



Highways Committee

Date Thursday 7 October 2021
Time 9.30 am
Venue Council Chamber, County Hall, Durham

Business

Part A

Items which are open to the Public and Press

1. Apologies for Absence
2. Substitute Members
3. Declarations of Interest, if any
4. Minutes of the Meeting held on 6 September 2021 (Pages 3 - 8)
5. Seaham, Dawdon and Deneside - Parking and Waiting Restrictions Order 2021 - Report of Corporate Director of Regeneration, Economy and Growth (Pages 9 - 46)
6. Newton Aycliffe - Parking and Waiting Restrictions Order 2021 - Report of Corporate Director of Regeneration, Economy and Growth (Pages 47 - 94)
7. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Lynch

Head of Legal and Democratic Services

County Hall
Durham
29 September 2021

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

Councillor R Ormerod (Chair)
Councillor D Boyes (Vice-Chair)

Councillors A Bell, T Duffy, C Kay, K Earley, J Higgins, C Hood,
J Howey, G Hutchinson, R Manchester, B Moist, D Oliver,
I Roberts, M Roberts, K Robson, A Simpson, A Sterling,
F Tinsley, M Wilson and D Wood

**Contact: Jill Errington/
Jackie Graham**

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Monday 6 September 2021 at 9.30 am**

Present:

Councillor D Boyes (Chair)

Members of the Committee:

Councillors C Kay, K Earley, J Higgins, C Hood, J Howey, G Hutchinson, R Manchester, D Oliver, I Roberts, M Roberts, K Robson, A Simpson, A Sterling and M Wilson

Also Present:

Councillor C Bell, J Blakey and M McKeon

1 Apologies for Absence

Apologies for absence were received from Councillors Duffy, Moist, Ormerod and Tinsley.

2 Substitute Members

There were no substitute members.

3 Declarations of Interest

Councillor G Hutchinson declared an interest as the local members for Tursdale in relation to Item 5.

4 Minutes

The minutes of the meeting held on 16 April 2021 were confirmed as a correct record and signed by the Chair as a correct record.

5 Tursdale - Prohibition of Motor Vehicles Traffic Regulation Order 2021

The Committee received a report of the Corporate Director of Regeneration, Economy and Growth that advised of the proposed introduction a prohibition of motor vehicles restriction on the access road/layby to the east of the A688, approximately 40m north of Tursdale village and asked that they consider the

objections made during the informal and formal consultation period (for copy see file of Minutes).

The Traffic Management Section Manager gave a detailed presentation which showed that the restriction would run between its northern junction with the A688, in an easterly then southerly direction to its junction with Ramsey Street, a total distance of approximately 75 metres. He advised that a lot of HGV drivers were using the carriageway and it had become a major concern for local residents. An article in the Northern Echo on 23 December 2020 had reported a man urinating in the area and there was photographic evidence of human faeces and toilet paper in the layby. This had presented a health and safety concern.

The Traffic Management Section Manager added that various solutions had been explored however as the layby was required for highways maintenance a permanent closure and fencing off of the area was not an option. Therefore, it was proposed to use a lockable boom gate.

Further to the advert of the proposed traffic regulation order there was one objection received, detailed within the report. Part of the objection said that toilet facilities should be provided as parking at the services in Bowburn was expensive, and that it did not impact the residents. The response to the objector stated that this was impacting upon the quality of life for local residents due to the anti-social behaviour of littering and people using the layby as a toilet. It impacted upon pedestrians and was causing road safety concerns. There were facilities available at Bowburn services less than a mile away at a cost of £25 per night per HGV with a £10 voucher to spend on drink and food.

The Chair invited representations from local members present.

Councillor J Blakey said that this issue had begun in 2010 with the proposal of the Amazon site at Integra 61 and she had expected the planning process to deal with the envisaged problems. In 2010, former Councillor Mac Williams had requested a roundabout which had not been approved. Following that the stretch of road in question had the removal of trees to try and stop the anti-social behaviour. She advised that this worked for a while but problems have since returned. She was concerned that local residents put up with refrigeration vehicles running all night and lights on vehicles being left on during the night. This affected one street in particular and she added that it was not right that people had to put up with this. There was a new play area which the children could not use due to what was going on in the layby. She asked the committee to support the recommendations and have sympathy with the residents.

Councillor M McKeon thanked the officers for working closely with local members on this project. Referring to the objection received she said that there was a facility just up the road so there was alternative provision available. The layby was originally intended as a turning circle and belonged to Durham County Council.

The people affected by this lived in a small village and had to put up with a lot of upheaval. They should not be expected to walk past human faeces. She fully supported the officer recommendation for the people living in Turdsdale.

As the officers present did not have any further comments to make and as the objector was not present the chair moved on and asked for questions and comments from the committee members.

Councillor Kay said that this was a small village which had been impacted by the opening of the Amazon site and he believed that they should have provided off site parking, and should have been part of the planning process. He said that the HGV drivers should use the services available at Bowburn. He was concerned that this village had had to endure anti-social behaviour which had caused angst within the community. He fully supported the recommendations to close off the layby.

The Chair asked if there was sufficient capacity at the facilities nearby and was advised by the local members that there was capacity for parking. They believed the issue to be the cost of using these facilities and commented that the Amazon site also had capacity to house these vehicles.

Councillor Kay moved and Councillor Simpson seconded the recommendation.

Upon a vote being taken it was

Resolved: That the proposal in principle to proceed with the implementation of the Turdsdale Prohibition of Motor Vehicles Traffic Regulation Order with the final decision to be made by the Corporate Director under delegated powers, be endorsed.

6 Annfield Plain - Parking and Waiting Restrictions Order 2021

The Committee received a report of the Corporate Director of Regeneration, Economy and Growth that advised of the proposed changes to the Traffic Regulation Order (TRO) in Annfield Plain (for copy see file of Minutes).

The Traffic Management Section Manager gave a detailed presentation that highlighted the proposed restrictions on West Road, which included:-

- To introduce 'no waiting at any time' restrictions on both sides of the carriageway for the nearby businesses and residents.
- To change a small section of existing 'no waiting at any time' to 'School Keep Clear' markings outside of the entrance to Greencroft Community School.
- To formalise the current lining in this location.
- The proposals are to address obstructive parking, to improve accessibility and visibility for both road users and pedestrians.

The Traffic Management Section Manager added that it was a busy section of carriageway with several business and schools. Visibility for road users and pedestrians and access for pedestrians along the footway had been impacted, forcing wheelchairs users and those with pushchairs onto the carriageway. He added that road safety had to be a primary concern and appreciated that if people were stopped from parking in place then they would move on to park elsewhere. However, where vehicles were parking along the carriageway and footway reduced visibility and obstructed pedestrians from using the footway.

Following the advert of the proposal one objection was received from a local business owner during the informal consultation. This objection still stood despite amendments to the original proposal.

The Chair invited representations from the local member present.

Councillor C Bell said that it was really bad for people who could not walk safely along the path and for those on their way to school or to their homes. A number of disabled people travelled along that footpath to the special needs school or elderly people trying to access their home. She was concerned that this was an accident waiting to happen and had caused considerable anxiety for residents. She suggested that there was a car park available, which although was a distance to walk, could still be utilised.

The Chair invited Mr Marshall, who was objecting to the proposal to make his representations.

Mr Marshall said that it was difficult when people were only aware of one side of the story. He stressed that he always leaves enough room for people passing in wheelchairs and pushchairs. He said that he was trying to survive as a local business and knew his community very well, carrying out food drives, food banks, soup kitchens and did a lot for the area. He said that he always offered to move vehicles if they were an obstruction and for a time he was parking vehicles on a grassed area. Residents also used this grassed area together with those attending football training from the school. Residents were in favour of this and had even asked him to park further along the grassed area. Following a visit from highways officers he was informed that he could not park on the grass and had to park on the road. He had been cutting the grassed area to keep it tidy and had asked if the area could be rented. He stressed that no one uses the grassed area but it has since been fenced off. Mr Marshall believed the problems started when he arranged a scare wash for Halloween last year which had gone out of control attracting a lot of vehicles. He now has a booking system in place to alleviate that issue. He was aware that wheelchairs could get passed the vehicles and had scratched some of the cars parked there, and said that a double buggy could also pass. Mr Marshall said that he would like to be able to use his business as he wanted to so that he could invest back into the local community.

The Traffic Management Section Manager commented that they could not condone someone driving over a footway to access the grassed area and that people should park in a designated area.

The chair asked how far away the car park in question was and the local member advised that it was not that far.

The chair moved on and asked for questions and comments from the committee members.

Councillor Sterling said that she knew the area very well and had sympathy with the objector, as a business owner herself in these very tough times. She did confirm that no one used the grassed area in question but agreed that this was not a car park. She believed that there were too many cars parked along the carriageway which was unsightly and suggested that if a wheelchair user had scratched a vehicle suggested that there was not enough space to get passed. She was concerned about the special needs children being able to safely get to school and the elderly and infirm people who lived in the bungalows being able to access the footpath. She concluded that there were too many vehicles for the business but did comment that the car park mentioned was too far away.

Councillor Sterling moved and Councillor Howey seconded the recommendation.

Upon a vote being taken it was

Resolved: That the proposal in principle to proceed with the implementation of the Annfield Plain Parking and Waiting Restrictions Order 2021, with the final decision to be made by the Corporate Director under delegated powers, be endorsed.

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Highways Committee

7th October 2021

Seaham, Dawdon and Deneside

**Parking & Waiting Restrictions Order
2021**

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 Economy and Partnerships.

Electoral division(s) affected:

Seaham, Dawdon and Deneside

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 Seaham, Dawdon and Deneside.
- 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 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 Within Civil parking Enforcement operational guidance, 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 The County Council are proposing to introduce restrictions on:

2.3 Church Street

To introduce 'no waiting at any time' restrictions (double yellow lines) in the pedestrianised area of Church Street.

The proposals are to address obstructive parking, and to improve safety for pedestrians.

Five objections were received in the informal consultation phase from local businesses who expressed concerns with loading and un-loading.

2.4 Gregson Terrace

To introduce 'no waiting at any time' restrictions (double yellow lines) at the junction of Gregson Terrace and Seaton Lane requested by residents.

The proposals are to address visibility and road safety issues on the junction of Gregson Terrace and Seaton Lane where a number of cars park and narrow the width of the road.

Two objections were received during the informal consultation phase from directly affected frontages.

2.5 Hazel Dene Way/Hill Crescent

To introduce 'no waiting at any time' restrictions (double yellow lines) at the junction of Hazel Dene Way and Hill Crescent and on the west side of the carriageway of Hill Crescent. These amendments were requested by Durham Constabulary.

The proposals are to address visibility and road safety issues where cars park on the grassed verge and on the junction of Hazel Dene Way and Hill Crescent.

One objection was received in both the informal and formal consultation phase from the same resident who claimed they would be forced to park further down the road, away from their property.

2.6 Admiralty Way

To introduce 'no waiting at any time' restrictions (double yellow lines) on Admiralty Way in Fox Cover Industrial Estate requested by local businesses.

The proposals are to address issues with visibility and road safety at the accesses to units 3 and 4.

One objection was received in the informal consultation phase who claimed that this was not an area for concern.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Seaham, Dawdon and Deneside Parking and Waiting Restrictions Order 2021. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

- 4.1 Several requests have been received from local residents, local businesses, Durham County Council Departments and Durham Constabulary to address ongoing obstructive parking, visibility, access and safety issues in Seaham, Dawdon and Deneside
- 4.2 The areas of concern consist of various locations including residential, commercial, industrial and locations near school premises.
- 4.3 The initial consultation exercise was undertaken with statutory consultees (09/03/21 - 30/03/21) and directly affected frontages (17/05/21 - 09/06/21) with further requests received for additional parking and waiting restrictions, along with a number of objections.
- 4.4 Objectors were contacted to discuss their objection and explain the reasons to try and manage their concerns. No further correspondence was received from the objectors indicating that they were willing to withdraw their objection. Their objections therefore remained on file.
- 4.5 The proposals were advertised formally on site, online and in the local press (14/08/21-04/09/21). 1 objection was received at this stage from a previous objector in the informal consultation stage.

5 Objections

Church Street

5.1 Objection 1

Objector 1 is a local business owner who states that "I am a business owner, and this is disgusting, we need to load and unload our stock"

5.2 Objection 2

Objector 2 is a local business owner who states that “The existing restrictions already have a negative impact on existing traders being able to access their properties”

5.3 Objection 3

Objector 3 is a local business owner who states that “This will affect business as good parking is what people come to Seaham for – no charge and good availability”

5.4 Objection 4

Objector 4 is a local business owner who states that “We are a florist and need access to deliver flowers from 7:30am till 5:00pm – it’s a constant flow”

5.5 Objection 5

Objector 5 is a local business owner who states “No loading facilities. Proposed 30-minute parking. We get deliveries Mon-Sat. Loading and unloading can take more than 30 mins”

5.7 Response

The proposed restrictions have been requested by the Community and Economic Development Team and are supported by local members. Due to Church Street being a pedestrianised area, vehicles driving into the area and parking raises significant safety concerns for pedestrians who may be unaware of their presence. It is considered that there is sufficient parking on Back South Railway Street and the back of Church Street, which can also be used as loading/un-loading facilities by business owners. Loading and unloading is a legitimate activity that can be undertaken within a time restricted parking bay and provided it is continuous can be carried out for as long as is necessary.

Gregson Terrace

5.8 Objector 1

Objector 1 is a local business owner; they did not wish to make any comments regarding the proposed restrictions.

5.9 Objector 2

Objector 2 is a local resident who states, “I would like to park outside my own property”.

5.10 Response

The proposed restrictions have been requested by local residents. Gregson Terrace has a history regarding parking issues with a previous attempt being made using advisory keep clear markings to deter vehicles from parking close to the junction. This attempt has not been successful and visibility issues still persist.

Hazel Dene Way/Hill Crescent

5.11 Objector 1

Objector 1 is a local resident who states, 'They live in a 4-bedroom house with 3 cars and only have a driveway to accommodate for 2.'

5.12 Response

The proposed restrictions have been requested by Durham Constabulary. Vehicles parking on the verge along Hill Crescent as well as its junction with Hazel Dene Way reduces visibility and created a road safety issue.

Admiralty Way

5.13 Objector 1

Objector 1 is a local business owner who states, "This is not the area of concern."

5.14 Response

The proposed restrictions have been requested by a local business. Due to the nature of the area, cars parking around the accesses to the units can create a road safety issue and obstruction for other road users.

6 Conclusion

- 6.1 Having considered the evidence of obstructive and inconsiderate parking and the objection 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 Seaham, Dawdon and Deneside: Waiting and Parking Restrictions Order 2021, with the final decision to be made by the Corporate Director under delegated powers.

7 Background papers

- 7.1 Correspondence and documentation in Traffic Office File:

L:TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Seaham\Traffic Regulation Orders (Parking
Restrictions)\2020 July

Author(s)

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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

This TRO will allow for effective management of traffic to reduce congestion, reducing the overall amount of CO2 emissions.

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

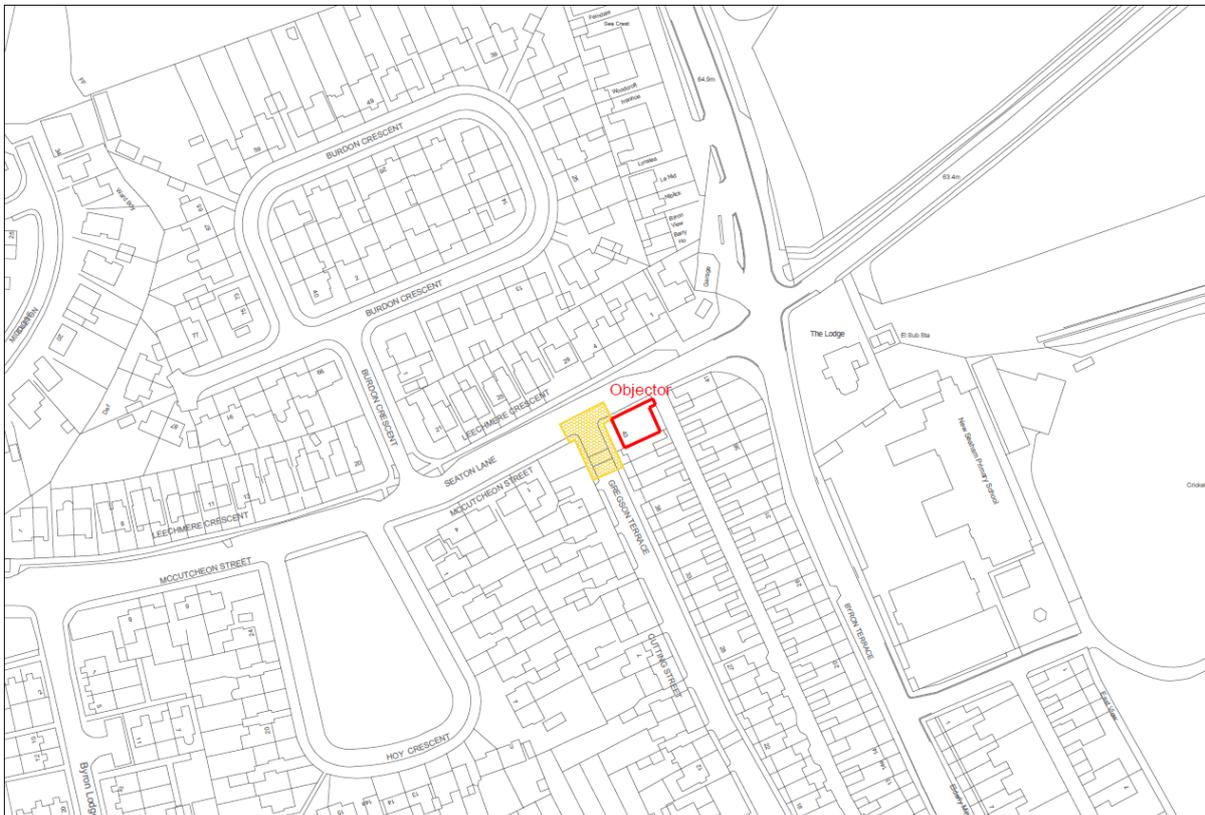
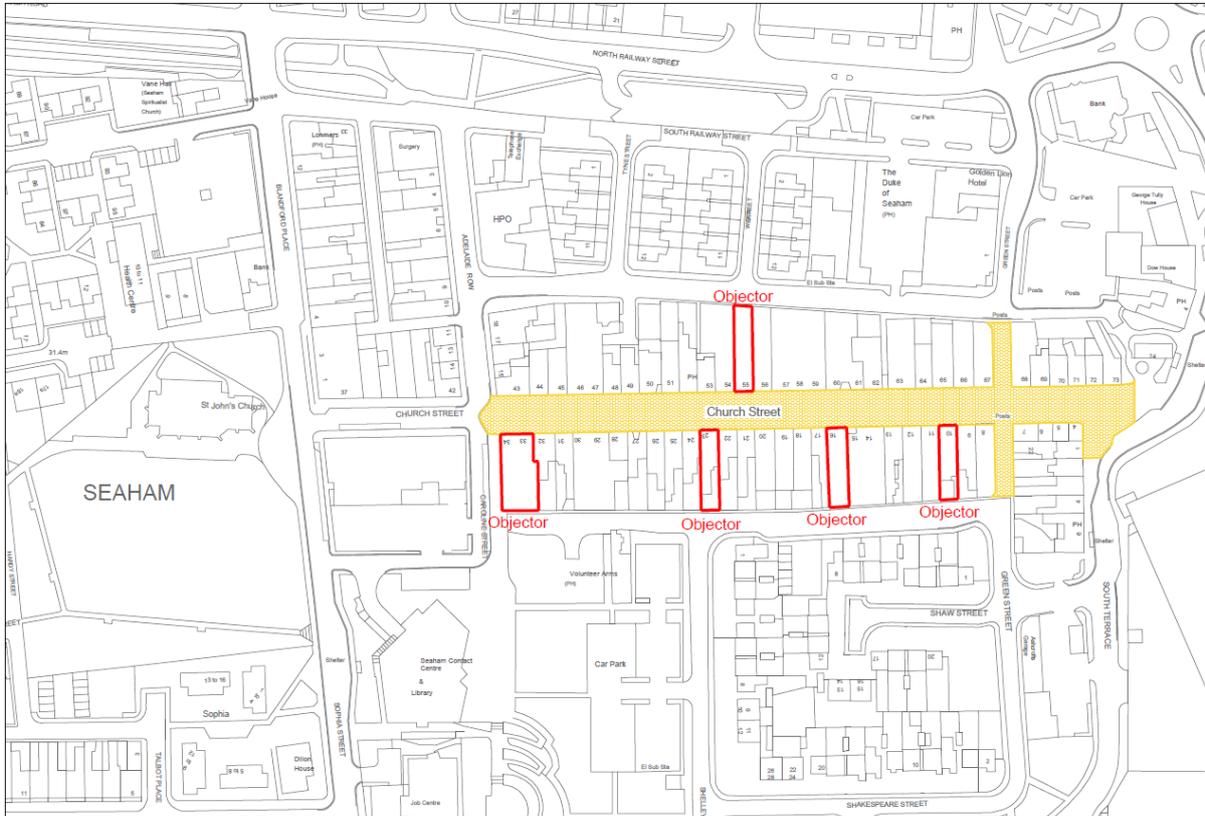
Risk

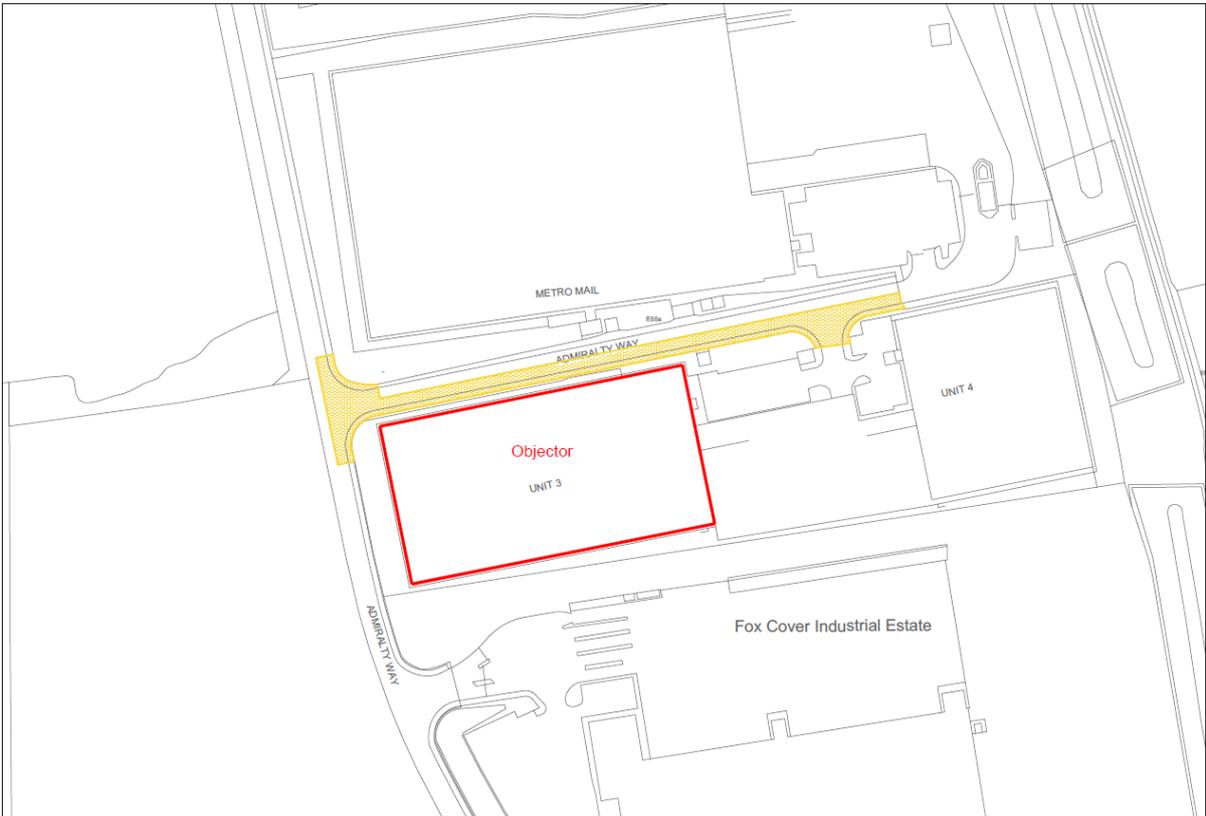
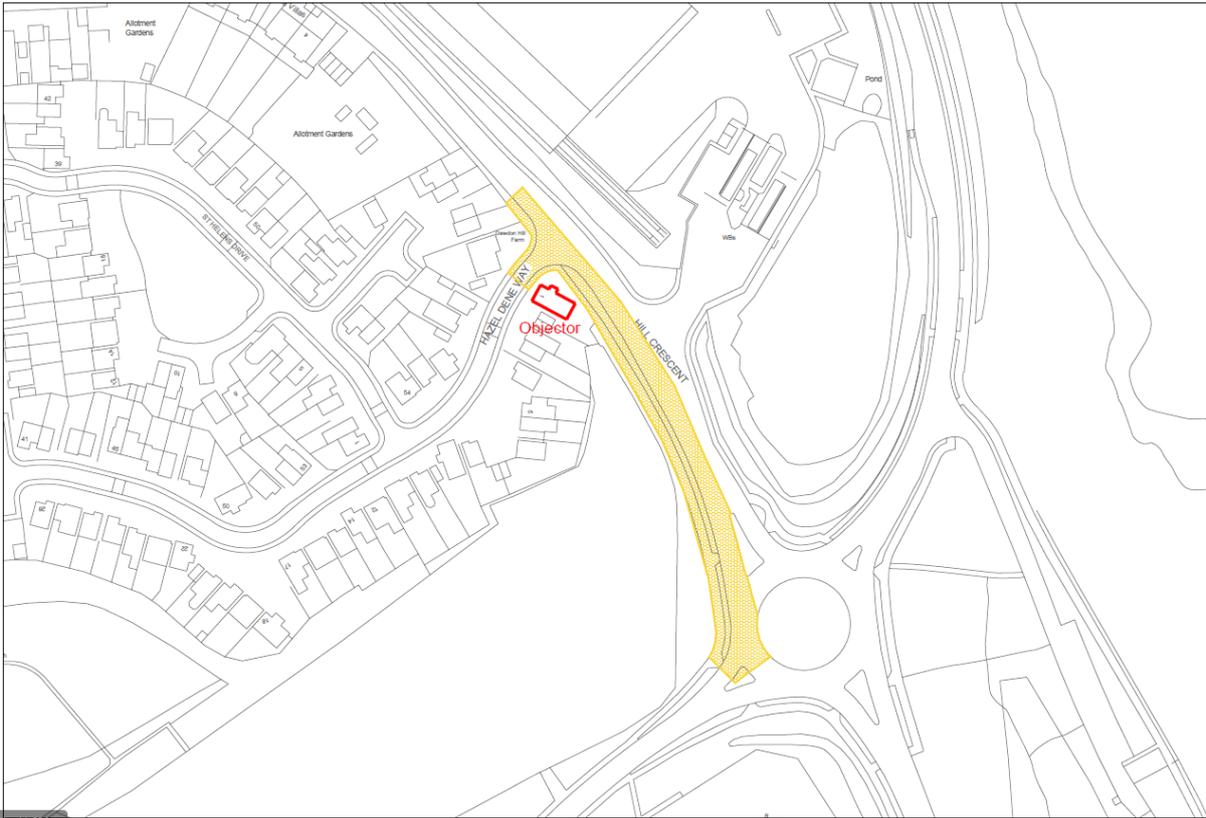
Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals





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Seaham, Dawdon and Deneside Parking & Waiting Restrictions Order 2021

Highways Committee
7th October 2021



Proposals & Objection

The purpose of the Traffic Regulation Order (TRO) for Seaham, Dawdon and Deneside is to introduce restrictions in the following locations:

Church Street – No waiting at any time.

Gregson Terrace – No waiting at any time.

Hazel Dene Way/Hill Crescent – No waiting at any time.

Admiralty Way – No waiting at any time.

Proposals & Objection

Location 1 - Church Street (Double yellow lines):

To introduce 'no waiting at any time' restrictions due to requests from the Community and Economic Development team concerned with obstructive parking and safety in the pedestrianised area.

Five objections were received from local business owners.

Objector 1

Local business owner states *"This is disgusting, we need to load and unload our stock"*.

Objector 2

Local business owner states *"The existing restrictions already have a negative impact on existing traders being able to access their properties"*.

Objector 3

Local business owner states *"This will affect business as good parking is what people come to Seaham for"*.

Objector 4

Local business owner states *"We are a florist and need access to deliver flowers from 7:30am till 5:00pm"*.

Objector 5

Local business owner states *"No loading facilities. Proposed 30-minute parking. We get deliveries Mon-Sat. Loading and unloading can take more than 30 mins"*.

Proposals & Objection

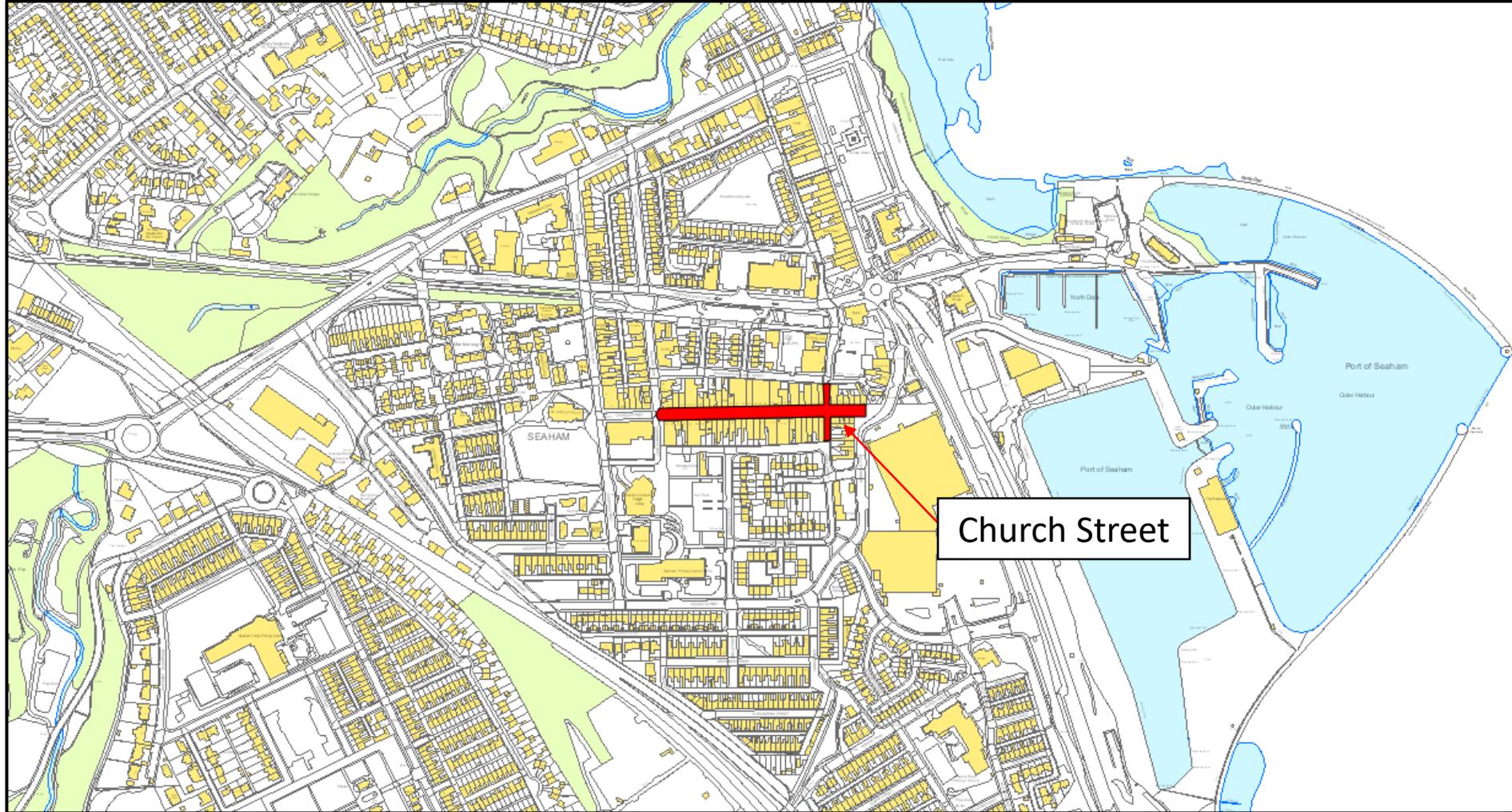
Response

The proposed restrictions have been requested by the Community and Economic Development Team and are supported by local members. Due to Church Street being a pedestrianised area, vehicles driving into the area and parking raises safety concerns for pedestrians who may be unaware of their presence.

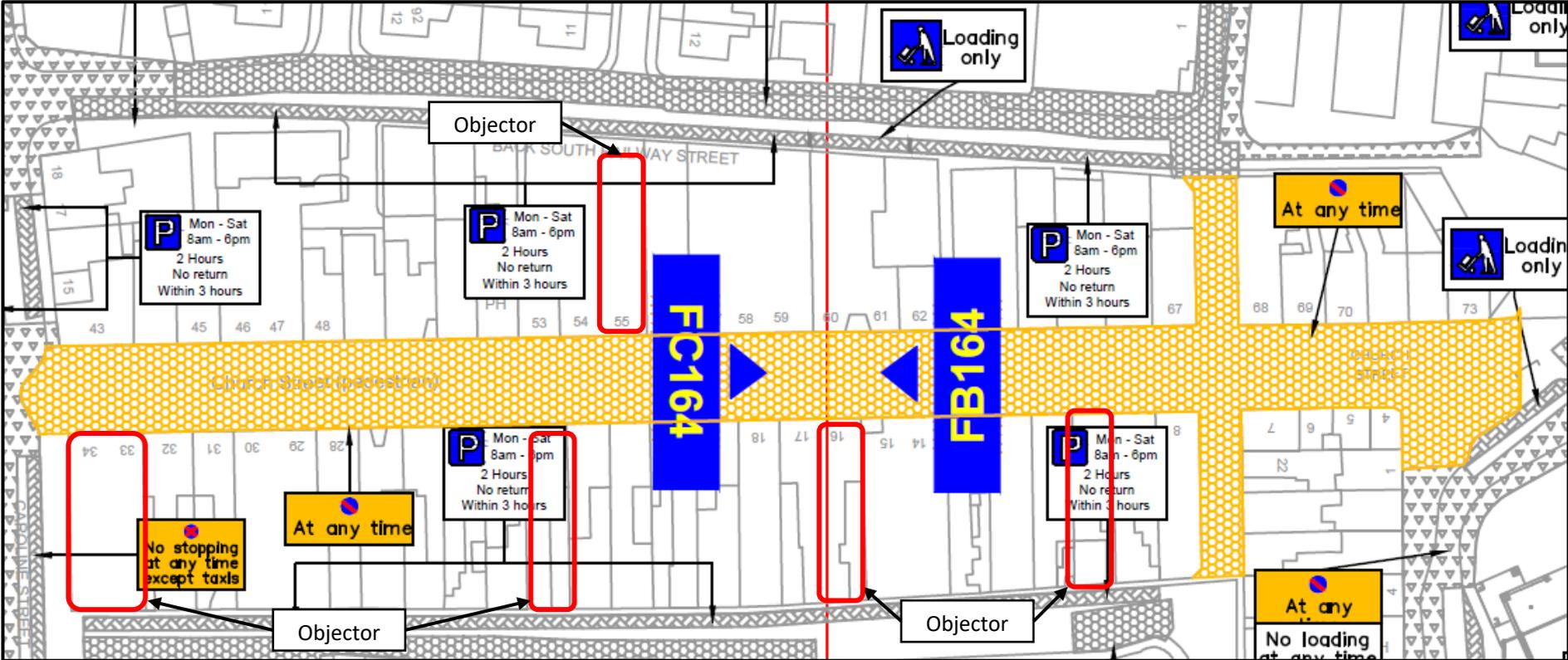
It is felt that there is sufficient parking on Back South Railway Street and the back of Church Street, which can also be used as loading/un-loading facilities by business owners without time restrictions applying.

The existing time limit on the parking bays on Back South Railway Street and the back of Church Street are to remain unchanged, with a restriction of '2 hours, no return within 3 hours'.

Location Plan – Church Street, Seaham



Church Street – Proposals & Objector



Church Street – Proposals



Church Street – Photographic Evidence



Google Images, 2018



Officer Photograph, 2021

These photographs present evidence of the following issues.

- Reduced space for pedestrians.
- Obstructive parking reducing access space for loading vehicles.

Church Street – Summary

- The proposed restrictions have been requested by the Community and Economic Development Team and are supported by local members.
- 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?

Proposals & Objection

Location 2 - Gregson Terrace (Double yellow lines):

To introduce 'no waiting at any time' restrictions due to requests from local residents to improve visibility and road safety.

Two objections were received from local business owners.

Objector 1

Local business owner did not wish to make any comments regarding the proposed restrictions.

Objector 2

Local resident states "I would like to park outside my own property".

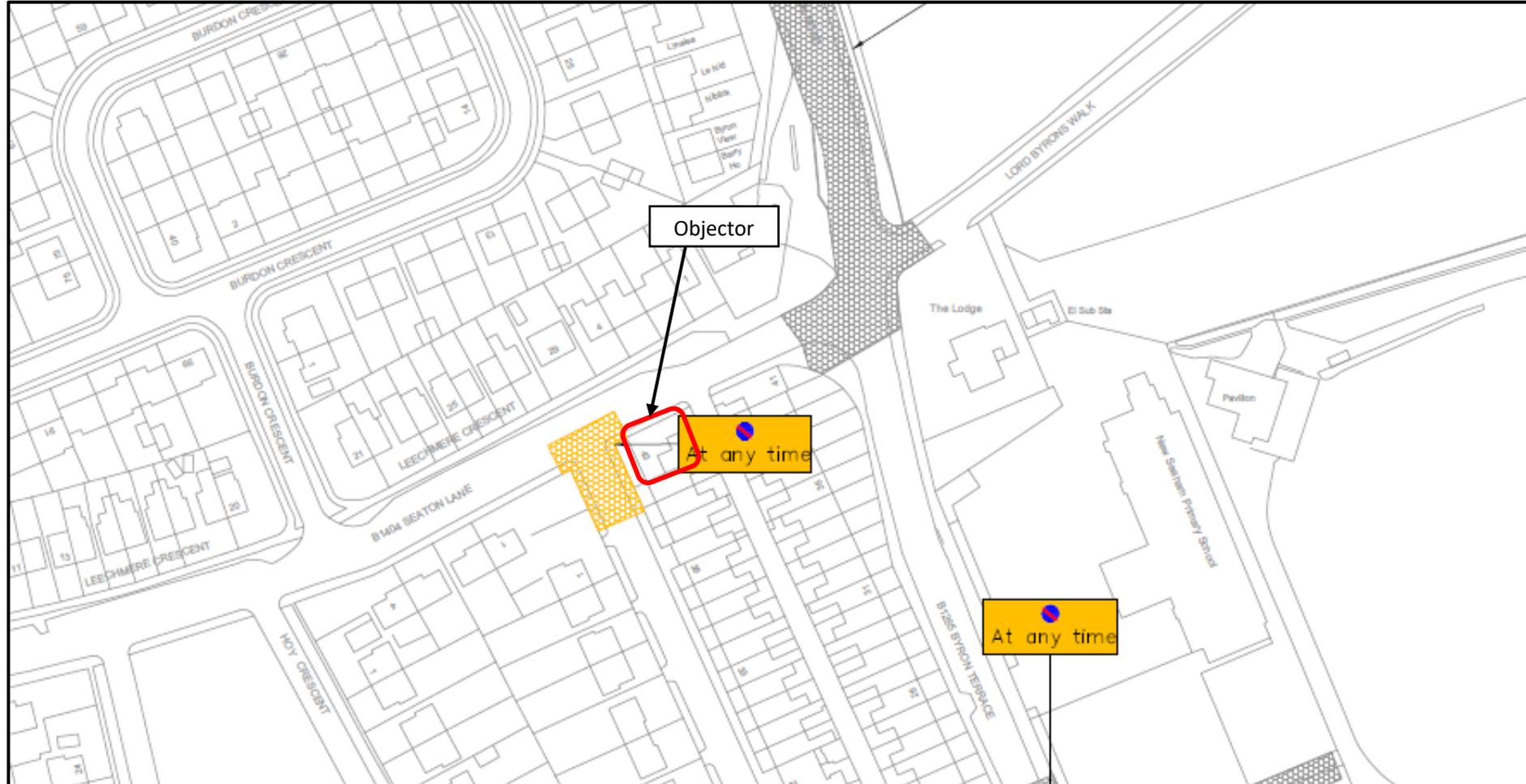
Response

The proposed restrictions have been requested by local residents. Gregson Terrace has a history regarding parking issues with a previous attempt being made using advisory keep clear markings to deter vehicles from parking close to the junction. This attempt has not been successful and visibility issues still persist.

Location Plan – Gregson Terrace, Seaham



Gregson Terrace – Proposals & Objector



Gregson Terrace – Proposals



Gregson Terrace – Photographic Evidence



Officer Photograph, 2021



Google Images, 2018



Google Images, 2012



Google Images, 2016

These photographs present evidence of obstructive parking creating the following issues.

- Reduced footway clearance for pedestrians.
- Reduced carriageway width close to the junction of Gregson Terrace and Seaton Lane.
- Reduced visibility for road users.

Gregson Terrace – Summary

- The proposed restrictions have been requested by local residents and are supported by local members.
- 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?

Proposals & Objection

Location 3 – Hazel Dene Way/Hill Crescent (Double yellow lines):

To introduce 'no waiting at any time' restrictions due to requests from local residents to improve visibility and road safety.

One objections was received from a local resident.

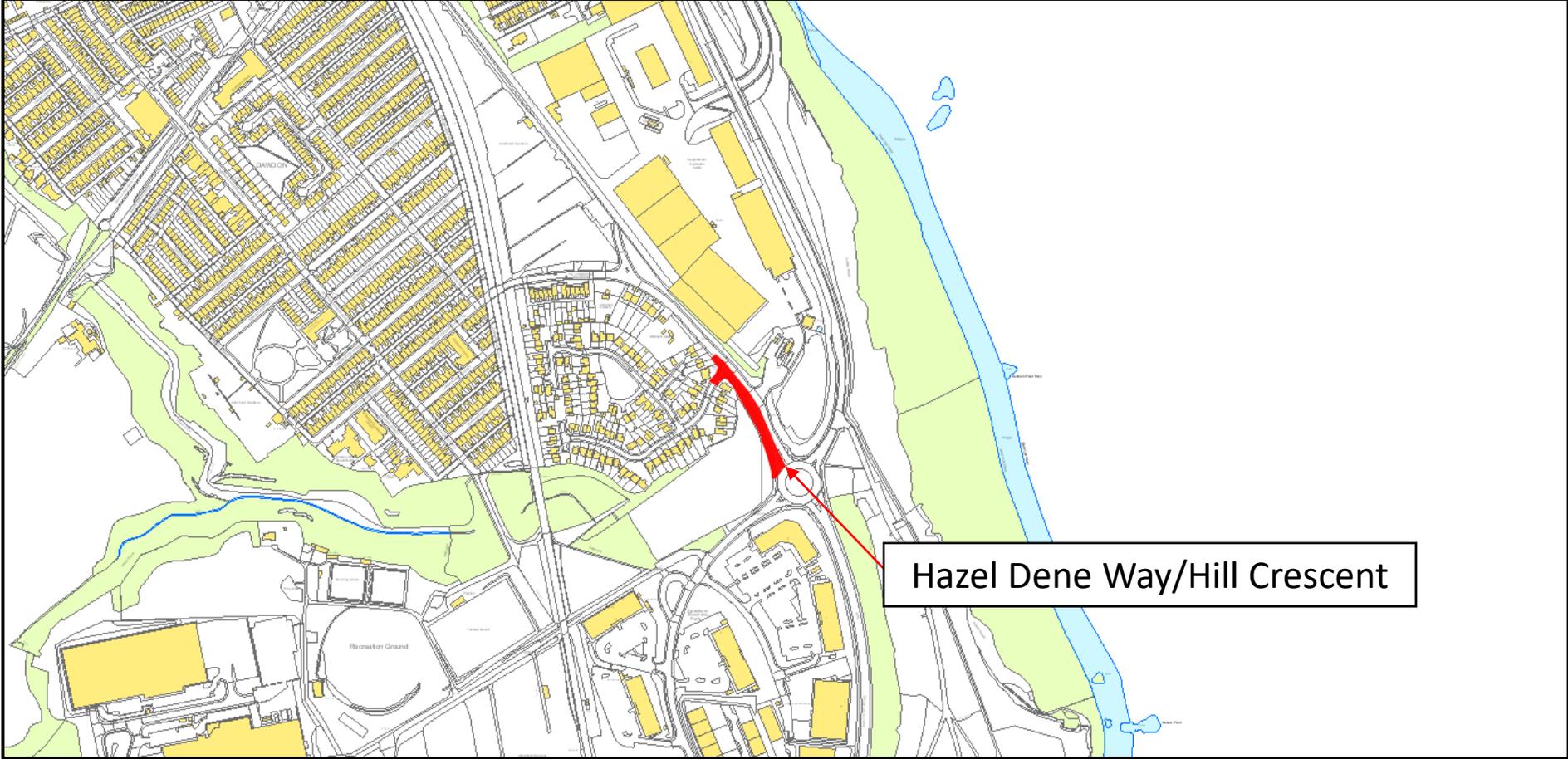
Objector 1

Local resident states “They live in a 4-bedroom house with 3 cars and only have a driveway to accommodate for 2”.

Response

The proposed restrictions have been requested by Durham Constabulary. Vehicles parking on the verge along Hill Crescent as well as its junction with Hazel Dene Way reduces visibility and created a road safety issue.

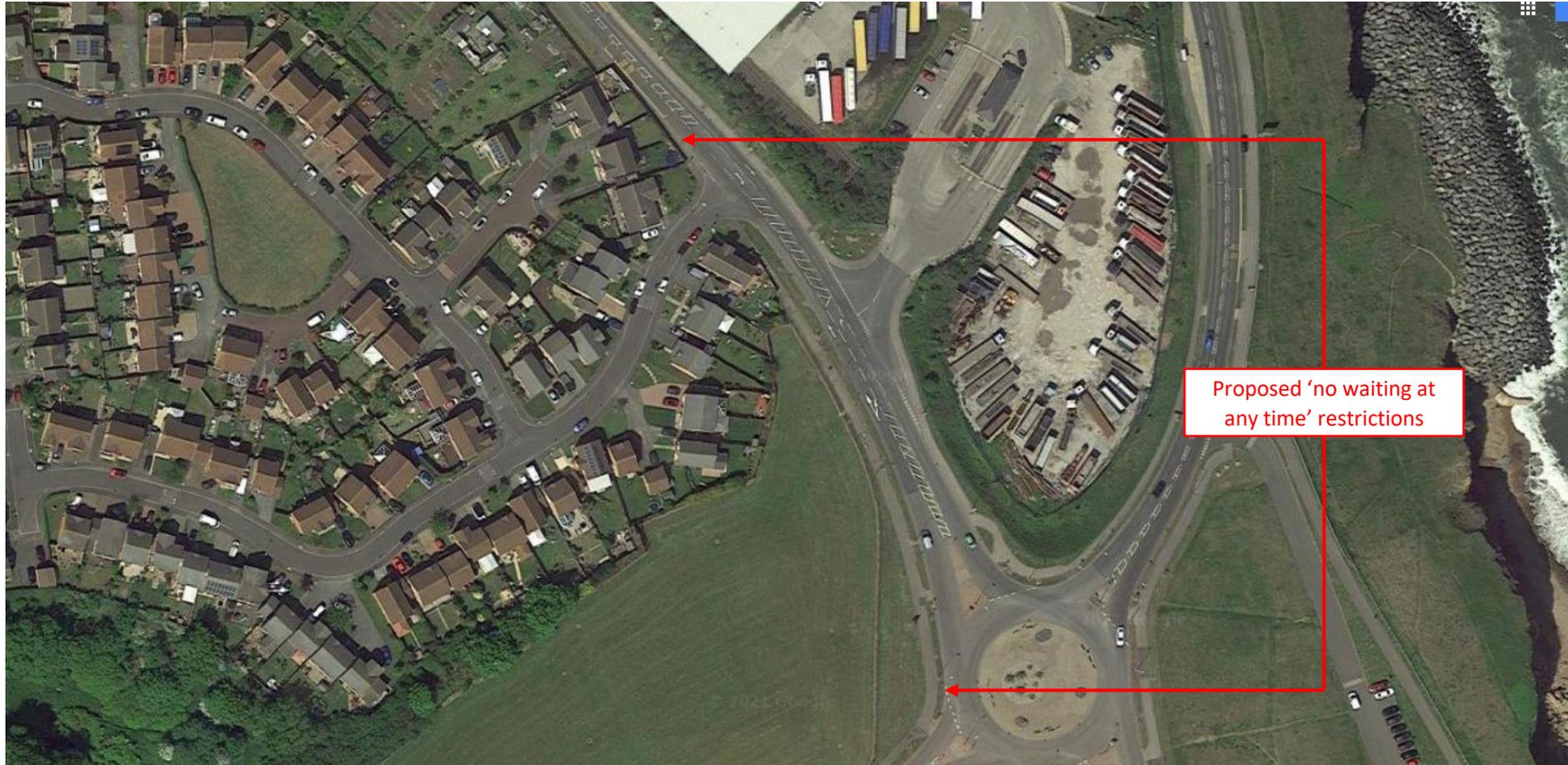
Location Plan – Hazel Dene Way/Hill Crescent, Seaham



Hazel Dene Way/Hill Crescent– Proposals & Objector



Hazel Dene Way/Hill Crescent – Proposals



Hazel Dene Way/Hill Crescent – Photographic Evidence



These photographs present evidence of obstructive parking creating the following issues.

- Reduced footway clearance for pedestrians.
- Reduced carriageway width close to the junction of Hazel Dene Way and Hill Crescent.
- Reduced visibility for road users.

Hazel Dene Way/Hill Crescent– Summary

- The proposed restrictions have been requested by Durham Constabulary and are supported by local members.
- 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?

Proposals & Objection

Location 4 – Admiralty Way (Double yellow lines):

To introduce 'no waiting at any time' restrictions due to requests from local residents to improve visibility and road safety.

One objections was received from a local business owner.

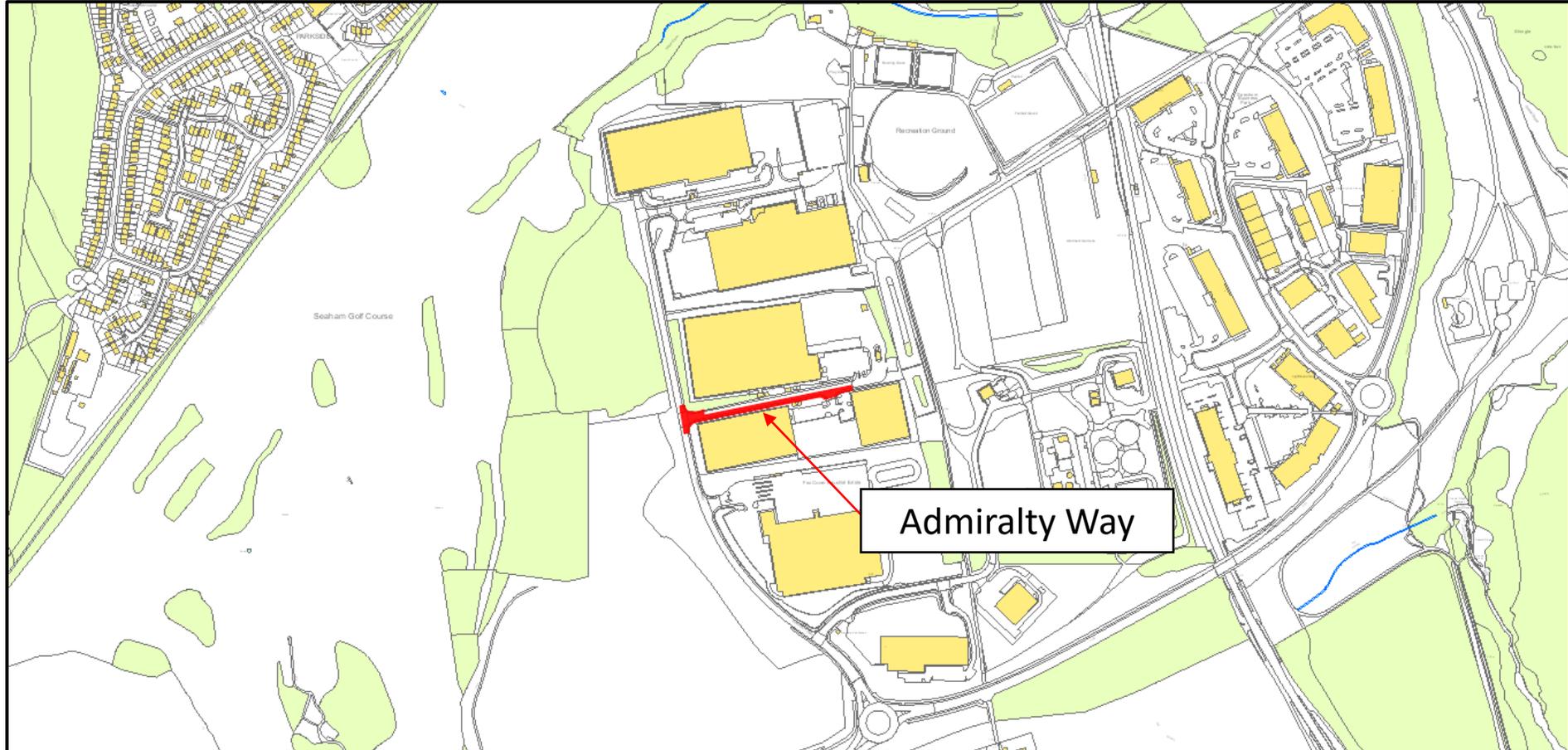
Objector 1

Local business owner states “This is not the area of concern.”

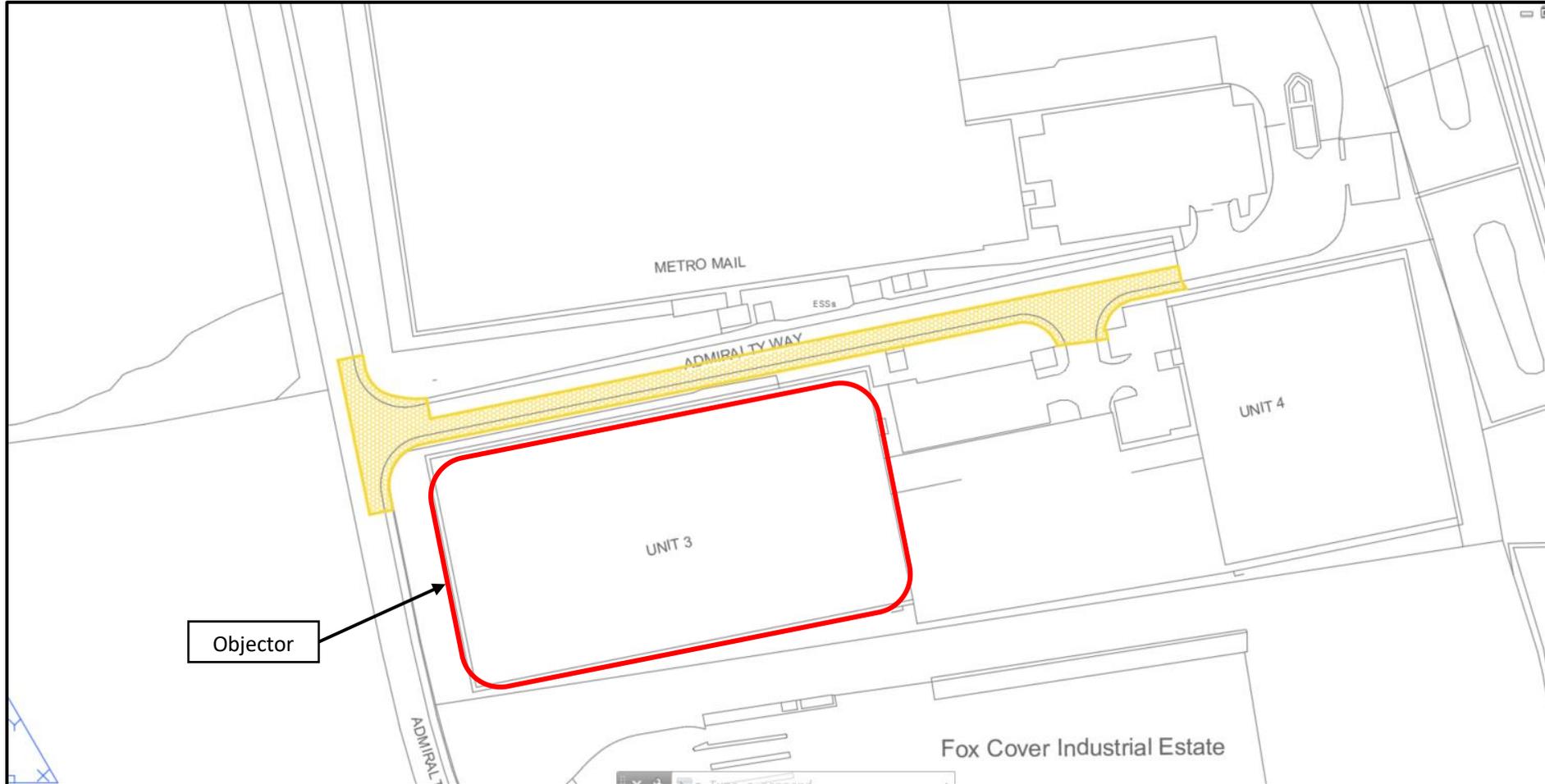
Response

The proposed restrictions have been requested by a local business. Due to the nature of the area, cars parking around the accesses to the units can create a road safety issue and obstruction for other road users.

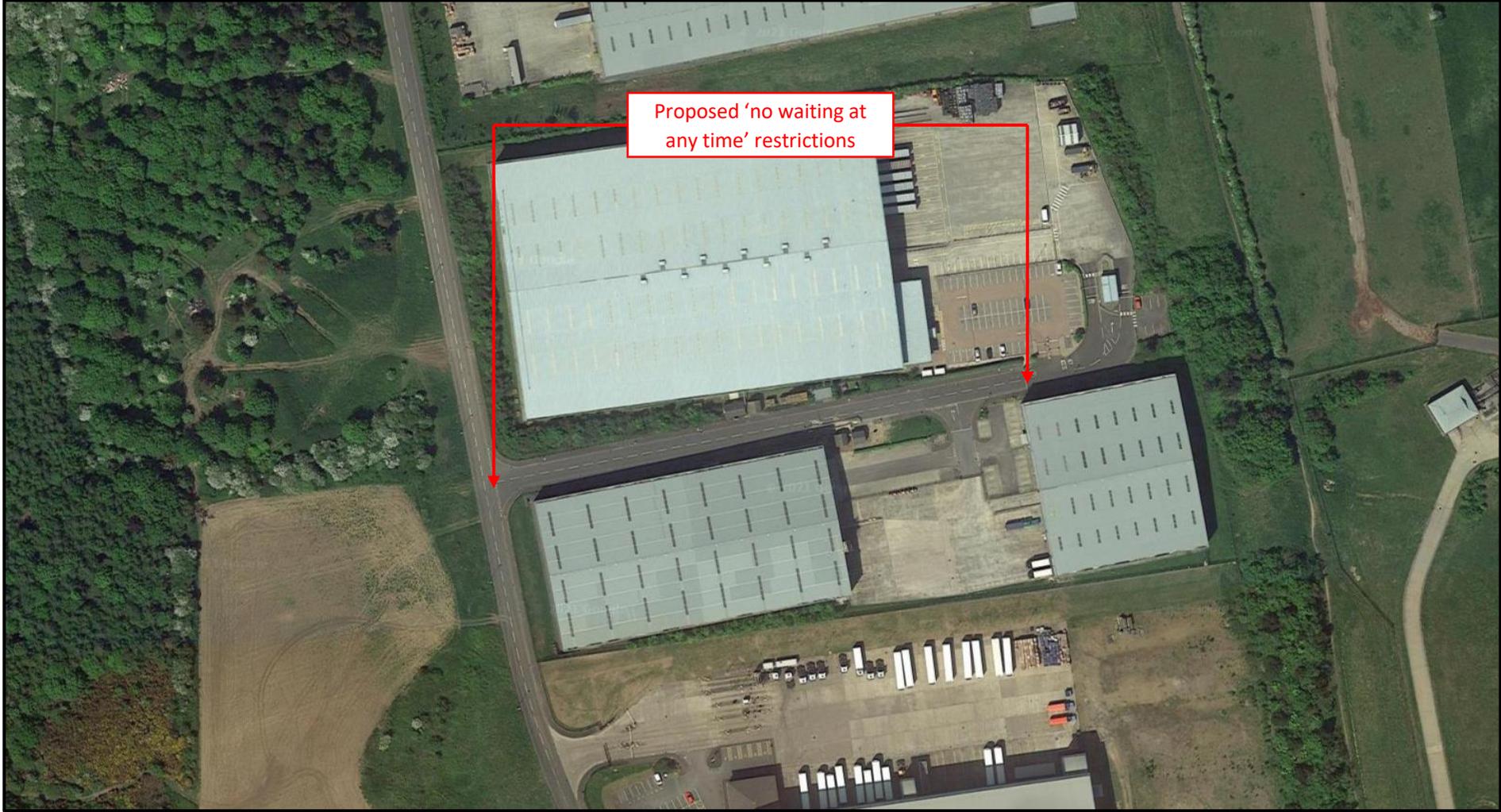
Location Plan – Admiralty Way, Seaham



Admiralty Way – Proposals & Objector



Admiralty Way – Proposals



Admiralty Way– Photographic Evidence



These photographs present evidence of obstructive parking creating the following issues.

- Reduced carriageway width close to the accesses for Units 4 and 5.
- Reduced visibility for road users.

Admiralty Way – Summary

- The proposed restrictions have been requested by a local business and are supported by local members.
- 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?

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Highways Committee

7th October 2021

Newton Aycliffe

**Parking & Waiting Restrictions Order
2021**

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 Economy & Partnerships.

Electoral division(s) affected:

Aycliffe North & Middridge, Aycliffe West and Aycliffe East

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 Aycliffe.
- 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 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 Within Civil parking Enforcement operational guidance, 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 The County Council are proposing to introduce restrictions on:

2.3 Greenfield Way

To introduce 'no waiting at any time' restrictions on both sides of the carriageway adjacent to Greenfield School Community and Arts College.

The proposals are to address obstructive parking and improve visibility and traffic flow for both road users and pedestrians.

One objection was received from Greenfield School Community and Arts College during the informal consultation.

2.4 Grindon Way

To introduce 'no waiting at any time' restrictions on both sides of the carriageway adjacent to Tekmar Energy.

The proposals are to address obstructive parking and improve accessibility for the affected business.

One objection was received from Sabre Rail during the informal consultation.

2.5 Humphrey Close

To introduce 'restricted waiting and loading Monday-Friday, 8-9am, 3-4pm' on the south side of Humphrey Close for the local residents and Woodham Burn Community Primary School.

To amend the layout of the existing school keep clear markings (no stopping Monday-Friday, 8am-6pm) around the access to Woodham Burn Community Primary School.

To introduce a 'Disabled Badge Holders Only' bay at the access to Woodham Burn Community Primary School.

These proposals are to address obstructive parking and road safety concerns during peak school times, and to improve access to residents' properties as well as Woodham Burn Community Primary School.

One objection was received from a local resident at the informal consultation stage.

A representation, signed by 17 residents, opposed to the scheme was received during the formal consultation stage.

2.6 Well House Drive

To introduce 'no waiting at any time' restrictions on both sides of the junction from Well House Drive to Woodham Way.

The proposals are to address obstructive parking, to improve accessibility and visibility for both road users and pedestrians.

One objection was received from a local resident at the informal consultation stage.

2.8 Newton Park Services

To introduce 'no waiting at any time' restrictions on both sides of the access roads to Newton Park Services extending from the junction with the A167.

The proposals are to address obstructive parking, road safety concerns and improve traffic flow in this location.

One objection was received from a local business at the informal consultation stage.

2.9 Royal Mail Sorting Office

To introduce 'no waiting at any time' restrictions to cover the extent of the Royal Mail Sorting Office in line with current planning conditions.

The proposals are to address road safety concerns and improve traffic flow in this location.

Two objections were received from local businesses at the informal consultation stage.

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal in principle to proceed with the implementation of the Newton Aycliffe Parking and Waiting Restrictions Order 2021. With the final decision to be made by the Corporate Director under delegated powers.

4 Background

4.1 Several requests have been received from local residents, local businesses, Durham County Council Departments and Durham Constabulary to address ongoing obstructive parking, visibility, access and safety issues in Newton Aycliffe.

- 4.2 The areas of concern consist of various locations including residential, commercial, industrial and locations near school premises.
- 4.3 The initial consultation exercise was undertaken with statutory consultees (17/12/20 – 07/01/21) and directly affected frontages (10/03/21 - 24/03/21).
- 4.4 Objectors were contacted to discuss their objection and explain the reasons to try and manage their concerns. Compromises were not deemed feasible, and in some cases no further correspondence was received from the objectors. All objections received during the informal stage (10/03/21 – 24/03/21) therefore remained on file.
- 4.5 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). A representation, signed by 17 residents, opposed to the introduction of restrictions on Humphrey Close was received.

5 Greenfield Way

- 5.1 This area was investigated at the request of the local member as a result of road safety concerns caused by traffic associated with Greenfield Way School Community & Arts College.
- 5.2 At peak school times (Monday-Friday 8-9am and 3-4pm) vehicles park up both sides of the road servicing the school. This causes concern when children are entering and leaving the school as their visibility is obscured by parked vehicles. There is a crest in the road in close proximity to this location, and this combined with the manner of the double-parked vehicles exacerbates the safety issues.
- 5.3 'No waiting at any time' restrictions have been proposed to address this issue, which aim to improve pedestrian safety, visibility and traffic flow.
- 5.4 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2020 and March 2021, an objection was received during this period, from the local school.
- 5.5 Amendments were drafted, and proposals were reconsulted with directly affected frontages however, the objection was upheld. It was therefore agreed to progress with the original proposal to the formal consultation stage.
- 5.6 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). No further objections were received at this point.

6 Objections – Greenfield Way

6.1 Objection 1

Objector 1 is a representative of Greenfield way School Community & Arts College who states that the double yellow lines negatively impact the vitality of their school.

6.2 Response

The proposed restrictions have been requested by the local member and are supported by Durham Constabulary. Site visits and photographic evidence have proven that the area is currently subjected to obstructive parking which reduces visibility and restricts traffic flow for road users.

7 Grindon Way

- 7.1 Reports were received about issues regarding access to service yards as well as, turning and access issues for HGVs due to obstructive parking.
- 7.2 There are existing 'no waiting at any time' restrictions in place, however the local businesses felt they didn't sufficiently assist the access to their businesses. Further restrictions were proposed to cover the access to the service yard of Tekmar Energy.
- 7.3 It is proposed to introduce 'no waiting at any time' restrictions around the access to Tekmar Energy, which will improve accessibility for this business.
- 7.4 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2020 and March 2021, an objection was received during this period and amendments were requested from a neighbouring business. Upon review it was agreed that further amendments were not deemed feasible.
- 7.5 It was therefore agreed to progress with the Traffic Regulation Order (TRO) to the formal consultation stage.
- 7.6 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). No further objections were received at this point.

8 Objections – Grindon Way

8.1 Objection 1

Objector 1 is a representative of Sabre Rail who objected on the basis that the proposed restrictions did not extend far enough.

8.2 *Response*

The proposed restrictions have been requested by a local business and are supported by the Local Member. Proposals to extend the restrictions have not been deemed feasible at this time to minimise any further vehicle displacement however the area will continue to be monitored after the implementation of any formal restrictions and reassessed if necessary.

9 Humphrey Close

- 9.1 Reports were received from the local town council and county councillors that vehicles associated with school traffic obstruct access on this route. No stopping restrictions were initially placed in this location as an immediate measure to deter vehicles from parking at the access to the school.
- 9.2 It is proposed to amend the existing layout of 'No Stopping Monday-Friday 8am-6pm on entrance markings' restrictions, in order to improve accessibility for both road users and pedestrians to Woodham Burn Community Primary School.
- 9.3 It is also proposed to introduce a 'blue badge holders only' restricted bay adjacent to the entrance to the access to Woodham Burn Community Primary School in order to improve accessibility to the school for blue badge holders.
- 9.4 Further proposals to introduce 'no waiting at any time' restrictions and introduce 'Restricted loading and waiting' restrictions Monday-Friday 8-9am and 3-4pm' are required to address obstructive parking issues present at peak school times.
- 9.5 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2020 and March 2021, an objection was received during this period and amendments were requested by local parish councillors and supported by the local member. One objection was received during this period from a local resident.
- 9.6 It was agreed to progress with the Traffic Regulation Order (TRO) to the formal consultation stage.

9.7 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). A representation, signed by 17 residents, opposed to the introduction of restrictions on Humphrey Close was received.

10 Objections – Humphrey Close

10.1 Objection 1

Objector 1 is a resident of Humphrey Close who objected without any justification.

10.2 Objection 2-18

We've received a representation, signed by 17 residents of Newburn Court (some of which were members of the same household), opposed to the introduction of restrictions on Humphrey Close who believe the proposed changes will merely move the problems of Humphrey Close into Newburn Court.

10.3 Response

At present the width of the carriageway on Humphrey Close can sustain one side of on-street parking whilst maintaining a running lane for vehicles, when both sides of the carriageway are used for on-street parking, access can be completely restricted. Site investigations have determined that the eastern side of Humphrey Close is the side favoured for resident parking, it was therefore proposed to introduce 'restricted waiting & loading, Monday-Friday, 8-9am, 3-4pm' restrictions on the western side of Humphrey Close.

Vehicles parked at any time of the day immediately around the junction of Silkin Way into Humphrey Close reduce visibility for oncoming traffic, 'no waiting at any time' restrictions were requested either side of the junction to address this and improve access.

It was also highlighted that the current parking arrangement directly adjacent to Woodham Burn Community Primary School limits the manoeuvrability of school traffic attempting to turn around and exit Humphrey Close. Proposals to amend the current layout of 'School Keep Clear' markings (no stopping, Monday-Friday, 8am-6pm restrictions) have also been included to provide a greater turning circle for all vehicles, improving the traffic flow to and from the school.

An additional request to introduce a disabled bay was received to facilitate access to Woodham Burn School for disabled badge holders.

We understand that when introducing formal restrictions there will always be a level of displacement, however the issues identified on Humphrey Close pose significant concern for road safety to all road users and at present are exacerbated during peak school times (pick up/drop off). We therefore believe addressing these concerns must take precedent.

11 Well House Drive

- 11.1 Reports of obstructive parking on the junction of Woodham way with Well House Drive were received from the local county councillor and the area was investigated. There are existing 'no Waiting at any time' restrictions stretching down both lengths of Woodham Way and these just before the junction of Woodham Way and Well House Drive.
- 11.2 The extension of the existing 'no Waiting at any time' restrictions around the junction from Woodham Way into Well House Drive will improve visibility and improve road safety for vehicles using the junction.
- 11.3 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2020 and March 2021, an objection was received during this period.
- 11.4 It was agreed to progress with the Traffic Regulation Order (TRO) to the formal consultation stage.
- 11.5 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). No further objections were received at this point.

12 Objections – Well House Drive

12.1 Objection 1

Objector 1 is a resident of Brockwell Close who objected without comment.

12.2 Response

The proposed restrictions have been requested by the local member and are supported by the Durham Constabulary. Site visits have highlighted that the area is currently subjected to obstructive parking which reduces accessibility. Further efforts were made to contact the objector to determine the grounds for their objection however, no further correspondence was received.

13 Newton Park Services

- 13.1 The area was investigated after complaints were received that vehicles parking and waiting on the access road to the services were causing access issues.

- 13.2 Due to its location close to the turn off for a motorway many long-haul drivers use these services and could potentially cause an obstruction to the access to the services for other road users. There are further development plans in the immediate area which will also increase the amount traffic visiting the area.
- 13.3 'No waiting at any time' restrictions are therefore proposed in order to improve accessibility to the services for all road users.
- 13.4 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2020 and March 2021, an objection was received during this period from a nearby business.
- 13.5 It was agreed to progress with the Traffic Regulation Order (TRO) to the formal consultation stage.
- 13.6 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). No further objections were received at this point.

14 Objections – Newton Park Services

14.1 Objection 1

Objector 1 is a representative of McDonald's who believed the restrictions would negatively impact on their economic vitality by restricting available parking for potential customers (HGV drivers).

14.2 Response

The proposed restrictions have been requested as part of ongoing developments in the immediate area and are supported by Durham Constabulary. Site visits have highlighted that the area is currently subjected to obstructive parking which reduces accessibility and causes congestion. This objection was initially based on the temporary closure of the nearby Jet garage (a parking facility available to HGVs) and the objector was wary of any further disruptions to HGV drivers, however this parking facility has recently reopened providing a safer place for HGVs to park and access the amenities at this location.

15 Royal Mail Sorting Office

- 15.1 Planning conditions identified the need for 'no waiting at any time' restrictions at this location. It is anticipated that these will prevent obstructive parking and allow for the sorting office to operate their business more efficiently.

- 15.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between December 2020 and March 2021, two objections were received during this period from nearby businesses.
- 15.3 It was agreed to progress with the Traffic Regulation Order (TRO) to the formal consultation stage.
- 15.4 The proposals were advertised formally on site, online and in the local press (03/09/21-24/09/21). No further objections were received at this point.

16 Objections – Royal Mail Sorting Office

16.1 Objection 1

Objector 1 is a representative of the Royal Mail Sorting Office who agrees with the proposals to cover the junctions from Horndale Avenue into St Cuthbert's Way and Horndale Avenue into Hilton Road, but does not believe they should extend any further.

16.1 Response 1

The proposed restrictions have been requested as part of planning conditions and will improve access to and from the sorting office itself as well as improving road safety. The proposals are fully supported by Durham Constabulary and the local members. Site Visits have proven that the area is currently subject to obstructive parking which reduces visibility and impedes access for road users.

16.1 Objection 2

Objector 2 is a representative of Hilton Road Garage who objects to the proposals with the belief that the proposals do not extend far enough. They believe the proposals should cover both sides of the carriageway surrounding the Royal Mail Sorting Office.

16.2 Response 2

The proposed restrictions have been identified in the planning conditions for the sorting office and will improve access to and from the business as well as improving road safety. The proposals are fully supported by Durham Constabulary and the local members. Upon reviewing this response and following site visits, it was agreed that further amendments were not deemed feasible as parking would be further displaced resulting in greater safety concerns in the neighbouring vicinity.

17 Conclusion

17.1 Having considered the evidence of obstructive and inconsiderate parking and the objection 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 Newton Aycliffe: Waiting and Parking Restrictions Order 2021, with the final decision to be made by the Corporate Director under delegated powers.

18 Background papers

18.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Newton Aycliffe\Traffic Regulation Orders
(Parking Restrictions)\2020 June

Author(s)

[Thomas Burton]	Tel: 03000 262821
[Lee Mowbray]	Tel: 03000 263693
[Dave Lewin]	Tel: 03000 263582
[Dave Wafer]	Tel: 03000 263577

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

This TRO will allow for effective management of traffic to reduce congestion, reducing the overall amount of CO2 emissions.

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

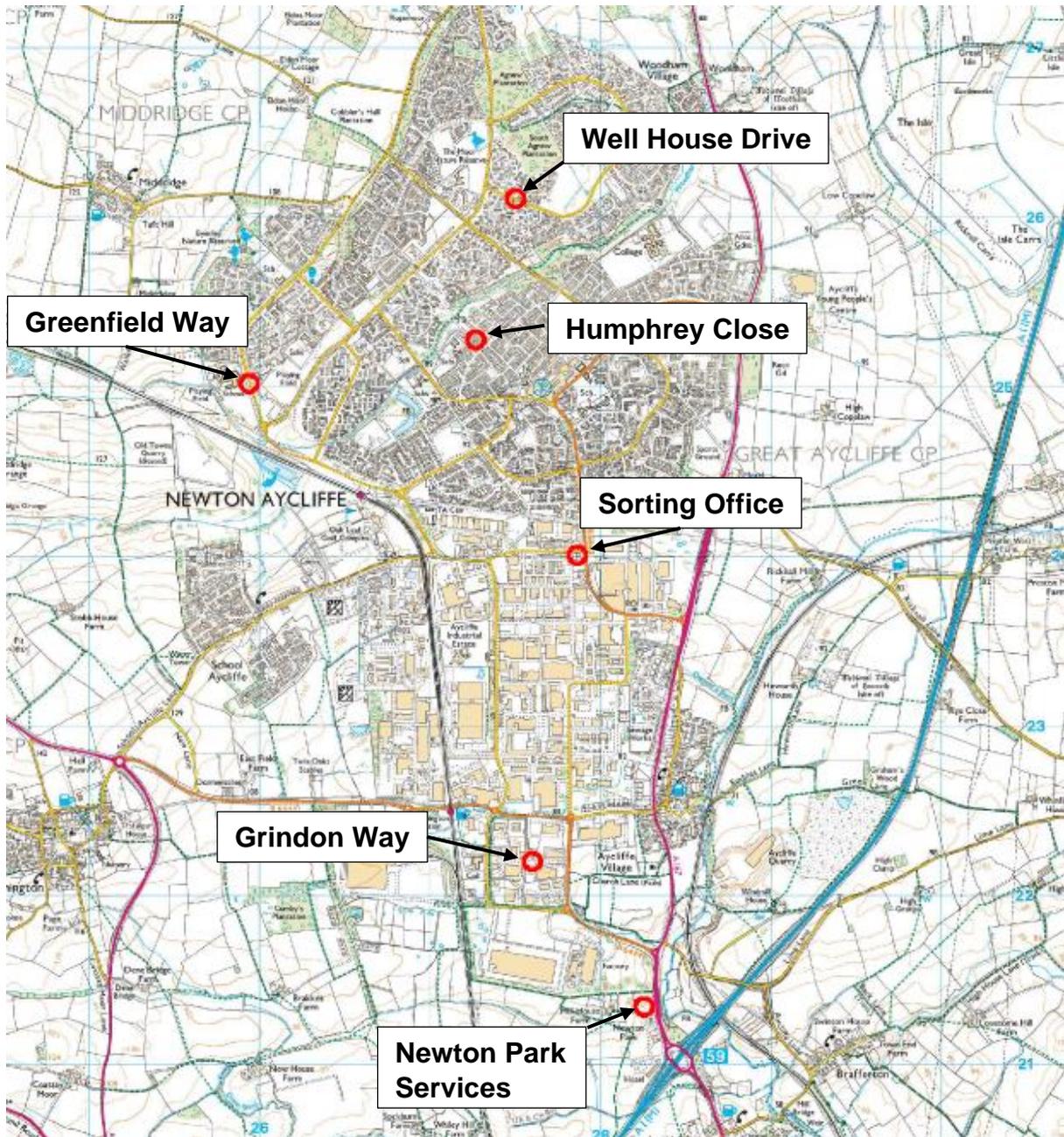
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



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Newton Aycliffe Parking & Waiting Restrictions Order 2021

Highways Committee
7th October 2021



Proposals & Objection

The purpose of the Traffic Regulation Order (TRO) for Newton Aycliffe is to introduce restrictions in the following locations:

Greenfield Way – no waiting at any time.

Grindon Way – no waiting at any time.

Humphrey Close – no waiting at any time; restricted waiting Mon-Fri 8-9am and 3-4pm; no stopping on entrance markings Mon-Fri 8am-6pm & a disabled badge holders only bay.

Wellhouse Drive – no waiting at any time.

Newton Park Services – no waiting at any time.

Royal Mail Sorting Office – no waiting at any time.

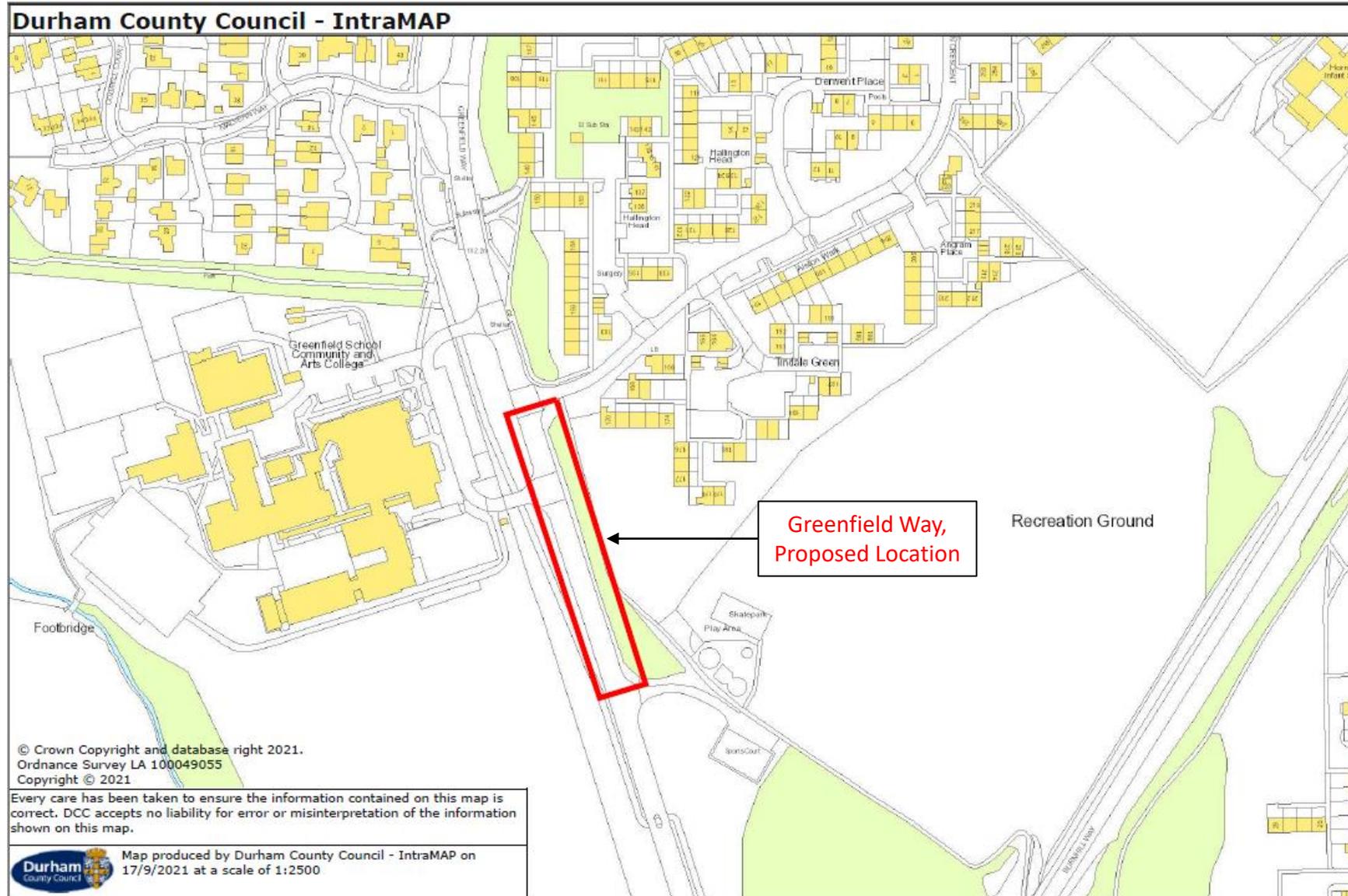
Proposals & Objection

Location 1: Greenfield Way

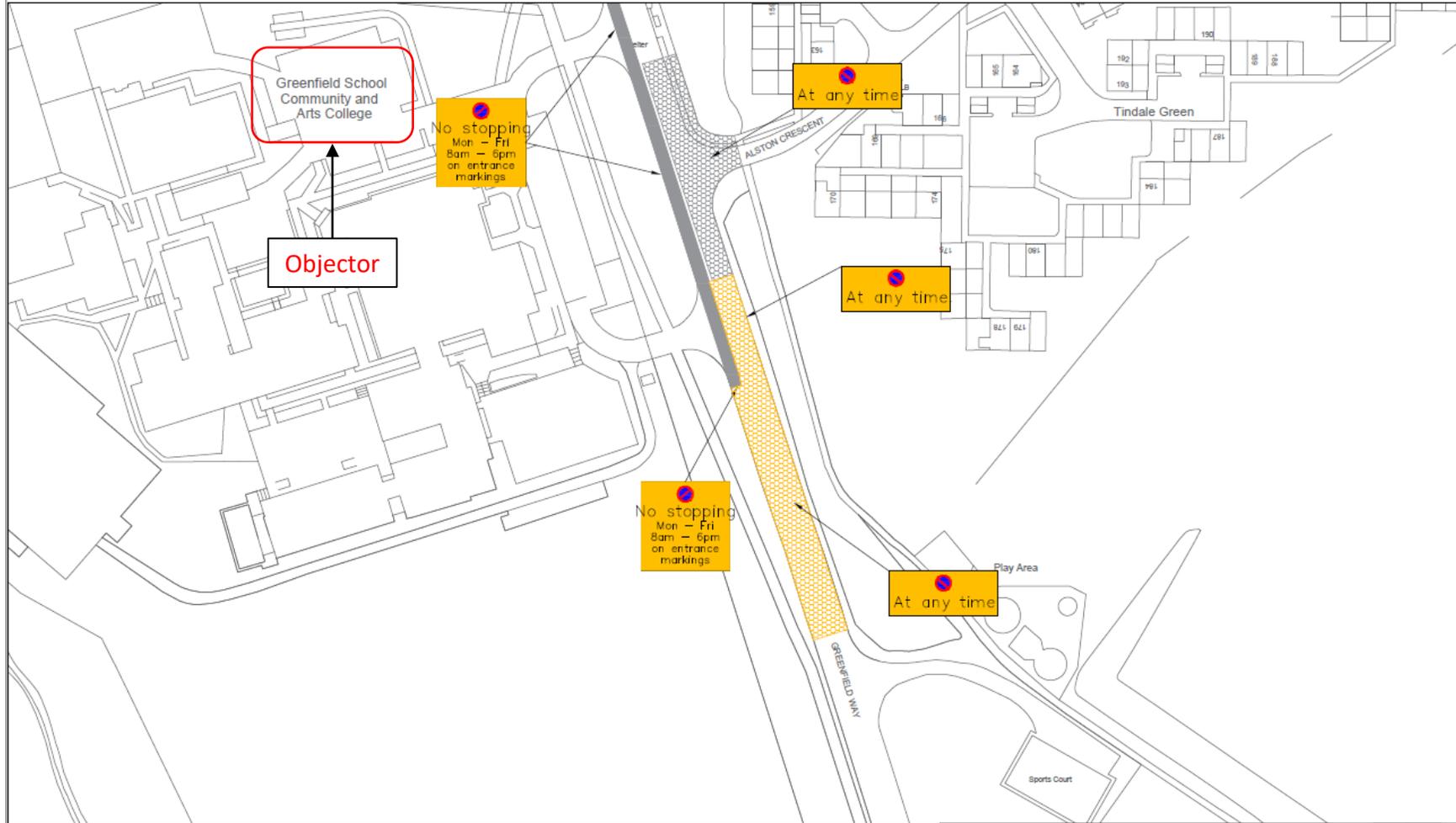
To introduce 'no waiting at any time' restrictions on both sides of the carriageway adjacent to Greenfield School Community and Arts College to address obstructive parking and improve visibility and traffic flow for both road users and pedestrians.

One objection was received from a representative from Greenfield Community College.

Location Plan – Greenfield Way



Greenfield Way– Proposals & Objector



Key to Types of Restriction

-  Proposed No Waiting At Any Time
-  Existing No Stopping

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Corporate Director
Regeneration & Economic
Development

Strategic Traffic Management
County Hall, Durham DH1 5UQ

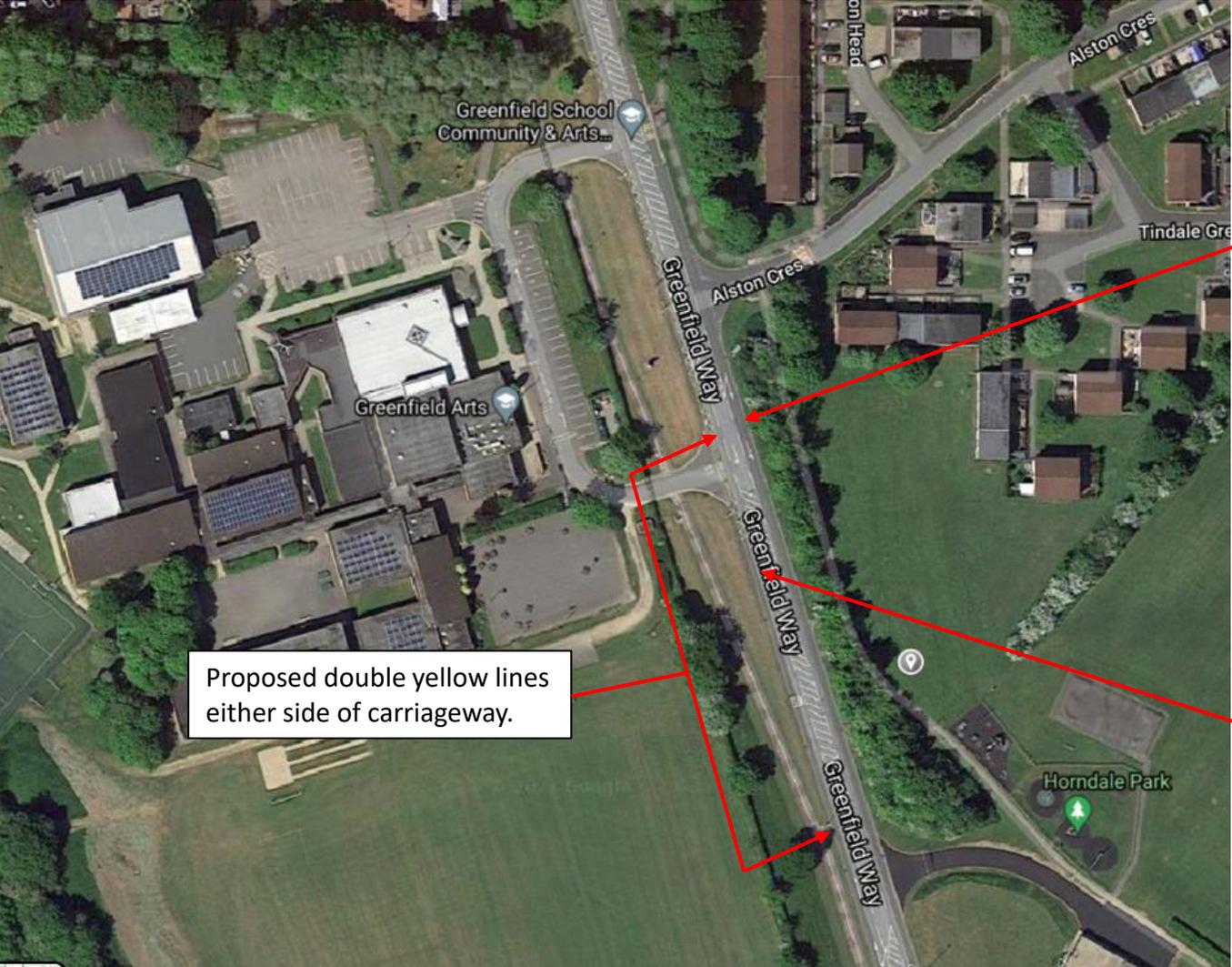
THE COUNTY COUNCIL OF DURHAM
NEWTON AYCLIFFE
PARKING AND WAITING RESTRICTIONS
PROPOSED



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Date:	July 2021	
Drawn by:	T.Burton	Signature: <i>T.Burton</i>
Date Sealed:		Map Schedule: DV74



Greenfield Way – Proposals



Greenfield Way - Objectors

Objection

A representative of Greenfield way School Community & Arts College believes that the double yellow lines will have a negative impact on the vitality of their school.

Response

The proposed restrictions have been requested by the local member and are supported by Durham Constabulary. Site visits and photographic evidence have proven that the area is currently subjected to obstructive parking which reduces visibility and restricts traffic flow. Vehicles will still be permitted to board and alight passengers from the proposed restrictions but will not be permitted to wait in this area.

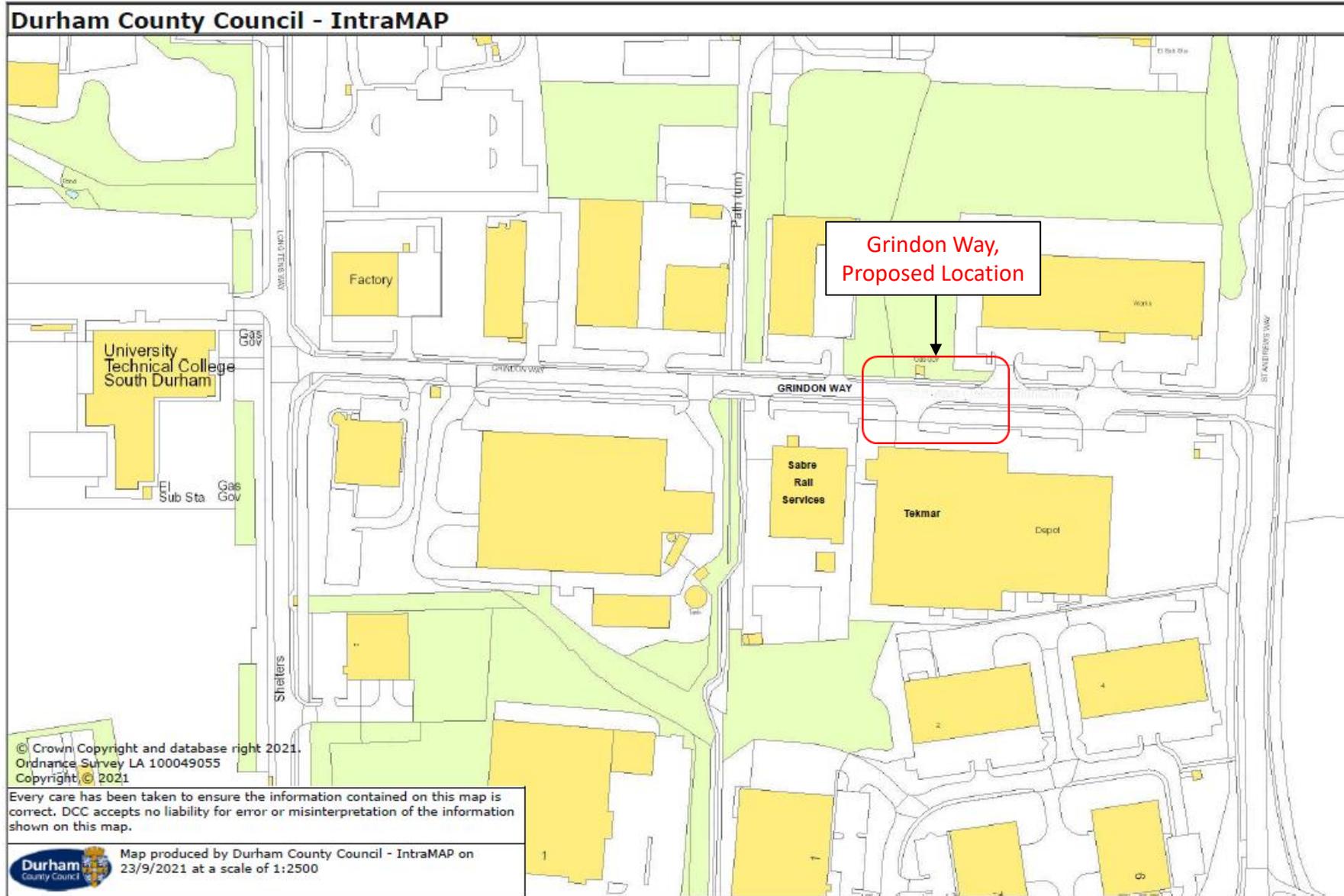
Proposals & Objection

Location 2: Grindon Way

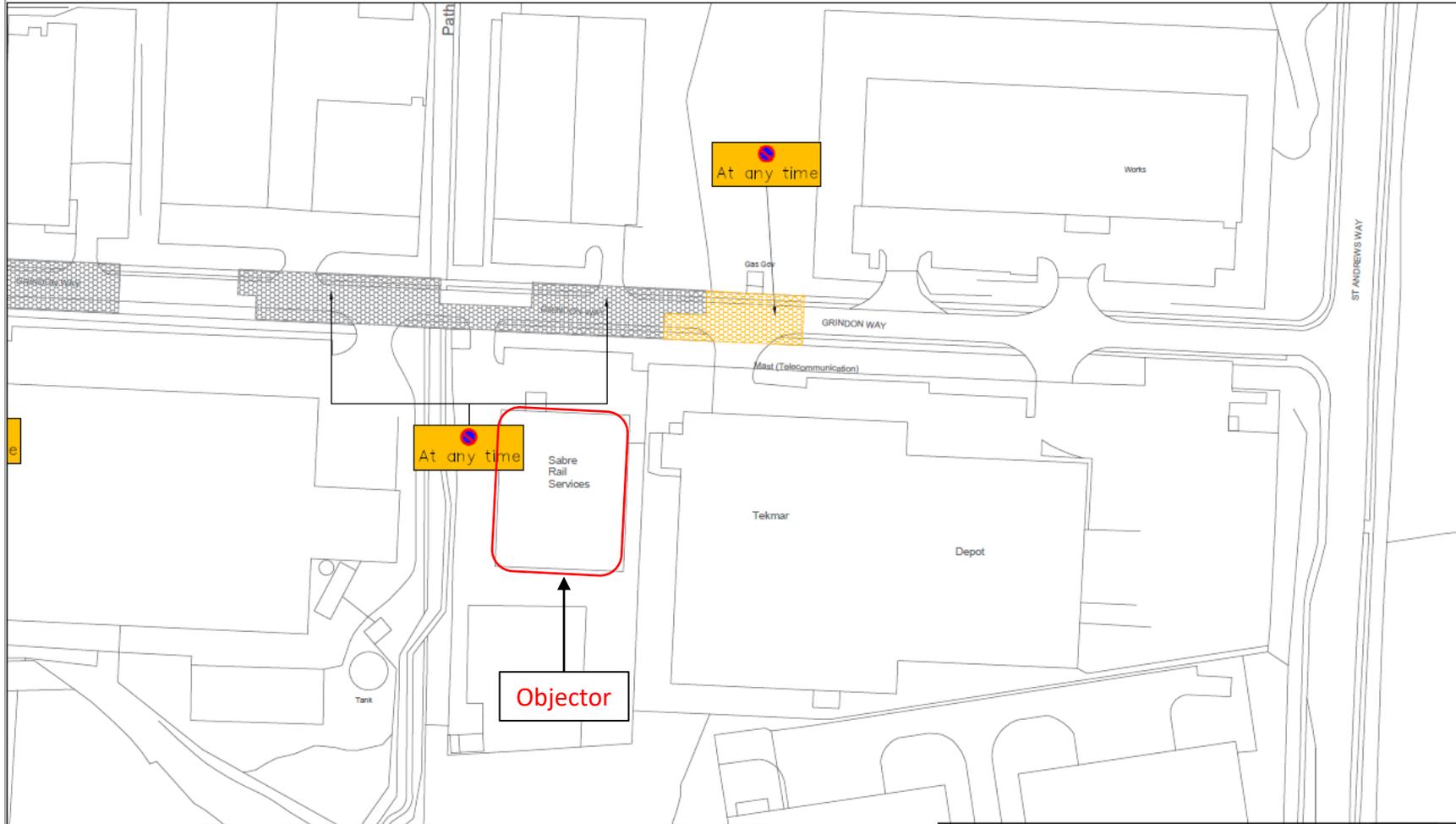
To introduce 'no waiting at any time' restrictions on both sides of the carriageway adjacent to Tekmar Energy. to address obstructive parking and improve accessibility for the affected business.

One objection was received from a local business owner.

Location Plan – Grindon Way



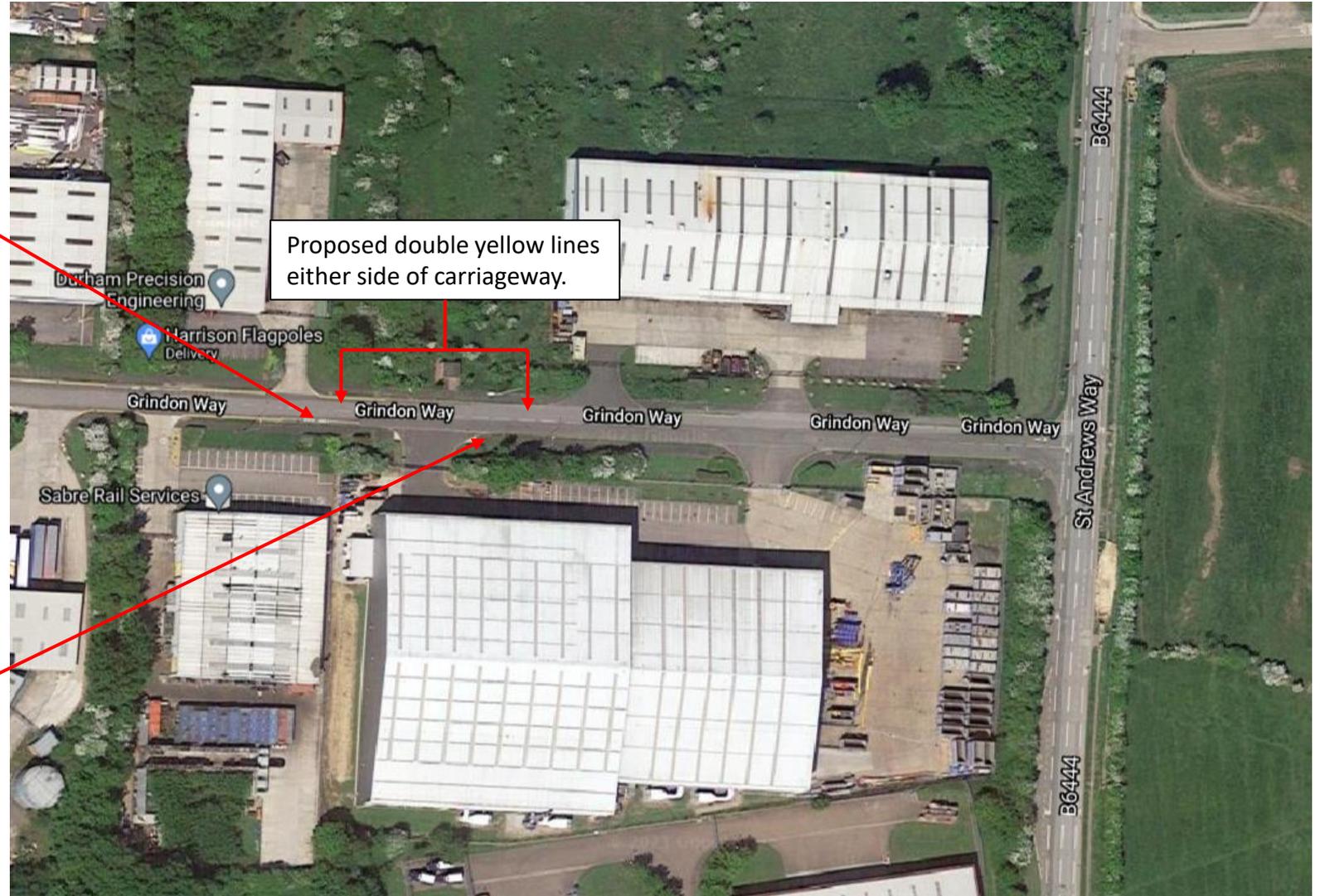
Grindon Way– Proposals & Objector



Key to Types of Restriction  Proposed No Waiting At Any Time  Existing No Waiting At Any Time		Individual Reference Number												
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 Corporate Director Regeneration & Economic Development Strategic Traffic Management County Hall, Durham DH1 5UQ		THE COUNTY COUNCIL OF DURHAM NEWTON AYCLIFFE PARKING AND WAITING RESTRICTIONS PROPOSED  <table border="1"> <tr> <td>Scale:</td> <td>1:1000 @ A3</td> </tr> <tr> <td>Date:</td> <td>July 2021</td> </tr> <tr> <td>Drawn by:</td> <td>T.Burton</td> </tr> <tr> <td>Signature:</td> <td><i>T. Burton</i></td> </tr> <tr> <td>Date Sealed:</td> <td></td> </tr> <tr> <td>Map Schedule:</td> <td>DY65</td> </tr> </table>	Scale:	1:1000 @ A3	Date:	July 2021	Drawn by:	T.Burton	Signature:	<i>T. Burton</i>	Date Sealed:		Map Schedule:	DY65
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Drawn by:	T.Burton													
Signature:	<i>T. Burton</i>													
Date Sealed:														
Map Schedule:	DY65													



Grindon Way- Proposals



Grindon Way - Objectors

Objection

A representative of Sabre Rail Services objected on the basis that the proposed restrictions did not extend far enough.

Response

The proposed restrictions have been requested by a local business and are supported by the Local Member. Proposals to extend the restrictions have not been deemed feasible at this time but the area will continue to be monitored after the implementation of any formal restrictions.

Proposals & Objection

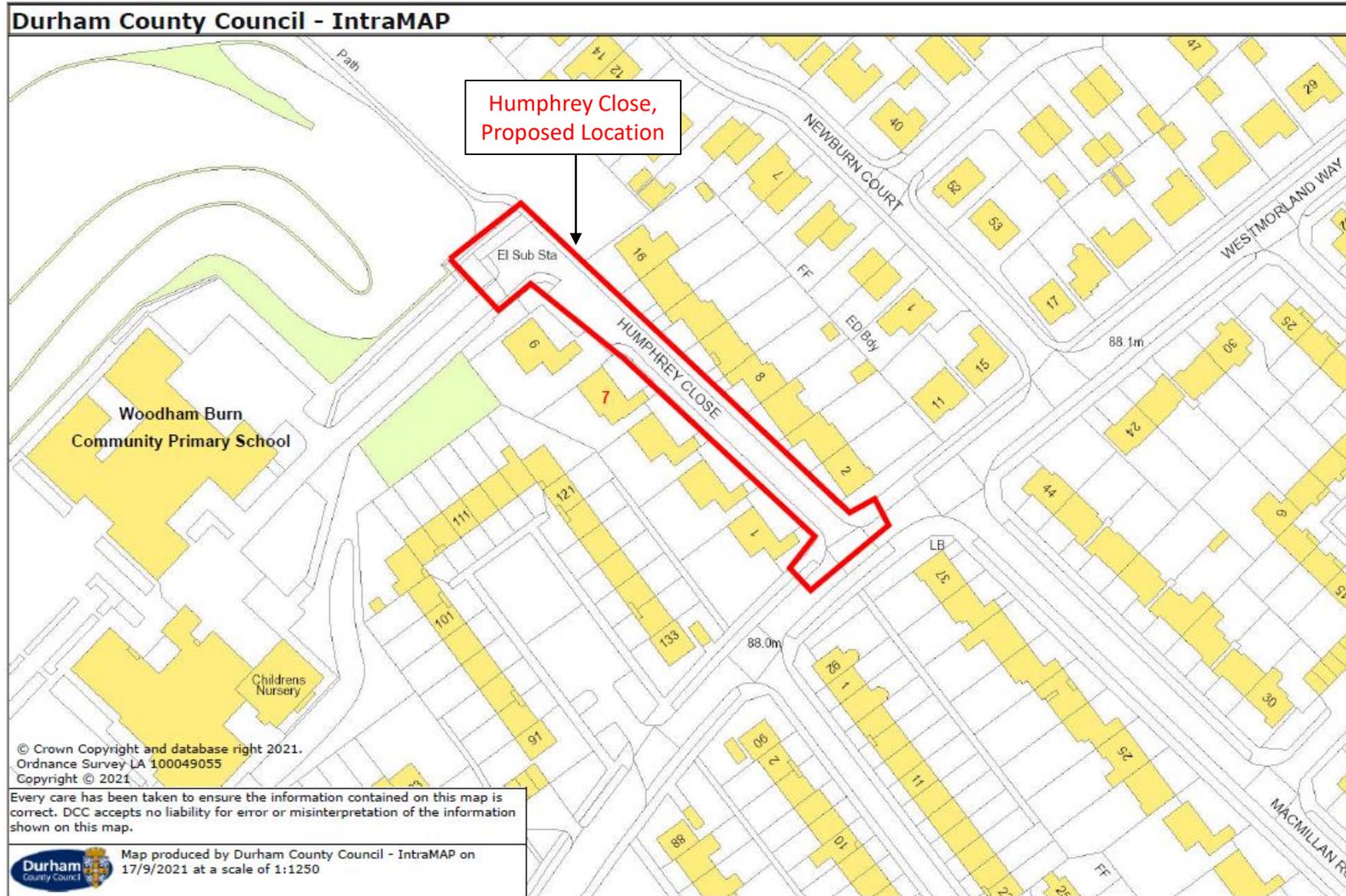
Location 3: Humphrey Close

The proposals are:

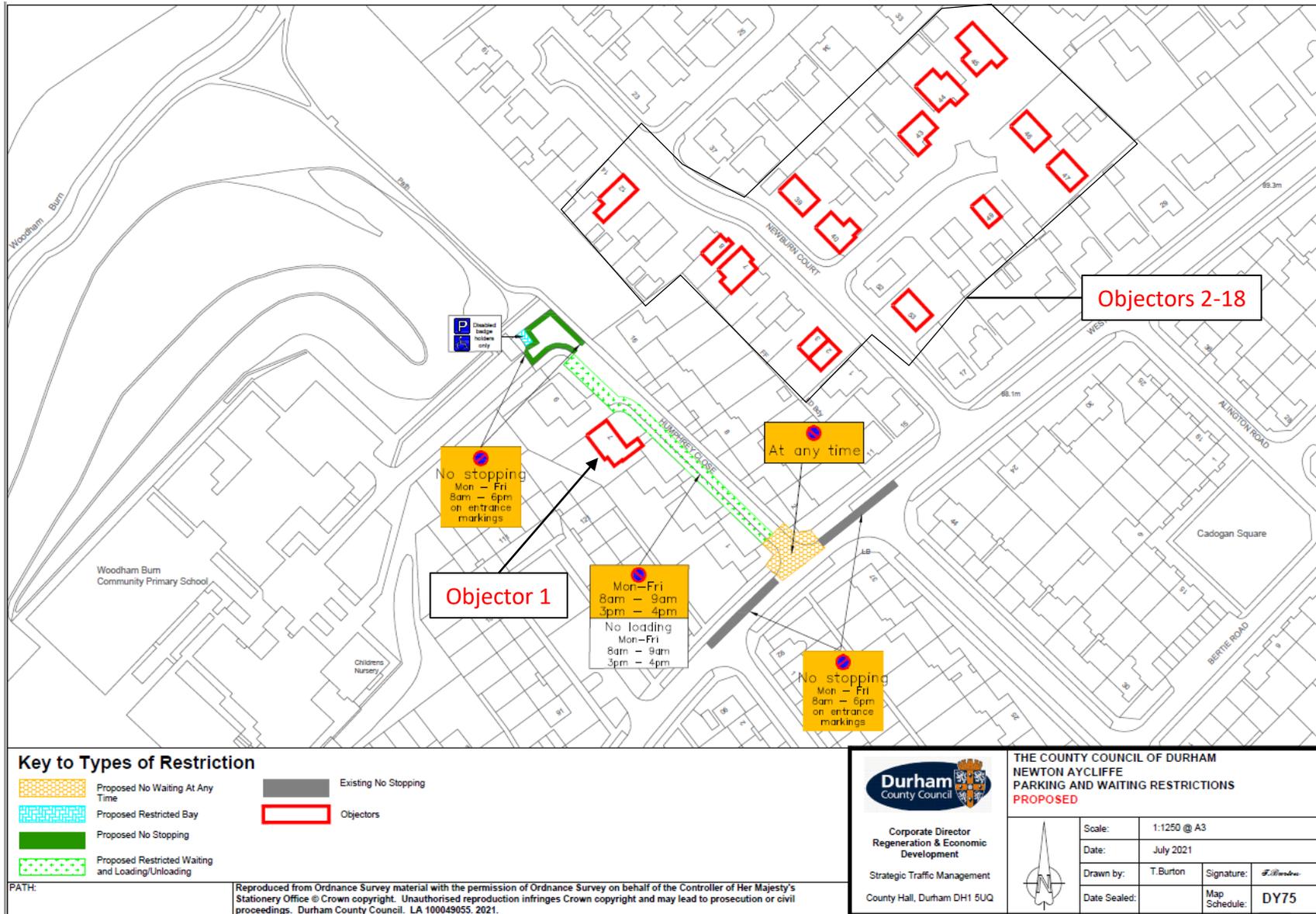
1. To introduce restricted waiting and loading Monday-Friday, 8-9am, 3-4pm' on the south side of Humphrey Close to improve access to adjacent residential properties and Woodham Burn Community School.
2. To amend the layout of the existing school keep clear markings (no stopping Monday-Friday, 8am-6pm) around the access to Woodham Burn Community School to address road safety concerns and improve accessibility.
3. To introduce a 'Disabled Badge Holders Only' bay at the access to Woodham Burn Community School to improve access for disabled badge holders.

18 objections were received from local residents (some of which were from the same household).

Location Plan – Humphrey Close



Humphrey Close— Proposals & Objector



Humphrey Close - Objectors

Objection 1:

The objector is a resident of Humphrey Close who objected without any justification.

Objection 2-18:

A representation, signed by 17 residents of Newburn Court, opposed to the introduction of restrictions on Humphrey Close. The residents of Newburn Court believe the proposed changes will merely move the problems of Humphrey Close into their street.

Response

At present the width of the carriageway on Humphrey Close can sustain one side of on-street parking whilst maintaining a running lane for vehicles, when both sides of the carriageway are used for on-street parking, access can be completely restricted. Site investigations have determined that the eastern side of Humphrey Close is the side favoured for resident parking, it was therefore proposed to introduce 'restricted waiting & loading, Monday-Friday, 8-9am, 3-4pm' restrictions on the western side of Humphrey Close.

Vehicles parked at any time of the day immediately around the junction of Silkin Way into Humphrey Close reduce visibility for oncoming traffic, 'no waiting at any time' restrictions were requested either side of the junction to address this and improve access.

It was also highlighted that the current parking arrangement directly adjacent to Woodham Burn Community Primary School limits the manoeuvrability of school traffic attempting to turn around and exit Humphrey Close. Proposals to amend the current layout of 'School Keep Clear' markings (no stopping, Monday-Friday, 8am-6pm restrictions) have also been included to provide a greater turning circle for all vehicles, improving the traffic flow to and from the school.

We understand that when introducing formal restrictions there will always be a level of displacement, however the issues identified on Humphrey Close pose significant concern for road safety to all road users and at present are exacerbated during peak school times (pick up/drop off). We therefore believe addressing these concerns must take precedent.

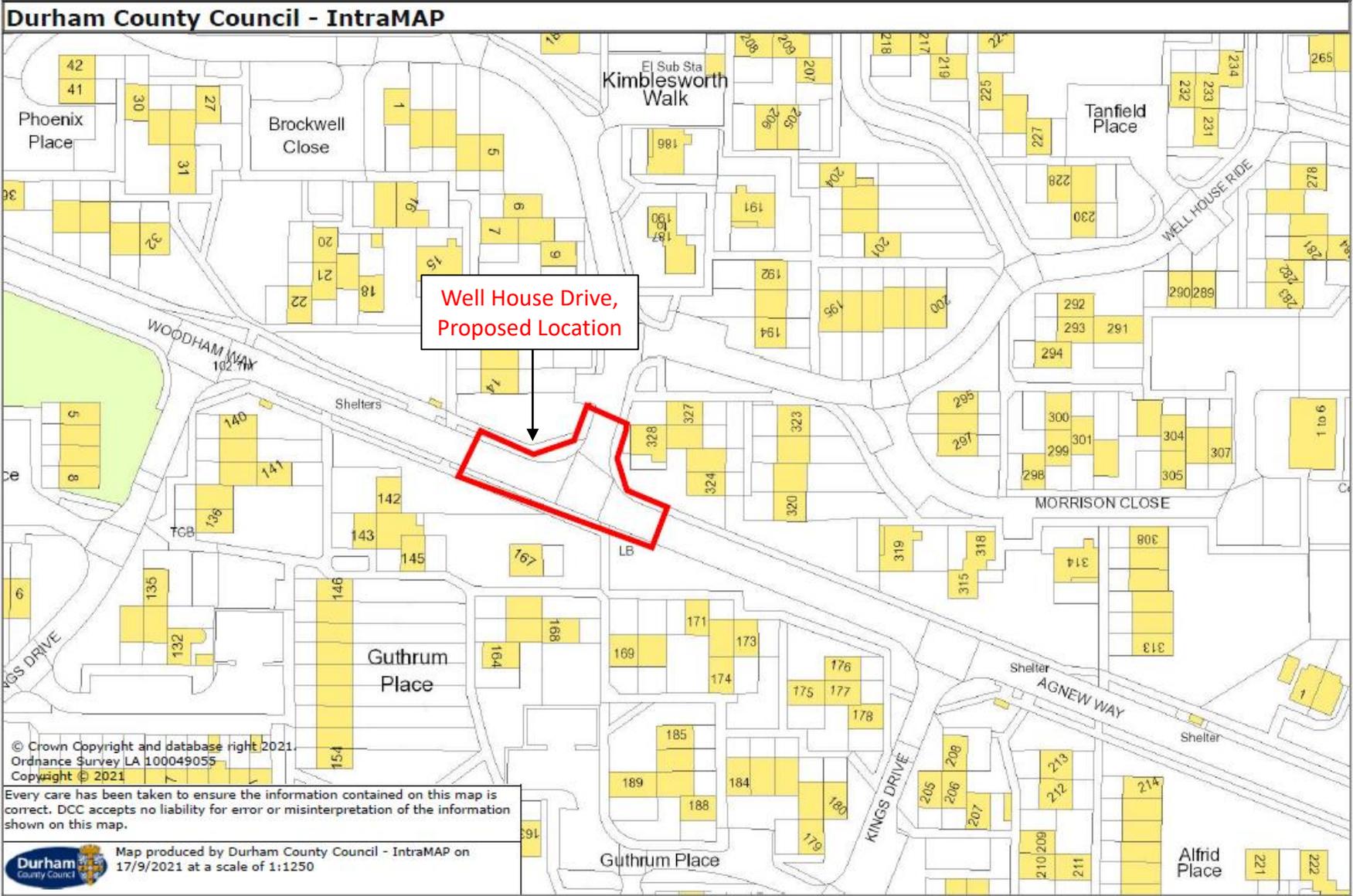
Proposals & Objection

Location 4: Well House Drive

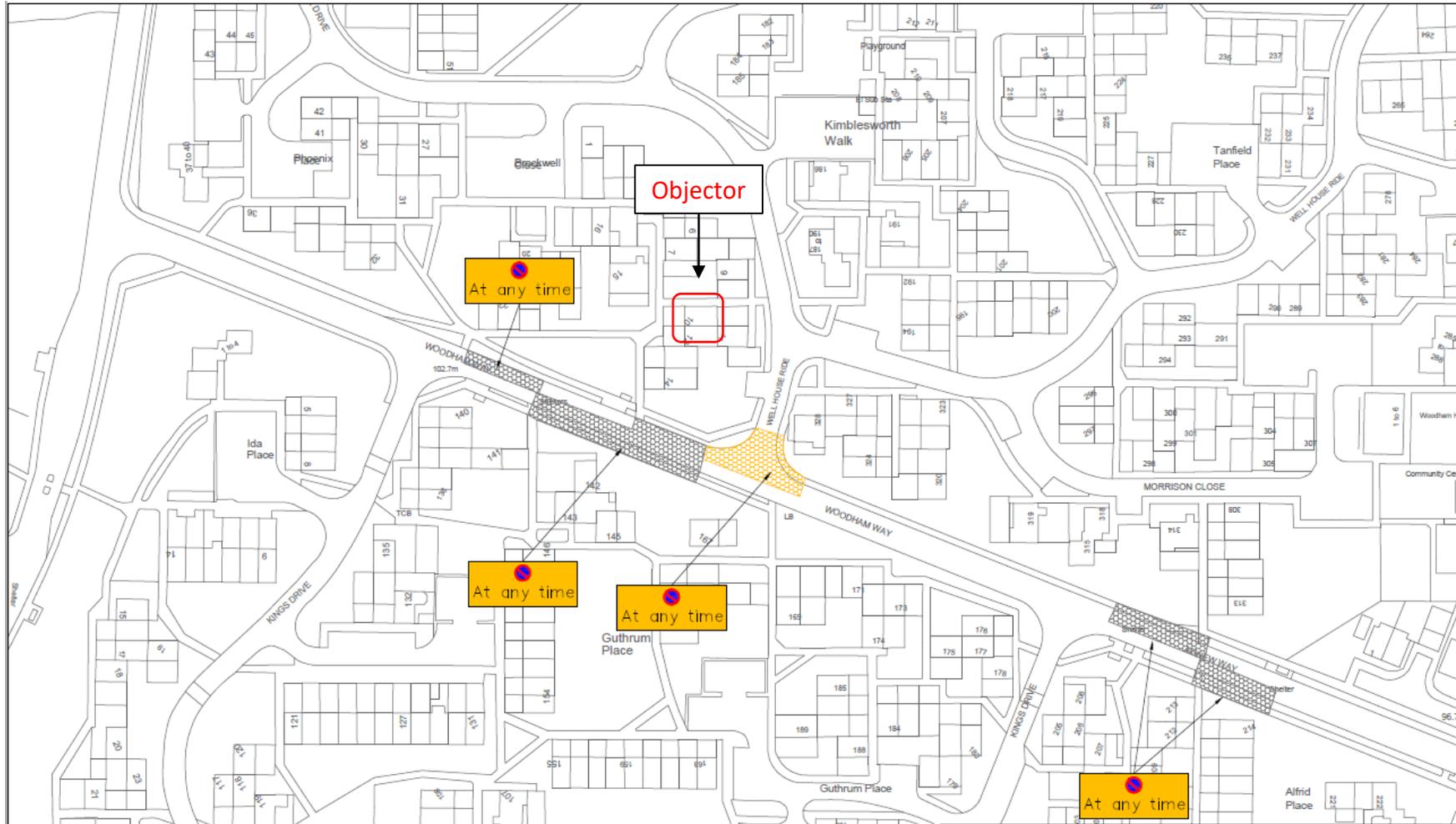
To introduce 'no waiting at any time' restrictions on both sides of the junction from Well House Drive to Woodham Way to address obstructive parking and to improve accessibility and visibility for both road users and pedestrians.

One objection was received from a local resident.

Location Plan – Well House Drive



Well House Drive – Proposals & Objector



Key to Types of Restriction

- Proposed No Waiting At Any Time
- Existing No Waiting At Any Time

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Durham County Council

Corporate Director
Regeneration & Economic
Development

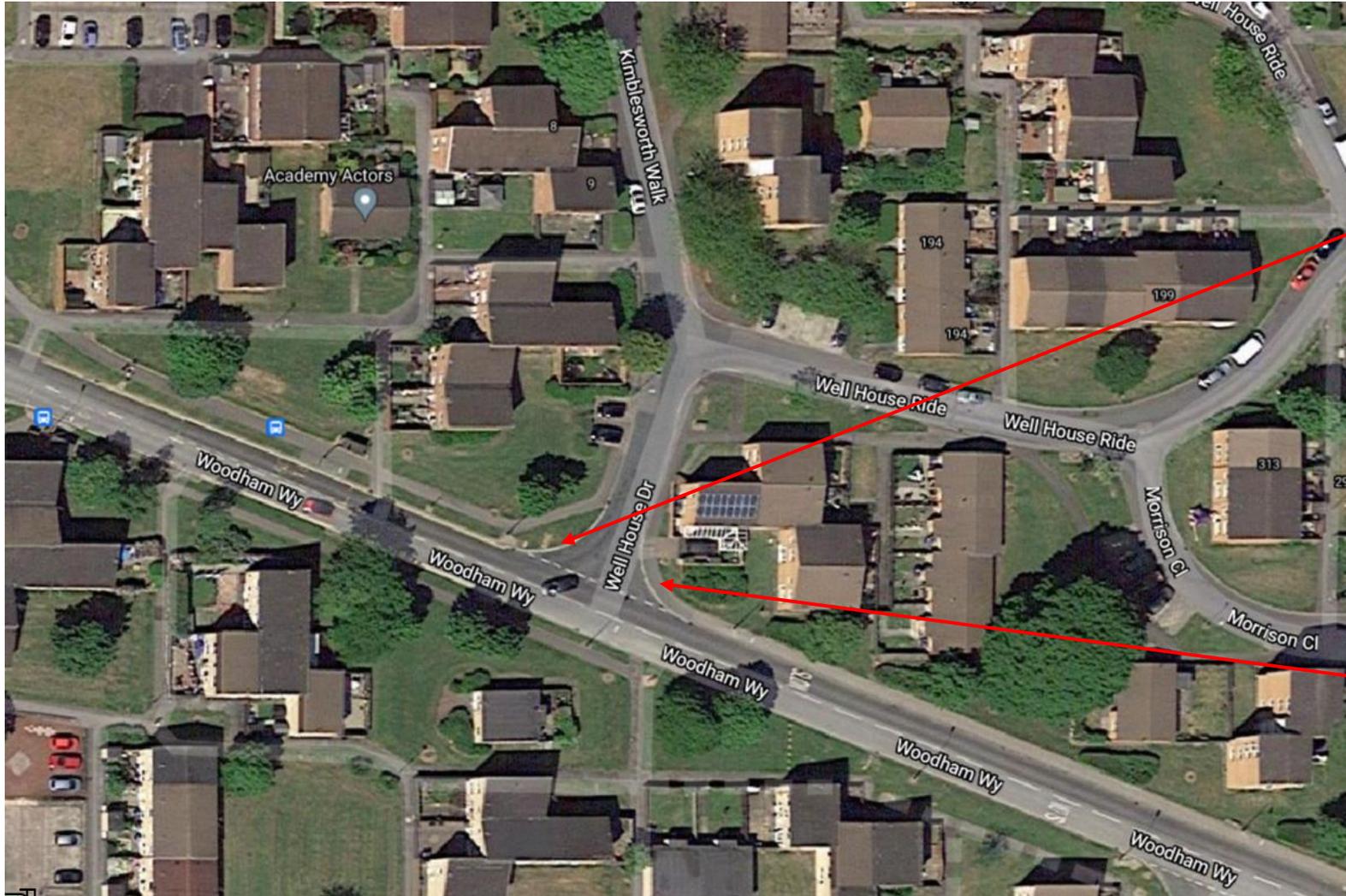
Strategic Traffic Management
County Hall, Durham DH1 5UQ

**THE COUNTY COUNCIL OF DURHAM
NEWTON AYCLIFFE
PARKING AND WAITING RESTRICTIONS
PROPOSED**

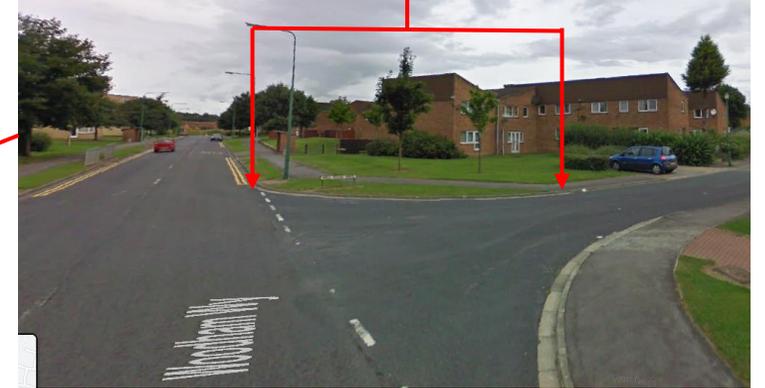
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Date: July 2021
Drawn by: T. Burton
Date Sealed: _____
Signature: *T. Burton*
Map Schedule: **DY78**



Well House Drive – Proposals



Introduce double yellow lines extending from existing restrictions



Introduce double yellow lines to address obstructive parking & improve visibility



Well House Drive - Objectors

Objection

The objector is a resident of Brockwell Close who objected without comment.

Response

The proposed restrictions have been requested by Great Aycliffe town council and are supported by the Durham Constabulary as well as the local members. Site visits have highlighted that the area is currently subjected to obstructive parking which reduces accessibility. Further efforts were made to contact the objector to determine the grounds for their objection however, no further correspondence was received.

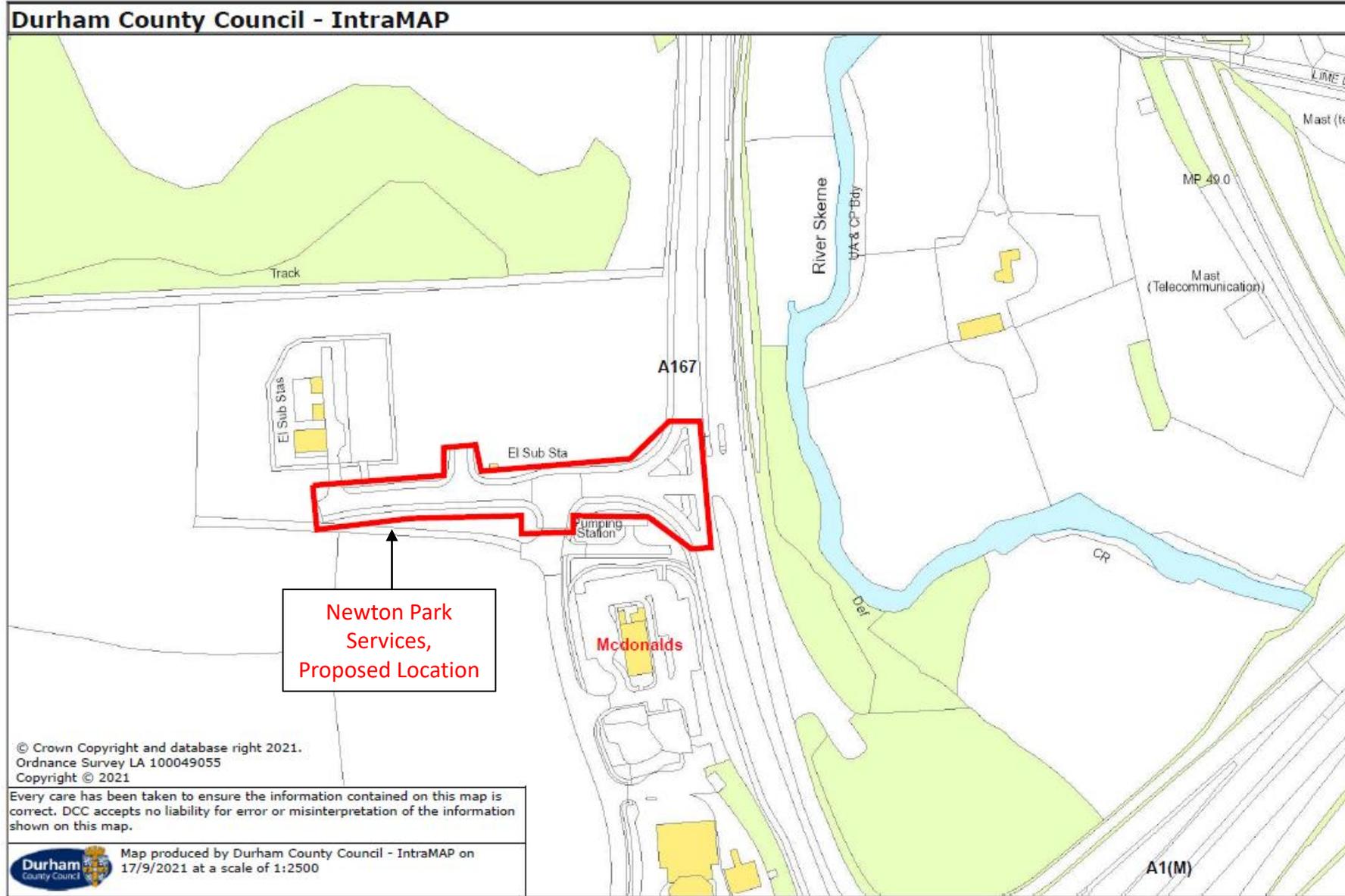
Proposals & Objection

Location 5: Newton Park Services

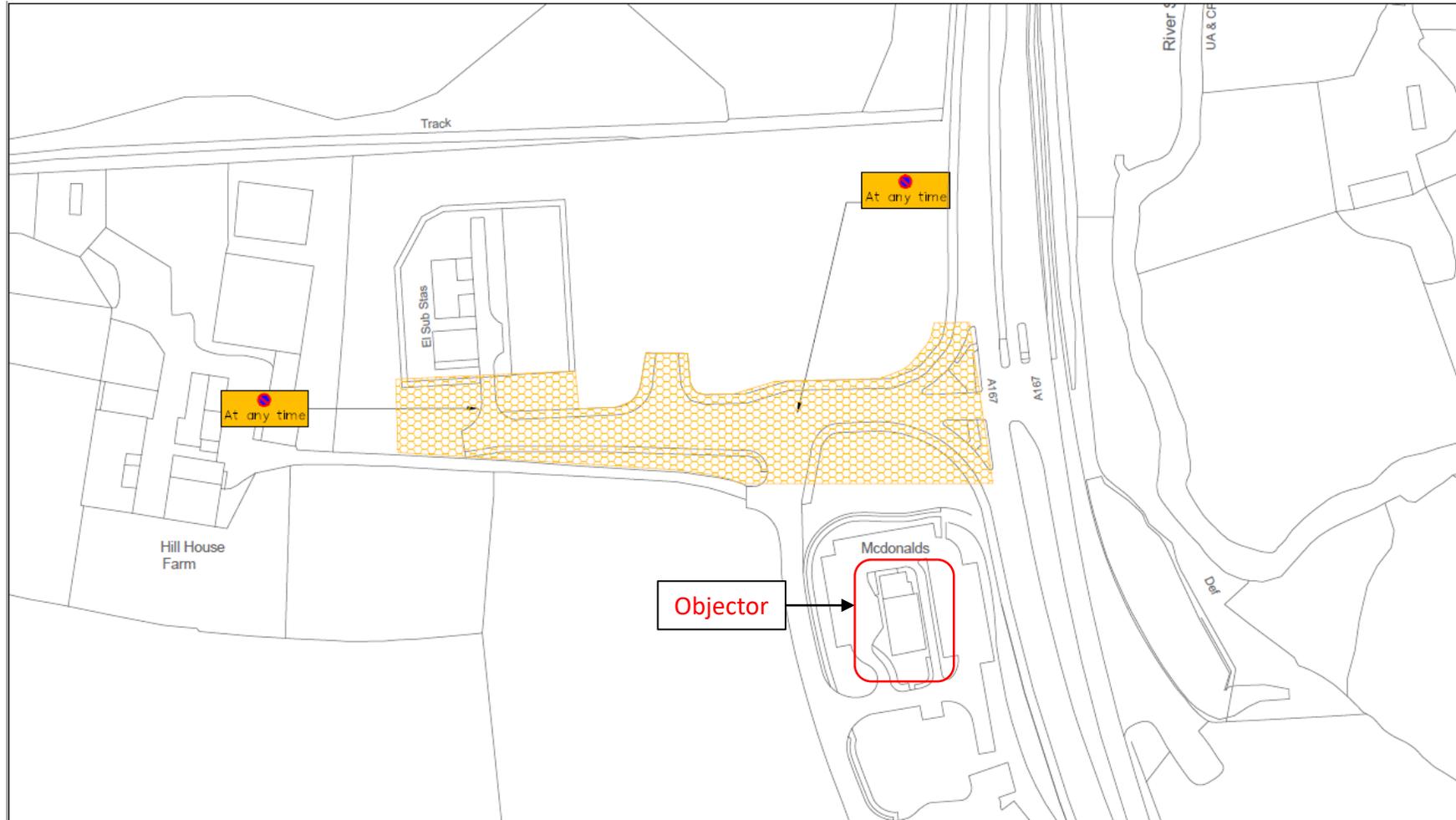
To introduce 'no waiting at any time' restrictions on both sides of the access roads to Newton Park Services extending from the junction with the A167 to address obstructive parking, road safety concerns and improve traffic flow in this location.

One objection was received from a local business at the informal consultation stage.

Location Plan – Newton Park Services



Newton Park Services – Proposals & Objector



Key to Types of Restriction

 Proposed No Waiting At Any Time

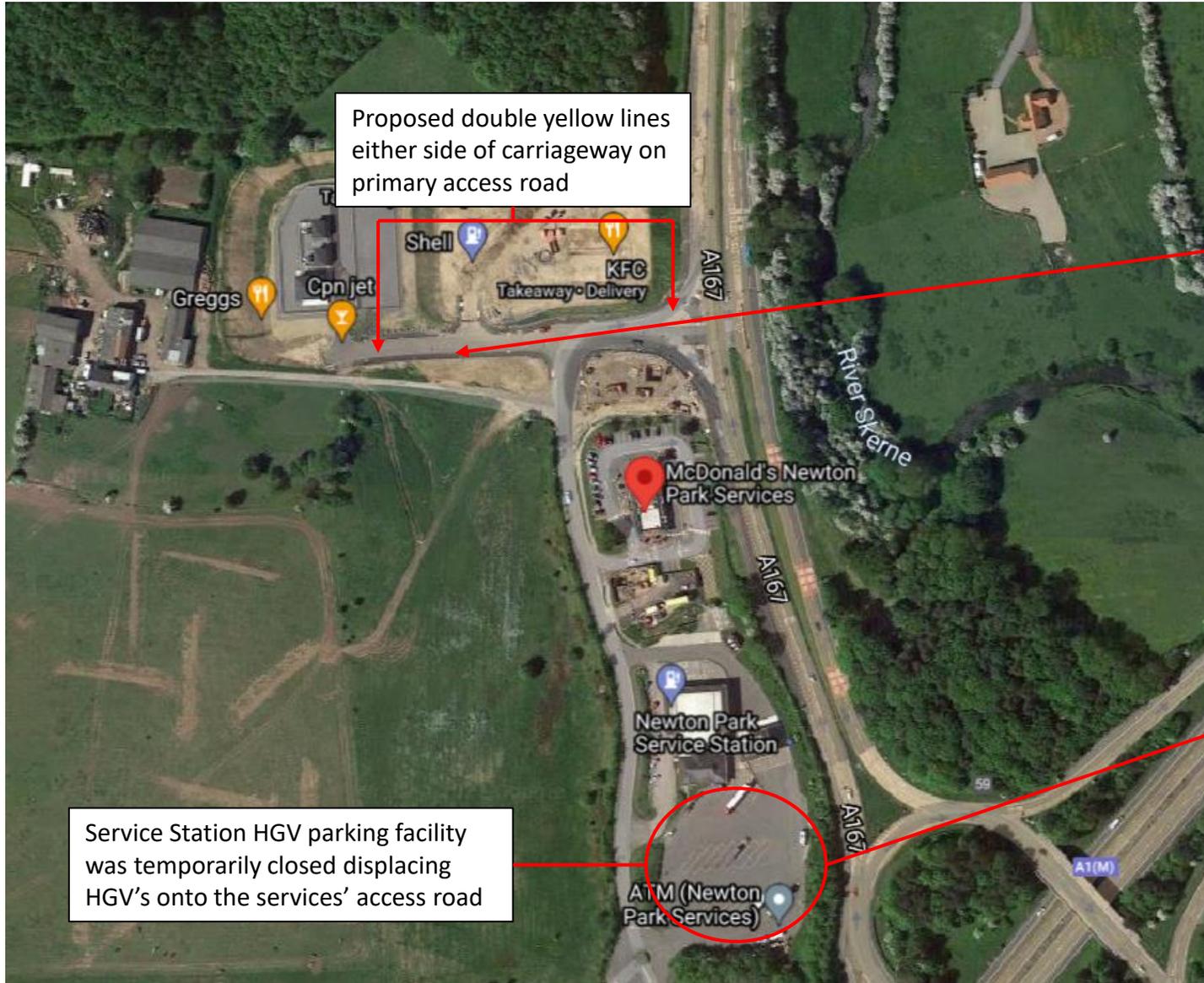
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		Scale: 1:1250 @ A3 Date: July 2021 Drawn by: T.Burton Date Sealed:



Newton Park Services– Proposals



Newton Park Services - Summary

Objection

The objector is a representative of McDonald's who believed the restrictions would have a negative impact on their economic vitality by reducing the available parking for potential customers (HGV drivers).

Response

The proposed restrictions have been requested as part of ongoing developments in the immediate area and are supported by Durham Constabulary. Site visits have highlighted that the area is currently subjected to obstructive parking which reduces accessibility and causes congestion. This objection was initially based on the temporary closure of the nearby Jet garage (a parking facility available to HGVs) and the objector was wary of any further disruptions to HGV drivers, however this parking facility has recently reopened providing a safer place for HGVs to park and access the amenities at this location.

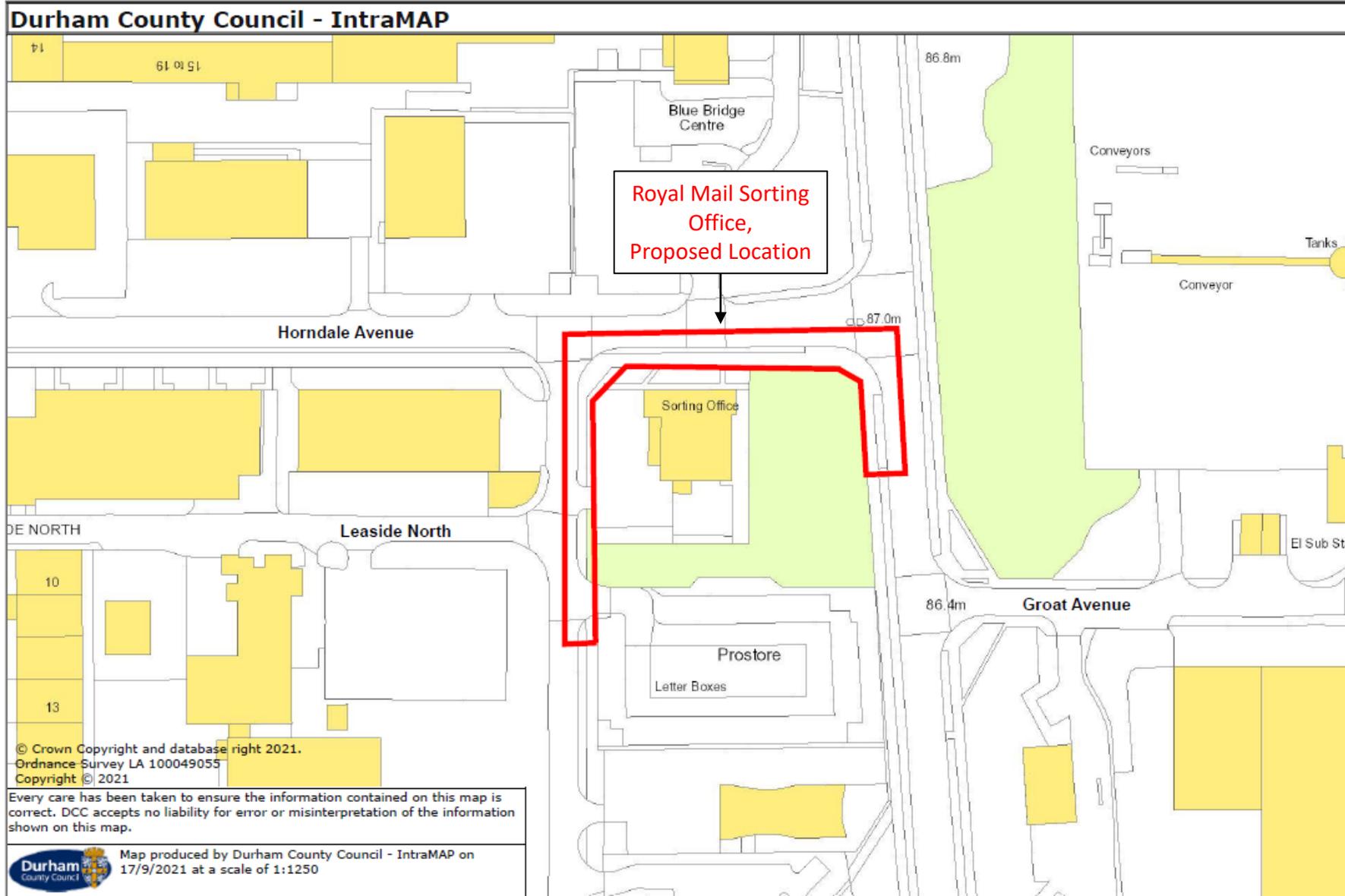
Proposals & Objections

Location 6: Royal Mail Sorting Office

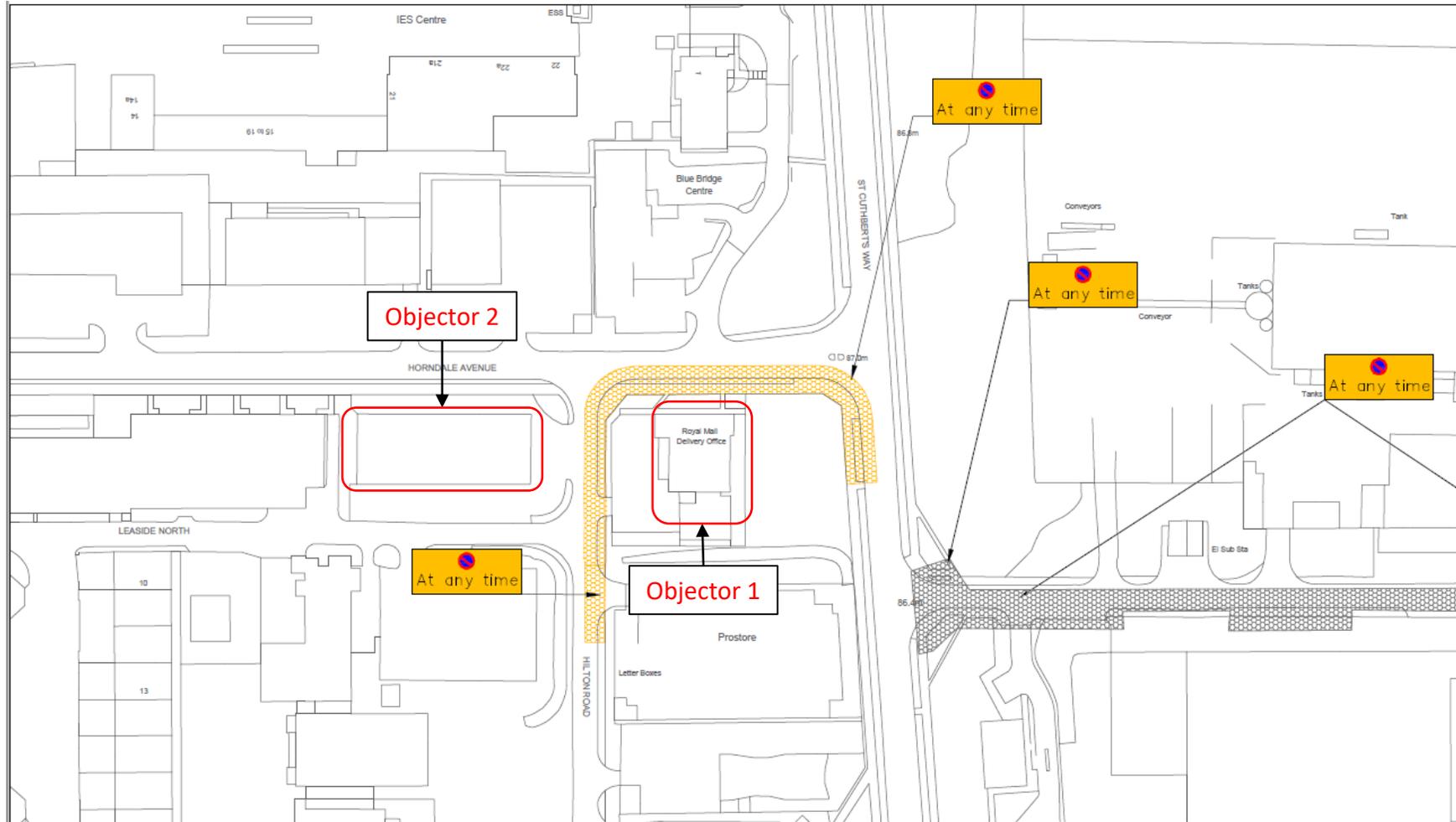
To introduce 'no waiting at any time' restrictions to cover the extent of the Royal Mail Sorting Office in line with current planning conditions to address road safety concerns and improve traffic flow in this location.

Two objections were received from local businesses.

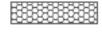
Location Plan – Royal Mail Sorting Office



Royal Mail Sorting Office – Proposals & Objector



Key to Types of Restriction

-  Proposed No Waiting At Any Time
-  Existing No Waiting At Any Time

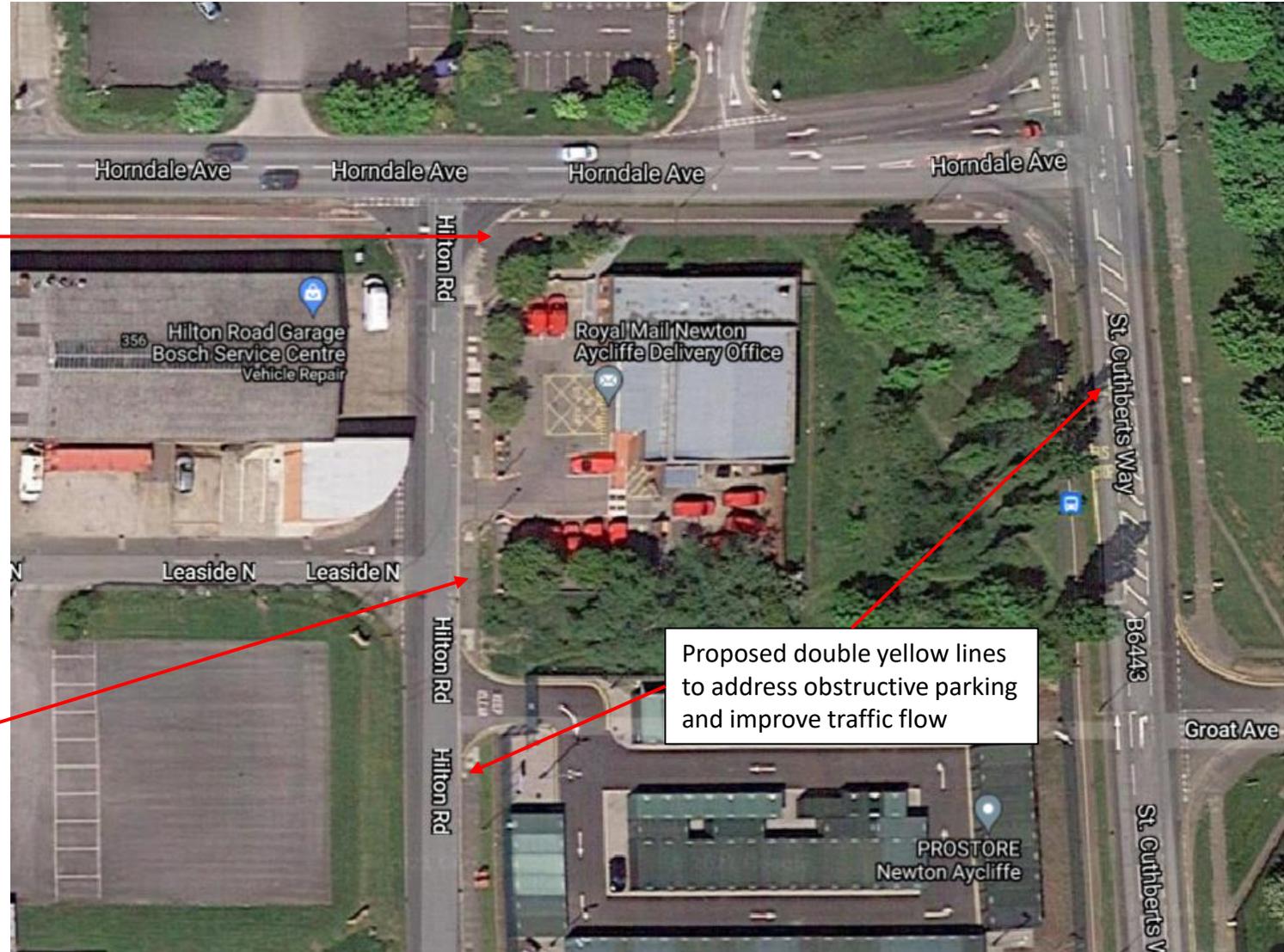
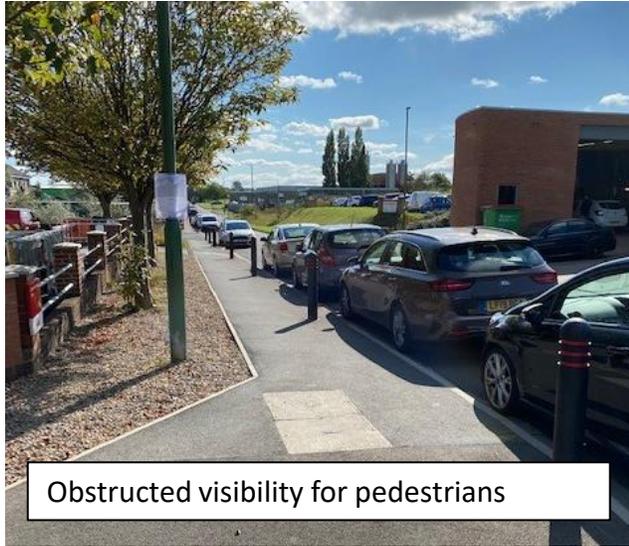
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 Durham County Council Corporate Director Regeneration & Economic Development Strategic Traffic Management County Hall, Durham DH1 5UQ	THE COUNTY COUNCIL OF DURHAM NEWTON AYCLIFFE PARKING AND WAITING RESTRICTIONS PROPOSED	
		Scale: 1:1000 @ A3 Date: July 2021 Drawn by: T. Burton Date Sealed:



Royal Mail Sorting Office– Proposals



Royal Mail Sorting Office - Summary

Objection 1

Objector 1 is a representative of the Royal Mail Sorting Office who agrees with the proposals to cover the junctions from Horndale Avenue into St Cuthbert's Way and Horndale Avenue into Hilton Road, but does not believe they should extend any further.

Response 1

The proposed restrictions have been requested as part of planning conditions and will improve access to and from the sorting office itself as well as improving road safety. The proposals are fully supported by Durham Constabulary and the local members. Site Visits have proven that the area is currently subject to obstructive parking which reduces visibility and impedes access for road users.

Objection 2

Objector 2 is a representative of Hilton Road Garage who objects to the proposals with the belief that the proposals do not extend far enough. They believe the proposals should cover both sides of the carriageway surrounding the Royal Mail Sorting Office.

Response 2

The proposed restrictions have been identified in the planning conditions for the sorting office and will improve access to and from the business as well as improving road safety. The proposals are fully supported by Durham Constabulary and the local members. Upon reviewing this response and following site visits, it was agreed that further amendments were not deemed feasible as parking would be further displaced resulting in greater safety concerns in the neighbouring vicinity.

Newton Aycliffe TRO 2021 - Summary

- The proposed restrictions have been requested to address road safety concerns across Newton Aycliffe.
- 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?

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