

## Highways Committee

5 June 2015

### Peterlee Parking & Waiting Restrictions Amendment Order



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### Report of Ian Thompson, Corporate Director Regeneration and Economic Development Councillor Neil Foster, Portfolio Holder Regeneration and Economic Development

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#### 1. Purpose

- 1.1. To advise Members of an objection received to the consultation concerning changes to the proposed traffic regulation order in Peterlee.
- 1.2. To request members consider the objections made during the formal consultation exercise.

#### 2. Background

- 2.1 A number of amendments have been proposed which will affect the existing waiting restrictions in Peterlee. No objections have been received to the changes proposed for Howletch Primary School, Pennine Drive and Grampian Drive. One objection has been received relating to changes proposed for Judson Road
- 2.2 The County Council were contacted by Tony Whittle (Senior Facility Engineer) for Caterpillar Peterlee. His concerns centred around access to the plant for large vehicles entering off Judson Road. A site meeting was arranged and it was agreed to introduce 'No Waiting At Any Time' (NWAAT) restrictions around the C15 Shotton Road / Judson Road junction. It was also agreed at the meeting to extend the NWAAT restrictions along the eastern side / turning area on Judson Road itself.
- 2.3 Initial consultation letters, were sent to the statutory consultees and any businesses to be directly affected by the proposals in October / November 2014.
- 2.4 The scheme was advertised formally on site and in the local press between 4/3/15 and 25/3/15.

### **3 Objection**

- 3.1 The objection has been made on the grounds that the amount of restrictions proposed seem excessive. The objector accepts that some restrictions are required for the free movement of machinery and equipment but believes that these should be limited to the junction areas. They also go on to note that the proposed restrictions could potentially impact on the adjacent 'Learning Centre of Light' facility holding any large attendee events. Their final point relates to the nearby Mobile Takeaway van and its impact on accessibility. The objector notes that this should be relocated and boulders / fencing positioned on the grass verges to prevent inconsiderate parking ./ damage to grassed verges.

### **4 Response**

- 4.1 The extent of the restrictions were agreed with a Senior Facility Engineer for Caterpillar Peterlee. During a site meeting, the problems associated with access and egress to the plant were discussed and the extent of the restrictions plotted accordingly.
- 4.2 The Caterpillar facility has around 1200 off road car parking spaces, which is deemed sufficient to accommodate vehicles from workers from both shifts at the plant. That said, workers still park on the roads surrounding the site as it can often be more convenient and closer to their place of work. Unfortunately this can lead to the aforementioned access problems for the plant.
- 4.3 The building known as the Learning Centre of Light has access to its own off street car parking facility. It is considered that anyone visiting this site could use this facility or park in the unrestricted streets nearby.
- 4.4 The location of the mobile takeaway van was not considered a problem and the introduction of NWAAT opposite this location should further reduce any issues at this point.
- 4.5 The Council would not consider the introduction of boulders on the highway as they would be classed as an obstruction. Fencing would not remedy the issue of accessibility to the Caterpillar plant and could actually worsen the situation as it would lead to vehicles being parked wholly on the carriageway.

### **13.0 Local member consultation**

The Local Members have been consulted and offer no objections to the proposals.

#### **14.0 Recommendation**

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Peterlee Parking & Waiting Amendment Order.

#### **15 Background Papers**

Correspondence and documentation on Traffic Office File and in member's library.

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**Contact: Lee Mowbray      Tel: 03000 263588**

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## **Appendix 1: Implications**

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**Finance** – LTP Capital

**Staffing** – Carried out by Strategic Traffic

**Risk** – Not Applicable

**Equality and Diversity** – It is considered that there are no Equality and Diversity issues to be addressed.

**Accommodation** - No impact on staffing

**Crime and Disorder** - This TRO will allow effective management of traffic to reduce congestion and improve accessibility / road safety

**Human Rights** - No impact on human rights

**Consultation** – Is in accordance with SI:2489

**Procurement** – Operations, DCC.

**Disability Issues** - None

**Legal Implications:** All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.