

**CABINET
2 DECEMBER 2025**

TRAFFIC REGULATION ORDER – LOWSON STREET

**Responsible Cabinet Member -
Councillor Libby McCollom, Local Services Portfolio**

**Responsible Director - Dave Winstanley, Executive Director Environment, Highways &
Community Services**

SUMMARY REPORT

Purpose of the Report

1. To advise Members of an objection received to a proposed traffic regulation order and seek a decision on whether to proceed with the proposal.

Summary

2. Concerns were received from a resident, a business and a Councillor regarding parking and loading at the junction of North Road and Lowson Street.
3. Officers investigated the concerns and proposed changes to the existing loading bay and to introduce some waiting restrictions to deter vehicles from parking too close to the junction causing visibility issues.
4. As part of the statutory consultation, an objection was received from one of the businesses. The objector does not consider the proposals have been adequately investigated. The details of the objection along with the officer's response and assessment are considered in the main report and **Appendix B**.
5. Officers recommend setting the objection aside and proceed to introduce the No Waiting at any time and a change to the loading bay operation times.

Recommendations

6. It is recommended that Members:
 - (a) consider the points raised in the objection and the officer response.

- (b) set the objection aside and authorise officers to proceed with the introduction of the No Waiting at any time restrictions as advertised; and change the operation times of the current loading bay to 7.00am – 4.00pm all days as shown in **Appendix C**.

Reasons

7. The recommendations are supported by the following reasons:

- (a) Vehicles are parking on the junction causing sightline problems for vehicles exiting these roads. This inconsiderate parking has raised road safety concerns that have been reported by a resident and to the local councillor.
- (b) The Highway Code states “DO NOT stop or park opposite or within ten metres (32 feet) of a junction, except in an authorised parking space”. This is to allow sightlines to be kept clear.
- (c) The extended Loading Bay operation times will allow large vehicles an area to load/unload safely.

Dave Winstanley
Executive Director Environment, Highways & Community Services

Background Papers

No background papers were used in the preparation of this report.

Chris Easby : Extension 6707

Council Plan	The implementation of waiting restrictions will support the local environment via maintaining traffic flow and facilitating servicing for local businesses.
Addressing inequalities	The overall policy framework for Transport is set out in the Darlington Transport Plan which has been developed with the aid of an Equality Impact Assessment.
Tackling Climate Change	The proposed loading bay and associated waiting restrictions will maintain traffic flow and avoid congestion caused by vehicles parked or loading within the carriageway.
Efficient and effective use of resources	The Council has a statutory duty as part of the Traffic Management Act 2004.
Health and Wellbeing	There are no direct implications
S17 Crime and Disorder	This report has no implications for Crime and Disorder
Wards Affected	Harrowgate Hill
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

Impact on Looked After Children and Care Leavers	There are no direct implications
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MAIN REPORT

Information and Analysis

8. Concerns were received from a resident, a business and a Councillor regarding parking and loading throughout the day at the junction of North Road and Lawson Street. The parking and loading is associated with a number of businesses at the location.
9. At present there is a loading bay that operates between Monday to Saturday between the hours 8.00am to 12.00pm on Lawson Street adjacent to the businesses. This no longer coincides with one of the businesses needs and a proposal was progressed to change this to operate everyday between the hours of 7.00am and 10.00pm.
10. There are currently no waiting restrictions at the junction, and road safety concerns have been raised regarding vehicles parking too close to the junction causing visibility issues. According to the Highway Code, you must not park within ten meters of a junction to ensure safety and visibility for all road users. Where concerns are raised, officers will investigate and determine what restrictions should be considered to try and alleviate the road safety issue.
11. Observations and investigations concluded that vehicles are parking too close to the junction causing visibility issues. To resolve the issue, the introduction of some double yellow lines at the junction were proposed.
12. The proposed waiting restrictions and changes to the loading bay operation times as outlined above were advertised as part of the statutory process. See **Appendix A**
13. An objection to the proposal was received from a business owner who does not consider the proposals have been adequately investigated. The objector accepts that there are certain times of the week when the junction is extremely busy, but this is suggested to be minimal. The objector's comments, with responses, have been tabulated at **Appendix B**.
14. As part of reviewing the comments from the objector further discussions were undertaken with a business and the proposed operation times of the loading bay are proposed to be reduced to 7.00am – 4.00pm, all days.
15. The proposed waiting restrictions are considered necessary to improve road safety and visibility exiting the junction. Officers recommend setting the objection aside and to proceed to introduce the No Waiting at any time and the change to the loading bay operation times as shown at **Appendix C**.
16. Subject to Cabinet approval, the restrictions will be introduced in accordance with the Council's powers as set out in Part 1 of the Road Traffic Regulations Act 1984.

Financial Implications

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

Legal Implications

18. The Traffic Orders have been statutorily advertised for the required period.

Consultation

19. Officers have consulted with businesses on the proposals, and it has also been statutorily advertised in the press and council website, following delegated authority to progress a traffic order.

Outcome of Consultation

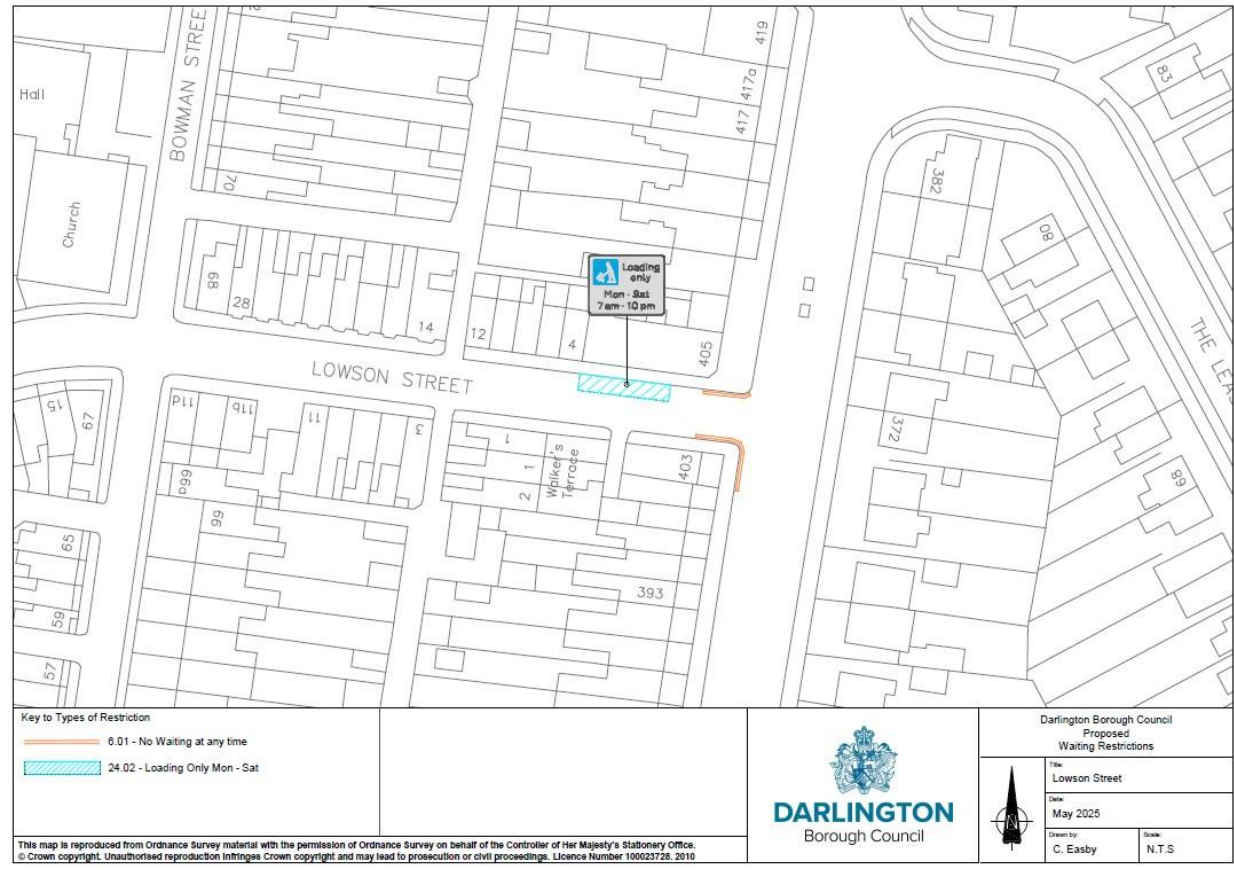
20. One objection was received, and the views are below:
21. *Whilst there are occasional issues with parking on this junction, it is rather limited and there is no evidence that the introduction of yellow line is necessary or indeed will prevent this parking, as it is already illegal so those choosing to park that illegally will continue to do so. This is mainly customers to the Morrisons Daily store and unlikely to be resolved by this poor scheme.*
22. *The times this junction is busy coincides with rush hour and the traffic movement on North Road is slow or stationary. The locally traffic approach this junction with caution. Lowson Street is often used as a short cut to avoid North Road and also by parents using the local school. Changes to is corner could potentially lead to the increasing of abuse and at a faster speed.*
23. *[the Officer and Councillor] suggest this junction is a major issue but yet it is not important enough for them to call Enforcement. This is an enforcement issue and yet none of the involved officials have seen reason to even consult or involve them.*
24. *The issues on this junction are no different to the ones that have existed for decades, they are minor and ad hoc, and 24/7 blanket restriction are not the solution for local business and residents.*
25. *It is suggested there are many complains, which is a lie. It is also claimed it is an unsafe corner, again with zero evidence.*
26. *The discussion held with Morrison and the confirmation to them that this scheme will go ahead is extremely concerning.*

Original Proposal to address Concerns

Appendix A

Double yellow lines proposed to be introduced at the junction to improve road safety and visibility.

Change the operating hours of the loading bay from Monday to Saturday between the hours 8.00am to 12.00pm to operate everyday between the hours of 7.00am and 10.00pm.



The Objection and Officer's assessment and response

Appendix B

Objection	Officer comments
<i>I do not consider these proposals have been adequately investigated. I have had email correspondence with both [the Officer and Councillor]</i>	<p>Officers have visited the junction and witnessed vehicles parking on the junction.</p> <p>Morrisons Daily requested the extended operation times of the current loading bay on Lawson Street.</p>
<i>Whilst I accept that there are certain times of the week when this junction is extremely busy, this is minimal. I have evidenced this to [the Officer] to be told that he has seen the junction at a busy time and has extrapolated this to be all the time and disagree with my view. I have [the Officer] to provide more information on his visit but he refused to do so stating he was unable to do because he did not record anything.</i>	<p>Officer witnessed vehicles parking on the junction and across the tactile crossing. This was not recorded by the officer.</p>
<i>[the Officer] stated that this will improve road safety but was unable to substantiate this. This was made as a statement of fact when it clearly is not. It is clear his opinion only and no supported in any way.</i>	<p>The Officer has over 20 years' experience in Traffic and Road Safety. This case has also been discussed with the Traffic Manager who is in total agreement with the proposal its effect on road safety/visibility.</p>
<i>I asked [the Officer] what other options had been considered and he informed me that he has no considered any other options, I don't understand why not.</i>	<p>A 'Do Nothing' approach was considered but not recommended due to the Council's obligations under the Traffic Management Act 2004 to manage the safety and access across the network.</p>
<i>I also asked [the Officer] if the double yellow line had been requested by Morrisons and he told me they had not. This is clearly untrue</i>	<p>Morrisons Daily had not requested double yellow lines. Their request for the extension of the loading bay operation times was made through the Ward Councillor.</p>
<i>[the Officer] also informed me that he had received only one resident's complain and this was over a year ago. So hardly an issue.</i>	<p>One complaint was received that highlighted the issues of the junction. The Highway Authority have a statutory duty to maintain highways to ensure they are safe, and have a duty under the Road Traffic Act to introduce appropriate measures to prevent accidents.</p>
<i>[the Officer] told me that he observed cars parked over the dropped curb and these</i>	<p>Vehicles parking over tactile crossings can only be issued a PCN by the police and Civic</p>

<i>were inconsiderately parked so he needed to introduce double yellow lines. He later confirmed that these cars were actually illegal parked, hence the introduction of yellow lines would make no difference and was actually nothing to do with his department, but he has put forward a plan anyway.</i>	Enforcement. The proposed double yellow lines protect and highlight the tactile crossing and also extend beyond this to aid visibility for pedestrians crossing.
<i>[the Councillor] advised that the requests for double yellow lines had come from residents, but on 18 June I spoke to a Morrisons employee who stated they had been told by management that they were getting double yellow lines and they were waiting on the date. I advised the employee that it was only a proposal and not definite. They stated they has been told it was definite. [the Officer] had stated there was no request from Morrisons and [the Councillor] had not mention this until my email asking her directly. At which point she advised Morrisons had made a request. I am sure there is a good explanation of why this was lied about and kept quiet and also how Morrisons have been led to be of the opinion this scheme had approval. Maybe this could be clarified.</i>	Morrisons Daily were consulted at the same time as the objector. At no point had [the officer] advised Morrisons this was a definite and at that point only a proposal, same as the proposed extension of the loading bay operation times.
<i>These restrictions are going to make it virtually totally impossible for the elderly and disabled to access the businesses in this area by vehicle.</i>	The proposal will reduce the parking by one vehicle outside 403 North Road and by 4 metres either side on Lowson Street. Blue Badge Holders may park on double yellow lines
<i>I am unsure why this is required. [the Officer] advised a request from Morrisons has been received, there was no evaluation as this was not required, they just accept what Morrisons requested and are implementing it.</i>	[The Councillor] had spoken with the manager of Morrisons Daily, who requested the extension of the Loading bay operation times.
<i>I do not think this is required, other business in the area have not been approached, I have put forward my concerns just to be told no numerous occasions that this will benefit my business. I am applaud that a large multinational company has the power to enforce a change on a locally area</i>	Other businesses were informed of the proposal by an informal consultation letter and plan.

<i>without any need to approach and take no board the requirement of locally business. There is no evidence this is required but it is going to be implemented anyway.</i>	
<i>Morrison, who require the change to the loading bay, I believe are based in New York and not Darlington, make 3 deliveries to the store per week. Wednesday, Friday and Sunday. So why do they need a loading bay for 90 hours per week (in essence 24/7/365) and 1/3 their deliveries are outside the time any.</i>	An Officer has been to discuss the operation times of the loading bay with Morrisons Daily who informed them that they receive deliveries Wednesday, Friday, and Sunday, 7.00am – 4.00pm. As deliveries can change it was decided to make the loading bay operational for 7 days.
<i>It has been insisted upon, numerous times, by [the Officer and Councillor] that this is good for me. As they are aware, Morrison deliver using a large refrigerated truck that is parked 1 or 2 hours on the occasions it delivers. Due to the refrigeration its diesel engine is left running the whole duration. This is quite noisy. I certainly cannot have the windows open in the summer and now they suggest that been woken at 7am by this or trying to relax on an evening with this noise constantly going on is something that is beneficial. The thought process here is quite uncomprehensible from competent officials.</i>	Any business in the area can use the loading bay for their operational needs.

Proposals recommended to be progressed

Appendix C

Double yellow lines proposed to be introduced at the junction to improve road safety and visibility.

Change the operating hours of the loading bay from Monday to Saturday between the hours 8.00am to 12.00pm to operate everyday between the hours of 7.00am and 4.00pm.

