

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

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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

