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## Report of Corporate Management Team

Ian Thompson Corporate Director of Regeneration and Local Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships

### Electoral division(s) affected:

Newton Aycliffe East and Newton Aycliffe West

#### 1 Purpose of the Report

- 1.1 In accordance with part 3 of the Council's Constitution, Members are asked to decide in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 1.2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Newton Aycliffe.
- 1.3 To request that members consider the objections made during the informal and formal consultation period.

#### 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:

##### 2.3 Hurworth Road

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners to enable current and potential new businesses to have access within and around

Hurworth road. The area is currently unrestricted, which means vehicles often park and are blocking access for vehicles and HGV's. Some vehicles are believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

#### **2.4 Greenfield Way and the junctions of Malvern Way & Alston Crescent**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The aim of the proposal is to improve road safety with regards to parked vehicles on Greenfield Way as per the request from both local County Councillors.

#### **2.5 Middridge Village**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by Middridge Parish Council to address obstructive parking near the Village Hall, which should improve movement of vehicles around the area. There is support from the Local County Councillors, Middridge Village Parish Council and Durham Constabulary.

#### **2.6 Millennium Way/Moordale Road and Long Tens Way**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners in a bid to reduce obstructive parking and improve road safety.

#### **2.7 Welbury Grove and the junction of Central Avenue**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local residents in a bid to reduce obstructive parking and improve road safety.

### **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. With the final decision to be made by the Corporate Director under delegated powers.

## **4 Background**

- 4.1 Several requests have been received to address ongoing obstructive parking, visibility and safety issues within the Newton Aycliffe area.
- 4.2 The initial consultation exercise was undertaken with statutory consultees and directly affected frontages for Hurworth Road, Millennium Way, Long Tens Way, Greenfield Way and Welbury Grove in September and October 2018.
- 4.3 A number of objections were received at this point from directly affected frontages. The proposals were supported by Durham Constabulary and the Local County Councillors. After reviewing the feedback, a decision was made to progress with the Traffic Regulation Order (TRO) and move to the formal consultation stage.
- 4.4 At this point an additional request was received from Middridge Parish Council to introduce 'no waiting at any time' restrictions in Middridge Village.
- 4.5 An initial consultation exercise was undertaken with statutory consultees and directly affected frontages in November 2018. Support was received from Durham Constabulary and the Local County Councillors. Middridge Parish Council requested further amendments to the proposals in November 2018 following the initial consultation. This led to a further informal consultation exercise with statutory consultees and directly affected frontages later in the same month.
- 4.6 The revised proposal received unanimous support from all interested parties and the decision was made to progress with the TRO and move to the formal consultation stage.
- 4.7 The formal notices for all proposals were advertised on site and in the local press between 14<sup>th</sup> December 2018 – 26<sup>th</sup> April 2019. Objections were received during this period and this led to amended proposals being drafted and re-advertised during this time.

Support was received from Durham Constabulary and the Local County Councillors.

## **5 Hurworth Road**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners to enable current and potential new businesses to have access within and around Hurworth road. The area is currently unrestricted, which means vehicles often park and are blocking access for vehicles and HGV's. Some vehicles are

believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

There is support from Durham Constabulary. There have been 2 objections to the proposals.

*Objection 1 (Objected at the informal and formal consultation stage)*

Objector 1 is a local business owner on Hurworth Road and they also objected at the informal consultation stage.

They state that the proposals would have a detrimental effect on their everyday business, other small businesses as well as growth for their company. They are also concerned as to where employees and visitors would park.

The objector questions the obstruction issues on the Industrial Estate and notes that in their opinion these are just part of day to day life in such a working environment.

During the formal consultation period a solicitor's letter was received on behalf of this objector instructing them to formally object on behalf of their client.

The letter states that their client owns two units on Hurworth road and have been trading for over 22 years and employ 18 people. The only parking, they have is to the front of their premises.

They claim that the imposition of the restrictions will have a severe impact upon their client's business and that in all the years of trading, there have been no safety or other access issues.

They go on to say that the proposed positioning of the restrictions does not appear to have any positive impact on road safety and their clients question the rationale of putting the restrictions where they are proposed.

*Objector 2 (Objected at the informal and formal consultation stage)*

Objector 2 is a landlord of several units at Hurworth road. They were advised by their tenants of the proposals during the informal consultation stage. They state that they should have been notified of the proposals at the same time as their tenants. They requested more time to review the proposals. Their initial stance is that they are not in favour of the restrictions.

At the formal consultation stage, they stated that they wished to object to the restrictions on the basis that it will seriously hinder the usual day to day business of the tenants and freeholder's area. They have not had any traffic issues or complaints from tenants in the 24 years of their involvement with the

estate and cannot understand the reasoning to bring in such substantial restrictive measures at this time.

They are aware that the adjacent site has two entrances off Hurworth road, so the restrictions seem to be for their benefit at the cost of existing businesses. They feel they will have considerable difficulties re-letting the units with the proposed restrictions. The only access for customers and staff would be from the front and directly affected by the proposals.

They are aware that the existing road width already accommodates both cars and deliveries as well as allowing access for HGV's and large machinery, as can be seen from prior development of the landlord to the rear. Additional punitive restrictions therefore seem grossly unnecessary.

### Response

The proposals were sent out to statutory consultees as required by the relevant secondary legislation, informal plans and letters were sent to all directly affected frontages (letter and plans sent to all units on Hurworth Road) and formally advertised online and on site as per the legal requirements.

The proposed restrictions are to enable current and potential new businesses to have access within and around Hurworth road. The area is currently unrestricted, which means vehicles often park and are blocking access of vehicles and HGV's. Some vehicles are believed to be owned by staff commuting to work who leave their vehicles in this location for the full duration of the day.

The proposals of 'no waiting at any time' restrictions (double yellow lines) will allow for loading and unloading for local businesses and for people to board and alight (drop off and pick up passengers). The restrictions will improve accessibility, visibility and reduce the amount of obstructive all-day parking. The objectors allege that the restrictions will adversely affect their businesses, however it is the council's belief that the wider benefits for the businesses on the estate outweigh such adverse impacts for these two objectors.

Currently there is a large development to the north of Hurworth road which has two site entrances. The volume of HGV's using the location are expected to increase in the near future. These proposals will ensure the safe passage of HGV's through these entrances whilst managing the current high demand for deliveries and HGV's to other units within the area.

### **5.1 Greenfield Way and the junctions of Malvern Way & Alston Crescent**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The aim of the proposal is to improve road safety with regards to

parked vehicles on Greenfield Way as per the request from both local County Councillors.

There is also support from Durham Constabulary. There has been 1 objection to the proposals.

*Objection 1 (Objected at the informal consultation stage)*

The objector is a local resident of Malvern Way. They state that they are pleased to see the council taking an interest in solving the long-standing traffic problems that are being caused by the dangerous and inconsiderate practices of some of the parents of pupils of the school.

They continue by stating the proposals do absolutely nothing to solve the problems as they will merely displace vehicles from directly outside of the school into adjacent residential areas. Adjacent housing residents say that they are already suffering delays and abuse from parents who block their driveway. The queue of cars extends daily beyond the entrance to Belford Way. Any more vehicles turning, parking, driving on pavements, blocking access to properties and hooting of horns etc will be intolerable for the residents.

Objector 1 claims that this is already a dangerous junction where Malvern Way enters Greenfield Way. Any further increase in traffic will increase the risk of accident and injury. Its also likely that some of the cars prevented from parking near the school will park further north of Malvern Way. This would block the sight lines of traffic entering and leaving the estate, creating a further hazard. They feel that the proposals do nothing to prevent this problem.

They believe that the only way to solve the chaotic traffic problems is to have a traffic management scheme that compels all arrivals and departures from the school to follow a single route. There is undeveloped land both within the school grounds and adjacent to the nearby play area to provide such a scheme.

*Response*

The proposals were sent out to statutory consultees as required by the relevant legislation, informal plans and letters were sent to all directly affected frontages and formally advertised online and on site as per the legal requirements.

The aim of the proposal is to improve road safety with regards to parked vehicles on Greenfield Way as per the request from both local County Councillors who have requested that the 'no waiting at any time' restrictions (double yellow lines) be introduced in the area.

There are reports of obstructive parking around the school at drop off and pick up times. This is a safety issue for pedestrians and school children.

It is anticipated that the proposed restrictions will improve road safety around the school by improving visibility for both pedestrians and vehicles passing the school as well as reducing obstructive parking on the unrestricted sections in the area.

The restrictions will allow vehicles to stop to board and alight (drop off and pick up) which will reduce the number of parked vehicles in the directly affected area. Vehicles will not be able to park and wait for pedestrians/school children on the restrictions and will have to park in other unrestricted sections in the surrounding area. This may help to promote walk to school schemes.

The proposal of a traffic scheme to create a one-way system using undeveloped land would be costly and could potentially cause delays with commuters and road users of the current heavily trafficked area. The current proposals should improve the safety of pedestrians and road users with an instant benefit.

## **5.2 Middridge Village**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by Middridge Parish Council to address obstructive parking near the Village Hall, which should improve movement of vehicles around the area.

There is support from the Local County Councillors, Middridge Village Parish Council and Durham Constabulary. There has been 1 objection to the proposals.

### **Objection 1 (Objected at the formal consultation stage)**

The Objector is a local resident of Middridge Village. They state that they can't see why anyone would propose this as cars parked are not prohibiting access for anybody. The vehicles are only parked there because of lack of off-street parking. There is more obstructive parking in the village than in this area and these few cars don't obstruct access to anyone's property and don't hinder access for emergency vehicles.

### **Response**

The proposals were requested by Middridge Parish Council to address obstructive parking near the Village Hall, which should improve movement of vehicles around the area. There is support from the Local County Councillors, Middridge Village Parish Council and Durham Constabulary.

Alternative unrestricted parking is available in the surrounding area.

### **5.3 Millennium Way/ Moordale Road and Long Tens Way**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local business owners in a bid to reduce obstructive parking and improve road safety.

There is support from Durham Constabulary. There have been no objections to the proposals.

### **5.4 Welbury Grove**

The TRO is to introduce 'no waiting at any time' restrictions (double yellow lines). The proposals were requested by local residents in a bid to reduce obstructive parking and improve road safety.

There is support from Durham Constabulary. There have been no objections to the proposals.

## **6 Conclusion**

6.1 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. 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:

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## **Appendix 1: Implications**

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### **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.

### **Human Rights**

No impact on human rights.

### **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.

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## Appendix 2: Location of Proposals

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