

A photograph of a residential street, Toft Hill/A668, showing a queue of vehicles. In the foreground, a large white truck with a blue canopy is parked on the left side of the road. Behind it, several white vans are lined up. The street is paved with asphalt and has double yellow lines. In the background, there are houses with brick chimneys and utility poles with power lines. The sky is overcast and grey. The text 'Toft Hill/A668' is overlaid in large white font in the center of the image.

Toft Hill/A668

What the Bypass Withdrawal Means to Toft Hill

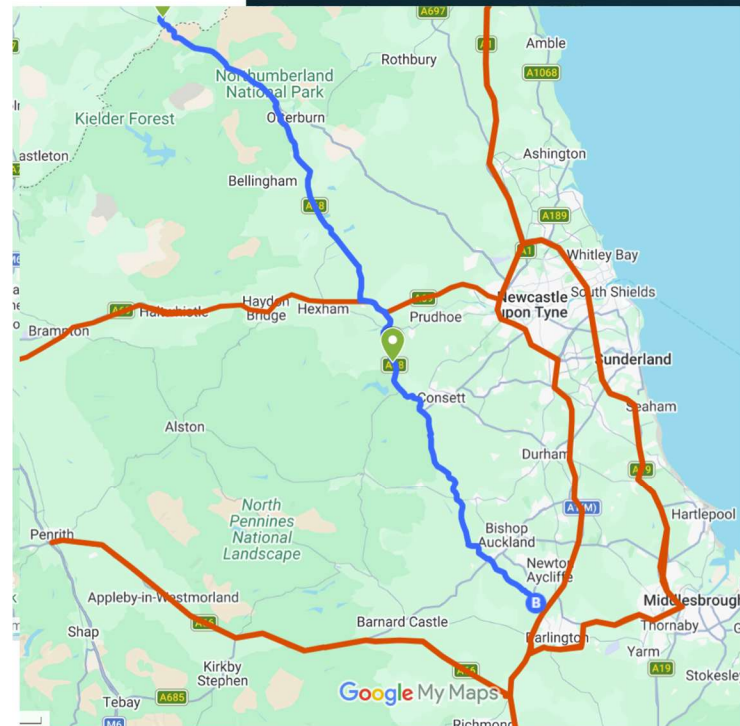


Why We Are Here

- The Bypass proposal has been withdrawn.
- The A68 through Toft Hill/Etherley remains unsafe and unsuitable (according to DCC's own evidence).
- DCC's new proposals do not address the core problem.

Development of the Strategic Road Network

- This network was designed to carry **long-distance, high-volume, and HGV traffic**.
- Upgrades included the **A1(M)**, **A19**, **A66**, and other high-capacity corridors.
- The **A68** was **NOT** considered suitable to carry Strategic traffic, and so was de-trunked and **NOT** include the SRN



Why the A68 IS “unsuitable”

The council’s own consultants AND national detrunking criteria concluded that the A68 through Toft Hill is **not suitable** for strategic traffic.

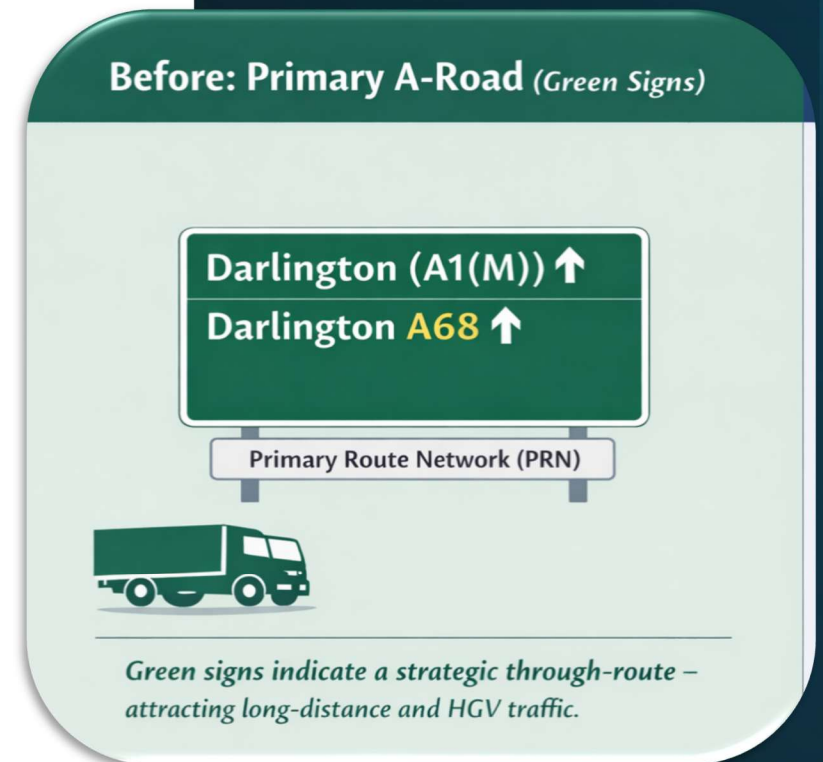
“A de-priming review simply completes the transition that should have happened years ago.”

Why the A68 STILL Carries Strategic Traffic

⚠️ **De-trunking Alone doesn't change a road's status –**

That is triggered by a separate process

- So even though the A68 was found unsuitable for the Nationally for the SRN, there was **no requirement** to review “Strategic” status locally.
- That left the A68 road with the Green Signs and Sat Nav that map to the old “Strategic Destination”



The Consequence

- So...Sat-nav systems continued to treat the A68 as a **strategic corridor**.
- Green signs continued to **invite non-local and HGV traffic**.
- And the Toft Hill section still carries **strategic flows**, despite being officially unsuitable.



A photograph of a residential street. On the left, there are several parked cars, including a dark grey sedan, a blue hatchback, and a white car. The street is lined with houses and utility poles. On the right, there are large trees with green and yellowing leaves, and a sidewalk. The sky is overcast.

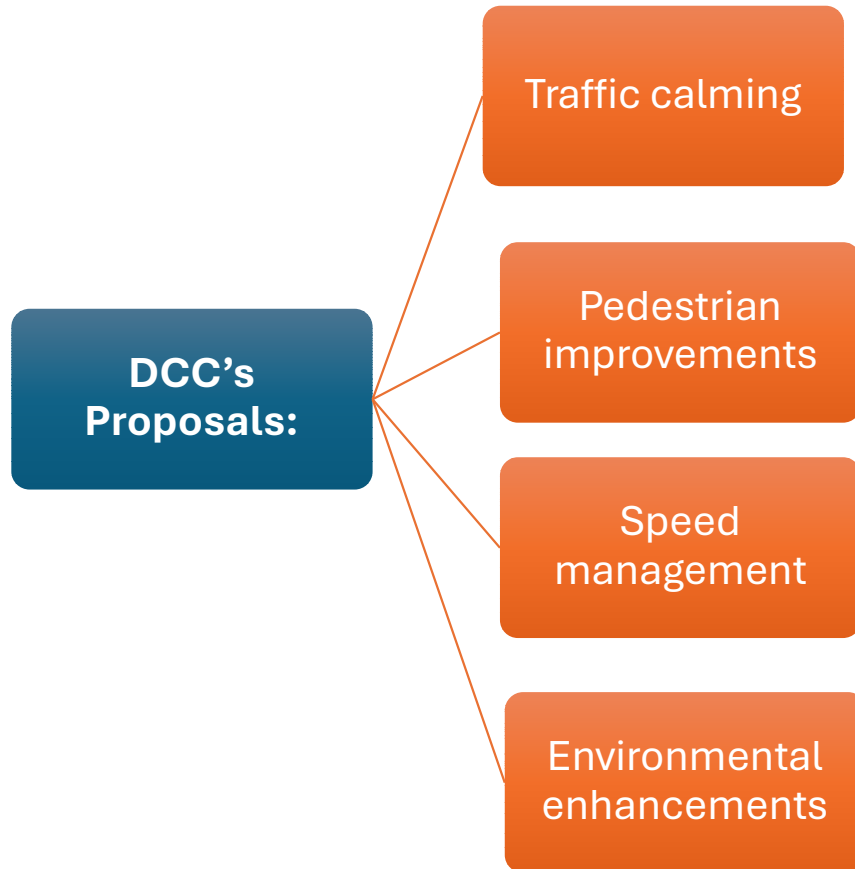
Summary

- **Strategic Traffic Shift**
- The traffic reroute to the SRN just didn't fully materialize
- **Design Limitations**
- Toft Hill remains exposed to traffic volumes beyond its original capacity, indicating potential infrastructure or planning gaps.
- This is exactly why Toft Hill still experiences through-traffic it was never designed to carry

DCC's Current Position

- Bypass: **withdrawn**
- No plan to redirect through-traffic
- No plan to manage HGVs
- Proposed solution: **paint and signs**


DCC's Proposal's Following the Bypass Withdrawal



- DCC's proposals after the bypass withdrawal are **inconsistent with the detrunking policy**.
- The proposals lack a clear, effective plan to redirect long-distance and heavy vehicles to the **designated strategic routes A1(M)/A66/A19**
- In effect, this traffic is using the A68 as a Bypass to the designated roads.
- Toft Hill/High Etherley residents deserve a traffic management plan that **prioritizes safety, quality of life, and adherence to government policy**.

In detrunking the A68, DfT effectively said:-

SRN - The A68 is no longer a national strategic route



“Long-distance traffic should use other *strategic corridors*.”

“The local authority should manage the road for local needs.”

SRN -The A1(M) will be the primary north-south strategic route.

Along with the A19/A66/A19 corridors, which are the designated regional strategic alternatives.

The A68 is not considered suitable for long-distance freight or strategic flows.

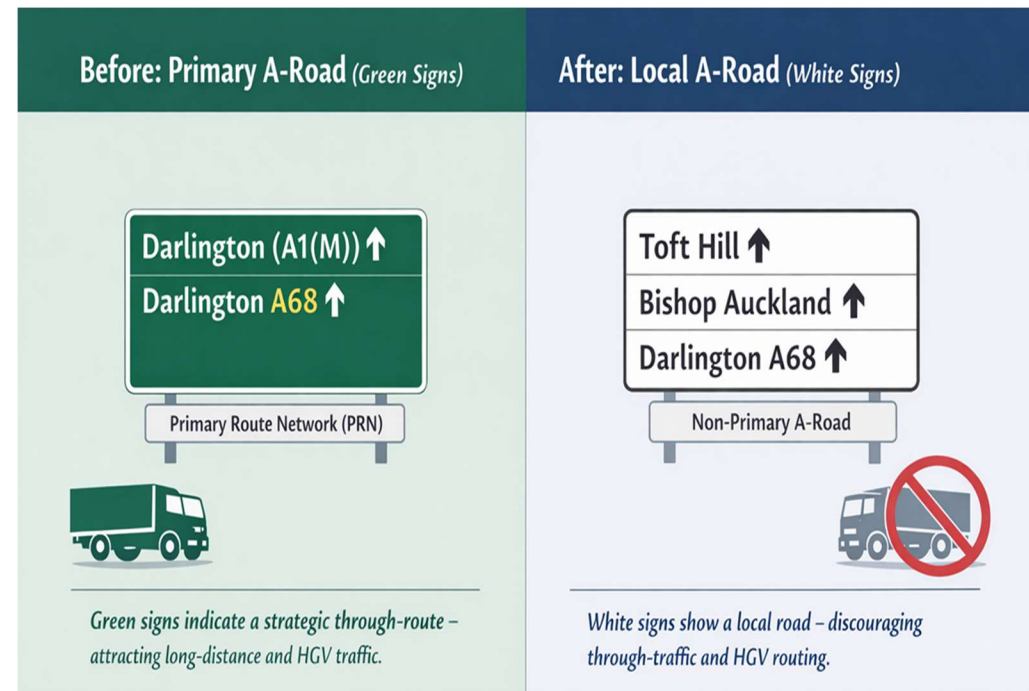
A photograph of a residential street. In the foreground, a large, dark-colored truck is parked on the left side of the road. Behind it, several white vans are parked in a line. The street is paved with asphalt and has a double yellow line on the right side. In the background, there are houses with brick chimneys and a cloudy sky. The overall scene suggests a residential area with heavy traffic or parking issues.

The A68 Must Be De-Primed

Resident Safety Must Be Prioritised

The Council Must “De-prime” the Toft Hill Section of the A68

- Leaving the A68 as a Primary Route with green signs and a “Regional Strategic Label” has actively encouraged non-local traffic through Toft Hill.
- De-priming obliges the Council to replace those signs with White Signs indicating a village road.
- This is a minimal FIRST step



What else De-priming Unlocks

7.5t HGV weight limits (except for access)

“Local Access Only” controls

Re-signing traffic to the RIGHT ROADS (A66/A1M)

Traffic filters to discourage shortcutting

ANPR enforcement

Speed and environmental measures

School-zone safety improvements

What DCC Must Do

STOP

- Treating the A68 as a freight corridor
- Relying on paint, signs, and advisory limits

CHANGE

- Let go of the “strategic corridor” narrative
- Build a strategy based on reality
- Prioritise school-zone safety

SPEND

- The £750k wisely. De-prime the A68
- Install ANPR and regulatory measures
- This budget should be more than enough



If the Road isn't De-primed...

DCC will carry on being obliged to:-

- Prioritise Strategic Traffic Flow over Resident Safety
- Avoid any meaningful safety restrictions
- Avoid traffic-calming
- Avoid narrowing to discourage HGVs
- Avoid weight limits

This is how many safety measures have already been blocked without ever being formally refused.

Why Now?

DCC's recent Option Appraisal confirms the A68 is unsuitable

A one-off £750,000 proposed budget can make meaningful changes

This **IS** the right moment

DCC to **MUST** Listen!

What Residents Can Do Now



ASK THE
PARISH
COUNCIL FOR
SUPPORT



WRITE TO THE
NORTH EAST
MAYOR



LOBBY
COUNCILLORS
AND MPS



ATTEND
MEETINGS

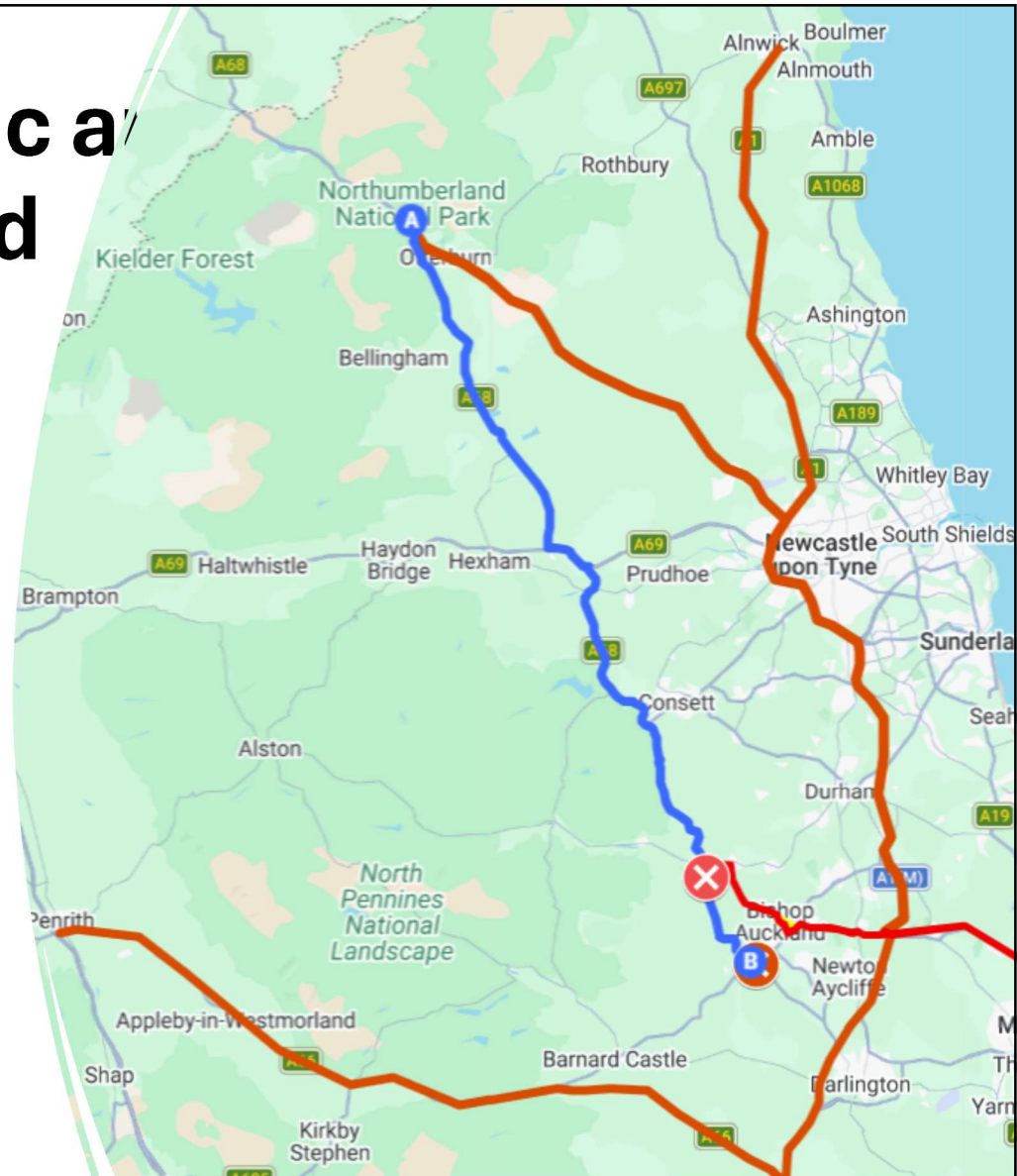


DEMAND A
SAFETY-FIRST
A68 STRATEGY

A safer, quieter, healthier Toft Hill is achievable
And this is the very best moment to secure it

De-Priming IS a Realistic and Affordable Path Forward

- The Bypass proposal has gone
- The A68 is unsuitable
- National funders will not pay
- DCC's proposals do not fix the core problem
- **De-priming is the only credible route to a safer Toft Hill.**



“This is exactly the right moment to reset the A68 and protect our village.”

There is a “one-off” Budget Available that can really make meaningful changes

Our Village Isn't a Bypass for the A698/A1(M)!

