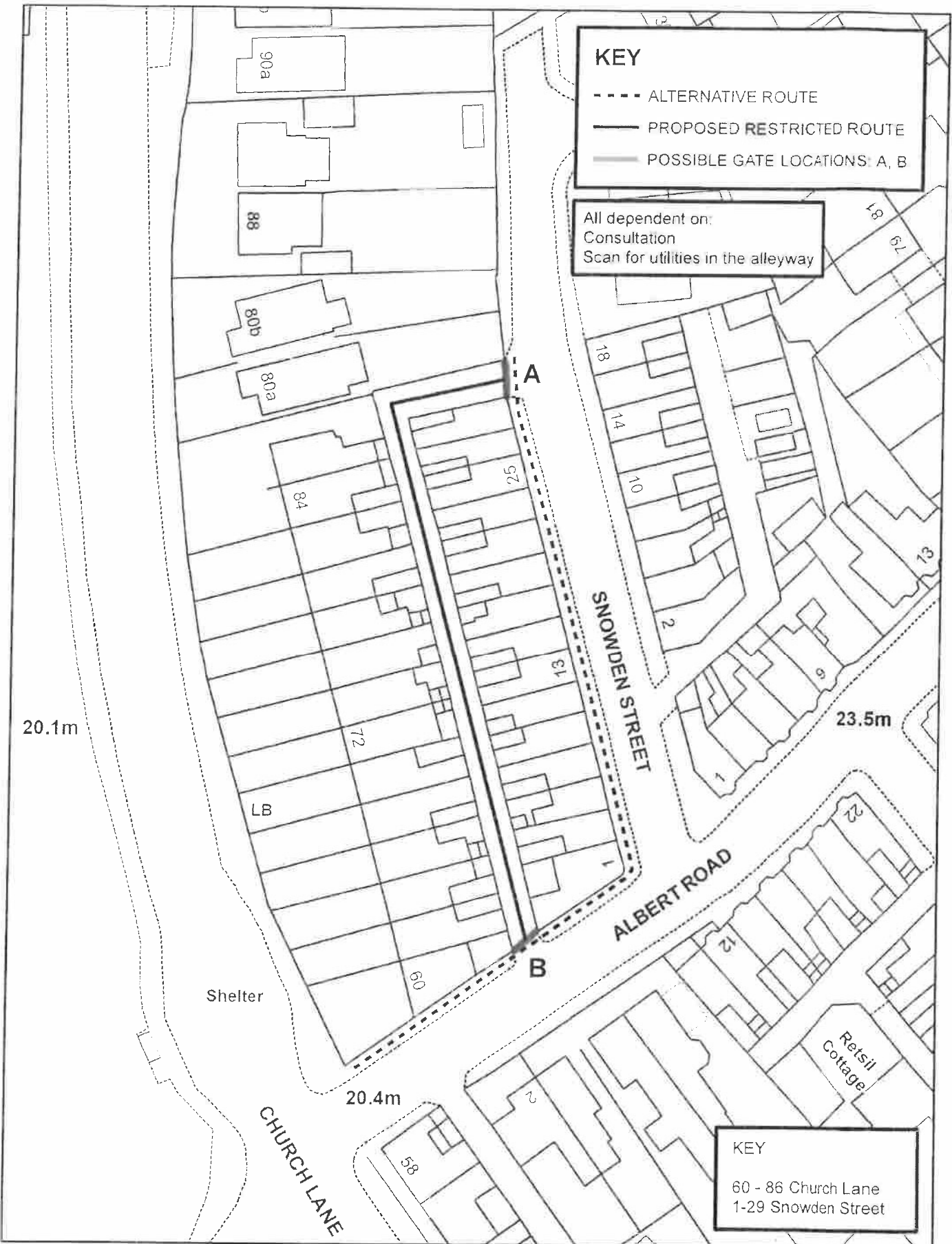
Drawn by MK  
 Traced by  
 Checked by JF



## **SCHEDULE 8**

### **Church Lane and Snowden Street**

1. The highway to be restricted commences to the rear of no. 60 Church Lane and behind no. 1 Snowden Street, continuing in a north-north-westerly direction for 69.2 metres to the mid-point at the rear of no. 86 Church Lane and the side of no. 86a Church Lane behind no. 29 Snowden Street, continuing in an east-north-easterly direction for 14.4 metres to the mid-point between the side of no. 29 Snowden Street and no. 86a Church Lane.
2. The alternative route is along Albert Road and Snowden Street.



**Location plan – Proposed Church Lane / Snowden Street alley-gating scheme**



Date: 04/10/2018      Drawn by: BC  
 Scale = 1:600      DWG No: N/A

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## SCHEDULE 9

### **Albert Road and Snowden Street**

1. The highway to be restricted commences to the side of no. 2 Snowden Street and behind no. 1 Albert Road, continuing in a north-north-westerly direction for 15.3 metres to the mid-point at the rear of no. 9 Albert Road next to no. 2 Snowden Street, continuing in a northerly direction for 36.7 metres to the end of the highway to the rear of no. 18 Snowden Street and to the side of no. 20 Snowden Street.



**Location plan – Proposed Albert Road / Snowden Street alley-gating scheme**



Date: 04/10/2018      Drawn by: BC  
 Scale = 1:600              DWG No: N/A

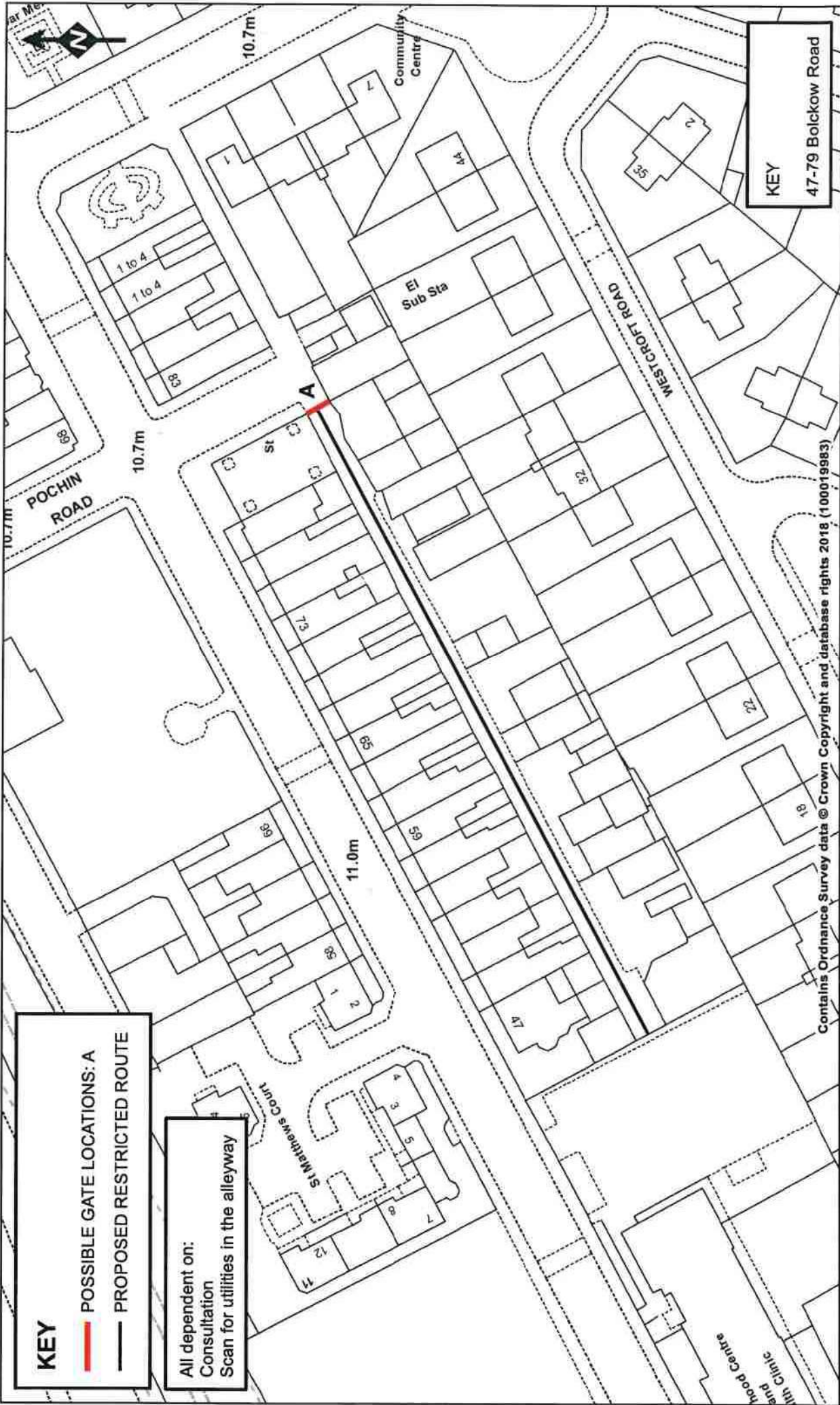
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**SCHEDULE 10**

**79-47 Bolckow Road, Grangetown**

- 1. The highway to be restricted commences to the rear of no. 79 Bolckow Road, continuing in a south westerly direction for 104 metres to the end of the highway to the rear of no. 47 Bolckow Road and to the side of the Grangetown neighbourhood centre site;*





**KEY**

— POSSIBLE GATE LOCATIONS: A

— PROPOSED RESTRICTED ROUTE

All dependent on:  
 Consultation  
 Scan for utilities in the alleyway

**KEY**

47-79 Bolckow Road

Date: 14/11/2018  
 Drawn by: BC  
 Scale = 1:800  
 DWG No: N/A

# Location Plan : Proposed Bolckow Road alley-gating scheme

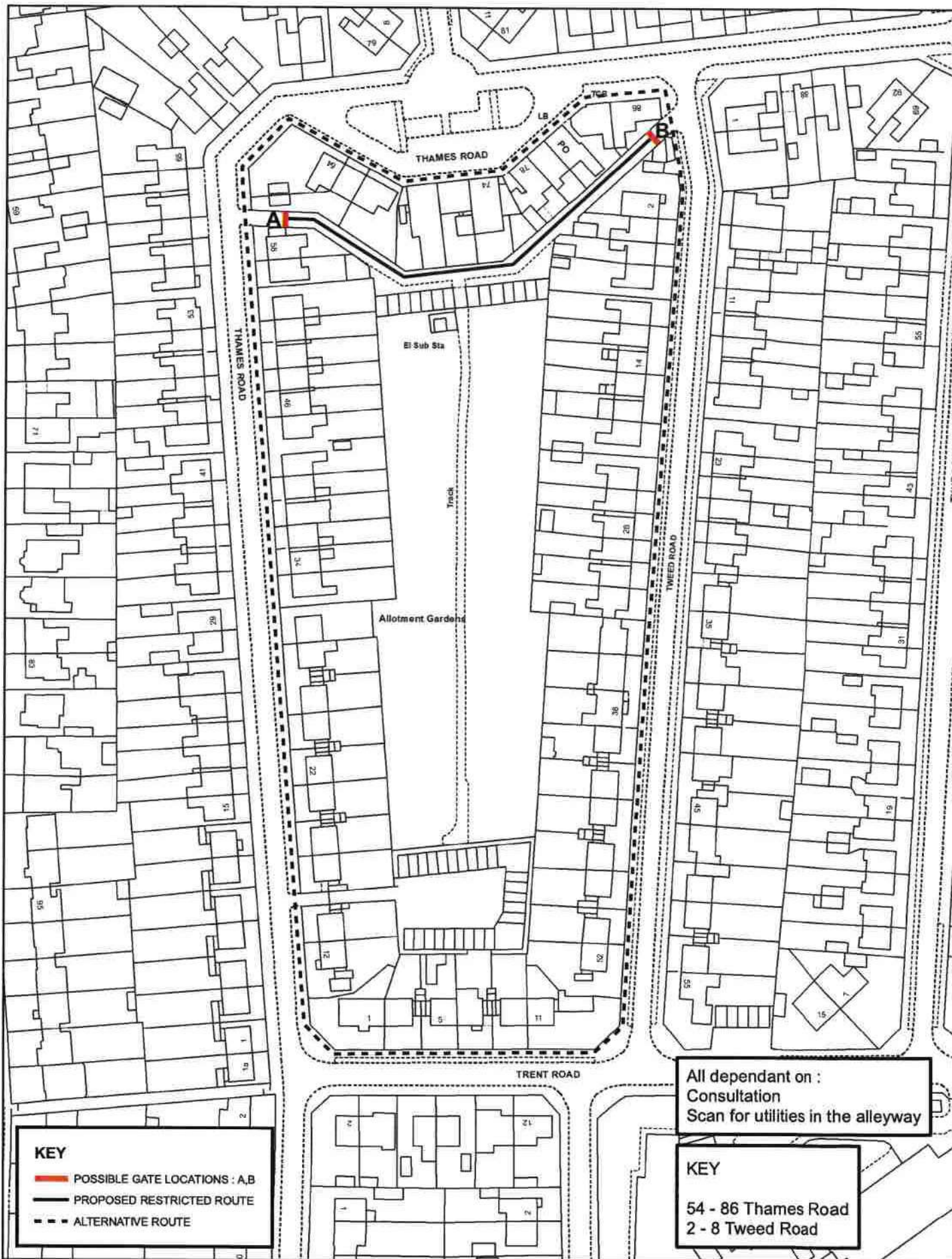




## **SCHEDULE 11**

### **58-86 Thames Road and 2 Tweed Road, Redcar**

- 1. The highway to be restricted commences to the rear of no. 66 Thames Road and the side of 58 Thames Road, continuing in an easterly direction for 7 metres to the mid-point of the highway to the rear of no. 66 Thames Road, then continuing in a south easterly direction for 27 metres to the mid-point of the highway to the rear of 70 Thames Road, then continuing in an easterly direction for 29 metres to the mid-point of the highway to the rear of 76 Thames Road, and then continues in a north easterly direction for 50 metres to the mid-point of the highway to the rear of 86 Thames Road and the side of 2 Tweed Road, Redcar;*
- 2. The alternative route is along Thames Road and Tweed Road*



**KEY**

- █ POSSIBLE GATE LOCATIONS : A,B
- PROPOSED RESTRICTED ROUTE
- - - ALTERNATIVE ROUTE

All dependant on :  
 Consultation  
 Scan for utilities in the alleyway

**KEY**

54 - 86 Thames Road  
 2 - 8 Tweed Road



**Location Plan - Proposed Thames Road alley gating scheme**



Date: 10/07/2019      Drawn by: BC  
 Scale = 1:1,250      DWG No: N/A

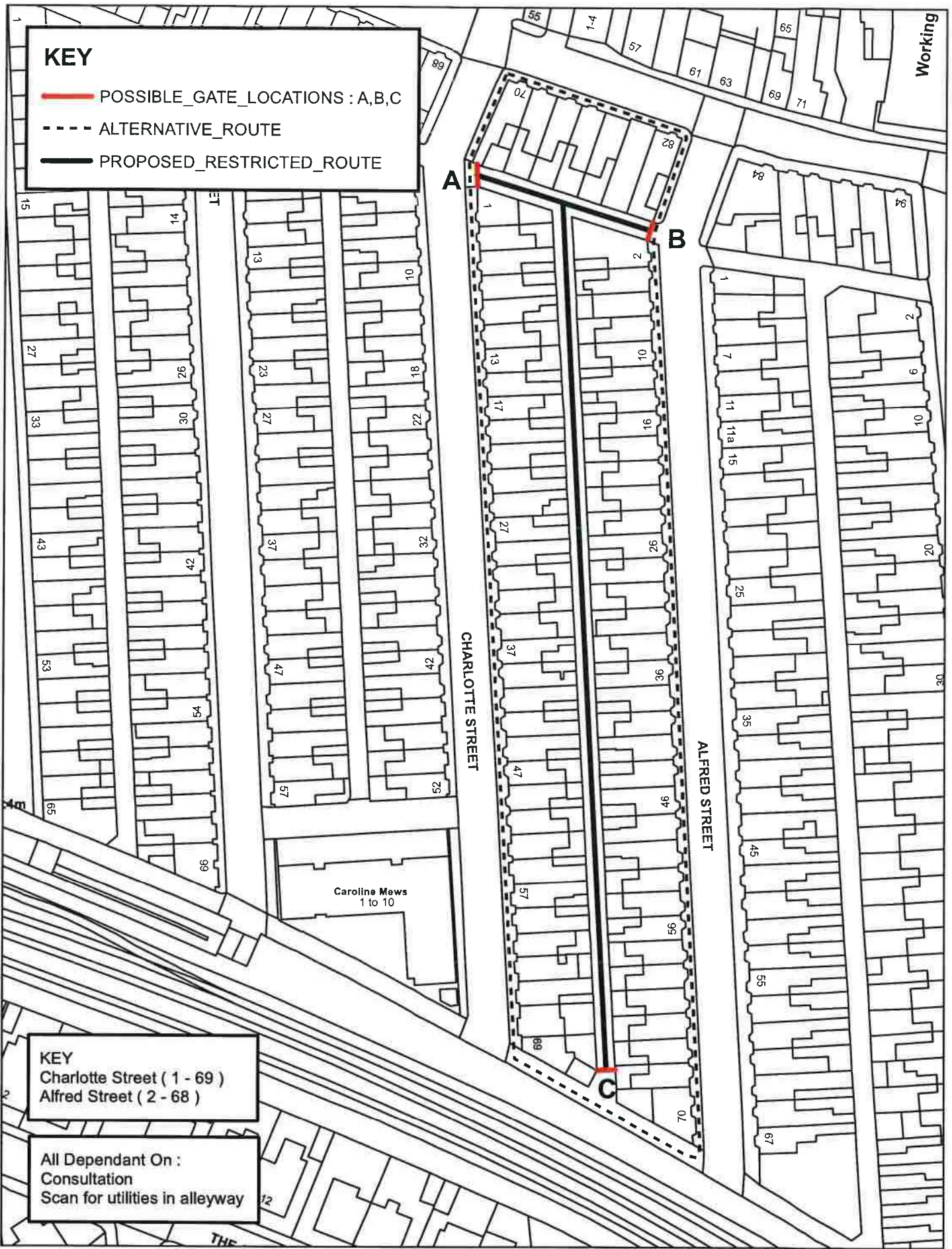
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## **SCHEDULE 12**

### **Charlotte Street, Alfred Street and Lord Street, Redcar**

- 1. The highway to be restricted ('Restricted Area') commences to the side of no. 1 Charlotte Street and behind no. 70 Lord Street, continuing in an east-south-easterly direction for 31.0 metres to the side of no. 2 Alfred Street and the rear of no. 82 Lord Street. Then also commences at the rear of nos. 69 Charlotte Street and 66 Alfred Street, continuing in a northerly direction for 163.3 metres to the mid-point between the rear of nos. 70-82 Lord Street, as detailed in the attached plan;*
- 2. The alternative route is along Alfred Street, Charlotte Street, Lord Street, and the lane adjacent to the Middlesbrough-to-Saltburn railway*





**KEY**

- POSSIBLE\_GATE\_LOCATIONS : A,B,C
- - - - ALTERNATIVE\_ROUTE
- PROPOSED\_RESTRICTED\_ROUTE

**KEY**  
 Charlotte Street ( 1 - 69 )  
 Alfred Street ( 2 - 68 )

All Dependant On :  
 Consultation  
 Scan for utilities in alleyway



**Location Plan - Proposed Charlotte Street / Alfred Street alleyway gating scheme**



Date: 10/07/2020      Drawn by: BC  
 Scale = 1:900      DWG No: N/A

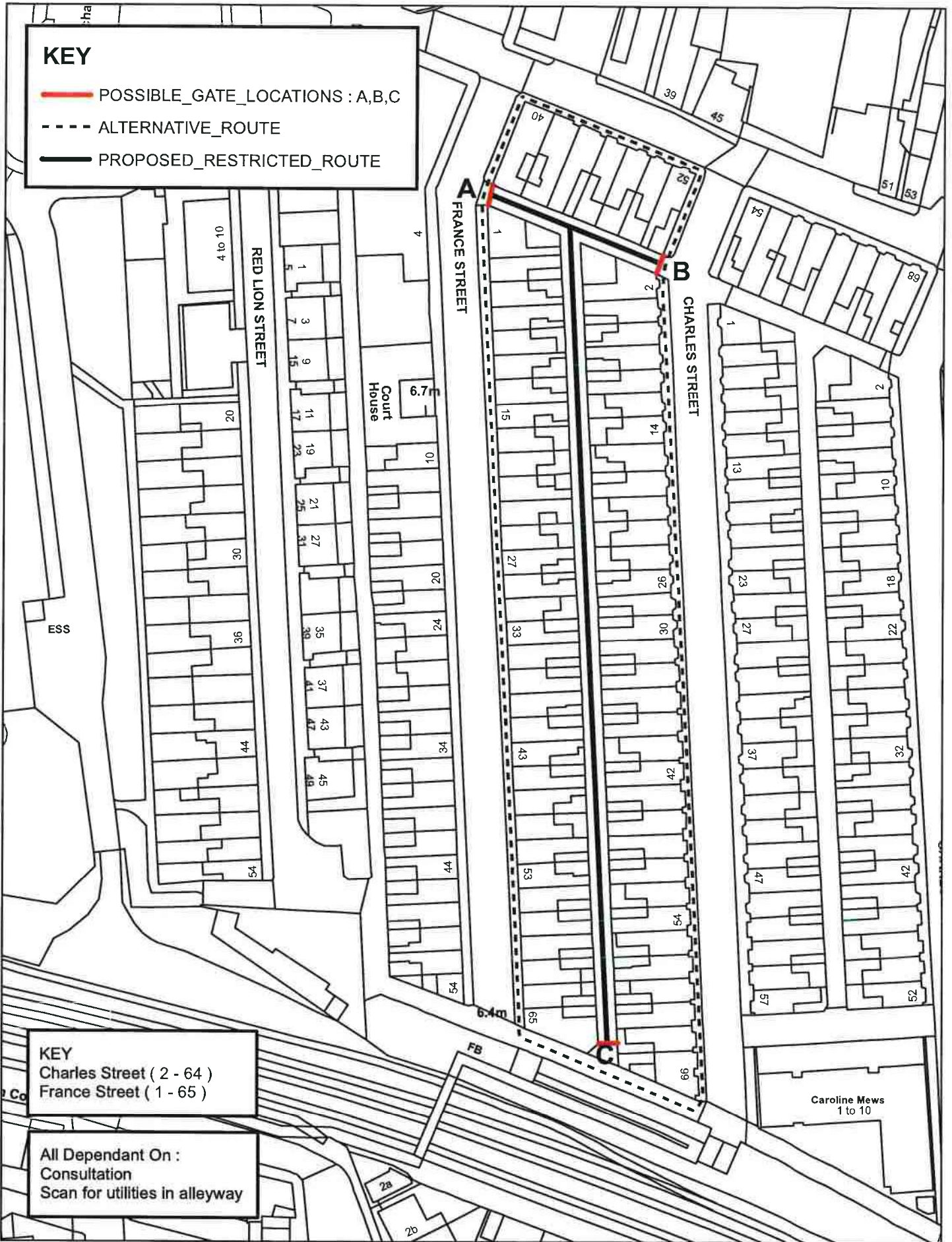
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### SCHEDULE 13

#### **France Street, Charles Street and Lord Street, Redcar**

- 1. The highway to be restricted ('Restricted Area') commences to the side of no. 1 France Street and behind no. 40-42 Lord Street, continuing in an east-south-easterly direction for 33.2 metres to the side of no. 2 Charles Street and the rear of no. 52 Lord Street. Then also commences at the rear of nos. 65 France Street and 64 Charles Street, continuing in a northerly direction for 153.8 metres to the mid-point between the rear of nos. 40-52 Lord Street, as detailed in the attached plan;*
- 2. The alternative route is along Charles Street, France Street, Lord Street, and the lane adjacent to the Middlesbrough-to-Saltburn railway*





**KEY**

- POSSIBLE\_GATE\_LOCATIONS : A,B,C
- - - - ALTERNATIVE\_ROUTE
- PROPOSED\_RESTRICTED\_ROUTE

**KEY**  
 Charles Street ( 2 - 64 )  
 France Street ( 1 - 65 )

All Dependant On :  
 Consultation  
 Scan for utilities in alleyway



**Location Plan - Proposed Charles Street / France Street alley gating scheme**



Date: 10/07/2020      Drawn by: BC  
 Scale = 1:900      DWG No: N/A

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## **SCHEDULE 14**

### **Pathway between Learning Lane and Lime Road which traverses the council owned allotment gardens, Learning Lane, Teesville**

1. The highway to be restricted commences at the north entrance to the council owned allotment gardens, Learning Lane, Teesville, continuing in a south-south-easterly direction for 364 metres to the rears of 38-40 Craigearn Road, then in a north-east-easterly direction for 65 metres to the rear of 23 Craigearn Road and the side and rear of 139 Lime Road coloured grey
2. The alternative routes are shown by the broken grey line on the attached location plan. Alternative pedestrian access can be gained by proceeding along Learning Lane in a generally easterly direction, then along the footpath between 55/57 Lime Road to its junction with Lime Road, then proceeding along Lime Road in a generally south-south-easterly direction to the junction with the footpath between 139 Lime Road and 18 Craigearn Road.

**Legend**

- Possible Gate Locations; A-B
- Proposed Restricted Route
- - - - Alternative Route



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**PROPOSED ORDER RESTRICTING PUBLIC ACCESS TO FOOTPATH AT  
THE ALLOTMENT GARDENS, LEARNING LANE, TEESVILLE**

## **SCHEDULE 15**

### **Pathway between Churchill Road and Westminster Close, Eston, at Lodge Farm allotment gardens**

1. Gates will be installed at locations A and B at either end of the footpath linking Churchill Road and Westminster Close, which traverses the Lodge farm allotment gardens, on the attached location plan. No person shall use the part of the highway shown in dark grey between 21:30 hours and 07:00 hours from 1<sup>st</sup> May to 30<sup>th</sup> September inclusive and between 16:30 hours and 08:00 hours from 1<sup>st</sup> October to 30<sup>th</sup> April in any one year
  
2. The alternative routes are shown by the broken grey line on the attached location plan. Alternative pedestrian access can be gained by proceeding in a generally southerly direction along Churchill Road to its junction with Exeter Road, along Exeter Road in a generally south-west-westerly direction to its junction with Westminster Close, then along the footpath running west-to-east between numbers 54/56 and 70/72 Westminster Close. Alternatively, pedestrian access can also be gained by proceeding in a generally northerly direction along Churchill Road to its junction with Fabian Road, along Fabian Road in a generally westerly direction to its junction with Nightingale Road, along Nightingale Road in a generally south-east-easterly direction, then along the footpath between 89/91 Nightingale Road and 28 Snowden Street, then along Snowden Street in a generally southerly direction to its junction with Albert Road, then proceeding in a generally easterly direction along Albert Road, continuing in a generally easterly direction along the footpath between 13/30 Albert Road and 69/71 Westminster Close, crossing over Westminster Close and then along the footpath running west-to-east between numbers 54/56 and 70/72 Westminster Close.

**Legend**

- Possible Gate Locations; A-B
- Proposed Restricted Route
- - - Alternative Routes



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**PROPOSED ORDER RESTRICTING PUBLIC ACCESS TO FOOTPATH  
LINKING CHURCHILL ROAD AND WESTMINSTER CLOSE, ESTON**