

REDCAR AND CLEVELAND BOROUGH COUNCIL

**REDCAR(WAITING AND LOADING AND PARKING PLACES)CONSOLIDATION ORDER 2003
(AMENDMENT)ORDER NO 1 2026**

The Council has made an Order under the Road Traffic Regulation Act 1984 the effect of which will be to amend the Redcar and Cleveland Borough Council (Redcar)(Waiting and Loading and Parking Places)Consolidation Order 2003 as follows:-

The Council proposes to make an Order under the Road Traffic Regulation Act 1984 the effect of which will be to amend the Redcar and Cleveland Borough Council (Redcar)(Waiting and Loading and Parking Places)Consolidation Order 2003 as follows:-

(a) By deleting the following from Schedule 1 No waiting at any time

Hamilton Grove the east side from its junction with Coatham Road for a distance of 18 metres in a southerly direction.

(b) By deleting the following from Schedule 2.12 No waiting Mon-Fri 8.30am-9.30am and 2.45pm-3.45pm

Mersey Road, the west side from its junction with St Josephs Court to its junction with Thames Road; the east side from a point 85 metres south of its junction with Corporation Road for a distance of 284 metres in a southerly direction; the west side from a point 85 metres south of its junction with Corporation Road to its junction with St Josephs Court.

St Josephs Court, both sides from its junction with Mersey Road for its entire length.

Thames Road, the north side from its junction with Mersey Road for a distance of 20metres in a westerly direction

(c) By deleting the following from Schedule 3.11 No loading/unloading Mon-Fri 8.30am-9.30am and 2.45pm-3.45pm

Mersey Road, the east side from a point 85 metres south of its junction with Corporation Road for a distance of 284 metres in a southerly direction; the west side from a point 85 metres south of its junction with Corporation Road to its junction with St Josephs Court; the west side from its junction with Thames Road for a distance of 10 metres in a southerly direction

Thames Road, the north side from its junction with Mersey Road for a distance of 20 metres in a westerly direction; the west side from its junction with Thames Road for a distance of 10 metres in a southerly direction; the south side from its junction with Mersey Road for a distance of 20 metres in a westerly direction.

d) By adding the following into Schedule 1 No waiting at any time

Aintree Road, Redcar, both sides from its junction with Redcar Lane for 11 metres in a westerly direction.

Avon Road, Redcar, both sides from its junction with Trent Road for 8 metres in a southerly direction

Bamburgh Close, Redcar, both sides from its junction with Warwick Road for 16 metres in a northerly direction

Church Street, Redcar, both sides from its junction with Coatham Road for 4 metres in a northerly direction

Coatham Road, Redcar, the north side from a point 16 metres east of the centreline of its junction with Church Street for 23 metres in a westerly direction;the south side from a point 18 metres east of its junction with Hamilton Grove for a distance of 79 metres in an easterly direction

Fishponds Road, Yearby, both sides from its roundabout with the A174 for 285 metres in a south-easterly direction

Fitzwilliam Street Back Street Joining Southampton Street South, Redcar, both sides from its junction with Southampton Street until its junction with Fitzwilliam Street

Fitzwilliam Street Back Street Joining Yeoman Street South End, Redcar, both sides from its junction with Fitzwilliam Street to its junction with Yeoman Street

George Street Back Street Joining Lawrence Street, Redcar, both sides from its junction with George Street until its junction with Lawrence Street

George Street Back Street Joining West View, Redcar, both sides from its junction with West View until its junction with George Street

Hamilton Grove Redcar,the east side from its junction with Coatham Road for a distance of 16 metres in a southerly direction

Kirkleatham Lane, Redcar, the west side from its junction with Staintondale Avenue for a distance of 225 metres in a northerly direction

Lawrence Street Back Street Joining Southampton Street South End, Redcar, both sides from its junction with Lawrence Street until its junction with Southampton Street

Olliver Street Back Street Joining Yeoman Street, Redcar, both sides from its junction with Yeoman Street to its junction with Olliver Street

Redcar Lane, Redcar, the west side from a point 18 metres north of the centreline of the junction with Aintree Road for 36 metres in a southerly direction

Roseberry Road, Redcar, the south side from a point 13.0 metres east of its junction Newton Road for 10 metres in an easterly direction

Thames Road, Redcar, the east side from a point 14 metres north of the centreline of the junction with Trent Road for 22 metres in a southerly direction

Trent Road, Redcar, both sides from its junction with Thames Road for 10 metres in an easterly direction; the north side from a point 12 metres west of the centreline of its junction with Tyne Road for 24 metres in an easterly direction; the north side from a point 11 metres west of the centreline of its junction with Tyne Road for 22 metres in an easterly direction

Tweed Road, Redcar, both sides from its junction with Trent Road for 10 metres in a northerly direction

Tyne Road, Redcar, both sides from its junction with Trent Road for 10 metres in a northerly direction

(e) By adding the following into Schedule 2.7 No waiting Mon-Fri 8am-9.30am and 2.30pm-4pm

Hundale Crescent, Redcar, the north-west side from a point 8 metres north-east of the centreline of its junction with Hayling Grove for 26 metres in a south-westerly direction; the south east side from its junction with Hayling Grove for a distance of 7 metres in a north easterly direction ; the south-east side from its junction with Hayling Grove for 13 metres in a south-westerly direction

(f) By adding the following into Schedule 2.95 No waiting Mon-Fri 8.30am-9.30am and 2.30pm-3.45pm

Mersey Road, Redcar, the east side from a point 85 metres south of its junction with Corporation Road for a distance of 284 metres in a southerly direction; the west side from its junction with St Josephs Court to its junction with Thames Road; the west side from a point 85 metres south of its junction with Corporation Road to its junction with St Josephs Court

St Josephs Court, Redcar, both sides from its junction with Mersey Road for its entire length.

Thames Road, Redcar, both sides from its junction with Mersey Road for a distance of 20 metres in a westerly direction

(g) By adding the following into Schedule 3.4 No loading/unloading

Ayton Drive, Redcar, both sides from a point 8.5 metres south of its intersection with the extended southern boundary of Roseberry Road to its northern extent

Coatham Road, Redcar, both sides from its junction with Coatham Road for 16 metres in a southerly direction; both sides from its junction with Coatham Road for 12 metres in a southerly direction; the south side from its junction with Hamilton Grove for a distance of 121 metres in a westerly direction

Hamilton Grove, Redcar, both sides from its junction with Kirkleatham Lane for 5 metres in a northerly direction; the south-east side from its junction with Hamilton Grove for a distance of 18 metres in an easterly direction

Kirkleatham Street, Redcar, the north side from a point 36 metres west of the centreline on the junction with Hamilton Grove for 70 metres in an easterly direction

Newton Road, Redcar, the east side from a point 8 metres south of its intersection with the extended southern highway boundary of Roseberry Road to its northern extent; the west side from a point 24 metres south of its intersection with the extended southern highway boundary of Roseberry Road to its northern extent.

Roseberry Road, Redcar, the south side from a point 9 metres west of its intersection with the extended western highway boundary of Ayton Drive to a point 11.5 metres east of its intersection with the extended eastern highway boundary of Ayton Drive; the south side from a point 13 metres east of its junction with Newton Road for 10 metres in an easterly direction; the south side from a point 13 metres west of its intersection with the extended western boundary of Newton Road to a point 13 metres east of its intersection with the extended eastern highway boundary of Newton Road.

(h) By adding the following into Schedule 3.5 No loading/unloading Mon-Fri 8am-9.30am and 2.30pm-4pm

Hundale Crescent, Redcar, the north west side from a point 8 metres north-east of the centreline of its junction with Hayling Grove for 26 metres in a south-westerly direction; the south-east side from its junction with Hayling Grove for 7 metres in a north easterly direction; the south east side from its junction with Hayling Grove for 13 metres in a south westerly direction.

(i) By adding the following into **Schedule 3.94 Mon-Fri 8.30am-9.30am and 2.30pm-3.45pm**

Mersey Road, Redcar, the east side from a point 85 metres south of its junction with Corporation Road for a distance of 284 metres in a southerly direction; the west side from its junction with St Josephs Court to its junction with Thames Road; the west side from a point 85 metres south of its junction with Corporation Road to its junction with St Josephs Court

St Josephs Court, Redcar, both sides from its junction with Mersey Road for its entire length.

Thames Road, Redcar, both sides from its junction with Mersey Road for a distance of 20 metres in a westerly direction.

**THE REDCAR AND CLEVELAND BOROUGH COUNCIL
(RESIDENT PARKING) CONSOLIDATION ORDER 2003 (AMENDMENT) ORDER (NO. 1) 2026**

The Council has also made an Order under the Act the effect of which will be to amend the Redcar and Cleveland Borough Council (Resident Parking) (Consolidation) Order 2003 by inserting the following into Schedule 6.19 Zone W:-

Coatham Road the north side from its junction with Church Street for a distance of 236 metres in an easterly direction

The Orders will come into operation on 1.5.26. Copies of them may be examined at the address below between the hours of 11am and 2.00pm Monday to Friday or at [Permanent highway notices | Redcar and Cleveland \(redcar-cleveland.gov.uk\)](#)

If you wish to question the validity of the Orders or any provision in them on the ground that they are not within the powers conferred by the Act or on the ground that any requirement of the Act or of any Instrument made under it has not been complied with in relation to them, you may, within 6 weeks from 27.4.26 apply to the High Court for that purpose.

B Archer, Chief Executive, Redcar and Cleveland House, Kirkleatham Street, Redcar TS10 1RT.

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Thames Road, the north side from its junction with Mersey Road for a distance of 20 metres in a westerly direction; the west side from its junction with Thames Road for a distance of 10 metres in a southerly direction; the south side from its junction with Mersey Road for a distance of 20 metres in a westerly direction.

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B Archer, Chief Executive, Redcar and Cleveland House, Kirkleatham Street, Redcar TS10 1RT.

STATEMENT OF REASONS

Concerns have been raised with regards to the safety of road users and pedestrians in a number of locations in Redcar.

To address the above, various parking and waiting restrictions have been proposed. Details of these can be found in the Schedule below

In addition to the above, for the following reasons under the reasons listed in section 1 of the Road Traffic Regulation Act 1984, we are proposing the previously stated restrictions.

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	✓
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	✓
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs	✓
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

Schedule

Aintree Road Junction with Redcar Lane

Requests have been received from a local resident to introduce parking restrictions at the Aintree Road/Redcar Lane junction to address issues relating to obstructive parking at school pick-up/drop-off times. It has therefore been proposed to introduce no waiting at any time restrictions on the junction.

Following consultation with directly affected frontages, one objection was received. It was agreed to shorten the proposed restrictions slightly to allow for residents to park outside of their property but still provide protection to the junction.

Ayton Drive & Newton Road Junctions with Roseberry Road

Requests were received from a local ward member to extend the existing restrictions at the above junctions to address obstructive parking. Following a site meeting earlier in the year, it was agreed to propose the extension of the existing no waiting at any time restrictions on the east side of Ayton Drive to rear access to shops and on Roseberry Road east of Newton Road. It

was also agreed to propose the introduction of no loading at any time restrictions for the entire length of the no waiting at any time restrictions.

Following consultation with directly affected frontages, two objections were received. It was agreed to remove the proposed restrictions on the east side of Ayton Drive to still allow for visitor parking.

B1269 Fishponds Road (Adjacent to Kirkleatham Memorial Park & Crematorium)

Requests were received from a local ward member to introduce parking restrictions to prevent obstructive parking at this location. It has therefore been proposed to introduce no waiting at any time restrictions from the roundabout until the adjacent farm access.

Following consultation with directly affected frontages, no objections were received. It was agreed to propose the restrictions as previously agreed.

Bamburgh Close Junction with Warwick Road

Requests have been received from a local resident to introduce parking restrictions at the Bamburgh Close/Warwick Road junction to address issues relating to obstructive parking at school pick-up/drop-off times. It has therefore been proposed to introduce no waiting at any time restrictions on Bamburgh Close until the junction with Warwick Road.

Following consultation with directly affected frontages, no objections were received. It was agreed to propose the restrictions as previously agreed.

Coatham Primary School

Various requests have been made to address obstructive parking in the area including the junctions of Hamilton Grove with Coatham Road/Kirkleatham Street and at the junction of Coatham Road and Church Street. It has therefore been proposed to add no loading at any time restrictions to the existing no waiting at any time restrictions on the junction of Kirkleatham Street/Hamilton Grove; and Coatham Road and Hamilton Grove. It has also been proposed to extend the no waiting at any time restrictions east of the junction of Coatham Road and Hamilton Grove until the existing restrictions east of Church Street to improve traffic flow.

Additionally, it is proposed to extend the no waiting restrictions on the eastern side of the Church Street/Coatham Road junction to improve visibility at the junction – this results in the loss of one resident parking space.

Following consultation with directly affected frontages, one objection was received based on the proposal's reduction to available parking Hamilton Grove. It was agreed to propose the restrictions as previously agreed as these proposals do not reduce available parking on Hamilton Grove.

Kirkleatham Lane

Requests have been received from a local resident to prevent obstructive parking within the cycle lane and verge on Kirkleatham Lane between Staintondale Avenue and No96. Kirkleatham Lane. It has therefore been proposed to introduce no waiting at any time restrictions from the junction of Staintondale Avenue and No.96 on Kirkleatham Lane within the cycleway and around the junctions.

Following consultation with directly affected frontages, two expressions of support and two objections were received. It was agreed to remove the restrictions from the junctions, whilst keeping the main section along Kirkleatham Lane.

Mersey Road

Requests were received from RCBC's Community Enforcement Manager to amend the current no waiting/no loading time to align with the finish time of the schools in the vicinity. It has been proposed to amend the existing time of 8:30am – 9:30am and 2:45pm – 3:45pm to 8:30am – 9:30am and 2:30pm – 3:45pm to improve enforcement of the restrictions.

Following consultation with directly affected frontages, no objections were received. It was agreed to propose the restrictions as previously agreed.

Newcomen Primary School (Trent Road)

RCBCs Community Enforcement Team have received complaints from parents at Newcomen Primary School about vehicles parking on the junctions of Trent Road and Tyne Road/Tweed Road. It has been proposed to introduce no waiting at any time (double yellow lines) restrictions on the above junctions as well as the junctions of Trent Road and Thames Road, and Avon Road and Trent Road. The existing no waiting and no loading/unloading, Mon-Fri, 8.30am-9.30am and 2.45pm-3.45pm on Trent Road between Avon Road and Mersey Road will remain unchanged. These proposals will aid in improving road safety for both other motorists and pedestrians – particularly at school pick-up/drop-off times.

Following consultation with directly affected frontages, one expression of support and no objections were received. It was agreed to propose the restrictions as previously agreed.

Thrush Road Back Street

Requests have been received from local residents to install restrictions in the alleyway between West View and Olliver Street to prevent obstructive parking. It has therefore been proposed to introduce no waiting at any time restrictions in the alleyway for its full length.

Following consultation with directly affected frontages, one objection was received. It was agreed to propose the restrictions as previously agreed as the objection was in relation to loading restrictions, something not being proposed here.

