

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)

[Dougie Henderson] Tel: 03000 268023

[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.

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.

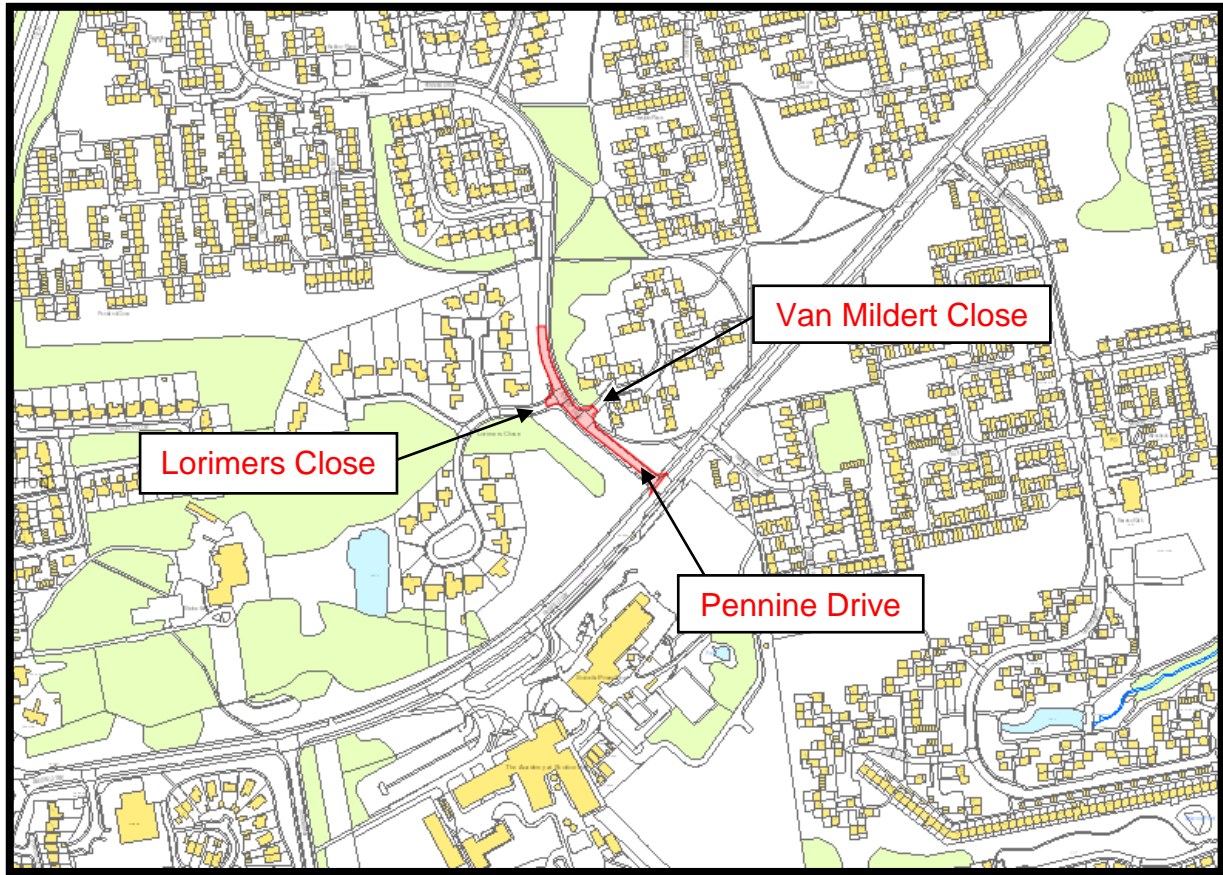
Risk

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:

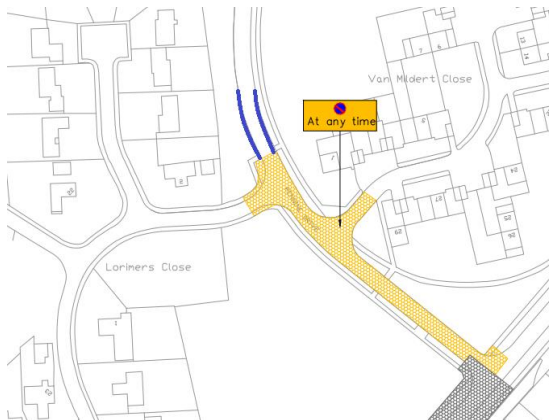
Edenhill Road, Peterlee (FC133)

[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 Grampien drive, extending the existing restrictions.

It's already NW/NLAAT??

To introduce 'No waiting – Mon to Fri, 8am – 9am, 3pm – 4pm' restrictions on Grampien 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:

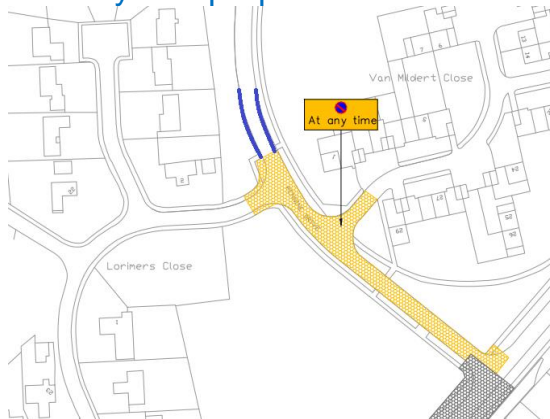
Pennine Drive, Peterlee (EZ129)

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)

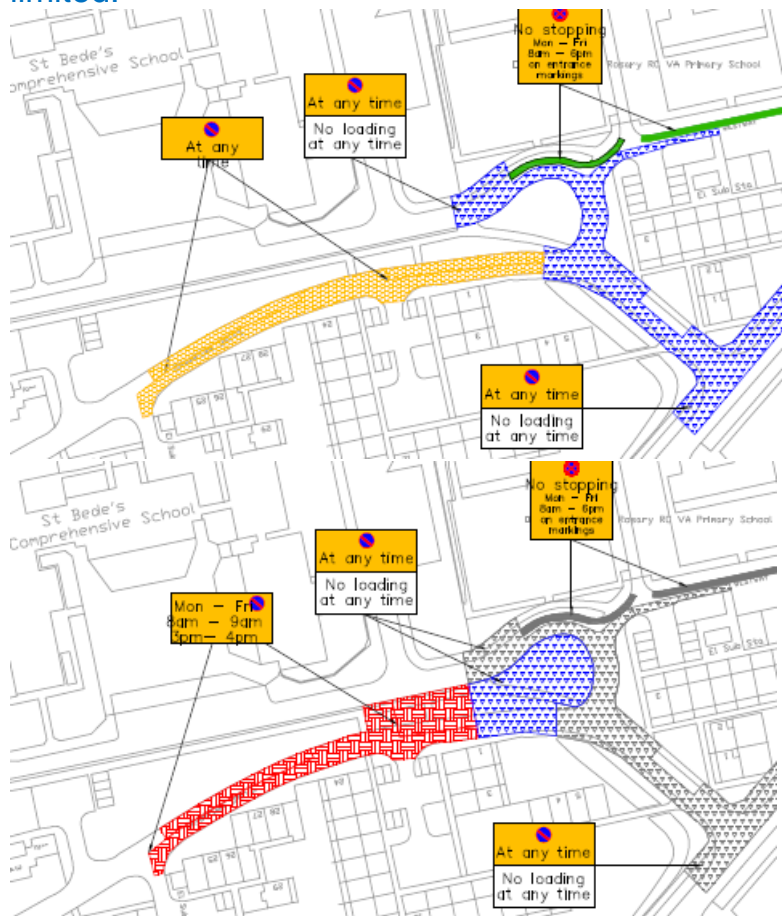
- To introduce 'No waiting no loading at any time' restrictions on Grampian drive, extending the existing restrictions.

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 NWAAT. 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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