

# **NORTHUMBERLAND**

Northumberland County Council

## **RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR OF LOCAL SERVICES**

Corporate Director of Local Services - Barry Rowland

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### ***PROPOSED 'NO WAITING' AND 'PROHIBITION OF DRIVING' RESTRICTIONS DARRAS HALL FIRST SCHOOL – PONTELAND***

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#### **Purpose of report:**

*To consider introducing 'No Waiting' and 'Prohibition of Driving' restrictions in areas surrounding Darras Hall First School in Ponteland*

#### **Recommendations:**

**It is recommended that the Corporate Director of Local Services agrees the proposals set out in the report relating to;**

***1) The provision of 'No Waiting' restrictions and 'Prohibition of Driving' restrictions in areas surrounding Darras Hall First School in Ponteland***

#### **Key issues**

- 1) Free flow of traffic is prevented during school pick up and drop off times on Middle Drive due to high levels of parking
- 2) Parking in and around the bus stop on Middle Drive is preventing the bus operators keeping to timetables.

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**PROPOSED 'NO WAITING' AND 'PROHIBITION OF DRIVING'  
RESTRICTIONS  
DARRAS HALL FIRST SCHOOL – PONTELAND**

**BACKGROUND**

**Introduction**

- 1) Schools in Ponteland attract high rates of vehicular usage due to the catchment area being so large. Ponteland Community Middle School, Ponteland Community High School and Darras Hall First School contribute to the high level of traffic negotiating Middle Drive. Each account for approximately 2000 pupils in total requiring some form of transport means to and from school.
- 2) There are two entry points into Darras Hall First School, one of which resides on Broadway and would be considered the main entrance, whilst the other is on Middle Drive. The entrance via Middle Drive also provides access to Ponteland-Under-Fives Nursery. Based on a 2011 study, out of an estimated 446 pupils attending the school 280 journey by car, 32 car share, 6 cycle and 127 walk with 1 'other' noted. School Travel Plan Coordinators have been working with Darras Hall First School to update their existing travel plan and implement actions such as '5 minute walking zones' and engaging the pupils in 'Travel to School' leaflets.
- 3) Aside from the 'Bus Stop' and 'School Keep Clear' markings on Middle Drive there are no other restrictions. Broadway however, have a combination of 'No Waiting at Any Time', 'No Waiting between 8am and 4pm', 'Limited Waiting Monday to Saturday 8am – 6pm, 2 hours maximum stay' bays and 'School Keep Clear' markings in place as shown in Appendix 1. The '2 hour Limited Waiting' bays are to encourage turnover at the local shops.
- 4) The Bus Stop on Middle Drive is provided for the bus operators Stagecoach and Go North East. They come at regular intervals and at least 1 bus will travel along Middle Drive during the school pick up and drop off times generally between 8am – 9am and 3pm – 4pm.
- 5) Based on a petition submitted by residents of Linden Way in May 2012, the County Council agreed to investigate the possibility of No Waiting restrictions to aid visibility particularly at junctions.

## Consultation

- 6) A consultation was carried out incorporating the requests for yellow lines detailed within the petition and proposing additional measures including 'Prohibition of Driving Except for Access to Off-Street Premises' signs based on various site visits (See Appendix 1).
- 7) 190 consultation letters were sent out to those affected and to associated statutory bodies. 63 responded in favour whilst 25 were against, (See Appendix 2). Looking more closely at the numbers it was evident that a large proportion of those in favour came from Linden Way. Taking a cross section of Middle Drive would indicate 5 in favour with 11 against.
- 8) A second period of consultation was carried out in July 2012 that sought to address the concerns raised in the initial responses. To ensure driveways could be accessed safely, 'No Waiting Every Day between 9.30am – 2.30pm' on the north side of Middle Drive was included (See Appendix 3). This would prevent parents from parking for long periods and any instances of staff parking who work at Broadway Shops. Additional 'No Waiting' restrictions were also proposed on Broadway and at the junction where it meets Darras Road.
- 9) Only residents of Middle Drive were included in the re-consultation as it was assumed residents of Linden Way would not be affected by the amendments. 9 responded in favour whilst 7 were against (See appendix 4). One objection felt that the '9.30am-2.30pm' restriction would not prevent people parking on Middle Drive and using the bus service to enter Newcastle for the day. As suggested previously if regular enforcement is carried out it will prevent precisely those instances. Creation of extra parking is suggested and whilst this may potentially ease congestion it goes against National Planning Policy Framework which is aimed at promoting more sustainable forms of transport rather than making it easier to travel by car. Some wanted the hours of operation to be 24 hours and others wanted none at all. Factors such as the knock on effect into other areas need to be taken into account and also the overriding principle of improving road safety. The proposals set out in the re-consultation plan shown on Appendix 3 will keep dispersion to a minimum whilst improving road safety at busy periods.
- 10) The Council has the power to hold a public inquiry before making a traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

**APPENDIX INDEX**

*Appendix 1 – Consultation Plan*

*Appendix 2 – Consultation Summary*

*Appendix 3 – Re-Consultation Plan and Proposal*

*Appendix 4 – Re-Consultation Summary*

**BACKGROUND PAPERS**

File Ref: M/F/2/107/2

**IMPLICATIONS ARISING OUT OF THE REPORT**

<b>Policy:</b>	None
<b>Finance and value for money</b>	To be financed by the Members local Improvements Scheme Fund
<b>Human Resources:</b>	None
<b>Property</b>	None
<b>Equalities</b>	None
<b>Risk Assessment</b>	Residential and school use
<b>Sustainability</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Considerations:</b>	Motorists will be required to comply with the restrictions imposed.
<b>Consultation</b>	Emergency Services, Road User Organisations, County Councillor for the area.
<b>Wards</b>	Ponteland West and South Ward

## DECISION TAKEN

**Title of Executive Member** Ian Swithenbank – Policy Board Member,  
Local Services

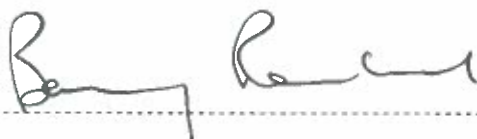
**Subject:** *PROPOSED 'NO WAITING' & 'PROHIBITION  
OF DRIVING' RESTRICTIONS  
DARRAS HALL FIRST SCHOOL –  
PONTELAND*

**Consultation** 93 Responses  
63 For  
25 Against  
5 Neither

**Re-Consultation** 16 Responses  
9 For  
7 Against  
0 Neither

**Decision Taken:** *TO APPROVE THE PROPOSAL FOR 'NO  
WAITING' & 'PROHIBITION OF DRIVING'  
RESTRICTIONS  
DARRAS HALL FIRST SCHOOL –  
PONTELAND*

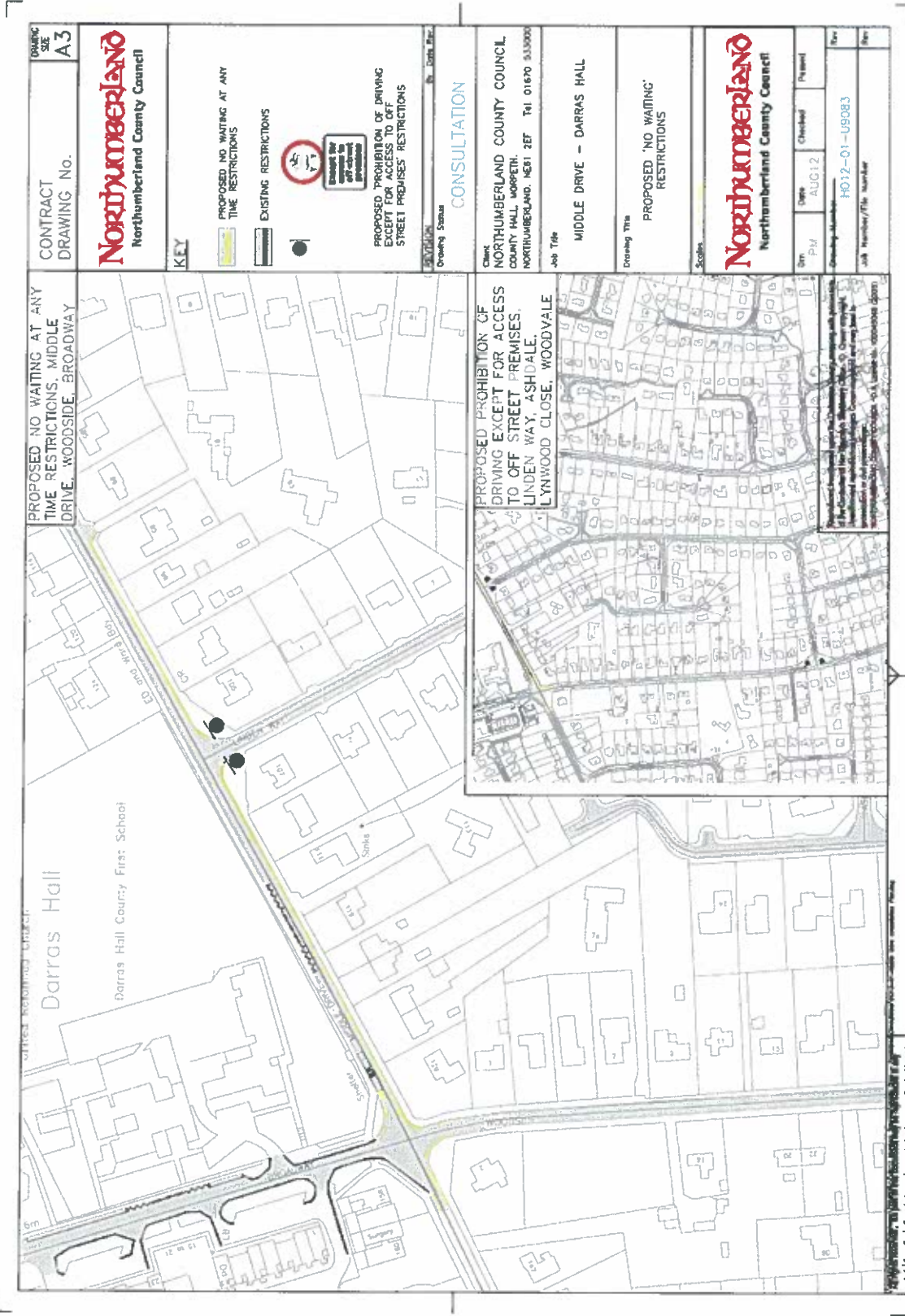
Signature of Corporate Director



Date

22/01/14

# Appendix 1 – Consultation Plan



## Appendix 2 – Consultation Summary

FOR	AGAINST	NEITHER	APPENDIX 2 - CONSULTATION SUMMARY
1			A good idea and long overdue. If the proposal is passed I suspect that fairly robust policing in some form will be required in the early days.
1			We welcome these proposals. However, we suggest a review a year after implementation to see how the proposals are working. For particular, we are concerned about how the prohibition of driving for Linden Way etc will be enforced.
1			Thank you for your letter re above. Whilst endorse your plans would make the following key observation. This does not resolve the key problem- that is the traffic jams on Middle Drive which are caused at school drop off/ pick up times; particularly when the buses cannot get through. It would appear that the yellow lines on Middle Drive are ONLY on the side where no one parks anyway- and not on the side of the north side of the road where everyone actually parks at present which is actually causing the traffic jams and the grid lock chaos. The proposed scheme appears to simply focus on making it easier for Linden Way residents whereas the real problem is the jams on Middle Drive and the knock back effect and chaos caused because of the traffic meeting on Middle Drive- and I reiterate, particularly when buses are trying to get through. The scheme would work far better if the yellow lines were on both sides of Middle Drive up to where you have indicated on the South of Middle Drive. This would spread out the parking enough for the buses not to have the difficulty experienced. The proposed lines just on one side of Middle Drive will have no effect on the traffic jams whatsoever and would be superfluous. You might as well not bother with any lines on Middle Drive at all – except on the corners. I can see what will happen is that when jams occur on Middle Drive drivers will ignore the signs at the bottom of Linden and still go up there. They will simply use the excuse that the road was grid locked as it often is. I feel quite passionately about this and would like my voice to be heard. Is there anything else I can do please to make sure we don't just do half a job?
1			I hope the proposal goes ahead, but if it does the school cars will just park elsewhere and you will then have problems higher up Middle Drive and on Woodside. Why not use some of the school field and make a layby for them to park in. As in enclosed sketch and or have a drive in drop off drive out area inside the school entrance.
1			
1			
1			Thank you for seeking comments. The proposals appear to be an appropriate and reasonable approach to the problem of nuisance parking.
1			I suggest another passing place along Middle Drive. I don't think one is enough.
1			
1			Double yellow lines should go further up Linden Way. How will you police people parking in Lyndon Way at school times and who obviously don't live there?
1			
		1	I would inform you that as an emergency service we may be required to use the above roads for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1			There should be regular enforcement of the new regulations together with supervision of the existing 2 hour waiting limit at the Broadway shops car parks.
1			We feel that no waiting should be extended from the Woodside/Middle Drive junction on both sides to just beyond the driveway of no. 1 Woodside. This would provide much safer access and egress from the junction. Will the restrictions on Middle Drive also apply to builders vans (apart from one off deliveries). Restrictions will only be of benefit if enforced. Overall a welcome proposal.
1			I should like to see the scheme extended to the point where Fellside & Whinfell Rd join Middle Drive - the restrictions you propose will just move the problem along Middle Drive which will cause me car access difficulties due to half the road having parked vehicles. Some effort should go into getting people who live close enough to walk their children to school to leave their cars at home. You may also find that parking in Fellside increases as people access the school via the bridge way.
1			
1			

1		
1		We hope that the proposals are carried through time and again the hold ups cause problems for the residents and buses. It seems that walking children to school has lost in favour of 4x4's dropping them off.
1		I fully support the proposals. For years there have been difficulties for buses making the right hand turn from Woodside into Middle Drive because of cars parking on the mini roundabout hence the proposals will be welcome. Can the proposed double yellow lines at the Woodside junction be extended up to a point nearer the entrance to no. 2 Woodside. This would give buses etc better positioning prior to turning right into Middle Drive.
1		
	1	Cars are parked on the school side of Middle Drive during the week! Problems will arise with congestion up Woodside and west of the roundabout, up Errington? Or maybe Longmeadow's? All normality of human life disappears at around 9am and 3pm. Anywhere near to the school/shops.
1		Albeit proposals are insufficient no one parks on this left side of this road this proposal on this school side is not wide enough at Linden Way/Middle Drive exit too many cars are parked at school this will inevitably lead to an accident.
1		I am pleased with the restriction on Linden Way because it has been very difficult trying to enter or leave Linden Way at school times, because of parents parking on both sides of Linden Way. On occasions I had encountered angry people who would not move their cars and I was forced to take the long route up Woodside and down Linden Way to my home. I would like to see the yellow line on the school side extended from opposite Linden Way to the drop off point outside the school gate.
1		I would go further and restrict parking at the bottom third of Woodside as it can be very dangerous to negotiate traffic and parked cars and a lot of people walk down Woodside to collect children and visit shops.
1		
1		Consider American style drive in, drop off, or drive away and close access gate on Middle Drive.
1		This will be a most welcome restriction. I have been concerned for along time about the difficulty getting in and out of my drive during the busiest times. It is often unsafe as there is no passing space directly opposite my property and I have worried about an accident occurring. My family have also commented on this and limit their visiting times because of the amount of cars.
1		I support any no waiting at any time restrictions on Middle Drive between Broadway and Whinell Road. However the area highlighted on the map seems to be on the wrong side. The traffic parking problem is on the school side.
	1	While I agree with the proposed no waiting at any time restrictions on Middle Drive, I strongly disagree with the prohibition of driving etc restriction on Linden Way. During school terms, parents park their cars all the way up Woodside making it difficult at busy times to drive down the street towards Middle Drive. As I live just round the corner from Linden Way, I can avoid most of this traffic by driving that way! Also, in winter, the top of Woodside becomes very icy and I find driving up to Edge Hill can be dangerous. When that happens I have to drive down Woodside. If this is at a busy time then I must be able to use Linden Way or I am stranded.
1		
1		Along with many other residents, I would propose a no waiting area on both sides of Middle Drive as it has become a nightmare for passage along this area of road, particularly at school times. Also many people are now choosing to park vehicles along this stretch for the majority of the day and as a fall back, could I suggest that parking be restricted by time period from say 8.30am to 9.30am and 2.45pm to 3.45pm. I would hope that when restrictions are put in place they are fully enforced for the first few months by wardens etc to ensure parking on Linden Way is discontinued. Another thought on above would be to have gap no waiting areas on the opposite side of Middle Drive to allow slightly better traffic flow.
1		Could I take this opportunity to point out the appalling state of the surface of Lynwood Close with an increasing number and depth of potholes. The school run traffic will be displaced but where will it go? The congestion will merely move elsewhere surely.
1		The no waiting at any time should be extended towards Broadway as far as the bus stop. The crossing from the school to Linden Way is particularly dangerous for young children.
	1	



1		The proposal for no waiting on Middle Dr. are pointless and will not solve the problem. The proposal for Linden Way and the yellow lines at the roundabout at Broadway will help but not prevent the chaos when the parents drop off their kids and when they pick them up. They only park on the same side as the school and it is not possible to park on the other side or the road would be completely blocked. Therefore yellow lines would be pointless. It is the cars parked outside the school that are parked as far down as 112 Middle Dr. that are the problem. Traffic approaching Broadway and traffic coming from Broadway meet head on. There are no passing places except the mouth of Linden Way and the no waiting outside the school. The bus exacerbates the problem. You could put yellow lines on both sides of the road but this would only prejudice the likes of myself who would be unable to park outside my own home. There would also be an added problem. Who would enforce the restrictions because you could bet your last penny the parents would take no notice of the restrictions unless you issued parking tickets. If you intend advertising for a traffic warden would you send me an application. Incidentally who is complaining and what is their problem?
1		
1		I fully concur with the action proposed on a number of occasions I have highlighted to drivers the dangers of other road users of irresponsible parking at the junction of Middle Drive and Linden Way, only to receive a 'mind your own business' reply or to be ignored.
1		I do not support this proposal because it seems to be more to do with exclusive resident access to Linden Way etc. rather than dealing with the problem of parking, which is primarily at the start and end of the School Day. Also why would it be necessary to restrict access from Woodside when they do not have a parking problem there. Currently there are a number of offences dealing with parking on verges/footpaths, obstructing users entering/leaving properties etc. and therefore it would be more appropriate to 'police' those parking restrictions rather than issue further Regulations. There seems to be no sense in placing parking restrictions on the south side of Middle Drive as vehicles rarely park there and when the north side is occupied, usually by school parents, parking on the south side is impossible without totally obstructing the road. I concede there is a problem of vehicles parked on Middle Drive west of Broadway/Woodside for the whole working day. The only permanently parked cars on Middle Drive east of Broadway/Woodside appear to be school employees who should have access to parking within the school grounds or off-street at Station Cottages Car Park. Much of the problem of parking around Broadway/Middle Drive is the result of a lack of supervision by Warden/Police of the current Regulations (2 hour parking, double yellow lines, bus stop or school only access). Finally should you consider implementing these proposals I would ask the question 'How is enforcement going to take place'. Particularly as parents dropping children off for school are very obstinate when abusing the current Traffic Regulations.
1		Although I live on Middle Drive and during the school dropping off and picking up times there is traffic congestion - it is only for a short time and it only takes a few more minutes to manoeuvre through the traffic. Most people seem to understand this and are quite courteous when allowing cars to pass. I feel that young children have to be dropped off at the school gates and do not think the new restrictions will deter a parent from parking on that side of the street - in fact I think it will cause more impatience and aggravation and horn tooting! I agree with maybe restrictions on the corners of junctions and roundabouts - that's just common sense but not the whole of the road. On a miserable winter's morning when it's raining cats and dogs I would be sad to see little ones getting soaked for at the most, 20 minutes of traffic congestion.
1		
1		
1		I am pleased that the council is looking at ways of preventing the chaotic parking/traffic conditions around Darras Hall 1st school. Middle Drive being a very busy through route is turned into a stop and go one way system during term time, and any parking there causes obstruction to commuters traffic and the bus service plus pedestrians. I suggest total parking restriction from the roundabout Middle Drive/Woodside to Whinell Road. 7.30am to 10am again especially during term time - Monday to Friday. I fear before too long someone will be injured or killed due to the congestion and drivers impatience.
1		
1		
1		Prohibition on Linden Way good - but will need good policing at school times. Apart from lines around roundabout at Woodside, little change on parking. Yellow lines required up lanes Woodside, and on both sides of Middle Drive to school.
1		

1		<p>Apart from the proposals for Linden Way and the painting of a yellow line in the vicinity of the roundabout at Broadway the rest is a waste of yellow paint as it will not resolve the problem. In fact it seems to me the person responsible for these proposals has not even been to see the problem for themselves. The problem only arises for about an hour in the morning and one hour in the afternoon when parents are dropping the children off and picking them up from school. Cars are parked on Middle Drive on the school side from the bus stop to way down past 114 Middle Drive. I live at 118 and cars are parked either side of my drive causing a problem if I need to get out or into my drive. The point however is that it is the cars parked on the school side of the road not the other side. in fact you cant park on the other side during this period because you would be completely blocking Middle Drive. So painting a yellow line would be a waste of time. the problem is simply the cars parked outside the school which cause a traffic jam if a car approaches Broadway or when the bus attempts to get down to the village. The only solution would be to paint a yellow line on both sides of the road but then the parents would still park to drop them off because there would be no one there to enforce the no waiting. There again if you do put yellow lines on both sides of the road it is the residents who will be penalised. We will be unable to park outside our own homes!! What happens if we have visitors??</p>
1		<p>An excellent start but does it go far enough as many parents park without any thought for others? I can see parking near the school being at a premium between the bus stop and yellow lines at Linden Way. Buses will, as a result of the cars parked there, find it just as difficult as they do now, to leave the bus stop and pass these cars with other traffic heading towards The Broadway in their path: why not yellow lines all the way fro the bus stop and way beyond the Linden turning? At least this moves the bottle neck away from the roundabout and junction. What will be in place to stop Linden Way becoming a 'rat-race' with drivers just using it as a "cut through" from Middle Drive to Woodside without stopping? Assuming implementation takes place and initial monitoring is carried out, what is to be done on an on-going basis? There will always be the "I am only waiting for a couple of minutes" brigade who will abuse the system if approached by a non-official. Perhaps we could photograph &amp; email offenders through to you as I imagine it will not be cost effective to monitor officially on a frequent basis and drivers will know as soon as this comes the case? Certainly something positive to improve the safety of all, young and old, around Linden/Middle Drive etc is to be commended. However seeing the number of parents driving and parking irresponsibly in the area while distracted by mobile phones etc policing is essential otherwise six month later the system will revert back to the problems you have identified already.</p>
1		<p>I was delighted to receive your letter of 17th August. This is a matter I have been grumbling about for some time, particularly to our local police officer. I have no grumble about parents filling the roads around the school at assembly and leaving times - that is something we have to live with in these modern times. Some parents, however, take their children to school and they themselves participate in the day's activities. If they have left their car at the bottom of Linden Way it stays there and causes a hazard for Linden Way car users as well as putting a bottle neck in Middle Drive. the placing of yellow lines on the school side of Middle Drive at the junction with Linden Way will, I hope, solve the problem. I applaud the placing of extended yellow lines on the opposite side of the road as this should prevent lazy motorists simply moving to the other side of the road. The wording of the signs - "except for access to off-street premises" worries me somewhat. It is perhaps over restrictive in that Linden Way is a through road and I have no quarrel with car users using it as such. Not unless regulations elsewhere produce a marked increase in traffic. Another worry is the phrase "access to off-street premises". Will visitors have to park on their friends drive, or can they park on the road. having raised the point I must confess that I cannot think of a simple wording which would eliminate "school" parking at the bottom of the road but not interfere with friends parking higher up.</p>
1		<p>The problem only arises for 30-45 mins twice a day 5 days a week for approx. 40 weeks of the year. Which is not a problem. I cannot see any benefit in installing waiting restrictions what so ever, however I do see some merit in installing waiting restrictions marked purple on your contract drawing. Money better spent on repairing roads.</p>
1		
1		<p>Parking situation as it is is dangerous - situation is an accident waiting to happen. Hope you extend the no parking restrictions well past the Broadway/Middle Drive roundabout as cars will simply park further up Middle Drive or down Middle Drive.</p>

1		<p>I regard the proposals as a start but not adequate solution to the very serious problem of school parking around Middle Drive, Lindon Way and Woodside. It is clear that the prohibition of entry to Lindon will be a major improvement for the obvious reasons. However with the exception of the proposed yellow lines opposite the Middle Drive entrance to Lindon the yellow lines actually change little. At this time there is repeated parking actually on the Middle Drive/Woodside roundabout on the curve and the same thing at the entrance to Lindon. Despite repeated complaints to Northumbria Police these issues have not been policed and probably existing offences (proximity to junction) ignored. If the proposed yellow lines on the roundabout are not policed they will be ignored. The proposed yellow lines on Middle Drive cover the south side of the road where no one parks at the moment because of rocks placed on the verge by home owners. There is no footpath on this side. Current parking in the school area is on the north side of the road with the exception of the bus stand and the school side entrance which is marked with advisory markings. So the only change to parking here is that the short section opposite Lindon Way will now have yellow lines. This will still lead to a very long section of Middle Drive essentially being reduced as now to a single lane. It just takes someone exiting Lindon when someone else is coming along Middle Drive in the opposite direction or a bus to pull out and as now traffic will come to a standstill. There should be more passing places. With regard to Woodside parking on this road also reduces the road to a long section of single lane road. The lower section of this road also required some parking restrictions on both sides. And finally I would question what considerations have been made with regard to simple displacement down on to Darras Road.</p>
		<p>Should there not be some simultaneous restrictions here as the northern section of Broadway is already a nightmare of effective single lane road through parking. The problem as it exists at the moment is serious leading to high risk to children even when in the care of their mothers with push chairs and small children popping out from between often very large 4x4 and people carrier type vehicles. In addition there is often verbal between frustrated drivers and the school run parents who cause mayhem. I hope that the proposals will be enhanced. This is not simply a short term problem of parents dropping off children and leaving. For many mothers it is a social occasion and a chance for a chat with friends over a cup of coffee.</p>
1		<p>Some parents who are late in picking up their children speed down Woodside. It is a matter of time till there is a serious accident. Suggest 20mph speed limit around school and along Woodside &amp; Middle Drive.</p>
	1	<p>The new proposals extending the no waiting/parking at any time are not acceptable to us. Extension of the current restriction up to 114 Middle Drive, would simply lead to waiting/parking in front of houses further down Middle Drive and to waiting/parking in front of our house. With the pavement being in our side of the street, people would use space between our drives and the pavement itself for the purpose of waiting/parking. This would make access to and exit from our house difficult and dangerous. There is a bus stop opposite our house posing additional problem for us and the buses. We see two options, 1 the restriction of waiting/parking should be applied all along Middle Drive right up to the mini roundabout or 2 maintain status quo, i.e. stick with current restriction. We reiterate the proposed extension of restriction on waiting/parking is NOT ACCEPTABLE.</p>
1		<p>I would like to know how this will be monitored? I would imagine there will not be a permanent traffic officer available. The traffic that usually parks on Middle Drive will still be present in the area and will therefore be looking for alternative parking. I would imagine Woodside, Linden Way, unless monitored, will continue to have the overflow parking.</p>
	1	<p>Whilst I am pleased that NCC have recognised that there is a problem I cannot see how the proposals will be effective unless there is rigorous policing of the new regulations. The problem only began when the gate was installed on Middle Drive allowing access to the school. Even with the new regulations people will still park on Linden Way &amp; Middle Drive will still be a single lane carriageway with passing places. The double yellow lines are being installed where people don't park any way. the parking restrictions are only needed between 8.30-9.30am and 3-4pm.</p>
	1	<p>I do not support the no waiting proposals for the following reasons. Few vehicles park on the south side of Middle Drive because there is no footpath. The problem of the congestion was created by the sanctioning of a new access gate into County First School premises. Prior to that there was little parking adjacent to the school. It now extends down Middle Drive as far as no. 114 twice a day when attempts to leave our premises by car are hazardous. Sight lines are completely blocked. We have registered complaint to your council and Northumberland Police in writing. A solution to the problem can be achieved by the following suggestion. Close the side gate into the school premises. Its sanctioning was a mistake. Extend off street car parking by enlarging the Station Court car park. The school playing field is large and a very small area could be sacrificed to achieve this.</p>

1		I do not support the no waiting proposals for the following reasons. Few vehicles park on the south side of Middle Drive because there is no footpath. The problem of the congestion was created by the sanctioning of a new access gate into County First School premises. Prior to that there was little parking adjacent to the school. It now extends down Middle Drive as far as no. 114 twice a day when attempts to leave our premises by car are hazardous. Sight lines are completely blocked. We have registered a complaint to your council and Northumberland Police in writing. A solution to the problem can be achieved by the following suggestion. Close the side gate into the school premises. Its sanctioning was a mistake. Extend off street car parking by enlarging the Station Court car park. The school playing field is large and a very small area could be sacrificed to achieve this. I have lived at this address for 44 years and have first-hand experience as to how the problem has evolved.
1		Parking restrictions at road junction should in all cases carry on round the corner so as to preserve an unrestricted sightline for vehicles entering the main road - specifically from Linden Way into Middle Drive. You may wish to consider extending parking restrictions to include the eastern side of Woodside, from the junction with Middle Drive up as far as Linden Way. Occasional parking here has caused serious traffic blockage in the past at peak times.
1		Whilst totally agreeing with the proposed restrictions in addition there must be some strategy for reducing the school traffic flow at the start & close of the school day. E.g. for those who are in walking distance of school a walking bus could be organised, car sharing, a monitored car drop off only area and utilizing the school buses which service the Middle & High Schools.
1		In response to your proposal to introduce double yellow lines on Middle Drive, we would like to point out our concerns. Double yellow lines on the grass verge side will not alleviate the problem as drivers will still park on the pavement side. The problem of parking is only difficult between 8.30-9.30am and 3-4pm on week days. Double yellow lines will cause problems for the residents when friends, deliveries etc wish to park outside houses. Single yellow lines could be an option during the morning and evening school run. Use part of school playing field for extra car parking.
1		The parking problems locally are limited to school days and are long term parking on Middle Drive and short term parking on Woodside and Linden Way both to facilitate access to Darras Hall County First School. The problems can be resolved by only extension of the no waiting at any time restriction to include the relevant road junctions and the north and south side of Middle Drive from Broadway to the end of the school grounds and both sides of Woodside for 100 yards from the Middle Drive junction and both sides of Linden Way for 100 yards from the Middle Drive junction. Passing places for drivers to safely negotiate oncoming traffic will be available at the individual entrances to properties which will naturally be kept clear of parked vehicles. The provision and maintenance of notices providing prohibition of driving except for access to off street premises are unnecessary expenditures.
1		Major problems re traffic flow at school time were increased significantly when the side gate was put in on Middle Drive to access the first school. I suggest this be removed so the school has to be accessed by the front or church car park only. I live at no. 1 Linden Way and access to Linden Way is often compromised because of parked cars abandoned right at the junction with Middle Drive. Also there are many road rage incidents from drivers travelling in either direction on Middle Drive when cars are parking blocking one lane. Sometimes neither will give way and things can get quite heated. Something definitely needs doing! I agree with parking restrictions on Linden Way as well, as on occasion it is difficult to access my own house.
1		In general I support the proposals for Middle Drive but feel more needs to be done. As a resident of Middle Drive at school times it is impossible to get out of our driveway. The problem is that the current restrictions are not heeded cars are parked on the zig zag lines as people drop off and use the access gate on Middle Drive. The cars parked either side of the restrictions make it almost impossible to move in either direction on Middle Drive. Things were bad enough on Middle Drive before the new access gate was opened for the school on Middle Drive. Since the gate has been in use the situation has become dreadful with the amount of constriction vehicles using Middle Drive and the number of people illegally parking it is just a matter of time before there is a fatal accident.
1		How will this be enforced? I feel that as cars won't be able to park on the double yellows, they will park on Linden Way, despite the prohibition of driving signs. The highway code states that you cannot park opposite or within 10m of a junction and yet this hasn't stopped drivers in the past - hence the need for double yellows. I can't see them taking any notice of restricted access sign. I agree with the double yellow lines if there will be strict enforcement about no parking on Linden Way.

1			We agree that there is a need to control parking in this area. In the last 20 years the number of cars stopping in the school area has increased extensively. It is not aided by the mindless and selfish way in which the cars are often parked - some of which must already be illegal. The suggested control measures are a start but will only tend to drive the problem slightly further away, our suggestions are - extend the no parking area further up Woodside and along Middle Drive to the west. Currently they stop too near the junctions. Penalise drivers for parking on the pavement. Create a larger school car park, charge for this to pay for it. Create a drop-off zone in front of the school. The issue is worsened by parents then going to the shops. Enforce the rules. My children attended this school but now I must avoid the area in the am and pm school times.
1			
	1		We do not support the proposals because they fail to deal with the causes of the traffic congestion - lack of suitable drop off area for Darras Hall First School. We agree with the no waiting restrictions on Middle Drive opposite Linden Way which creates a passing place. We do not agree with prohibiting access to Linden Way. We walk our child to school every day and have not encountered any traffic safety issues on Linden Way. We have been walking to DHFS for 5 years. We feel prohibiting access to Linden Way will cause unnecessary additional congestion on neighbouring roads. If residents choose to live on a street near a school they should accept traffic congestion at school times. Existing traffic regulations should be enforced on Middle Drive to reduce the speed of traffic.
1			Are you not just moving the problem elsewhere? Who is going to police these arrangements? Why not use part of the playing fields as a staff car park and use the school entrance as a drop off, pick up area. Restrict the number of pupils from outside Northumberland.
1			Proposals will make situation worse in Woodside. I suggest you extend the no waiting area will around the junction and monitor the situation in Woodside.
	1		The action proposed will not solve the underlying problem. It will merely move it elsewhere. Though Linden Way etc residents may benefit it will be at the expense of others. Existing parking laws and regulations are not enforced by Northumbria police, and it is therefore unlikely that any new regulations will fare any better. The task required is to address the total problem affecting Middle Drive both east and west of Broadway, Broadway itself and Woodside. The present proposals are merely re-arranging the deckchairs on the Titanic.
		1	I welcome the consultation exercise which you have undertaken. I have found the information which you have sent to me to be clear and straightforward. I also welcome the steps which NCC want to take to address the serious problem of congestion in the Woodside/Middle Drive etc area. However, I think to place the no waiting at any time restriction in the areas outlined will simply move the problem of congestion/parking elsewhere in the vicinity. People will park along Broadway, further up Woodside, further up Linden Way etc. I also think that unless it is policed, people will ignore the restrictions which you are proposing or otherwise park irresponsibly in the streets nearby. The problem is at peak times (school opening/closing & lunchtimes). Is it not possible to secure some additional car parking within the school campus or elsewhere nearby to help to accommodate the flood of parents dropping off their children? I welcome the prohibition of driving except for access which you propose for Linden Way. I consider that the other restrictions mentioned above will prove to be fruitless and a waste of public money even though I would welcome some measures to be taken to solve this congestion problem.
	1		This problem is a result of parents needing to be able to take their children to school. This isn't going to go away. The issue with the proposal is that it offers no solution; a parking restriction will merely move the problem somewhere else. The whole of Darras Hall is residential, double yellow lines will mean residents further down the road will complain about the same issue when parents are forced to park there they live. They will have greater cause for complaint as they bought their homes away from the school but now will suffer the same problem. Equally, how would the parking conditions be enforced. If I were a parent and I needed to park to get my children into school I would simply park on the lines. This would only serve to antagonise residents further and worsen relations between the school and residents. If parents are reminded via the school to be respectful not to block drives, park on pavements and grassed areas I really don't see this as being an issue. This is a proportionate solution to a problem that is more about attitudes than any real problems. This could be championed by a teacher and/or a vocal resident (of which there are bound to be many). I strongly object to the double yellow lines that will look horrendous and will actually prevent the occasional times when residents need to use the road for extra parking themselves. They will remind me of how often we forget to put ourselves in the shoes of other people. The local residents of whom I am one need to be more tolerant of the area in which they live. The school an integral part of the community and the safety of children is paramount.

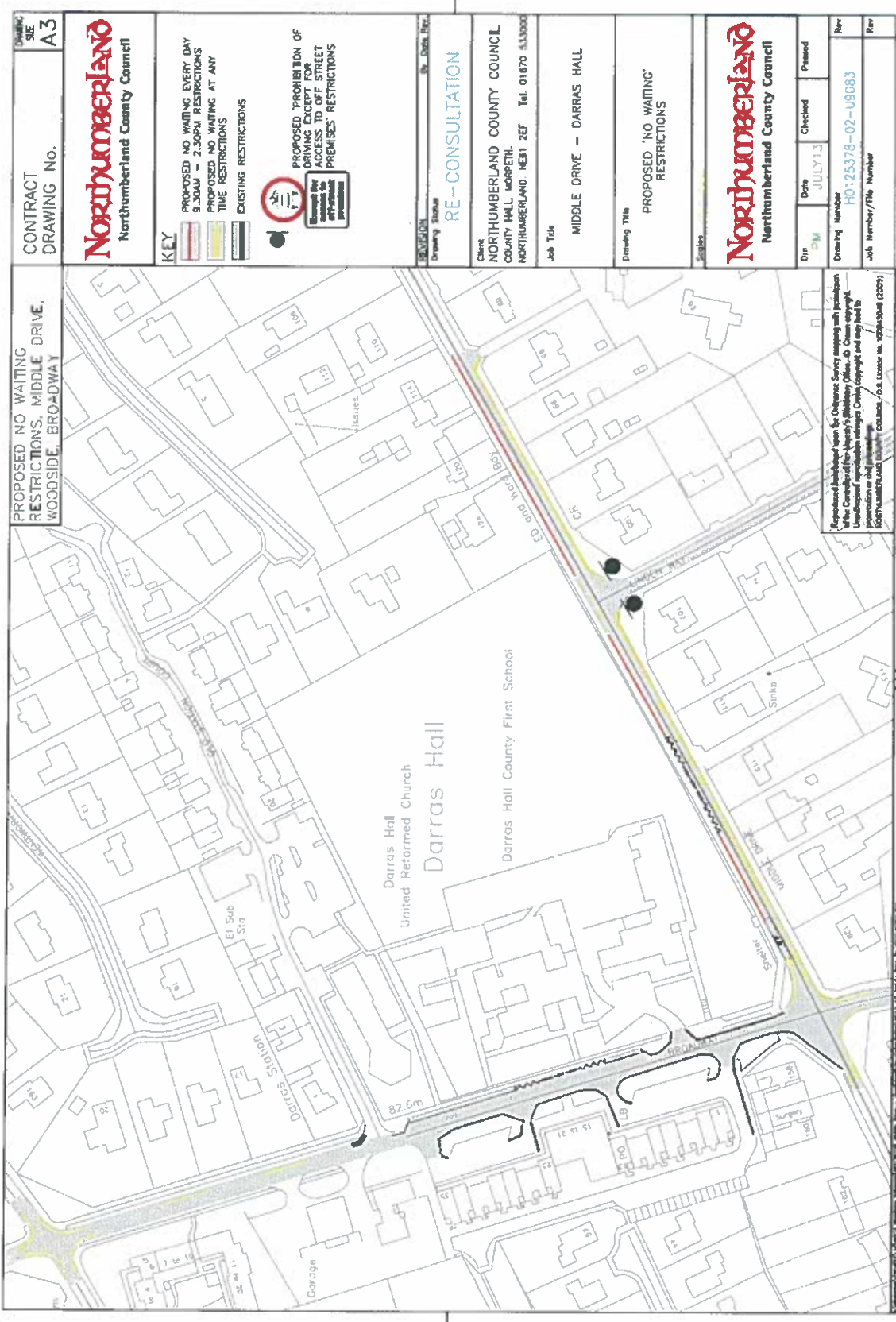
	1	<p>the problem has been caused by the application of the current education policy i.e. bussing, but without buses, on narrow garden estate roads, hence far too many cars. Adding to street sign clutter would hardly be the solution and also spoil further the very environment you want to keep. Therefore either change the policy and reduce the intake causing teh problem, or solve it but on the school site. Consider linking the main entrance on The Broadway via the car park with the recent field entrance on Middle Drive with a 5mph one way drop off only route, suitably staffed at the reception area to speed transfer. Who knows it may not be too late to save what's left of Darras Hall.</p>
		1 <p>I support the no waiting at any time restrictions on Middle Drive, parking at junctions when it is considered unsafe and the creation of passing places. I do not support a prohibition of driving except for access to premises on Linden Way.</p>
1	1	<p>Middle Drive and corners yellow line no waiting restriction - no waiting signs around the Broadway roundabout, yes. They should not be necessary but dangerous parking there is frequent. Waiting restriction on the south side of Middle Drive, probably yes. But only for an hour am and pm to accommodate valid deliveries to / work at properties at other times. The long strings of parked cars on teh north side of Middle Drive at school start-end times are a key problem. More no parking gaps on the north side could help flows. Proposed 24 hour prohibition of access to Linden Way etc. There must be a less extreme but practicable solution. Highways professionals will best know what is and isn't viable, but all lesser options should be seriously considered. The issue seems to be that pedestrians walk in the road where there is grass rather than made up footpath: when school start-end parking occurs, they are pushed outwards. Option 1 complete hard surfacing of the footpath on one (the western) side of Linden Way down to Middle Drive, cutting back overhanging hedging as necessary to provide sufficient width. Option 2 no waiting prohibition on the lower end of Linden Way up as far as where the hard footpath begins. Possibly for an hour am and pm only. Option 3 considered how much one-way through Linden Way, combined with one-side no waiting, could ease the problem. Option 4 if all other options simply aren't viable, then consider barring access to Linden Way etc as proposed, but limit the prohibition to an hour am and pm. The core problem of school drop and collect traffic only occurs for around 30 minutes am and pm on weekdays only, and Linden Way is a through public highway. A general plea, whatever steps are decided upon, can they please be effected with an absolute minimum of paint and street furniture!</p>
	1	<p>There has been a problem with traffic on Middle Drive both parking and speeding for many years. This proposal begins to address the problem but does solve it. Allowing a small number of cars to park opposite my drive every day does not only still leave me with a constant access problem but still leaves the blockage in teh road which cars constantly race to get past before an oncoming vehicle crashes head on into them. This situation also forces cars to drive on teh right hand side of teh road into cars turning left out of Linden Way. An accident of this type occurred several years ago. This is a very dangerous piece of road and the fact that a school gate opens onto it means a tragic accident will happen if these proposals go through. I accept that cars will have to park somewhere and it seems obvious that side streets would be the answer. When I saw that your proposal actually stop cars from entering teh nearest side street (Linden Way) I was amazed. What safety issue is solved by not allowing parking in Linden Way? The answer to what are clearly safety issues are 1. allow parking in side streets, 2 do not allow parking on Middle Drive, 3 install a traffic speed control system on Middle Drive.</p>
1		
1		<p>Would like to suggest that the yellow line opposite Linden Way on the school side of Middle Drive is extended further. Would suggest that part of the school field should be used as additional parking for parents.</p>
	1	<p>The proposals will not ameliorate all the problems encountered by residents who are driving when seeking to emerge from Linden Way onto Middle Drive. The presence of vehicles parked on Middle Drive between the zig zag no waiting zone outside the first school and the proposed no parking zone opposite Linden Way will still result in vehicles travelling east from the Broadway being on teh west bound lane (i.e. the wrong side) of Middle Drive obstructing traffic flow. I would recommend extending teh no waiting zone from the bus stop to well beyond the Linden Way junction.</p>
1		<p>Well done to those who are at last dealing with this serious problem. I fear those who cause most difficulty presently are least likely to take any notice of the new signs and doubt whether the police will be able to divert sufficient monitoring time. I would therefore propose closing off 1 end of Linden Way and would suggest the long suffering end at Middle Drive.</p>

	1	I do not see any point whatsoever in putting double yellow lines on out side of the road on Middle Drive, as no one ever parks here anyway. All of the school traffic park up and congest the other side of the road, which leads to mayhem every morning and afternoon at school times. I would propose the double yellow lines/or a parking restriction be allocated on teh school side of Middle Drive, during the hours of 8.30am-9.30am and 2.30pm-4pm. because the school traffic park here everyday it forces people to have to pass 20-40 parked cars at a time should they wish to drive down or up Middle Drive, and if these cars meet another car coming the opposite way they are forced to mount the grass verge of peoples gardens, which is extremely annoying and upsetting to residents as it is making a mess of teh grass.
	1	Unfortunately I am disappointed that the above prohibition does not address the main safety issues arising from the parking outside the first school. Firstly it appears necessary to ensure that both sides - particularly the side outside of the school are kept clear of parked cars. As a resident of Linden Way I am pleased to see that some action has been taken to prevent the use of Linden Way as a school car park. However, I feel uncertain that a sign of this nature is adequate and would question by whom and when this would be monitored. The additional cost of monitoring would seem to out way the displaying of a distinctive no parking side at the entrance to Linden Way. I trust my comments will be helpful in the further consideration of this issue.
	1	Myself and neighbours partly support proposals, but are very dismayed to note the main safety aspects have been ignored. The issues regarding access to properties from bus stop to school gate have not been addressed. At current heavy traffic (including extremely large lorries) pass within inches of driveways, on wrong side of teh road. How do emergency services gain access? At present traffic becomes one lane, between Broadway mini roundabout and Linden Way. Children's safety cannot be taken lightly. We feel that it is imperative double lines are added between bus stop and traffic control zig zags at school entrance. Not only for access and exit from driveways, but more importantly the safety of our children. At present children have to cross between parked cars, into heavy traffic (no path on our side). Road safety instils into children, never cross roads between parked cars. Is this an accident waiting to happen? Current proposals will not make any difference to the above problems. In fact we think it will add to teh current dangerous situation.
1		I endorse this proposal - please bear in mind that mothers taking their children to school have total disregard for any parking regulations. They see it as a divine right to park their car anywhere when pickup/dropping off their children at school. The long line of parked cars on Middle Drive and adjacent roads make it extremely difficult to access these roads for onward travel at these school times. Because of this mindless parking we have to plan when we need to go down into Ponteland, we avoid Middle Drive like the plague at these times. Remember mothers taking children to school have total disregard for current and planned parking restrictions. P.s. our children always walked to teh school.
	1	I live on Woodside and therefore know this road very well. The no waiting at any time restrictions should be extended so that no parking waiting is allowed on the school side of the road. This no waiting lines on road and signs should extend from the corner of Broadway and Middle Drive at one end and beyond the Linden Way turn at the other. In other words, a solid block of no waiting instead of a piecemeal approach which currently sees drivers having to pull in and out with danger and school children on this north side of the road. Linden Way should not be prohibition to traffic in the way suggested. I object and will object very strongly to the proposal. One cannot single out one road on the estate for special consideration just because of a petition or teh influence of one or more residents. We would all like special treatment. Woodside could be the same or Dunsgreen etc. Linden Way residents are not special and should not be granted unprecented road use which does not exist anywhere else on the estate. The school and school access causes an issue which is unfortunate but initially should be dealt with as per para above.
1		Whilst I appreciate parents struggle to drop off children this road is a nightmare between school times the road is down to one lane as well as cars coming out of other junctions along this road often parents very confrontational. I would suggest planning dept. taken this seriously into consideration when looking at proposed developments within the area by Banks and Lugano Developments.
	1	

		1	<p>Further to our telephone conversation I confirm below my thoughts on the proposals to introduce No Waiting Restrictions on Middle Drive. On the face of it I thought the scheme had some merit. However, a resident of Middle Drive has informed me that he has objected to the proposed scheme as it does nothing to address the problem of cars being parked all day opposite his property. In fact it exacerbates the problem as there will be a smaller area in which cars can park and this is exactly opposite his driveway. On the same basis we also sometimes suffer from all day parking on the western side of Woodside, opposite our property, making it difficult to manoeuvre in and out of our drive. I sometimes bring longer vehicles into my drive and am restricted from doing so if there is a vehicle parked opposite. The vehicles that park on Woodside are usually connected with the Broadway shopping centre or the school. I accept that at school times vehicles need to park for short periods and in all the years I have lived here I have grown used to that. It is the long term, all day parking that causes us the problems and I'm concerned that any change to parking availability will result in an increase in vehicles being parked on Woodside. The Broadway shopping centre car park has a time limit of two hours, this being ignored by employees at the shops who park there all day.</p> <p>Apart from school times there is adequate capacity at Broadway and it all seems to work reasonably well, but now there are active traffic wardens on patrol I am very concerned that if they start enforcing the two hour limit that the cars will end up parked on Woodside and Middle drive for the whole day. I would like to suggest that if you are going to re-examine the proposals for Middle Drive / Linden Way that all of the surrounding roads and the shopping centre are included in a complete re-think of the situation. Maybe the time has come to introduce a time limit for parking on Woodside and Middle Drive to ensure that all day parking is eliminated. There is a spacious car park just behind the United Reform Church on Broadway that some of the more considerate drivers use for all day parking and this is where shop employees cars belong. This brings me to my final point. The reason vehicles are parked all day on Middle Drive outside the school is that a nursery operates from a port cabin which to my knowledge never received planning permission. It is a private business that should have applied to operate and had a planning application been submitted we could have objected and commented about the lack of parking for staff. The best location for this business should have been at the northern side of the school property, adjoining the church car park where staff vehicles could have parked all day without obstructing roads. Whether the port cabin can be moved is a question that should be being asked as it would completely solve the issues of all day parking on Middle Drive.</p>
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# Appendix 3 – Re-Consultation and Proposal



## Appendix 4 – Re-Consultation Summary

FOR	AGAINST	NEITHER	APPENDIX 4 - RE-CONSULTATION SUMMARY
1			I would inform you that as an emergency service we may be required to use the above road for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I do appreciate however the need for restrictions to improve road safety. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1			Basically we support the proposal but please extend the double yellow lines opposite at bottom of Linden Way because the proposed is not long enough to stop the chaos already occurring when for example, bus comes along. Drivers heading towards Broadway enter our drive and then drive over the grass on corner. the letter is very important and we would be very very very grateful if yellow lines were extended to our driveway.
	1		Since the gateway to the primary school on Middle Drive was opened - there has been nothing but problems with the traffic on Middle Drive. The proposed non-waiting times (between 9.30-2.30) will make no difference whatsoever! There are people who park near the bus stop and go to Newcastle centre for the day - so in my opinion between 9.30 and 2.30 would not make much difference to those people. With the bus stop and gateway being so close to each other, I think double yellow lines should be considered! Or no parking all day. Between 9.30am and 2.30pm will be no advantage at all!!
1			I would just like to say it will be so nice to be able to get out of my drive without having to worry about having the bonnet of my car taken all by a bus or lorry.
	1		As I live of Middle Drive myself it is extremely difficult to access my own drive as between the hours of 9am and 3pm Mon to Friday. People park their cars at the end of my drive blocking my view both directions and therefore I cannot get off my own drive to pick my own children up from school. I appreciate parking is difficult but there is other car parks i.e. shops and by the church on Broadway the hours you are proposing for no waiting will not make any difference whatsoever to myself and other residents on Middle Drive. I have lived here many years and have never seen traffic congestion so bad here the should be a no waiting everyday between 9am and 4pm everyday not the hours which you suggest. I feel very strongly about this proposal and would appreciate if you could understand my opinion.
1			Please be aware of effect this restricted parking will have on other areas which will be used as alternatives i.e. Woodside, Middle Drive west of Broadway junction. Does the NCC have any obligation to provide adequate drop-off points for parents of children attending their schools? Could walking to school programmes be introduced? Have you considered a 20mph enforcement on the stretch of Middle Drive from Broadway junction to Callerton Lane.
1			I support the proposals in principle because living directly opposite the zig zag lines, I am sick of seeing selfish motorists completely ignore them! However, once I have double yellow lines outside my house I am very concerned about workmen in vans, large delivery vans or removal vehicles which are too big for our drive. Will these men have to carry large items across teh road because they cannot park directly outside my house? I am a resident and pay rates and as such my needs should take precedence over some in considerate motorists!
1			The town council considered the proposals at their meeting held last night and they were fully supportive of the proposed measures.
1			The main problem living at 118 Middle Drive is between 8.30/9.30am and 3.30/4.30pm when children are being dropped off at the first school. You have not addresses this problem. You are clearly concerned about parking between 9.30am & 2.30pm. In the circumstances we can see the point in the no waiting restrictions on both sides of Middle Drive but question whether there is the necessary to extend these restrictions to Saturday and Sunday. This is when those of us on Middle Drive are likely to have visits from family and friends. We would point out even the restrictions outside the school itself on Broadway do not apply at weekends.
1			Whilst we are in favour of the scheme in general I am concerned - as a resident at the bottom of Linden Way and able to watch what happens at school times, that the yellow lines at the end of Linden Way will not be long enough along Middle Drive. People/drivers will 'cut across' the grass on the corners and make it a real mess. personally I would prefer yellow lines on BOTH sides of the road because what is going to happen is the cars that park on the north/east side now will just park more awkwardly on the other side of the road - thereby not solving problem for buses, emergency services etc.

	1	Further to our telephone conversation I have decided that it would be useful to both parties if the matters referred to therein are recorded. The traffic congestion prevalent on Middle Drive has been generated by school parking during pick-up and drop-off times in the morning and afternoon. I have previously discussed this matter with the schools headmaster and I understand it to be the result of the new school access on Middle Drive and an enlargement of the school catchment area. It is during those times that attempts both by me and our near neighbours to gain access to Middle Drive is difficult, bordering on dangerous. I must stress that out with those times there is no parking problem on Middle Drive because parking is minimal, as it has been for the 46 years living at this address. My driveway at no. 120 is shared by four households with limited parking space, requiring victors to occasionally park on the adjacent roadside. The introduction of a 'no waiting' restriction between the hours of 9.30am-2.30pm is both a waste of council time and rate payers money and could best be directed to alleviating the source of the problem by creating additional off-road school parking sacrificing a minimal portion of the extensive school field if necessary. I and my immediate neighbours would welcome the opportunity to informally discuss this matters with you or your representative.
	1	I feel that as the area of the school is worked on the number of children and you having the problem of children coming from the other areas to this school hence creating more traffic regarding parking when they are dropped and picked up. As it is my understanding that the council does generate extra income from teh children coming from other areas and teh parking will be used for the same children on the ground which is more than ample. Creating extra parking at the edge of the school field should only be a one off expense making it safe for parents / children alike. Ideal place would be the area adjoining my garden and the school field which also not effect the main field. I suggest that neighbours and your representative should get together to discuss the issue before any discussion is made.
	1	I am both saddened and dismayed to hear about new proposals for parking on Middle Drive. The proposal of no waiting between 9.30am - 2.30pm is slightly better, but what about time in-between. The problems that we have will remain the same. Can someone please explain why we cannot have double yellow lines or continuation of zig-zag lines on the school side of teh road where they are needed, not the residential side of the road. The new proposals are not realistic. Mr McKenna witnessed all the problems that we have!
	1	We understand the need to accommodate parents, but if it is acceptable to allow waiting for non-residents of Middle Drive at the busiest times of the day, why is it not acceptable to allow waiting during the rest of the day? Not all of the homes on the road can accommodate additional vehicles which may need to visit during business hours. And what about weekends. If there is to be no parking at all on one side of the street, which we are unhappy with but understand, then it should bat least be possible to park on the other. I would also like to point out that the daily restrictions are a bit excessive. There are approximately 200 school days, but 165 non school days each year and more than 100 of which are weekends. I cannot see the restrictions making a huge difference to troublesome times of the day, but I can see them being a source of great annoyance and upset for residents at other times.
	1	This is a great step forward in dealing with the problem of school traffic on Middle Drive. However I think the "No Waiting" time should be increased to 5.00pm and I also wonder if this will be enforced as the current parking on the school zigzag lines is done every day without drivers facing any deterrent.
	1	My wife and I do not think it is necessary to have double yellow lines on the south side of Middle Drive as this is penalising us 24 hours a day, when all that is needed are the same restrictions as the north side or at the most single yellow lines. I have spoken to one of the residents living opposite the school fields and he is in agreement with me.
9	7	0