



Highways Committee

Date **Friday 8 December 2023**
Time **9.30 am**
Venue **Council Chamber, County Hall, Durham**

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 20 October 2023 (Pages 3 - 8)
4. Declarations of Interest, if any
5. Framwellgate Moor - Proposed Traffic Calming - Report of the Corporate Director of Regeneration, Economy & Growth (Pages 9 - 22)
6. Peterlee & Horden - Parking & Waiting Restrictions, Traffic Regulation Order 2023 - Report of the Corporate Director of Regeneration, Economy & Growth (Pages 23 - 48)
7. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Bradley
Head of Legal and Democratic Services

County Hall
Durham
30 November 2023

To: **The Members of the Highways Committee**

Councillor R Ormerod (Chair)
Councillor G Hutchinson (Vice-Chair)

Councillors M Abley, D Boyes, I Cochrane, T Duffy, C Kay,
J Higgins, J Howey, L Maddison, R Manchester, E Mavin,
D Oliver, I Roberts, K Robson, A Simpson, G Smith, A Sterling,
F Tinsley, M Wilson and D Wood

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Friday 20 October 2023 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors G Hutchinson (Vice-Chair), T Duffy, J Howey, L Maddison, E Mavin, I Roberts, K Robson, A Simpson, A Sterling, F Tinsley, M Wilson, D Wood and P Jopling

1 Apologies for Absence

Apologies for absence were received from Councillors J.Higgins and D.Oliver

2 Substitute Members

Councillor P.Jopling was present as a substitute for Councillor D.Oliver

3 Minutes

The minutes of the meeting held on 26th September 2023 were confirmed as a correct record and signed by the Chair

4 Declarations of Interest, if any

Councillor G.Hutchinson declared an interest in item 5 as he had initiated the request for the order and was the local Member.

Councillors J Howey and I Roberts declared an interest in item 6 as it was within their electoral division.

Councillor K Robson declared an interest in item 7 as it was within his electoral division.

N Carter, Solicitor advised that Councillors G Hutchinson and J Howey would leave the chamber during the debate of the above items

5 Bowburn, Shincliffe & High Shincliffe (Parking & Waiting Restrictions) Traffic Regulation Amendment Order

Councillor Hutchinson left 9:35

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Bowburn, Shincliffe and High Shincliffe and requested that they considered the objections made during the informal and formal consultation period (for copy see file of minutes).

D Lewin, Strategic Traffic Manager, provided a detailed presentation including a map indicating the location plan of proposals and associated buildings, aerial photos, photographs of the site, and details for the following restriction:

- Extended the existing no waiting and no loading/unloading at any time restrictions on Durham Road.

Councillor Wood noted that in the report it stated that both local members had fully supported the proposals. However, he pointed out that it was a three member division and questioned if the third member had been consulted.

K. Moralee, Traffic Management Section Manager, in response advised that although only 2 members had responded to the consultation, all 3 had been consulted.

Councillor Blakey in supporting the recommendation, noted several issues in this area contributing to traffic disruption, including a bus stop which was located in the affected area and wagon deliveries which parked near to a traffic island.

All of this had seen the major highways implications of traffic that had driven on the wrong side of the traffic island which caused and would continue to cause major highways safety concerns.

Councillor Tinsley had asked whether any further details could be provided on the objections received.

The Strategic Traffic Manager expanded upon the concerns in the report, noting that comments centred around the proposed recommendations leading to an increase in parking congestion in other areas of Bowburn due to the direct displacement of vehicles. However, on balance officers considered the proposals a reasonable solution and suitable approach to mitigate the current traffic issues

Councillor Jopling referred to similar issues in her local area which had been resolved with a similar scheme and acknowledged the frequency of deliveries to the Co-op store. With that in mind she sympathised with residents living in that area and agreed with the proposals

Moved by Councillor Tinsley, **Seconded** by Councillor Mavin

Resolved

That the committee endorsed the proposal, in principle, to introduce the Bowburn, Shincliffe & High Shincliffe Parking and Waiting Restrictions, Traffic Regulation Amendment Order 2023, with the final decision to be made by the Corporate Director under delegated powers.

Councillor Hutchinson returned to the meeting following the conclusion of this item.

6 Bishop Auckland (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2023

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth which advised Members of the objections received to the Traffic Regulation Order (TRO) in Bishop Auckland during both the informal and informal consultation period.

The Strategic Traffic Manager provided a detailed presentation that included: a map (location plan and associated highways), aerial photos, photographs of the site. The following restrictions were proposed:

- To introduce no waiting at any time restrictions at the Boddy Street junction (Location 1)
- To introduce coach parking, 'no waiting at any time' restrictions & extend existing 'no stopping' restrictions at King James Academy (Location 2)
- To introduce no waiting at any time restrictions at the Etherley Lane/The Copse Junctions (Location 3)
- To introduce no waiting at any time restrictions at St Andrews Terrace (Location 4)

The Chair noted that there were no public or local members in attendance to provide representations for locations 1-3.

The Chair welcomed Councillor Hunt to make her representations on Location 4, St Andrews Terrace

Councillor Hunt explained that car parking charges had been implemented at the nearby local men's working club and had been observed with a coinciding rise in parking congestion in the affected area as set out in the report.

Councillor Howey speaking as local member explained that an increase in traffic flow in the area had been reported compared to historical observations. This increase has been observed with the expansion of the local business park. It was remarked that this increase in traffic exacerbated the issue of congestion via the current parking from residents, and the displacement of vehicles from the proposed recommendations would be minimal, by parking at the rear of the affected dwellings. The proposals would in her opinion not cause further displacement of vehicles as properties did have access to off street parking and ample space was available further up the road. She commented that this issue had been raised previously and not been implemented, however highways safety was paramount.

It had been commented by several members that Highway safety outweighed all other objects raised.

Councillor Howey left the meeting during the debate on this item

Moved by Councillor Wood, **Seconded** by Councillor Jopling

Resolved

That the committee endorse the proposal, in principle, to introduce the Bishop Auckland (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2023, with the final decision to be made by the Corporate Director under delegated powers.

Councillor Howey returned to the meeting following the conclusion of this item

7 Newton Aycliffe (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2023

The Committee considered a report of the Corporate Director of Regeneration, Economy and Growth that advised Members of the objections from the informal and formal consultations periods in reference to the proposed changes to the Traffic Regulation Order (TRO) in Newton Aycliffe.

The Strategic Traffic Manager provided a detailed presentation that included: a map (location plan and associated highways), aerial photos, photographs of the site. The following restrictions were proposed:

- Clarence Chare – To introduce ‘no waiting at any time’ restrictions (double yellow lines) on either side of the junction from St Cuthbert’s Way into Clarence Chare to improve access/egress and visibility for all road users. (Location 1)
- Staintondale - to introduce ‘no waiting and no loading/unloading at any time’ restrictions & extend existing ‘no stopping’ restrictions to improve road safety adjacent to Byerly Park Primary School (Location 2)
- The Green - To introduce ‘no waiting at any time’ restrictions to improve access/egress and visibility for all road users. (Location 3)

The Chair welcomed local member, Councillor Stead, to speak on the item.

Councillor Stead, speaking in support of the proposals advised that two videos had been circulated to the committee ahead of the meeting, which demonstrated the issues with parking around Byerly Park Primary School. He further advised that whilst some properties did have dropped kerbs, this did not deter all vehicles from parking in this location and an extension to the no waiting and no loading restrictions was needed. He further referenced the difficulties within the estate where properties had multiple vehicles which were parked on the road further exacerbating the issue.

In relation to Location 2, Staintondale, the Committee Services Officer read out the following statement which had been submitted by the headteacher of the local school who was in favour of the proposal but unable to attend the meeting.

“I agree with the proposal put forward by Councillor Michael Stead including extending the zigzag lines around the corner next to the entrance to Byerley Park Primary School. The safety of the pupils at the school has long been a concern to us due to the parking on Staintondale. Having zigzag lines closer to the school entrance will give a clearer space for the pupils to be able to see to cross the road safely and will also ensure that part of the road is less congested. We have consulted with the Police and Councillor Stead on this issue as we are concerned about the safety of the pupils at busy times i.e., beginning and end of the school day due to the congestion on the road. I would not want any changes that would have a significant impact on the residents of the area in a negative way as, although often frustrated by the parking near school, they are on the whole very patient and accept this as something that needs to be accepted living near a school. I think these proposals would provide a safer space for the children to cross the road without having a negative impact on the ability of the residents to park outside their homes.”

Councillor Atkinson commented that the current difficulty of the manoeuvrability of buses. Other related measures that were in progress had been highlighted including hard-standing areas around the affected junction at Clarence Chare which is in the process of being funded by the local Area Action Partnership. The combination of both measures had been claimed to produce a significantly

positive highway safety effect upon a successful implementation. It was further remarked that “The Green” site, which had a historical and continuous issue with parking, had increased in recent years with the increasing success of the nearby pub. Consultations around the congestion issues on “The Green” had been reported to have spanned several years.

Councillor Mavin in referencing Councillor Atkinson’s comments in relation to Location 3 noted that he fully supported the local members views.

Councillor Tinsley also referred to Location 3 and highlighted the importance of listening to local members concerns which were reflected in the remarks and recommendations for “The Green” Site. Councillor Tinsley questioned whether any additional requirements were necessary given the site’s location within a local conservation area.

It was confirmed by the Highways Officer that the conservation area guidelines had been considered and appropriate actions had been implemented in preparation. These measures, including the reduction in width of the double yellow lines by 50% and a colour adjustment of the double yellow lines to a less prominent/bright colour

In relation to Location 2, Staintondale and the issues caused by school traffic Councillor Robson welcomed the introduction of restrictions however, commented that to alleviate future prospective highways issues around schools that any new school developments should include engineered solutions such as laybys, to accommodate school traffic for drop off and pick up’s. He further added his support for the proposed solutions to the three areas noting the various issues within each

The impact of the recommendation was outlined by Councillor Howey noting that the recommendations should prevent increased incidents of highway code infringements by motorists.

Moved by Councillor Mavin, **Seconded** by Councillor Tinsley

Resolved

That the Committee endorse the proposal, in principle, to introduce the Newton Aycliffe (Parking and Waiting Restrictions) Traffic Regulation Amendment Order 2023 with the final decision to be made by the Corporate Director under delegated powers

Highways Committee

8th December 2023

Framwellgate Moor

Proposed Traffic Calming

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:

Framwellgate & Newton Hall

1 Purpose of the Report

- 1.1 To request approval to progress the introduction of Traffic Calming to effect a 20mph zone.
- 1.2 To request that members consider the objection made during the 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 Traffic Calming TRO, 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 A representation has been received in relation to a proposed traffic calming scheme on Front Street, Framwellgate Moor.
- 2.2 Having considered the points raised in the objection, Officers have responded to the resident, however, they have requested that their objection is formally recognised. Overall, the scheme has been well

received when discussed as part of public engagement on the wider highway improvement scheme. The traffic element of the scheme aims to improve road safety and discourage non-local through traffic. It is therefore proposed to provide this traffic calming to support the existing 20mph speed limit and create a 20mph zone.

- 2.3 All Local Members and Durham Constabulary have been consulted and there are no outstanding objections to the proposals.

- 2.4 Consultation Period:

	From	To
Statutory Consultees/Informal Consultation	24.05.23	14.06.23
Formal Consultation	28.09.23	19.10.23

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the traffic calming scheme on Front Street, Framwellgate Moor to effect a 20mph zone with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

- 4.1 The proposed location for the traffic calming that received objections during the consultation stages are detailed below.

- 4.2 **Location – Front Street, Framwellgate Moor** (to introduce traffic calming to effect a 20mph zone).

- 4.3 **Proposal Background**

Framwellgate Moor is located northwest of Durham. The area predominately consists of local businesses as well as being a bus route with on-street parking available. In June 2022, officers from Durham County Council held a community event to discuss proposed new Traffic arrangements on Framwellgate Moor Front Street, to address concerns raised by the public regarding pedestrian safety and to support improvements to formalise the permanent 20mph zone (introduced initially as part of the Emergency Active Travel Project

during Covid), to lower speed limits in this busy parade, alongside public realm improvements and streetscape enhancements.

Durham County Council investigated concerns and feedback provided by members of public and in consultation with the Durham Constabulary, Strategic Highways, and Integrated Passenger Transport colleagues to adapt the proposals to reflect the best solutions to the issues raised.

The proposals include an initial speed table between Bridgemere Drive and Alexander Close to mark the speed limit change from 30mph coming from Pity Me into the 20mph zone of the Front Street. An additional speed table and 7 no. speed cushions are also proposed. The proposed works will lead to an enhancement of the retail area with improvements to the public realm, which will see raised speed tables and the formal introduction of the 20mph zone alongside other works including new bollards and carriageway resurfacing.

4.4 Informal Consultation:

As the traffic works were part of a wider regeneration and floor scaping scheme, there had been public engagement with residents, stakeholders, and businesses. We directly consulted with our list of statutory consultees and although comments were forwarded, there are no outstanding objections to the scheme.

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.09.23 – 19.10.23	2	1

4.6 Summarised objections & responses:

4.7 Objections:

1 resident has objected to this proposal at the formal consultation stage and the reasons for their objection have been summarised below:

- “The current speed ramps appear to be effective at slowing down traffic & I have noted that to avoid damage to my car springs I need to go over them at about 15mph.”

- “The installation of a further 7 speed bumps over that distance would mean negotiating 1 every 35 or so metres, which seems excessive. (& impact even more on our car springs!!)”
- “The additional ones will in my opinion force local traffic to go back to Arnison roundabout & go along the A690 bypass. That will increase fuel usage & emissions and will make that mini roundabout by Merlin Coach Works busier (there have been numerous collisions there) plus that huge Arnison roundabout is already busy and is a nightmare to navigate and there has also been a number of accidents on it!!”
- “All these are reasonable concerns by local residents whose direct route from their home to Durham is currently along front street.”
- “Surely if the proposals are to prevent none locals using the route as a short cut, the installation of ‘local traffic only’ could be tried first. At least I would ask if the 7 installations could be reduced in numbers.”

4.8 DCC Response:

As well as constructing road humps to design standards, all motor vehicles are built to `Construction and Use` Government Guidelines by their manufacturers. The `Construction and Use` guidelines take into account the various driving conditions which motor vehicles are likely to encounter during everyday use, such conditions include road humps and speed cushions. We are aware that springs on some makes, and model of vehicles are more prone to breaking than others, as many springs particularly those which have been replaced with non- manufacturer branded products may be made from cheaper steel or of a lesser quality. Traffic calming in the form of road humps remain a recognised means of providing traffic calming in streets as an aid to improving road safety. Providing they are traversed at sensible speeds, there is no reason to suggest that such features lead to excessive wear on vehicle components beyond what would typically be encountered by motorists going about their daily business on the highway network.

It is preferred that non local through traffic use the routes described by the objector as a more even distribution of traffic across alternative route should further assist in maintain lower traffic speeds and reduced volume of traffic in this location where there is more pedestrian activity. While not the primary aim of the scheme, discouraging this through traffic is desirable and the alternative route is of a similar

distance. There is no reason that this scheme would increase traffic at the mini roundabout.

The features are greater than 35m apart and are spaced such that they offer a consistent maintenance of speed when travelling through the Front Street. The layout of the features is in accordance with current design guidance and is aimed at assisting with compliance to the legal speed limit of 20mph.

4.9 See appendix 3 for full details of the objection(s).

5 Conclusion

5.1 Having considered the points raised within the objection, it is not considered that the introduction of the proposed traffic calming measures would be likely to result in damage to vehicles or result in an excessive number of measures. Officers have offered a substantive response to all the points. Accordingly, Officers remain of the view that it is necessary to introduce the proposals to enhance road safety for all users and support the existing 20mph in this location. It is therefore recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Traffic Calming TRO 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:

[\\duch-3900\Environment\ENV-SYS2\Strategic Highways\Traffic Assets\101 - Traffic Calming Schemes\Front Street, Framwellgate Moor\Documents](#)

Author(s)

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[Michelle McIntosh] Tel: 03000 263685

[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

Regeneration

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

It is considered that there are no Climate Change issues to be addressed.

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

No impact on Crime and Disorder.

Staffing

No impact on staffing.

Accommodation

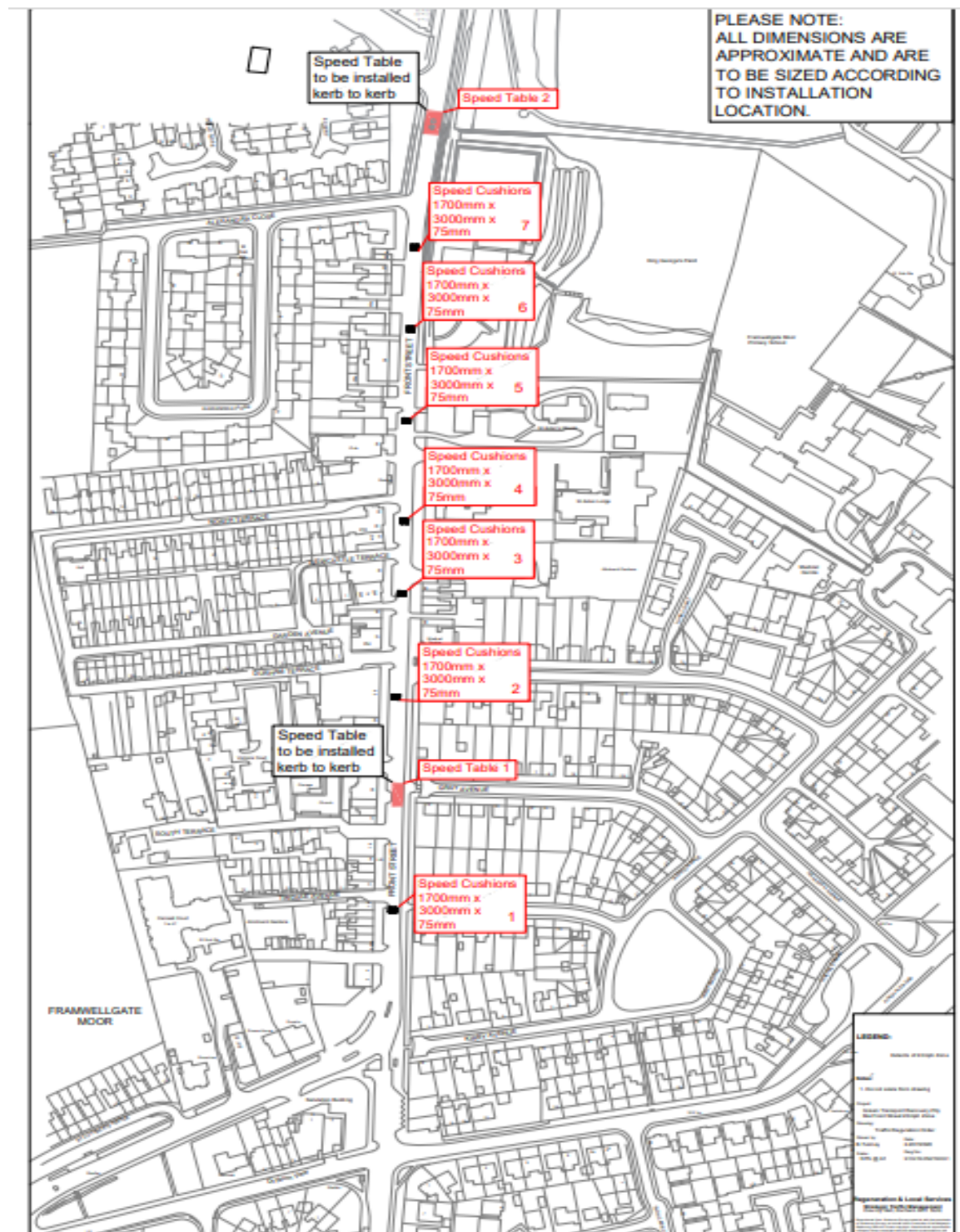
No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.



Appendix 3: Objection Details

Location: Front Street, Framwellgate Moor

FW: [EXTERNAL]:ref 2907092 (VAROUS STREETS, FRAMWELLGATE MOOR) 20mph



Sharon Renwick
To: Scott Wallace

[Reply](#) [Reply All](#) [Forward](#) [More](#)
Tue 10/10/2023 15:46

You forwarded this message on 19/10/2023 13:18.
We removed extra line breaks from this message.

-----Original Message-----

From: Elaine Carey <elaine-carey@hotmail.co.uk>

Sent: 03 October 2023 19:49

To: Sharon Renwick <sharon.renwick@durham.gov.uk>

Subject: [EXTERNAL]:ref 2907092 (VAROUS STREETS, FRAMWELLGATE MOOR) 20mph

[You don't often get email from elaine-carey@hotmail.co.uk. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I wish to voice my concerns / objection regarding the proposed additional speed bumps in front street as per above reference.

The current speed ramps appear to be effective at slowing down traffic & I have noted that to avoid damage to my car springs I need to go over them at about 15mph.

The installation of a further 7 speed bumps over that distance would mean negotiating 1 every 35 or so metres, which seems excessive. (& impact even more on our car springs!!) The additional ones will in my opinion force local traffic to go back to Arnison roundabout & go along the A690 bypass. That will increase fuel usage & emissions and will make that mini roundabout by Merlin Coach Works busier (there have been numerous collisions there) plus that huge Arnison roundabout is already busy and is a nightmare to navigate and there has also been a number of accidents on it!!

All these are reasonable concerns by local residents whose direct route from their home to Durham is currently along front street.

Surely if the proposals are to prevent none locals using the route as a short cut, the installation of 'local traffic only' could be tried first. At least I would ask if the 7 installations could be reduced in numbers.

Sincerely

Elaine Carey

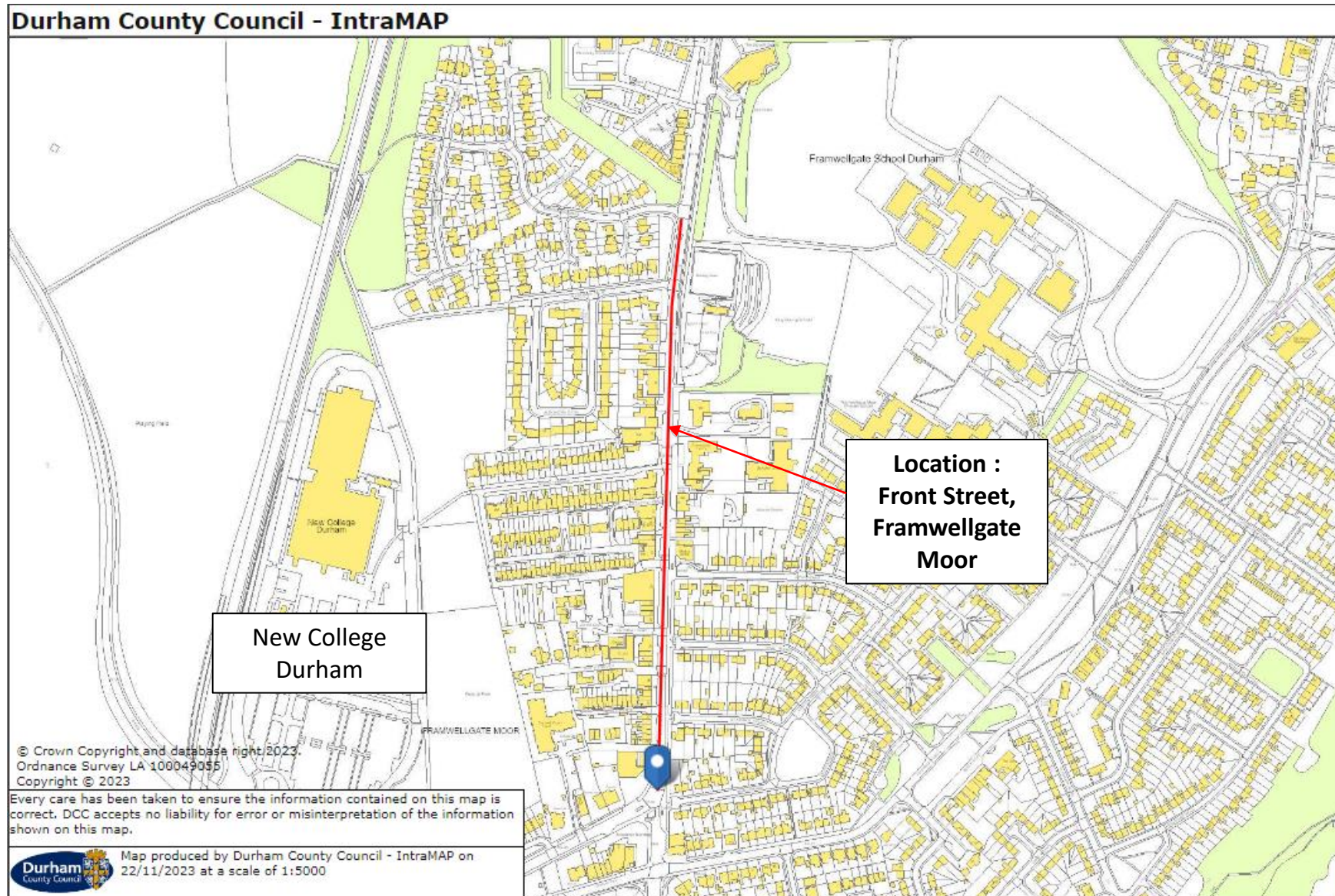
Sent from my iPhone
Tel. 07712 204503

Front Street, Framwellgate Moor Proposed Traffic Calming

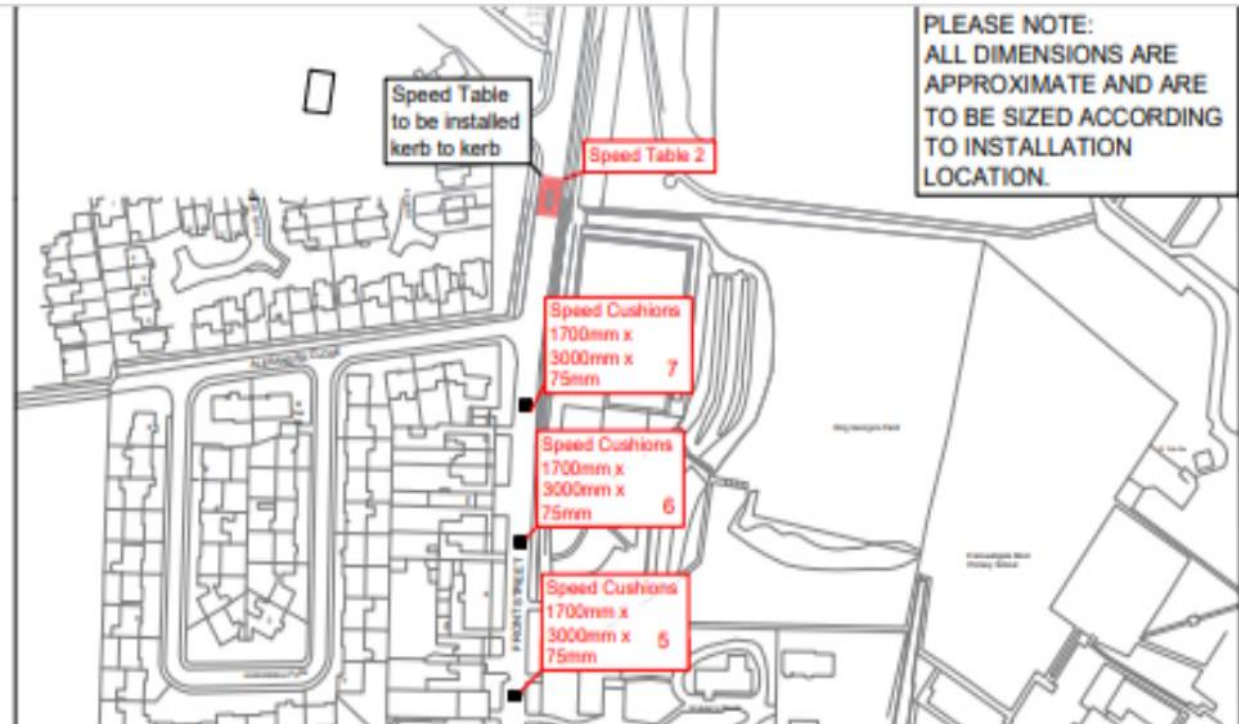
Highways Committee
8th December 2023



Location Plan of Proposals and Associated Buildings



Location – Front Street, Framwellgate Moor – Proposals Locations



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Durham County Council - Summary

Location 1 – Front Street, Framwellgate Moor – It is proposed to introduce this traffic calming scheme to support the existing 20mph speed limit and create a 20mph zone. The aim of the scheme is to improve road safety and discourage non-local through traffic.

Recommendation

Officers recommend that the Committee resolves to set aside the objection and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any questions?

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Highways Committee

8th December 2023

Peterlee & Horden



Parking & Waiting Restrictions, Traffic Regulation Order 2023

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:

Peterlee West; Peterlee East; Horden

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 Peterlee & Horden.
- 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 the TRO should be made, 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 the existing restrictions and potential addition of new restrictions in Peterlee & Horden.
- 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 Peterlee & Horden Parking and Waiting Restrictions, Traffic Regulation Order 2023 to allow the identified restrictions to be introduced.
- 2.4 Both local members covering this area fully support the proposals. Durham Constabulary are in full support.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	15-Mar-23 & 22-Mar-23	05-Apr-23 & 12-Apr-23
Informal Consultation	03-May-23	24-May-23
Formal Consultation	09-Aug-23	30-Aug-23

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Peterlee & Horden Parking and Waiting Restrictions, Traffic Regulation Amendment Order 2023, 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 - Pennine Drive, Peterlee** (to introduce no waiting at any time restrictions)
- 4.3 **Proposal Background**

Pennine Drive is a major through route, approximately 1 km in length which runs north-south to the west of the Town Centre. The road is predominantly fronted by residential properties with its southern end joining Passfield Way via a T-junction. Shotton Hall Primary School and

Shotton Hall Academy are located on Passfield Way in close proximity to this junction.

Residents have raised concerns regarding the manner of parking by parents of children who attend the aforementioned schools. Inconsiderate parking can result in the carriageway being obstructed at the junctions of both Van Mildert Close and Lorimers Closers leading to Pennine Drive.

It is therefore proposed 'no waiting at any time' restrictions be introduced on Pennine Drive, leading to the junctions of Van Mildert Close and Lorimers Close to prevent obstructive parking and improve road safety.

4.4 Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
20	5	0

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
09/08/23-30/08/23	0	3

4.6 Summarised objections & responses:

4.7 Objections:

A total of 2 people have objected to this proposal at the formal consultation stages, the reasons for these objections have been summarised below:

- Residents have raised concerns of possible displacement issues.
- Cul-de-sac is not suitable for parking due to safety concerns and congestion may become a safety concern in Lorimers Close.
- Mentioned the possible introduction of 'resident only parking'.
- Resident believes Shotton Hall School should provide buses and increase car park capacity.

- Concerned about current parking on grassed areas and would like to see additional parking created in some of these locations in the area.
- Resident believes consultation process was inadequate, saying residents should have received letters.

4.8 DCC Response:

- These proposed measures will improve road safety by addressing obstructive parking on frequently used routes. Whilst it is likely that some displacement will unfortunately occur, we feel that the restrictions will create a safer environment for all road users. These measures aim to enhance visibility and elevate overall road safety standards on the junctions.
- If the scheme is introduced, we would monitor its performance in the ensuing months. If displaced vehicles were found to be causing an obstruction, then we would look to introduce measures to deter this.
- We acknowledge the importance of addressing inappropriate and unsafe parking outside of schools. The County Council's Parking Policy stipulates that permit parking should not be introduced to tackle a school-gate parking issue. Parking problems associated with schools tend to occur at limited times at the start and end of the school day. We consider the introduction of waiting restrictions appropriate in this instance as they will ensure the areas where road safety is a concern are kept clear.
- The Strategic Traffic Section has no influence over the bus services provided by the Academy and unfortunately can not insist that they increase their parking capacity within their site. All schools have what is termed a 'School Travel Plan' which is designed to encourage modal shift towards walking and cycling to school thereby reducing car dependency. In such cases. The County Council advise that concerned motorists / residents to contact the school who in turn can seek to address their issues if deemed feasible.
- Unfortunately, the County Council has no power to enforce parking offences that are occurring on non-highway land at this location. The Strategic Traffic Section also does not hold a budget to

construct new parking areas. Schemes of this nature are often funded from other sources.

- To ensure transparency and public awareness, we have advertised the proposed changes through various channels, including online platforms, local press, and on-site notices, in strict accordance with statutory instrument 2489 between 09/08/2023 – 30/08/2023.

4.9 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 Peterlee & Horden Parking & Waiting Restrictions, Traffic Regulation Order 2023 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\Peterlee & Horden\Traffic Regulation
Orders (Parking Restrictions)\March 2023

Author(s)

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[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.

Climate Change

It is considered that there are no Climate Change issues to be addressed.

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.

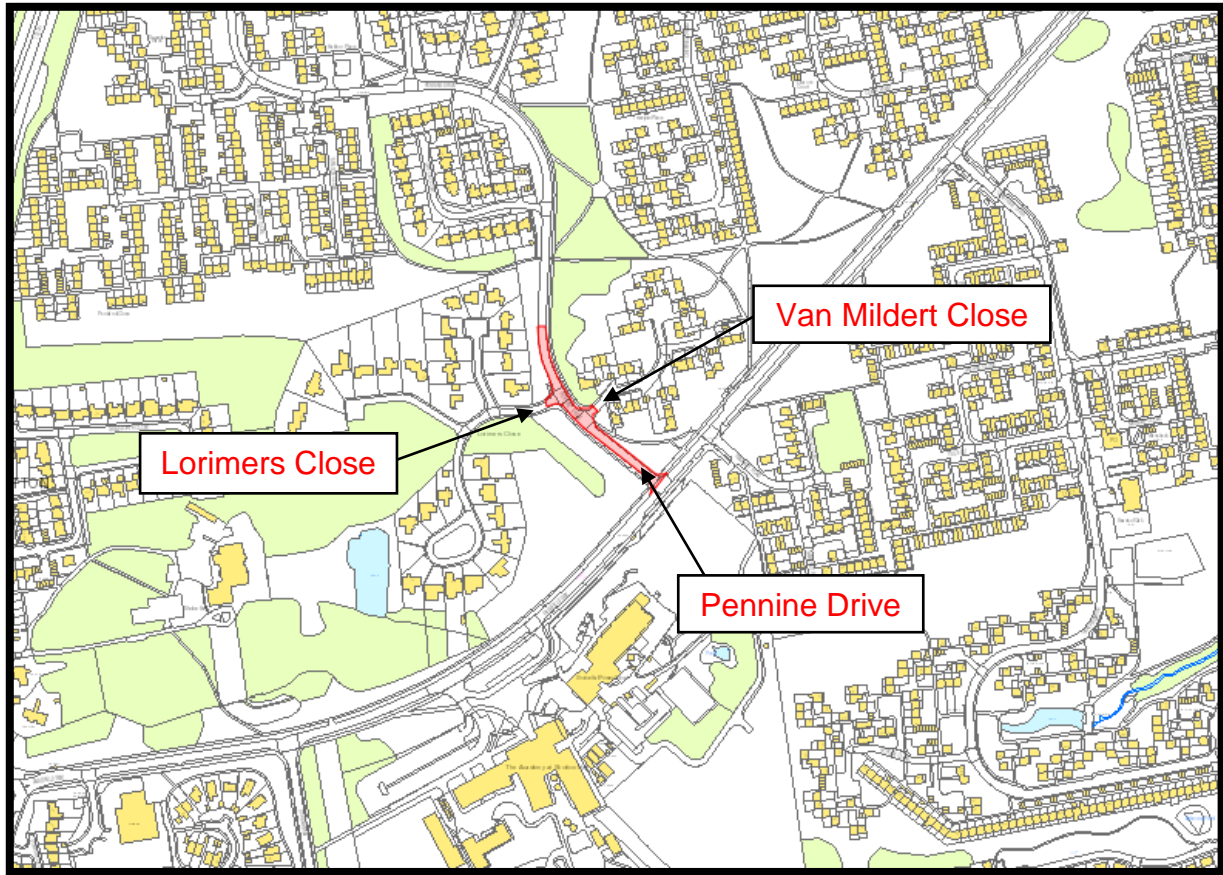
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Request History

The request to implement 'No Waiting at Any Time' restrictions on Pennine Drive has its origins in the concerns of local residents and safety considerations related to the nearby school. Residents have voiced concerns about traffic congestion and parking issues caused by school-related traffic. Notably, there are existing advisory markings in place, hinting at the need for traffic management. It has long been intended to formalise these markings during the next legal order introducing traffic regulations.

Van Mildert Close				request for DYLS on Pennine Drive and junction of Van Mildert Close due to parents parking to collect children from Shotton Hall School		to be looked at and considered in the future	FS-13176336
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Additionally, during statutory consultation, Durham Constabulary requested to extend restrictions to the bend in the road to enhance safety by preventing parking where visibility is compromised, in turn supporting the proposals. This can be seen evidenced below – Durham Constabulary comments in [blue](#), my own comments in [green](#):

From: [REDACTED]

Sent: 15 March 2023 22:58

To: Dougie Henderson

Hi Dougie,

With regard to each proposal my comments are in blue below:

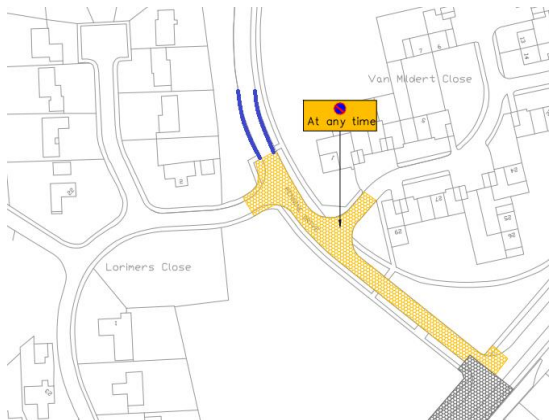
Edenhill Road, Peterlee (FC133)

[No Issues](#)

Pennine Drive, Peterlee (EZ129)

[That's likely to push more to try and park in Lorimers Close and Van Mildert Close or on the bend just north of Lorimers Close but from a road safety perspective on Pennine Road an understandable proposal.](#)

While conscious of displacement into the more residential areas would it be prudent to extend a bit further on Pennine Road just to try and keep parked vehicles off the bend where forward visibility is reduced?



Willerby Grove, Peterlee (EZ133, EZ134, FA133, FA134)
No Issues

Hudson Avenue, Horden (FD134)
No Issues

Grampian Drive, Peterlee (FA131)

To introduce 'No waiting no loading at any time' restrictions on Grampian drive, extending the existing restrictions.

It's already NW/NLAAT??

To introduce 'No waiting – Mon to Fri, 8am – 9am, 3pm – 4pm' restrictions on Grampian drive.

Why are Grampian Drive restrictions being reduced from NWAAT to Mon-Fri 8am-9am & 3pm-4pm when parking here anytime impacts on movement of vehicles through area??

(it took a long time to get the NWAAT in the first instance to try and address the problems here with parking on the curve in the road)

Regards

[Redacted signature]

[Redacted signature]

[REDACTED]

From: Dougie Henderson [REDACTED]
Sent: 21 March 2023 11:20
To: [REDACTED]
Subject: RE: [EXTERNAL]:0222 - Peterlee & Horden Traffic Regulation Order

Hi [REDACTED],

Thank you for your comments made on the proposals they are greatly appreciated. Regarding the comments, I have replied in green:

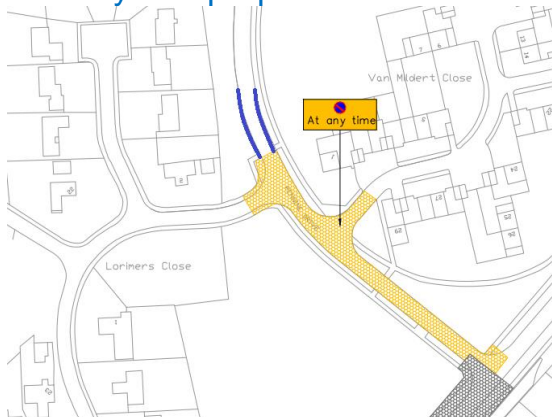
Pennine Drive, Peterlee (EZ129)

That's likely to push more to try and park in Lorimers Close and Van Mildert Close or on the bend just north of Lorimers Close but from a road safety perspective on Pennine Road an understandable proposal.

While conscious of displacement into the more residential areas would it be prudent to extend a bit further on Pennine Road just to try and keep parked vehicles off the bend where forward visibility is reduced?

These restrictions are now going to be extended as per your proposal as we believe it will improve road safety.

Thank you – proposal as outlined supported.



Grampian Drive, Peterlee (FA131)

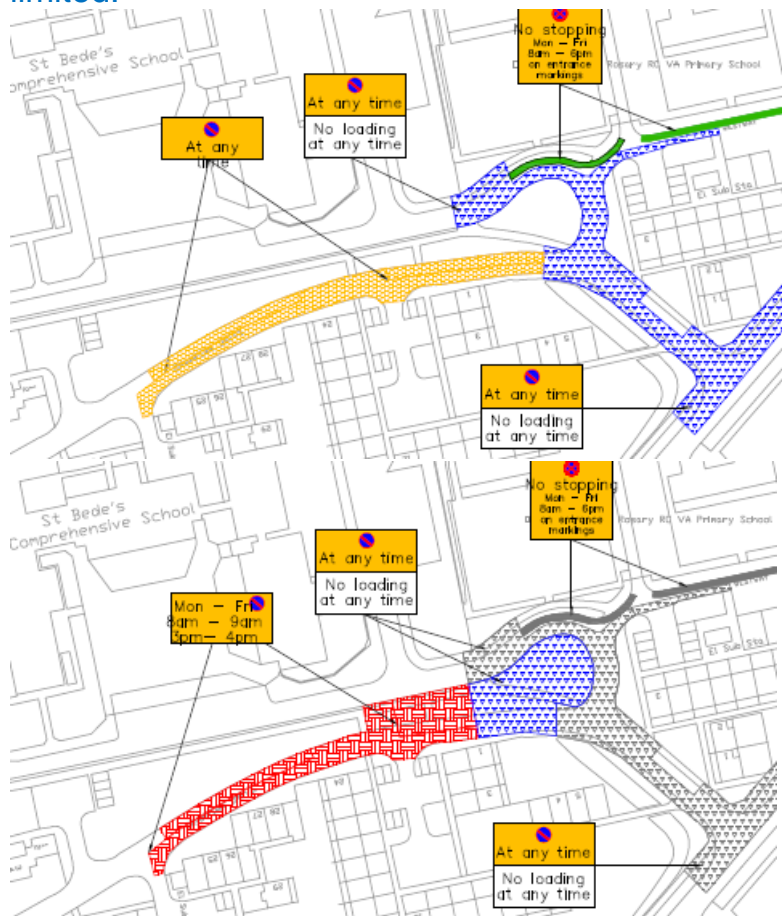
- To introduce 'No waiting no loading at any time' restrictions on Grampian drive, extending the existing restrictions.

It's already NW/NLAAT??

These restrictions are being extended to include the grass verge which you can see was previously not included. This helps with the enforcement of the restrictions in the area towards anyone who decides to park on the land which previously was not covered.

I thought where a NW/NLAAT was on carriageway its legality extended to back of highway so assumed the grass verge would be covered with existing

order. But happy to support any changes you deem necessary to discourage parking on land identified. Preference for 24 hour restriction rather than time limited.



- To introduce 'No waiting – Mon to Fri, 8am – 9am, 3pm – 4pm' restrictions on Grampian drive.

Why are Grampian Drive restrictions being reduced from NWAAT to Mon-Fri 8am-9am & 3pm-4pm when parking here anytime impacts on movement of vehicles through area??

(it took a long time to get the NWAAT in the first instance to try and address the problems here with parking on the curve in the road)

Upon review, we agree with your point regarding the NWWAT. This has been highlighted internally as well and after discussing this with my colleagues, and we are now going to propose for this to be NWANLAAT.

Thank you – I really do believe that reducing the restriction would not have been in the best interests of road safety here given the reduced forward visibility of oncoming vehicles due to the curve in the road made worse by parked vehicles pushing vehicles on the wrong side of the road to pass which historically created regular complaints of near misses before the restrictions were originally introduced. The tightening of the restrictions here is supported.

Once again, I appreciate your comments on these proposals and hope my comments have answered any queries.

If you require any more information, please do not hesitate to get in touch.

Kind Regards,
Dougie

[REDACTED]

[REDACTED]

Appendix 4: Objection Details

Objector 1:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

10/8/2023

Ref 1930726 Proposal for Waiting Restrictions in the vicinity of Shotton Hall School, namely Lorimer's Close entry road.

Dear Sharon,

I hereby exercise my right to object to the proposal, as it stands, for the following reasons :-

1. The proposal to restrict parking in the location of Lorimer's Close access road, will simply move the offending vehicle parkers into the

residential cul-de-sacs of Lorimer's Close, thereby causing parking and access problems, loss of enjoyment of the quiet residential nature of the cul-de-sacs, noise, car engines left running, children and litter coming into the street unnecessarily.

2. Several cars currently park, waiting for their kids for an hour or more on the entry road. This nuisance will be relocated to the next nearest place they can park, namely my street .
3. The cul-de-sacs roads are relatively narrow and were never designed to be a car park.
4. The potential for accidents to residents and their young children will increase.

I have some proposals to improve the situation.

- 1 The whole Lorimer's estate ie the 3 cul-de-sacs should be made "No parking, access for residents only" with a sign at the entry road, similar to the successful scheme in O'Neill Drive which addresses the parking problems created by the Peterlee Community Hospital.
2. The Shotton Hall School should provide school buses to take children to and from the school, using the existing bus bay at the school.
- 3 Existing car parks on the school grounds could be expanded to provide spaces for those parents who really, really need to pick their kids up from school.

I am concerned also that the little paper notes stuck on the side of telegraph pole and bus stop on Pennine Drive are not sufficient effort by the council to inform the residents who will be impacted by this proposal. The Council should have written to residents.

I look forward to your reply and to you giving more consideration to the residents of the named streets.

Regards



On 15 Aug 2023 14:50, Traffic Consultations
<TrafficConsultations@durham.gov.uk> wrote:

Dear Owners/Occupiers,

Thank you for getting in touch regarding the proposals on Pennine Drive, leading into Lorimers Close.

The primary objective behind these proposed measures is to address the pressing road safety concerns with obstructive parking that have been identified on the frequently used routes in the area. While we understand there is always a level of displacement when introducing formal restrictions, please rest assured that our focus is on creating a safer environment for all road users. By implementing these measures, we aim to significantly enhance visibility and thereby elevate the overall road safety standards in the area.

We have carefully noted the concerns you raised and understand why these have been risen. In the event that vehicle displacement becomes a significant issue, we are prepared to explore the option of introducing access protection markings in front of dropped accesses leading to each property. Whilst advisory in their authority, these markings would serve to underscore the importance of maintaining unobstructed access to your properties.

We understand the importance of addressing challenges related to school pick-up and drop-off times, however when introducing any formal parking and/or waiting restrictions we are bound by the legislation and guidance within our County Durham Parking Policies document. With regard to your initial suggestion of Resident Only Parking, in accordance with point 7.52 of this policy, unfortunately I must advise that permit parking areas will not be used to address problems associated with school gate parking. Such restrictions are designed to discourage long-stay commuter parking whilst maintaining short-stay access. Since school-related traffic falls outside the scope of extended parking, it does not align with the criteria set forth in our parking policy.

Further guidance on permit parking restrictions can be found on pages 30-31 of this policy, a copy of which can be found online via County Durham Parking Policies.

In response to points two and three of your concerns, please note that our enforcement jurisdiction is limited solely to the adopted highway. To further address matters related to local school activities, we recommend reaching out to your local Councillor or the school administration for additional dialogue and potential resolutions.

To ensure transparency and public awareness, we have advertised the proposed changes through various channels, including online platforms, local press, and on-site notices, in strict accordance with statutory instrument 2489 between 09/08/2023 – 30/08/2023.

We hope that the information provided above is useful and addresses your queries. If we do not hear from you by 29th August, we will assume that this information has satisfied your concerns which has led to the withdrawal of your objection.

Kind Regards,

Dougie Henderson

Strategic Traffic Management Team

Email: trafficconsultations@durham.gov.uk

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

From: [REDACTED]

Sent: 15 August 2023 18:59

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

Subject: [EXTERNAL]:RE: [EXTERNAL]:Reference 1930726 Proposed Waiting Restrictions Lorimer's Close, Peterlee ---OBJECTION and some suggestions

Thank you for your reply.

However, it seems clear that you haven't fully understood the impact this will have on residents.

Have you visited the locations around Lorimer's Close at school times.?

The school start and finish times, including associated traffic, spans 07:45 to 09:15 in the mornings and 14:00 to 16:00 in the afternoons. As I have said already, many parents park up and have their engines running, especially in winter, from 14:00 until whenever their child comes out. One person in particular has been spoken to by police about parking on grass verges for 2 hrs every day.

You must not impose this nuisance onto the residents of the area instead of a responsible solution to the unnecessary use of cars to pick up the children, when school buses or extra parking at the school, would be the correct solution.

I think it would be right, and useful, for the traffic department to be more proactive and speak to the school education departments and the residents to

address the problem instead of trying to put the onus onto individual council tax payers to sort it out. The school and the Council Traffic Department are the major players in this.

The residents will be the victims.

Please, under no circumstances regard my objections as being satisfied by default. I will be pursuing this until the situation is properly addressed and solved without this ruining the peaceful residential estate in Lorimer's Close.

Instead, I will write to you to positively confirm when, my objection is satisfied.

Regards

[REDACTED]

Dear [REDACTED],

Thank you for your response to our recent correspondence.

I can advise these proposals have been pursued after we received concerns surrounding road safety issues in the area from local residents. We have reviewed these concerns and decided it would be appropriate to propose these measures which are supported fully by Durham Constabulary and the elected members for this area. The junctions of Lorimers Close & Van Mildert Close currently have advisory 'keep clear' markings in place, which were introduced previously as a temporary measure to deter obstructive parking and address these road safety concerns. It is now proposed that the existing markings be formalised into each junction for their current extent to maintain visibility and access/egress for all road users.

With regards to your comments regarding school involvement, the Council's Road Safety Team do work with schools on Safer School Gate Parking Campaigns to help them disseminate messages to parents/carers locally, about the importance of safe and considerate parking. This includes images and messages for schools to post on their social media platforms and in their school newsletters. The team are able to offer education and advice pertaining to road safety and to support and promote walking and safer parking initiatives. I will however pass your concerns onto our road safety team so they can contact the school directly for further awareness.

Despite this, I can advise that I have recorded your objection and this scheme will therefore be referred to our highway's committee following the closure of the current advert. You will be invited to attend and speak (if you wish) before a panel of elected members who will then recommend the introduction or

withdrawal of these proposals. I will arrange for further information, including invitation, to be sent to you directly.

In the meantime, if you have any further concerns or would like to discuss any of this information in more detail please feel free to contact me.

Kind Regards,

Dougie Henderson
Strategic Traffic Management Team

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

Objector 2:

From: [REDACTED]
Sent: 12 August 2023 10:31
To: Highways Orders <Highways.Orders@durham.gov.uk>
Subject: [EXTERNAL]:

Good morning,

I am writing to express my concern regarding the proposed change / restriction to parking which is proposed for Lorimers Close.
If I am right in thinking there is a proposal to stop / restrict parking at the entrance of Lorimers Close. As a resident I see an immediate problem with this in that if cars are restricted from parking at the entrance to the close, they will simply park further in.
The number of cars that park in the close is already very frustrating to say the least and causes issues for residents getting in and out onto the main road. If the traffic increases further into the close, then there is also the issue of safety. The close could not safely cope with the number of cars driving in, turning round etc. and children do play in the close.
If there is a problem with cars then the simple solution would be to make the full close a no- parking area, much like how O'Neil Drive operates.....simply given a few meters of no parking pushes the problem back, people will still enter Lorimers in the same numbers but will park in a different area....this does not fix the problem.

I am interested in hearing the reason for the proposal and what is expected from the restrictions.

Kind regards,
[REDACTED]



Dear Owners/Occupiers,

Thank you for getting in touch regarding the proposals on Pennine Drive, leading into Lorimers Close.

The primary objective behind these proposed measures is to address the pressing road safety concerns with obstructive parking that have been identified on the frequently used routes in the area. While we understand there is always a level of displacement when introducing formal restrictions, please rest assured that our focus is on creating a safer environment for all road users. By implementing these measures, we aim to significantly enhance visibility and thereby elevate the overall road safety standards in the area.

We have carefully noted the concerns you raised and understand why these have been risen. In the event that vehicle displacement becomes a significant issue, we are prepared to explore the option of introducing access protection markings in front of dropped accesses leading to each property. Whilst advisory in their authority, these markings would serve to underscore the importance of maintaining unobstructed access to your properties.

We understand the importance of addressing challenges related to school pick-up and drop-off times, however when introducing any formal parking and/or waiting restrictions we are bound by the legislation and guidance within our County Durham Parking Policies document. With regard to your initial suggestion of Resident Only Parking, in accordance with point 7.52 of this policy, unfortunately I must advise that permit parking areas will not be used to address problems associated with school gate parking. Such restrictions are designed to discourage long-stay commuter parking whilst maintaining short-stay access. Since school-related traffic falls outside the scope of extended parking, it does not align with the criteria set forth in our parking policy. Further guidance on permit parking restrictions can be found on pages 30-31 of this policy, a copy of which can be found online via [County Durham Parking Policies](#).

To ensure transparency and public awareness, we have advertised the proposed changes through various channels, including online platforms, local press, and on-site notices, in strict accordance with statutory instrument 2489 between 09/08/2023 – 30/08/2023.

We hope that the information provided above is useful and addresses your queries. If we do not hear from you by 29th August, we will assume that this

information has satisfied your concerns which has led to the withdrawal of your objection.

Kind Regards,

Dougie Henderson
Strategic Traffic Management Team

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

From: [REDACTED]
Sent: 15 August 2023 16:36
To: Traffic Consultations <TrafficConsultations@durham.gov.uk>
Subject: [EXTERNAL]:RE: [EXTERNAL]:

Good afternoon,

I would say that your reply does not satisfy my concern. Simply pushing the parking problem further back only ensures that cars are not parked at the entrance of the close. This frees up space at the entrance but makes an issue of safety in the close.

If I was to direct you to the legal standing of hedges in the close you would see that from the original deeds, properties should not have hedges/bushes above a certain height. This has been overlooked for some time and if you are familiar with the close you would see that as you enter the close, the access on the right to the even numbers, the road has very large hedges on both sides. This alone causes a safety issue as the oncoming traffic on both sides is not visible until you are positioned with your vehicle into the junction. As residence we are very much aware of this and a careful when coming in and out of the part of the close. Visitors are not.....therefore, pushing the cars further back will cause further blind spots on this junction which are far more dangerous than the current situation.

I have lived in the street for 14 years and I have not seen or heard of one safety issue as the current parking situation allows so I wonder on what grounds you have made your assumptions? I am happy for you to show me in person your concerns as I question if you have even visited the site?

I also question why/how this so called 'safety issue' was brought to your attention and would ask to see the data you have which you base your proposals on.

I look forward to your response.

Regards
[REDACTED]

Dear [REDACTED]

Thank you for your response to our recent correspondence.

Regarding your request of where the data has come from, we received concerns surrounding road safety issues in the area from local residents. We have reviewed these concerns and decided it would be appropriate to propose these measures which are supported fully by Durham Constabulary and the elected members for this area. The junctions of Lorimers Close & Van Mildert Close currently have advisory 'keep clear' markings in place, which were introduced previously as a temporary measure to deter obstructive parking and address these road safety concerns. It is now proposed that the existing markings be formalised into each junction for their current extent to maintain visibility and access/egress for all road users.

Despite this, I can advise that I have recorded your objection and this scheme will therefore be referred to our highway's committee following the closure of the current advert. You will be invited to attend and speak (if you wish) before a panel of elected members who will then recommend the introduction or withdrawal of these proposals. I will arrange for further information, including invitation, to be sent to you directly.

In the meantime, if you have any further concerns or would like to discuss any of this information in more detail please feel free to contact me.

Kind Regards,

Dougie Henderson

Strategic Traffic Management Team

Email: trafficconsultations@durham.gov.uk

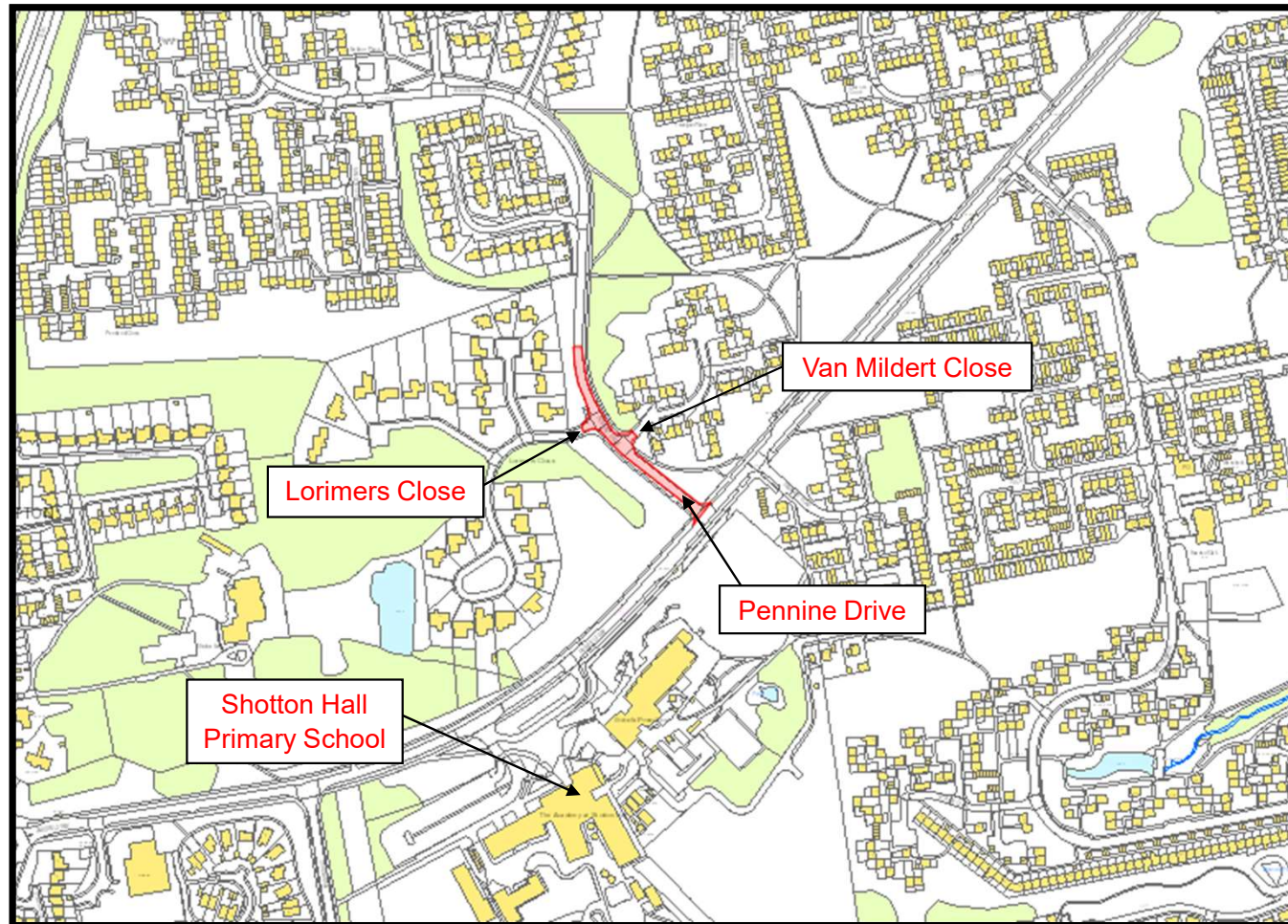
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Peterlee & Horden Parking & Waiting Restrictions Traffic Regulation Order 2023

Highways Committee
8th December 2023



Location Plan of Proposals and Associated Buildings



Pennine Drive, Peterlee – Proposals Locations

Image taken from Google Maps – July 2022



Existing advisory 'Keep Clear' markings introduced to improve access.

Image taken from Google Maps – July 2022



Existing advisory 'Keep Clear' markings introduced to improve access.



Pennine Drive, Peterlee – Proposals Locations



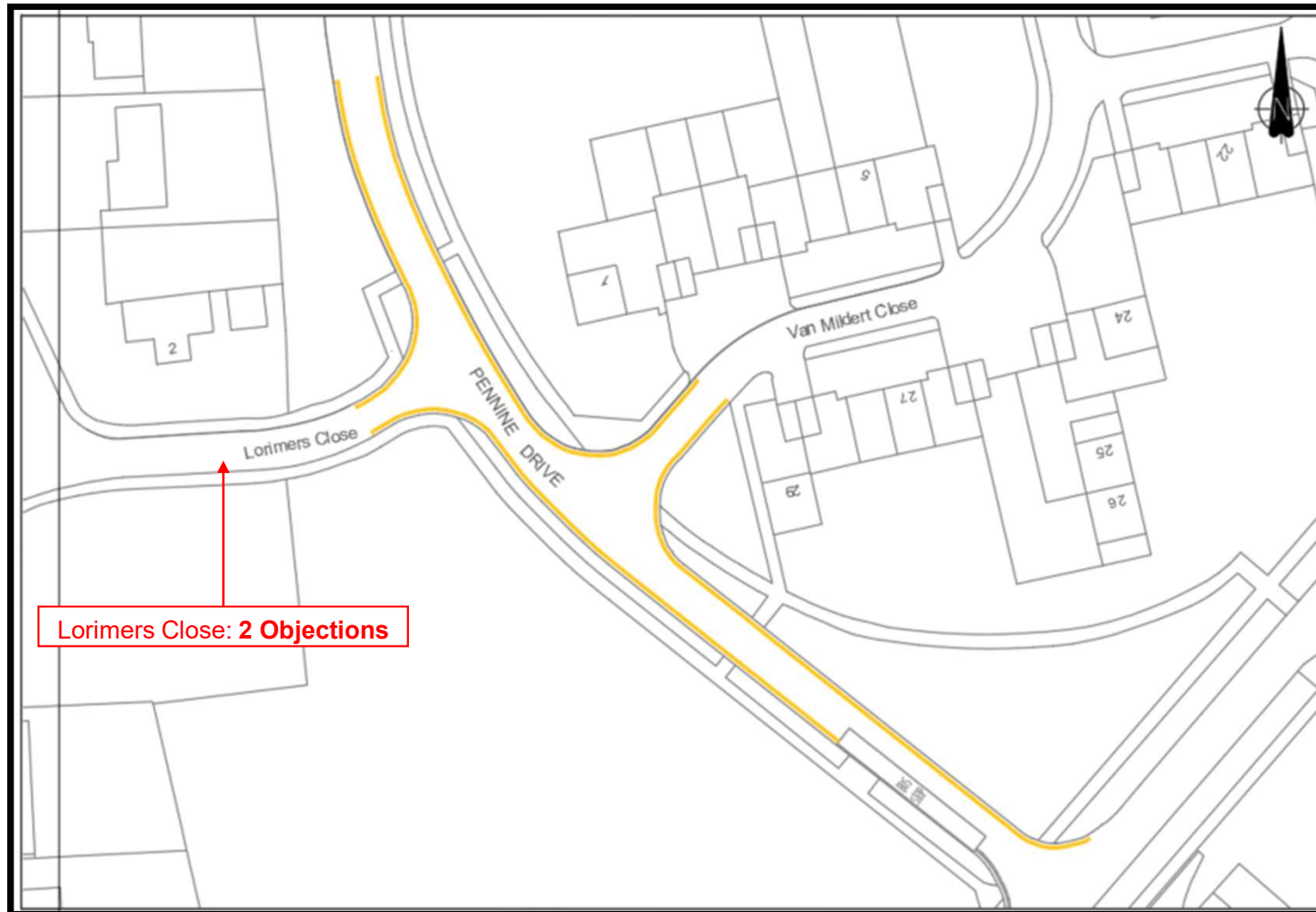
Site Photo – taken **October 2023**
(Van Mildert Close Junction)



Site Photo – taken **October 2023**
(Passing Lorimers Close)



Pennine Drive, Peterlee – Proposals & Objectors



Durham County Council - Summary

Pennine Drive, Peterlee – The proposed restrictions have been requested to address access issues associated with obstructive parking on Pennine Drive and around its minor side road junctions, which lead into Van Mildert Close and Lorimers Close. They will improve access/egress for all road users.

Recommendation

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any questions?