

## **RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR – LOCAL SERVICES**

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### **Proposed Traffic Regulation Order amendments, 'No Waiting at Any Time' Restrictions Maddison Street, Keelmans Terrace, King Street & King Street back lane – Blyth**

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#### **Purpose of Report**

To consider the extension of 'No Waiting at Any Time' Restrictions Maddison Street, Keelmans Terrace, King Street & King Street back lane – Blyth (see attached Consultation Plan in Appendix A).

#### **Recommendations**

##### **It is recommended that:**

Given the outcome of the consultation as well as the comments received it is recommended that the proposed extension of 'No Waiting at Any Time' Restrictions Maddison Street, Keelmans Terrace, King Street & King Street back lane – Blyth should proceed.

#### **Key Issues**

- 1) The recent Morrisons development has increased the level of parking on nearby streets due to short term parking arrangements within their private off-street car park.
- 2) The development has resulted in a change in road layout which has led to a change in traffic movements.
- 3) There is also a concern regarding exhaust fumes whilst vehicles are either parked or waiting at junctions.

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## **Proposed Traffic Regulation Order amendments, 'No Waiting at Any Time' Restrictions Maddison Street, Keelmans Terrace, King Street & King Street back lane – Blyth**

### **Background**

1. Towards the end of 2012, planning permission was gained to redevelop the existing Morrisons supermarket in Blyth. This involved modernisation and a change in layout which also meant that the existing road layout would have to be reviewed. The County Council worked closely with the developers at the time. As part of a Road Safety Audit, recommendations were made to include 'No Waiting at Any Time' restrictions at a number of locations to prevent parking where it would be considered unsafe.
2. 'No Waiting at Any Time' restrictions were proposed on both sides of Maddison Street, leading onto Keelmans Terrace, both King Street and Kind Street back lane were also included in the proposals. Funds were secured from the developer in April 2014 to carry out a consultation on the proposals at attached in Appendix 1.
3. Consultation finished on 26<sup>th</sup> June 2014. Whilst the proposals address the issue of parking and will go some way to addressing the exhaust fumes from parked vehicles, they will not be able to eradicate vehicular emissions entirely. However, it is anticipated that the proposals will represent an improvement to the current situation for residents.

### **Consultation**

4. A scheme was prepared and was the subject of a consultation, which concluded 26<sup>th</sup> June 2014.
5. The consultation exercise involved the delivery of a consultation letter together with a plan showing details of the scheme to approximately sixty adjacent households, statutory consultees; County Councillors, road user organisations; and other interested parties. A plan showing the scheme is attached together with a copy of the consultation letter (see Appendix A).
6. Responses were received from twenty consultees with sixteen being in favour and two against and two neither for nor against.

7. Most of the residents are in favour of the proposals and the general opinion is that the restrictions are a good idea and will improve parking issues and also road safety for the public. Other comments stated that this scheme may merely just 'move the problem'.

### **Conclusion**

8. From the outset, the County Council has endeavoured to respond positively to local concern over parking in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. The assessment of the results in the consultation exercise can be a contentious matter, but experience has shown that when levels of opposition are much above 30% those opposed to the scheme can engender support from neighbours, which can create difficulties in implementing the scheme. The consultation exercise showed that overall 3% of all consultees who responded were against the proposals.
9. It is recommended that, in view of the results of the consultation exercise, the scheme to extend the existing Traffic Regulation Order of 'No Waiting at Any Time' Restrictions Maddison Street, Keelmans Terrace, King Street & King Street back lane – Blyth, should go ahead.

### **Background Papers**

File Ref: RT140023

### **Appendices**

Appendix A – Consultation Documents  
Appendix B – Consultation Responses

## **Implications Arising Out of the Report**

Policy	None
Finance and value for money	The scheme will be financed from private funding.
Human Resources	Officer time will be required to investigate further
Property	None
Equalities	None
Risk Assessment	Road safety audit conducted
Crime & Disorder	None
Customer Considerations	None
Carbon Reduction	Fewer parked vehicles
Consultation	The relevant people and organisations were consulted
Wards	Croft

## DECISION TAKEN

**Title of Executive Member or Officer(s):**

Ian Swithenbank – Policy Board Member, Streetcare and Environment  
Barry Rowland - Executive Director – Local Services

**Subject:**

**Proposed Traffic Regulation Order amendments, 'No Waiting at Any Time' Restrictions Maddison Street, Keelmans Terrace, King Street & King Street back lane – Blyth**

**Consultation**

20 Responses  
16 For  
2 Against  
2 Neither

**Decision Taken:**

Given the outcome of the consultation as well as the comments received it is recommended that the above scheme should be provided.

Signature of Executive Director – Local Services



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**Date**

17/09/14

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APPENDIX A



Northumberland County Council

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• Web: [www.northumberland.gov.uk](http://www.northumberland.gov.uk)

The Occupier

Our Ref: M/C/1/107/2

Your Ref:

Contact: Mr Paul McKenna

Direct Line: 01670 624129

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E-mail: [Paul.McKenna@northumberland.gov.uk](mailto:Paul.McKenna@northumberland.gov.uk)

Thursday 15<sup>th</sup> May 2014

Dear Sir/Madam

**Proposed 'No Waiting at Any Time' Restrictions – Various Streets Morrisons Area – Blyth**

In light of the recent Morrisons development, the County Council has been asked to review the existing restrictions in the area as part of any safety implications that may have arisen. As such, road safety audits have been conducted and a set of proposals to provide 'No Waiting at Any Time' restrictions where it is considered unsafe to park are being put forward for your consideration. As part of the works access will be restricted on one entrance to King Street Car Park

I am therefore writing formally in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) to ask for your comments on the proposals as above and shown on the enclosed plan. The proposal is being considered for facilitating the free flow of traffic.

I would welcome a reply by **Thursday 26<sup>th</sup> June 2014**. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the above proposal. Regrettably, it is not possible to reply to all individual comments but staff will be on hand to clarify any queries you may have. You may also wish to note that any comments received may be included in a Decision Report and may be available for public inspection.

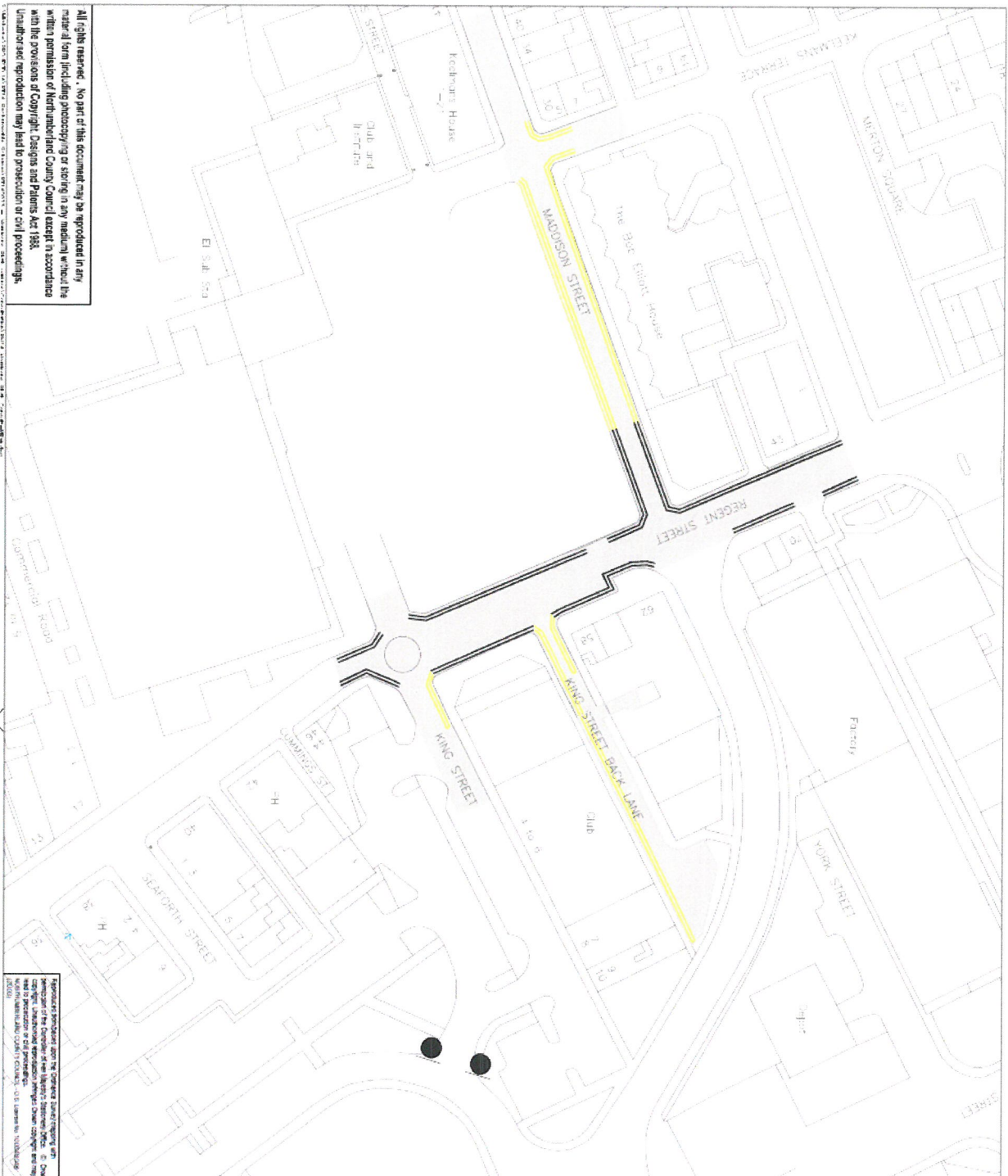
Please visit the following web address

**<http://trafficconsult.northumberland.gov.uk/>** if you wish to respond to this consultation online.

Yours faithfully

A handwritten signature in blue ink, appearing to read "P. McKenna".

Paul McKenna  
Transport Projects Team



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CONTRACT  
DRAWING No. **A3**

**Northumberland**  
Northumberland County Council

**KEY**

- EXISTING NO WAITING AT ANY TIME RESTRICTIONS
- PROPOSED NO WAITING AT ANY TIME RESTRICTIONS
- PROPOSED ALL VEHICLES PROHIBITED FROM SOULARDS/PLANTERS

REVISION  
Drawing Title  
**CONSULTATION**

Client  
**NORTHUMBERLAND COUNTY COUNCIL**  
COUNTY HALL, NORTHUMBERLAND  
NORTHUMBERLAND NE1 7EF TEL 01670 555000

Job Title  
**MORRISONS - ELUTH**

Drawing Title  
**PROPOSED TRAFFIC REGULATION ORDER**  
**AMENDMENTS**

**Northumberland**  
Northumberland County Council

Ref	Date	Issued	Revised
PM	APR 14		
Drawing Number	RV14-01		
Job Number / File Number			



## Appendix B

FOR	AGAINST	NEITHER	Other Relevant Comments
		1	Do you think this proposal will cause even more problems for me to park within close proximity of my house? Am I right in saying that Morrisons do not allow members of staff to park on their car park? I would be in favour of your proposals if we residents could have permit parking. I would also think Morrisons could be more responsible and allow staff to park in the car park, there is always plenty of spare spaces.
1			
1			
1			The biggest problem for us at Bob Elliot House the cars parking at this end of Wright Street the traffic tend to travel fast from the X road Maddison St and Regent St and when cars are parked at this end of Wright means if a car is coming out of wright means you cannot turn in off Regent St.
1			
1			There should be restrictions in Wright Street from Bob Elliott's House to Regent Street for ambulance and fire engines for Bob Elliott's House because of the parking because on the gym at the bottom of Wright Street.
1			I am pleased that a no waiting at any time restriction has being proposed. Maddison Street has now become a hazard to mothers with prams and pedestrians trying to pass parked cars and vans and most days the noise and fumes are terrible.
		1	I am a tenant at Keelmans House in Blyth. I would support your proposal if the bollards were removed, which are blocking the main entrance to Keelmans House, we are left with just one way in down a back lane, which usually has a skip outside and no room to manoeuvre around. I am disabled and use a wheelchair. I'm frequently back and forward to hospital so the ambulance has to park in Morrisons car park or if they come down teh back lane the have to reverse back out which is dangerous, also the fire men cannot park there engine at the main door. There is only one main entrance to this building and everyone has to manoeuvre down this back lane which I think is very inappropriate so removing the bollards would make life easier not only for me but for the firemen and the ambulance. I would like a reply to this letter as I'm a very concern tenant.
1			
1			Also if possible no waiting sign outside blue gates to leave space for ambulances only at Bob Elliott House.
1			The smell of fumes was overwhelming at times preventing me from having windows open. The noise also of banging car doors stopped me from hearing my TV even on loudest setting. Some park half on road and half on path preventing wheelchair access and causing damage to kerbs.
1			
1			
1			Noise from slamming doors. Parking half pavement and road. Having to walk on the road with my walker not enough room on the pavement. Fumes from engines.
1			
1			
1			Kings street has two dropped footways very close to the junction with regent Street. I think they should be both marked by an H bar. On the south side of King Street the yellow lines should come from Regent street to the entrence of King Street car park to prevent footpath parking. There should be a break for an H bar at the dropped footway. the King Street back lane also has dropped foorways close to the regent Street Junction and they should also be marked by an H bar. this will prevent disabled drivers claiming they are allowed to park on a double yellow line and block the footway access.



	1	<p>In reply to your letter dated 15.05.2014 regarding the proposed parking restrictions in our immediate area; Can we first of all point out that your plan shows a lay-by in front of our building, this no longer exists; it is now a double wide pavement and the road is double yellow lined. the lay-by disappeared without any consultations with us, when the Morrisons development was completed. We had previously used the lay-by for loading and unloading and our carriers used it when making deliveries to us, now we all have to mounth the new double pavement to make delivereis to the front of our shop. The proposed new yellow lines on King Street do not affect us, propbably a good idea because turning off the new mini roundabout to access King Street can be difficult is cars are parked right up to the conrer of Regent Street. The proposed new yellow lines on King Street back lane however will affect us to a degree. At the moment access in and out of the back lane for deliveries etc is self managed by the businesses concerned, and works pretty well. It looks from your plans as though the new lines would only go up to just past the back gate of the hairdresseres who occupy the shop next to us, on both sides of the road, by doing this you would be taking away 3 or 4 parking spaces. The parking spaces are filled up pretty quick suring the weekdays, especially Monday , Thursday and Fridays. The problem we have is if we leave our space in the back lane to go out on a job and then return later in the day, our parking space will be gone. Then where do we park. We cannot use Morrisons Car park and have had our vehicles scrathed and bumped. Our LWB van is too big to fit in a bay anyway, we would probably end up with a parking ticket for taking up tpp much space! If we have any goods in the van we prefer to have the vehicle close by or within sight, untill we can gain access to unload the van. A loading bay outside our rear entrance would be great, but probably not in your plans. Some days we are in and out 6 or 7 times during the day, loading and unloading carpets and heavy pieces of furniture. We also take in large deliveries of 4 mt wide rells of carpet and other large items, delivered by HGV, we need to be able to have space to take these and all other deliveries in through our rear entrance. As an alternative, we have been parking the LWB vanand our smaller van half way up Maddison Street, which means we can see both of them from our shopfront. Sometimes we can see that this road does get congested with traffic turning off Regent Street however would it not work to only have the yellow lines on one side of the road? I think that leaving the side of Bob Elliott House as it is now and double lining the Morrisons side of the road would be adequate. If your proposals go ahead we are going to be very limited to where we are going to be able to park our vehicles, and would appricaitae your suggestions to help up with access further.</p>
1		Accident waiting to happen.
	1	<p>I write in response to the proposal to introduce 'No Waiting at Any Time' directly in front of and to either side of our premises. We trade as Springways, and the proposed restrictions will surround all three sides of our premisies. This gives us very serious concerns as to the damage it will do to our business. We have already been negatively affected by the Morrisons expansion, both during the long-tern local disruption of the construction process, and since the store opened. This proposal, if allowed, will without question have a further negative impact. Currently, a number of our customers who are unable to walk very far carrying heavy bags of shopping will park briefly nearby to load their cars (including quite a number of disabled badge0holders). This has been a 'discount store' under various trading names for above 20 years and people have always done this with no problems at all. We also have a free taxi phone at our premises, provided by another local business, Phoenix taxis and our local customers and causes no problems day-in day-out. As a business we are very dependent on customers being able to park nearby or call a taxi to collect them and their shopping. We are not really town-centre but on the fringe and so do not have the same king of footfall as more centre businesses. We do however have a significant number of customers who fill shopping trolleys - this is an essential park of our business. The Morrisons car park does not really replace the car parking that was lost to the development of Morrisons since they can at any time (and most probably will) introduce their 'parking eye' policy. This is now widespread practice among the big supermarkets. Although traffic has increased somewhat since the Morrisons redevelopment, we do not agree that it has sone so to the extent of raising safety issues. We are here daily - shoppers both on foot and in their cars come and go, traffic flows freely, and there have been no accidents that we know of.</p>

		<p>From our perspective the proposal seems unnecessary, as well as very worrying indeed as far as the health of our small business is concerned. If there is a slight problem, it is that the pavement immediately in front of our store was widened as part of the Morrisons project (although this is surprisingly not reflected in the map of the area sent with the proposal). The pavement was very wide (almost 4 metres) to begin with, so the reason for widening it appears to have been purely cosmetic. (On the matter, we have discussed it with other businesses in the area and no-one knew from the original Morrisons proposals that the intention was to widen the pavement at the expense of the road). Surely in an instance like this functionality is the primary consideration - narrowing the road has benefitted no-one and really is no more than a practical hindrance. A far better measure than introduce further parking restrictions would be to restore pavement to its original proportions. Better still, and much to the benefit of the local businesses nearby, a lay-by or loading bay could replace the 'new' area of pavement. Is it that much to ask considering that three or four streets and several local businesses were knocked down to create a huge car park for Morrisons? As to the extension of the 'no waiting' zone into King St and, particularly, the lane (King St back lane on your map), this also gives us concern for different reasons. There is indeed a slight problem, which is that the yellow lines currently do not extend to the ramped part of the pavement. But this would be solved by extending the lines by a yard-and-a-half or so. Taking the lines as far as proposed seems to us wholly unnecessary and will cause ourselves and the other local businesses who take their deliveries in that lane considerable problems. Specifically, we and other businesses get a number of large lorries unloading at our rear door in the lane. The 'no waiting' restriction encroaches into the space where the front end of those lorries is parked while delivering to us (with its rear door adjacent to ours). This proposed measure would force lorries to drive in forwards.</p>
16	2	2