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**PROPOSED WAITING RESTRICTIONS ON ALDERMAN BEST WAY - OBJECTIONS**

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**Responsible Cabinet Member – Councillor Nick Wallis  
Leisure and Local Environment Portfolio**

**Responsible Director – Ian Williams, Director of Economic Growth and  
Neighbourhood Services**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To advise Members of two objections received to a proposal to implement no waiting restrictions on Alderman Best Way at Morton Palms and to seek a decision on whether to proceed with the proposal.

**Summary**

2. On-street parking on Alderman Best Way has been an issue for a number of years. Short sections of restrictions have been introduced already (see **Appendix 1**) but the number of cars parking on the road has increased significantly in recent years. More comprehensive restrictions are considered necessary to improve traffic flow and reduce the likelihood of potential accidents.
3. Morton Palms is a comparatively modern office development and currently comprises three main areas/buildings. Pioneer Court at the northern end of the road, close to Yarm Road comprises a number of small to medium size offices and has a high level of occupancy. The middle section of the road comprises two larger offices, the Disclosure and Barring Service on the western side of the road and Whessoe on the eastern side. There are a number of development plots with the benefit of planning permission for offices.
4. The off street car parking associated with the offices is not sufficient to accommodate all of the staff and operational vehicles associated with the various businesses. This has led to a situation where staff and businesses rely on Alderman Best Way for parking.
5. On-street parking conditions have worsened over recent years with long sections of roads suffering from double parking, with associated impacts on the free flow of traffic and increasing the potential for accidents.

6. A consultation was undertaken on a proposal to implement no waiting at any time restrictions on both sides of the road, along the whole length of the road apart from two sections of permit parking see **Appendix 2**. A significant number of objections were received from businesses in Pioneer Court and individuals. A decision was taken not to take forward the original proposal.
7. A further consultation was undertaken with all businesses on a revised proposal (see **Appendix 3**), which incorporates double yellow lines along the western side of Alderman Best Way with sections of unrestricted parking retained on the eastern side of the road.
8. Two objections have been received to this revised proposal. Further consideration of the objections is provided in the main report. Detailed transcripts of the objections and officers consideration of their merits is provided at **Appendix 4**.
9. Officers recommend setting the objections aside and proceed to introduce the proposed restrictions in Alderman Best Way.

### **Recommendation**

10. It is recommended that:
  - (a) Members consider the objections and set them aside
  - (b) Authorise officers to proceed with the proposal as advertised.

### **Reasons**

11. The recommendation is supported to improve the flow of traffic and reduce the potential for road traffic accidents.

**Ian Williams**  
**Director of Economic Growth and Neighbourhood Services**

### **Background Papers**

No background papers were used in the preparation of this report

Chris Easby: Extension 6707

S17 Crime and Disorder	There are no direct implications
Health and Well Being	There are no direct implications
Carbon Impact	There are no significant carbon impact implications in this report
Diversity	There are no direct implications
Wards Affected	Sadberge and Middleton St George
Groups Affected	All
Budget and Policy Framework	This decision does not represent a change to the budget and policy framework
Key Decision	This is not a key decision.
Urgent Decision	This is not an urgent decision.
One Darlington: Perfectly Placed	No significant implications.

Efficiency	The proposal will prevent commuter parking
Impact on Looked After Children and Care Leavers	This report does not impact on Looked After Children or Care Leavers

## MAIN REPORT

### Information and Analysis

12. On-street parking on Alderman Best Way has been an issue for a number of years. Short sections of restrictions have been introduced already (see Appendix 1) but the number of cars parking on the road has increased significantly in recent years
13. Previously there were complaints from Arriva regarding safety and traffic movement though they have now withdrawn the service from Alderman Best Way. Some businesses have also expressed concern. Officers consider the existing congested parking situation to be a severe barrier to further economic development of this key out of town office development site and a safety concern.
14. More comprehensive restrictions would improve traffic flow and reduce the likelihood of potential accidents. This would also improve the attractiveness and environment of the area.
15. Morton Palms is a comparatively modern office development and currently comprises three main areas/buildings. Pioneer Court at the northern end of the road, close to Yarm Road comprises a number of small to medium size offices and has a high level of occupancy. The middle section of the road comprises two larger offices, the Disclosure and Barring Service on the western side of the road and Whessoe on the eastern side. There are a number of development plots with the benefit of planning permission for B1 offices.
16. The off street car parking associated with the offices is not sufficient to accommodate all of the staff and operational vehicles associated with the various businesses. The estate was developed at a time when national parking standards were not stringent. This has led to a situation where staff and businesses rely on Alderman Best Way for parking.
17. On-street parking conditions have worsened over recent years with long sections of roads suffering from double parking, with associated impacts on the free flow of traffic and increasing the potential for accidents. There are a number of new businesses in Pioneer Court and the Disclosure and Barring Service which is part of the Home Office has increased the staff in their building.
18. Officers have worked with businesses over a number of years to try to deliver a solution to the parking situation and have invested in a new 150 space permit off street car park towards the southern end of the estate. These permits are available to businesses at a cost of £500 plus vat per bay, per annum. This car park was developed to meet the current known needs of businesses and to enable the proposed restrictions to come forward.

19. A consultation was undertaken on a proposal to implement no waiting at any time restrictions on both sides of the road, along the whole length of the road apart from two sections of permit parking see Appendix 2. A significant number of objections were received from businesses in Pioneer Court and individuals. A decision was taken not to take forward the original proposal. All of the objections at that time referred to there being too great a loss of parking on the road.

### **Financial Implications**

20. The proposal will be funded from the traffic management budget.

### **Legal Implications**

21. The traffic orders have been statutorily advertised for the required period.

### **Consultation**

22. Officers have consulted all businesses located in Morton Palms.

### **Outcome of Consultation**

23. All businesses have been consulted on a revised proposal (see Appendix 3), which incorporates double yellow lines along the western side of Alderman Best Way with sections of unrestricted parking retained on the eastern side of the road.
24. Two objections have been received to this revised proposal. One objection is from the Whessoe office block and suggests that the spaces on the road should be for business permits, the restrictions at their access should be extended to provide improved visibility and the affect it has on a redundant bus stop. The original scheme proposed to provide business permits but a significant number of objections were received so decided to not take that element forward at this time. The scheme provides 15m of restrictions on either side of the junction which is typically what is provided at junctions and accesses and is in excess of the 10m advised in the Highway Code. This is an enhancement on the current restrictions at the access. Bus services do not run down Alderman Best Way therefore the bus stop is no longer required. If services were reintroduced the bus stop would be reinstated.
25. The second objection was from an individual that works for one of the businesses on the estate. There were a number of points raised relating to justification for the restrictions, policy matters, impact on businesses and the economy, cost of the permits compared to those provided for Council staff and the availability of parking in the area.
26. The Council has a statutory duty to maintain traffic flow and as such we are required to take action where things such as parking impede flow. The restrictions will improve traffic flow on the road. The policy framework for highways is set out in the Local Transport Plan and Network Management Plan and the proposal

complies with those policy documents. The cost of permits is not a material consideration in this instance as the restrictions are being imposed in order to improve traffic flow and reduce the likelihood of accidents occurring. There is sufficient parking in the area as a new 150 space car park has been constructed.

27. Detailed consideration of the objections is provided at Appendix 4. The merits of the objections are not considered substantive. The Council has considered the needs of the businesses on the estate and the proposed scheme is considered an acceptable compromise which meets the need of most businesses.