



Northumberland County Council

RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR - PLACE

Proposed 'No Waiting' Restrictions – Drummonds Close - Longhorsley

Purpose of Report

To consider the installation of 'No Waiting' restrictions along a section of Drummonds Close, Longhorsley

Recommendations

It is recommended that:

It is recommended that the Executive Director- Place agrees the proposals set out in the report relating to;

1) The installation of 'No Waiting' Restrictions on Drummonds Close – Longhorsley (Appendix C)

Key Issues

- 1) Parking taking place in the vicinity of Longhorsley First School conflicts with pedestrian movements
- 2) Drummonds Close narrows at a section where parking takes place therefore vehicles mount the kerb to allow other vehicles to negotiate the road.

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Proposed 'No Waiting' Restrictions – Drummonds Close - Longhorsley

Background

Introduction

1. Concerns have been expressed by parents of children attending Longhorsley First School regarding parked vehicles causing obstruction creating a safety issue for road users and pedestrians.

Consultation

2. A consultation was prepared and sent out in January 2014 with the intention of introducing bollards on the east side of Drummonds Close to prevent vehicles mounting the kerb (See Appendix A).
3. The consultation exercise involved the delivery of a consultation letter together with a plan showing details of the scheme to approximately 90 adjacent households, statutory consultees; County Councillor Sanderson; road user organisations; and other interested parties.
4. Responses were received from 16 consultees with 9 being in favour, 6 against and 1 neither for nor against, (See Appendix B)
5. Consultees comments varied, some were of the opinion that the bollards would not be enough to remove the problem. Others expressed concern that the bollards would merely move the problem to a section of road with no bollards. Notwithstanding these comments the vast majority were in favour.

Re- Consultation

6. Initial Consultation suggested that the installation of the bollards alone would remove the primary concern of pedestrian and vehicular conflicts, however it may cause further issues in relation to restricting vehicular passage on the road itself.
7. After discussions with the Local Member Councillor Sanderson, an alternative proposal was prepared which negated the need for bollards but would prevent parking through the use of a single yellow line indicating 'No Waiting Monday – Friday 8.30am – 9.30am and 2.30pm – 3.30pm' (See Appendix C). This would allow parking when the nearby church has events and activities on, but would necessitate regular enforcement.

8. Responses were received from 17 consultees with 11 being in favour, 2 against and 4 neither for nor against (see Appendix D)
9. Consultees comments varied, some concerns were expressed that they had concerns that the proposals will not be enough to remove the problem. Notwithstanding these comments the vast majority were in favour of the bollards.
10. It is recommended that, in view of the results of the consultation exercise, the scheme to implement 'No Waiting' restrictions should proceed.
11. 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 A - Consultation Plan

Appendix B – Consultation Summary

Appendix C – Re Consultation Plan and Proposal

Appendix D – Re-Consultation Summary

Background Papers

File Ref: H0135583-01

Implications Arising Out of the Report

Policy	None
Finance and value for money	Scheme will be financed from the Local Members Financial allocation
Human Resources	None
Property	None
Equalities	None
Risk Assessment	Increase road safety
Crime & Disorder	None
Customer Considerations	Increase road safety
Sustainability	None
Consultation	The relevant people and organisations were consulted
Wards	Longframlington

DECISION TAKEN

Title of Executive Member or Officer(s):

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

Subject:

Proposed 'No Waiting' restrictions – Drummonds Close - Longhorsley

Consultation

16 Responses
9 For
6 Against
1 Neutral

Re-consultation

17 Responses
11 For
2 Against
4 Neutral

Decision Taken:

TO APPROVE THE PROPOSAL FOR THE
IMPLEMENTATION OF 'NO WAITING'
RESTRICTIONS ON DRUMMONDS CLOSE
IN LONGHORSLEY (APPENDIX C)

Signature of Executive Director - Place



Date

14/7/14

ENVIROPOL ROUND TOP RECYCLED BOLLARD

Top View Dimensions:
 - Overall width: 410mm
 - Base width: 345mm
 - Base depth: 450mm
 - Base offset: 150mm
 - Base depth offset: 550mm

Side View Dimensions:
 - Total height: 1030mm (HEIGHT ABOVE GROUND)
 - Base height: 60mm
 - Base offset: 150mm
 - Base depth offset: 550mm

Labels:
 - BOLLARD (BLACK)
 - GLASSON (WHITE REFLECTIVE BAND)
 - QUIK SETTING CONCRETE
 - ANCHOR BARS
 - CRACK
 - COMPACTED
 - 500 (DEPTH BELOW GROUND)
 - GROUND LEVEL

CONTRACT DRAWING No.		Northumberland County Council
NOTES		1. STANDARD GLASSON ENVIROPOL BOLLARD TO BE USED. BLACK ROUND TOP BOLLARD PREFERRED WITH WHITE REFLECTIVE BAND ENSURE 0.5M MINIMUM CLEARANCE FROM FOOTWAY EXISTING PLASTIC BOLLARD PROPOSED BOLLARD
REVISION	By	Date/Rev
Drawing Status	OPTION	
Client NORTHUMBERLAND COUNTY COUNCIL COUNTY HALL, WOPPETH, NORTHUMBERLAND, NE61 2EF TEL: 01670 533000		
Job Title LONGHORSLEY SCHOOL		
Drawing Title Installation of Glasson EnviroPol Bollard		
Scale 1:50		
Date	Checked	Passed
Drawn	Drawn	Drawn
Revision	Revision	Revision
Negative Number/Job Number/Title Number		

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APPENDIX B – CONSULTATION SUMMARY

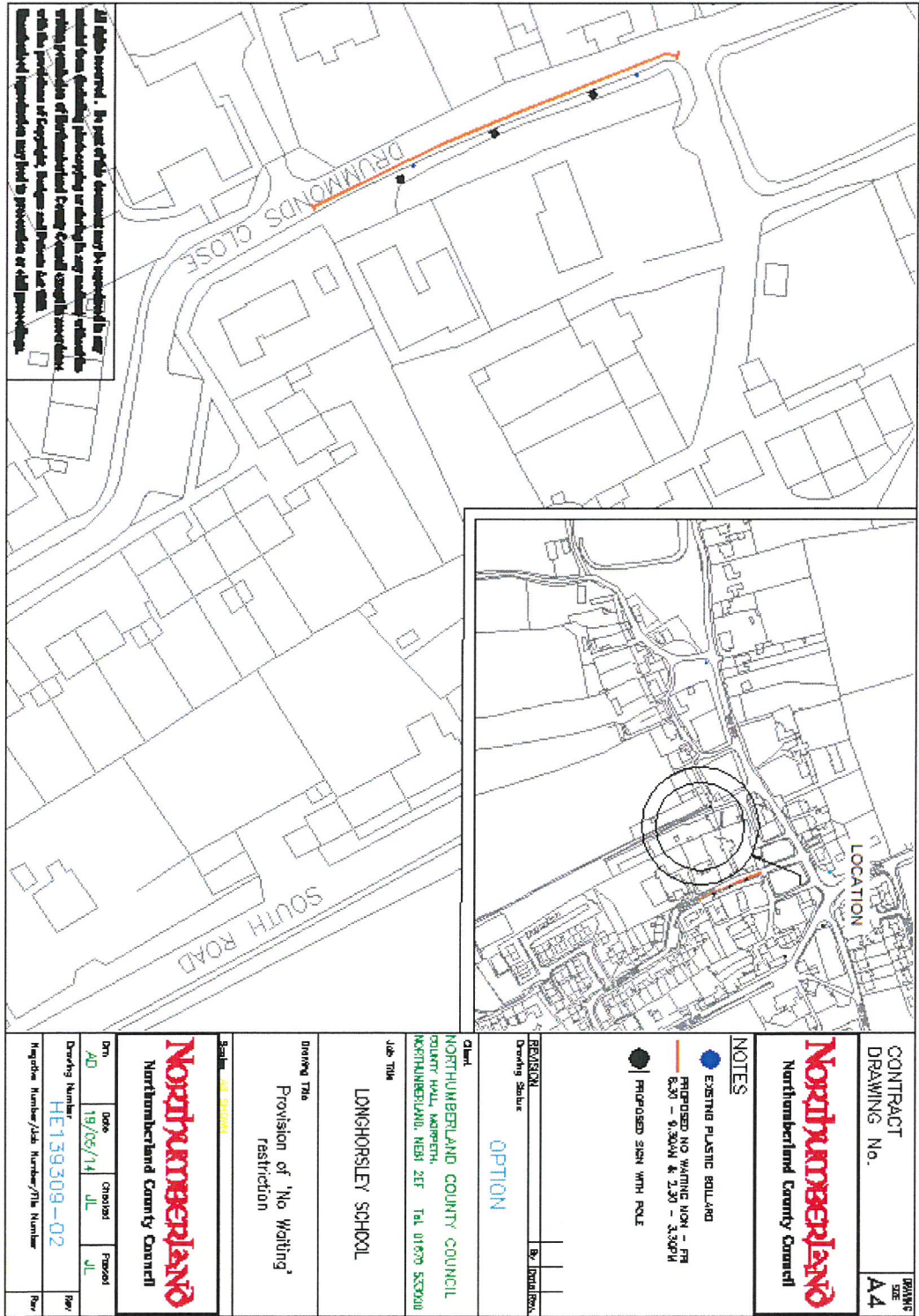
FOR	AGAINST	NEITHER	Other Relevant Comments
			<p>I hope you are well and are managing to get something of a break over the festive period. I just wanted to tie up a few administrative things before Christmas, one of which is to follow up on the bollards proposed for Drummonds Close. My dad, as representative of Longhorsley Mission, received the additional consultation material, for which we are grateful. Thank you for proposing a response to the risk to children posed by parking along Drummonds Close, I am grateful for your action. I would also like to commend the officers who produced the consultation material for presenting it in such a clear and understandable format. This is very valuable, so thank you. There were a couple of queries, however, I just wondered if you could clarify? At the last Parish Council meeting, it seemed like the proposal was to place bollards positioned on the pavement directly outside of the school alongside the existing yellow zigzags and on a tricky bend in the close. As Cllr Ford, Cllr Holland and I walked home after the meeting we actually were talking about it as we walked past. However, the proposal map sent shows a different location for the bollards, further up towards the entrance of Drummonds Close to 'fill in' between the two existing bollards, one placed near the tree and one placed opposite the Vicarage. My first query is whether the proposal as submitted for consultation will be in addition to that discussed at the meeting, or in replacement? Or whether I misunderstood the positioning discussed at the meeting! I would be concerned if it is intended to be a replacement, as it would seem that the location of inappropriate parking directly outside of the school poses the most risk to the children. I appreciate there is traffic control already located there in terms of the yellow zigzags, however, as PC Andrea Teasdale confirmed at the meeting, this can be ignored and is not particularly monitored. It is reassuring that the bollards as proposed are not intended to prevent parking along the roadside, but to deter parking on the pavement.</p>
			<p>Longhorsley Mission has a thriving baby and toddler group on a Tuesday morning, with parents bringing their children in buggies and prams, Bible Club for young people on a Friday evening, as well as prayer meetings, sing-alongs and church services on a Tuesday afternoon, Thursday evening and Sunday morning/evening, regularly attended by many elderly residents of the village and beyond. The parking for these is largely outside of school drop off/pick up times. My second query, with regard to the above parking requirements, relates to the space within the proposed bollards shown on the consultation map and potential impact on access between pavement and cars for elderly users, users with other access requirements, and parents with prams and pushchairs. It mentions a space between each bollard, but I wondered how this translates into 'car lengths', for example, the opening of car doors to allow elderly people to take care getting in and out of their cars, or for parents transferring their babies/toddlers into prams/pushchairs? As you can appreciate, it is more difficult for these types of users to park further away (for example, village hall/pub car parks) and I would be concerned if the bollards are positioned in such a way as to make car access challenging for users with these needs. There is absolute support for parking controls which provide greater safety for all pedestrians and road users, so I do hope my queries are not construed as objections, rather I am conscious to ensure that the investments are made in order to maximise risk reduction and the balance of access needs.</p>

	1	<p>With regard to the installation of bollards in Drummond's close, I feel this will not help as it will cause two major problems, the first being that if the parents park in the same place once the bollards have been installed there will be very limited space, if any, for access into Drummond's close as it is very limited even when the parents park on the foot path. The second problem will be that it will push the parking problem further into Drummond's close we're there is already a problem with parking, it will have an impact on parking adjacent to people's homes and also access on the footpaths for foot traffic, I feel a more sensible option would be for the school to inform parents to park carefully and with pedestrians in mind also it may be an idea to time picking up and dropping of children to a minimum , I am sure that if this is suggested in the right manner parents will understand the problems and happily comply ,I also think that the money this project would incur could be better spent elsewhere. I am a resident of Drummond's close and I do not see this as such a problem that it warrants this expenditure.</p>
1		<p>Having witnessed dangerous driving during school pick up and drop off times, I am very pleased about the installation of bollards. My concern however is that (even more) parents will park both outside the bungalows adjacent to the school and outside our houses in the residents parking area. Ideally if this area was officially designated as a residents only parking zone there might not be so much of a problem. There are spaces for 7 cars outside our house (no bays marked) and these are for teh benefit of the residents of the 5 houses and 3 bungalows. parents park in these spaces and are generally polite, but those who aren't do tend to argue that it isn't a residents parking area as there is no signage. Our neighbour has a driveway - this too has been used by parents to reverse onto. Unfortunately I have seen one mother perform this manoeuvre in her 4x4, talking on her mobile at the same time, whilst children were walking down the footpath. Another reversed into the telegraph pole causing damage to the metal casing around the cabling. Is there any chance of a residents only parking area please?</p>
1		<p>A sound proposal providing access by residents, especially those in the bungalows and the houses opposite, is not impeded.</p>
1		<p>I fully agree with the proposal. My concerns are that school traffic will come round the bend past the school to drop there children off. If a car is parked along side the bollards is it possible for a bin lorry or a large coach reversing down to the school to pass. Would it not be possible to erect a sign before the bollards begins to say dropping off point for school children. We already get school traffic parking down Drummonds Close at school times.</p>
1		<p>Agree that some form of vehicle control should be in place in Drummonds Close. Alternative free parking is available outside of the village hall. This form has been completed on behalf od the village hall committee by myself where I am the committee treasurer.</p>
1		<p>But this will only alleviate part of the problem. The bollards should continue round the corner passed the entrance to the school. There should be double yellow lines from the start of the bollards to round the corner passed the entrance of the school. The yellow lines should also have the yellow banding (no parking at any time). The yellow lines and band should also be from start of school to round the corner on the school side. This area at school times is an accident waiting to happen and the bend by the school is blind due to cars parking on school side round to bungalows. I ask that if you want clarification to contact me.</p>
	1	<p>This is a sledge hammer to crack a walnut. There is always a preponderance for the council to react in this way. We already have enough street furniture from sleeping policemen to unnecessary signs. I know the school has tried (in vain) to persuade errant and lazy parents to park responsibly. Those attempts should be strengthened and backed by the county council. I have spoken to Cllr Sanderson on this matter and briefly these are the points I made both above and below. Although parking on pavements is illegal a few regular visits from police at strategic times would I am sure deter lazy people. The free church playground (adjacent to bollards) would be also severely affected.</p>

		People at peak (school) times parking wholly on the road opening doors for their children egress is potentially more dangerous and will wholly block other vehicles progress.
1		Perhaps the county council should also consider erecting a barrier outside the school. This would stop vehicles, some private and other delivery vans, from parking half on the pavement, half on the road on the keep clear road markings.
	1	I am unsure due to vehicles blocking the road for larger vehicle, bus, ambulance, fire engine, access if bollards are erected, why not widen road slightly and move footpath over?
1		Please refer to email correspondence with Paul McKenna. We would like to see a solution to the problem as soon as possible.
1		There are 3 plastic bollards on the bend road opposite my house are not straight due to strong wind blow. I think it should be stronger bollards instead of plastic.
	1	If the bollards are put in the place specified the cars will then park up to 1 metre away from them to enable parents to open car doors nearest the kerb making the roadway very narrow for cars and emergency vehicles to pass safely. Solution put double yellow lines on road simple and cheaper.
1		None
	1	In my opinion the installation of bollards will have an impact on the safe passage of vehicle, not only during school times but also by attendance at the mission church (several times a week - not only Sundays). There is not enough room for two cars to pass if cars are parked on the road in question, requiring cars to reverse for considerable stretches if they meet. Also if bollards are installed cars would possibly park further up towards the village green and the junction out onto the road, which can be very congested now, in particular the mornings. Or cars would park further into Drummonds Close, between the two corners, which would only move the problem (if there is a problem) elsewhere, to somewhere even less safe.
	1	We do not support the proposal for the following reasons. The proposed will still allow parents to drive into Drummonds Close to drop off children which is the fundamental problem here. Parents are putting their own children at risk to their safety as Drummonds Close is a 'close' - one way in and one way out. The occasional parent / visitor dropping off or picking up is not a problem but all parents are aiming to drop off at the same time which causes the heightened risk, and many parents rather than drive to the bottom of Drummonds Close do a reverse turn around the area of the school which is highly dangerous and an accident waiting to happen. Bollards will not solve this problem and will add to congestion by narrowing the already narrow street for other traffic. This will cause problems for delivery vehicles, school buses and mini buses, bin wagons etc accessing locations further down the street. Bollards and street furniture are not good for the elderly, mobility and visually impaired. There are many elderly people in Drummonds Close including two registered blind people who walk up and down this road. Whilst the school might prefer to take the easy option of physical traffic measures the harder 'safer' option is to tackle parents behaviour which is the only way to reduce the accident risk. A few years ago the school with assistance from the county council devised a 'school travel plan' which introduced 5 minute walking zones encouraging parents to park at the Shoulders or the village hall which are located away from the school and eliminating the accident risk at peak times. I understand from the school travel plan team that 5 minute walking zones need regular promotion and are best endorsed by embedding into the school policies given to every new intake and if there is a staff presence at the start and end of the school day this can also discourage parents from irresponsible parking near the school. The advantages of this option are also social for parents and children, along with health and exercise!

		1	<p>Whilst not objecting to their installation, the majority view is that they should be avoided if at all possible, as a considerable number will be needed to ensure that most cars cannot get in between them, and thus will be a significant visual intrusion (and cost). Our suggestion is to first implement a combination of temporary "no parking" signage together with renewed efforts to educate the parents. Both bollards and no parking signs would move the vehicles elsewhere, and we've suggested that one of the un-metalled track areas (at the south side of the east part of teh village green) is generally reasonably clear at school open/close times (its primarily used for overnight parking by residents). We'd like to see a trail done, to see what new pattern of where cars park for drop-off and collection. Its already very congested, particularly in the afternoon, and we need to consider the whole issue.</p>
9	6	1	

APPENDIX C – RE-CONSULTATION PLAN AND PROPOSAL (‘No Waiting’ restriction option)



APPENDIX D – RE-CONSULTATION SUMMARY
(‘No Waiting’ restriction option)

FOR	AGAINST	NEITHER	Other Relevant Comments
		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			Parents park right past OAP bungalows and get stroppy when asked to move. They can be there 45 mins before school is out, would like them to park further away.
1			None
1			
		1	Many thanks for sending through the revised proposals for consultation regarding the parking restrictions on Drummonds Close, Longhorsley. We are grateful for you continuing to seek opinions regarding the plans and agree that bollards would not be a reasonable solution in this case. Whilst we support the proposed 'no waiting' restrictions in principle, it does pose a challenge to Longhorsley Mission Free Church on each Tuesday afternoon. There is a weekly women's meeting held between 2.15pm and 3.30pm, parking for which will clash with one of your proposed restrictions. The Mission have taken steps to make provision for the most elderly and/or infirm in enabling limited parking inside of the Church gates (2 cars) and have asked those who are more able to make use of the parking available near the Village Green (near Oaklands). However, we are concerned that this restriction will impact on further elderly Church users. We wondered if it would be possible to allow an exemption for disabled badge holders? Additionally, would it be possible to arrange permits for a small number of other elderly car users (up to 5) to allow them to park for these hours on a Tuesday each week? These permits could be held within the Church and only given out to car users on the day and collected back in to prevent fraudulent use. We trust this can be accommodated within the plans. As ever, we recognise the ongoing difficulties with parking in the vicinity and wish to work together to find a solution. If it would be valuable to discuss this further, please do get in touch.
1			Does the waiting restriction go far enough Drummonds Close? Based on the line on the drawing will drivers not move down Drummonds Close opposite the school entrance. Apart from this comment I agree with the proposal.
1			I am concern vehicles mounting the kerb and parking opposite in front of my house that means I may not able to get my car out and in my driveway. There are car park down the village hall so parent should park there and walk up to school to pick children up. I think single yellow line should be mark on teh road all the way down from Drummonds Close to where bollards already there beside Mission. I noticed little children walk on narrow path where vehicles park on the kerb beside 3 bungalows, sometimes mother difficult to push buggy through narrow path. Also vehicles or vans drive to fast down and up the street. It is not safe for children or elderly try to across the road. I would suggest letters to parents to park down the village hall and not park on the kerbs and also either camera or road mark to let drivers to drive slow. I did complained to council last year about the speed but no word at all.
1			Can the line be continued in front of Oak Tree Cottage and past the speed hump in front of the bungalows. Vehicles still park behind the 3 mini buses at dropping off and picking up times. I have had cars park across my driveway in the past.

	1	<p>Whilst I think this more to be better than bollards, see my previous comments, I think some small adjustment in times of restriction would still be needed. From my observations I think a further 45 mins applied to the pm timing would be useful i.e. 4.15 as opposed to 3.30. This because the parking remains an issue until after senior school children have alighted their buses at 4.05pm, parents parking and blocking same road. However as I am sure you are aware the difficulty in policing this will be where the problem lies. This type of restriction relies heavily on the road users voluntary cooperation. Which a for all is why we are in this position to start with.</p>
	1	<p>I do not think the parking is such a big problem that these or previous solutions (bollards) are needed. I think a more sensible option would be to contact the parents via the school and ask the parents to keep parking time to a minimum and to park sensible with respect to pedestrians, I think the use of a single yellow line would push the parking problem further into Drummonds Close thus bringing parents into confrontations with local residents. I have lived in Drummonds Close for a number of years and do not see the parking at the school a big enough problem to warrant the expense and hassle to parents who at the end of the day are only picking their children up from school in a rural area where no alternative transport is available. Perhaps the residents should be a little more sympathetic. P.S. I do not have children in the school so I am not biased towards parents.</p>
1		<p>We would appreciate some sort of intervention to ensure the safety of our children arriving at school and being collected at home time.</p>
1		<p>This would be our preferred option but wonder if - the number of proposed signs could be reduced and the proposed no waiting could extend to include in front of our house?</p>
	1	<p>This proposal whilst good, doesn't address the existing problem in Drummonds Close diagonally opposite the school. At the initial consultation I replied explaining the problem with parents parking in the limited spaces available for residents. The introduction of a single yellow line at the top end of the street is very likely to cause more people to park further down i.e. in our parking spaces (7 in total, serving 9 houses). The introduction of residents only parking would alleviate the problem and I would have no hesitation whatsoever in supporting the single yellow line.</p>
1		<p>Although I agree with the proposal, I think the school cars will probably park further down Drummonds Close and still mount the kerb, possibly causing damage to the footpath, but certainly causing problems with other vehicles (particularly the younger ones) park at the village hall and walk to and from school? Alternatively the Shoulder of Mutton car park and use the crossing, which was originally constructed for such purposes. Of course, considerations could be made for the grandparents who transport children to school.</p>
1		<p>The mothers / parents should be spoken to at length about having the child behind the drivers seat on the open the rear outside door to get the child out onto the road 'Very Dangerous'. There is another area to look at & that is the people carriers bringing children to school 8/10 pupils. They go down Drummonds Close to turn round and they then park on the left side of the road just before the bend by school. This means that any other vehicle coming up Drummonds Close have to pass these vehicles (normally two) on the wrong side of the road, which means that you attempt to go round the corner blind very dangerous. Road safety should be taught to these people carriers!!</p>
1		<p>This is a good alternative to bollards. My only concern is, will the no waiting times be enforced? Will there be a parking enforcement around at that time? If not then this will not change a thing. It will need to be enforced every day otherwise it will be the usual problem. If this is implemented do you not feel that this problem will move further down Drummonds Close or block the road by the shop? It would be better to start the yellow lines at the start of Drummonds Close otherwise around the green will become a new problem. Also put a yellow line on the same side as the pensioners bungalow otherwise cars parked opposite can't get out if cars park there.</p>

		1	<p>I apologise for the last minute reply to the notice. I don't have any particular objections to the proposed no waiting restrictions but I am concerned that this is solving one problem just to create others. Since the time that parents have been requested not to park on Drummonds Close there has been a marked increase in thoughtless, nuisance parking. I live in the Old Vicarage. There is a dirt track which extends from St. Helen's Church to the edge of the village green, in front of my house. Parents have been parking along the once lovely grass verges on each side of this track. The result is a muddy, churned up mess. It is not too bad at the moment as the weather has been drier but the grass is being destroyed. I have contacted the school about this, they apologised and sent out a letter to parents asking them not to park on the grass. It has improved but there are still parents who persist in parking on the grass - I have been out and spoken to 1 or 2 of them if I happen to see them. I leave for work around 8.45 am and the careless, irresponsible parking around the village is unbelievable. There are children running across the West Road, down the track at the side of the Village Green, totally unaware that due to irresponsible parking, they are not visible until the last minute. There is a perfectly sound car park at the Shoulder of Mutton. The pelican crossing would ensure safe crossing of the A697. Would it be feasible to encourage/enforce parking there. A little further to walk to school but surely safer and less muddy!</p>
11	2	4	