

NORTHUMBERLAND

Northumberland County Council

RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR OF LOCAL SERVICES

Corporate Director of Local Services - Barry Rowland

PROPOSED NO WAITING AT ANY TIME RESTRICTION GALLOWS BANK – HEXHAM

Purpose of report:

To consider introducing 'No Waiting at Any Time' Restrictions on Gallows Bank in Hexham

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 at Any Time' restrictions on Gallows Bank in Hexham

Key issues

- 1) Visibility is impaired when negotiating the bend on Gallows Bank during School pick up and drop off times.

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**PROPOSED NO WAITING AT ANY TIME RESTRICTION
GALLOWS BANK – HEXHAM**

BACKGROUND

Introduction

- 1) Gallows Bank forms part of the B6306 that links the centre of Hexham with the A68 via Slaley Hall. The specific location being investigated is a small section where its junction meets Dipton Mill Road. Parents vehicles and taxis congregate here as it is the second of two accesses into Hexham Middle School. The primary entry point for the school is via Wanless Lane.
- 2) A 30mph limit operates in the area with a series of 'slow' road markings and school warning signs provided at intermittent sections. 'No waiting at Any Time' restrictions are in operation from the junction with Priestpottle to its junction with Dipton Mill Road where the road is considered particularly narrow. Vehicular parking takes place immediately beyond the restriction in the vicinity of the school walkway access.
- 3) The safety concern of children entering the highway being obscured by parked vehicles has been brought to the County Council's attention via Councillor Homer. As such, County Council representatives have been tasked with finding an appropriate solution.

Consultation

- 4) Consultation took place throughout August 2013 with a proposal to introduce 'No Waiting at Any Time' restrictions on Gallows Bank as shown in Appendix 1.
- 5) 56 consultation letters were sent out to those affected and to associated statutory bodies. Of those that responded there were no objections and 7 indicated their preference for the scheme, (See Appendix 2).
- 6) Some residents were of the opinion that the restrictions should extend further due to perceived dispersion into other areas. The proposal shows the lines extending a further 150 metres which is considered a sufficient distance to deter parents from using Gallows Bank in areas where visibility is compromised. This would incorporate both residents gaining access to driveways and drivers in general negotiating the various bends in the road.

- 7) The Locality Inclusion Support Team, who have a team of 25 operating from the Middle School offered concerns in relation to the adverse effect these measures would have on the main entrance at Wanless Lane, citing an area already heavily congested. Prior to the consultation, a meeting was held between Road Safety Officers, Civil Enforcement Officers, the Parking Manager and the Head Teacher to discuss the proposal as well as issues associated with the main entrance. The outcome was to increase the level of enforcement on the restrictions that are already in place around the main entrance and continue educating parents on the dangers of parking illegally via regular newsletters.
- 8) 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 & Proposal

Appendix 2 – Consultation Summary

BACKGROUND PAPERS

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

IMPLICATIONS ARISING OUT OF THE REPORT

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

DECISION TAKEN

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

Subject: *PROPOSED NO WAITING AT ANY TIME
RESTRICTIONS – GALLOWS BANK -
HEXHAM*

Consultation 8 Responses
7 For
0 Against
1 Neither

Decision Taken: *TO APPROVE THE PROPOSAL FOR NO
WAITING AT ANY TIME RESTRICTIONS –
GALLOWS BANK - HEXHAM*

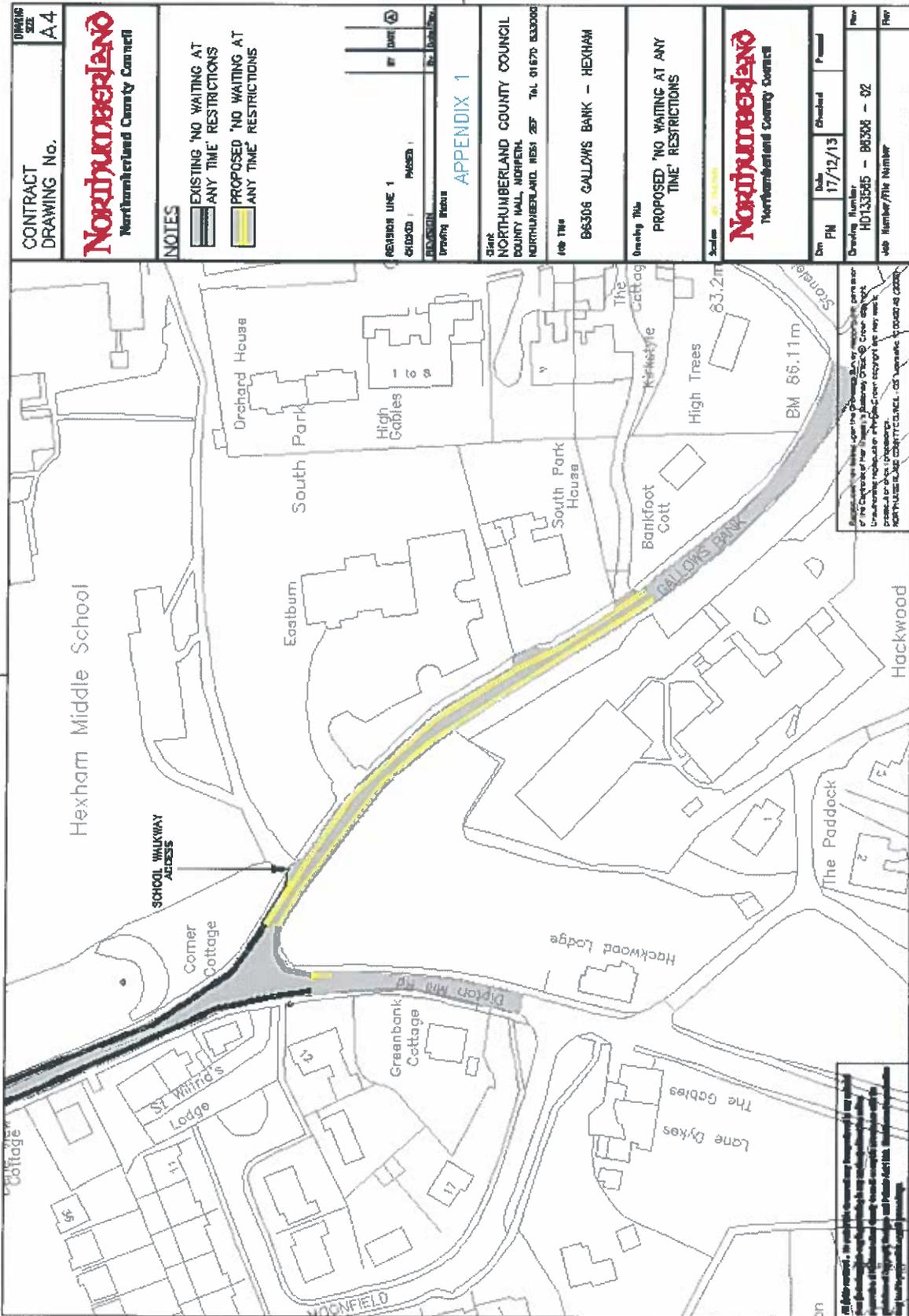
Signature of Corporate Director

Ben Rowland

Date

22/01/14

Appendix 1 – Consultation Plan & Proposal



CONTRACT DRAWING No. **A4**



- NOTES**
- EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS
 - PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS

REVISION LINE 1	DATE	BY

APPENDIX 1

Client
NORTHUMBERLAND COUNTY COUNCIL
 BOUNTY HALL, HOSPITAL
 NORTHUMBERLAND, NE51 2EP TEL: 01672 833000

Job Title
B6306 GALLOWAY'S BANK - HEXHAM

Drawing Title
PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS



Drawn	PN	Date	Checked	PN
		17/12/13		
Drawing Number				
H0133565 - B6306 - 02				
Job Number/Job Number				

Information on this plan is for the purpose of the proposed works only. It is not to be used for any other purpose. The Council is not responsible for any errors or omissions. All measurements are to the centre of the road unless otherwise stated. The Council is not responsible for any damage to property or persons arising from the use of this plan.

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Appendix 2 – Consultation Summary

FOR	AGAINST	NEITHER	APPENDIX 2 - CONSULTATION SUMMARY - GALLOWS BANK
1			Would have supported a further extension up Dipton Mill Road than is shown in the drawing. At school leaving time this very busy road with its bend near the bottom is hazardous. When cars park opposite my drive, it demands a very tight right hand turn into same.
1			
1			There is a further problem in that area. The trees are very dense at the north end of Gallows Bank. This means that if you are driving up eastgate wanting to turn right to go up Dipton Mill Road, it is very difficult to see what is coming from Gallows Bank because it is so dark.
1			I would inform you that as an emergency service we recognise and appreciate 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			I support the proposals. They will aid pupil safety as our pupils leave the site.
1			I would ask you to take urgent action to alleviate a long outstanding problem with far greater visibility and safety concerns. This is the situation which exists at present whereby parking is allowed on the A695, in front of the Tap & Spile pub, at the T-junction with Eastgate, the entry/exit, to/from Eastgate is very narrow, which itself presents a problem. This is exacerbated by cars/vans being allowed to park on the corner of the A695, thus preventing drivers exiting Eastgate from having a clear view of the pedestrian crossing and oncoming traffic adjacent to the Tap & Spile pub. Pedestrian crossings normally have zig-zag lines on the roadside at either side of the crossing which prevents vehicles from parking too close to the crossing, but the zig-zag line in front of the Tap & Spile pub has been deliberately shortened to allow the single parking space to be created. I would ask you to consider if this shortened zig-zag line contravenes the existing traffic regulations. If not, then I would urge you to remove this dangerous parking facility as soon as possible, for the benefit of all concerned.
1			I would firstly like to make you aware you are basing these proposals on an out of date drawing. Our new property is, on your old drawing, to the north of Bankfoot Cottage (immediately on the line of the old driveway to Kirkstyle and before the dividing wall for South Park House). Gallows Bank House and Bankfoot Cottage now share the first part of the new drive, immediately off the pathway. Your drawing also shows the old Hackwood school plans, not the new Hackwood Glade Housing estate. We feel the new estate needs to be added to these plans, to fairly reflect the raised amount of traffic which passes through Gallows Bank. I would like to point out, we fully support your proposal for no waiting at any time restrictions, however would like you to take our concerns, which are outlined below, into consideration. If your proposal is passed, we feel that cars will begin to park on the road outside our property where the proposed restriction will end. This would prove to put us and our neighbours at Bankfoot Cottage in a dangerous position, especially when trying to get in and out of our shared drive. We of course do not want this to happen. As you will know, Dukeswood outdoor activity centre is located up Fellside. This centre is regularly accessed by large buses transporting children and young adults to and from the centre. As the narrow road directly outside of our property bends slightly to the left (not a clear view of the road ahead), this causes problems for buses and cars passing each other as the buses take up more than half the road. Our concern here is that parents collecting children from Hexham middle school will migrate to where the proposed double yellow lines will end, as a result making it even more difficult for cars and buses to pass freely, which will consequently make the road and path too dangerous for drivers and especially pedestrians. There is also a great deal of farm traffic and HGV's which travel up and down

			<p>Gallows Bank.</p> <p>This also needs to be taken into consideration. Even though the speed limit up Gallows Bank is 30mph, the vast majority of traffic does not adhere to this making it an already dangerous road. If your application is successful and as there is no clear view of the road ahead, you run the risk of potential cars being parked with other traffic coming the other way speeding, while another car is trying to overtake the parked car. In our opinion, we believe the proposed restrictions should continue up Gallows Bank, towards Fellside and terminate past the entrance to Quarry Edge. A number of years ago there was a lollipop person who would supervise the school children twice a day just down from the fork in the road at Eastgate. After a number of disturbing incidences for example children playing 'chicken' (this is when children see the oncoming traffic and run out across the road at the last moment) we found it necessary to raise this with the head teacher at Hexham middle school. perhaps Gallows Bank and Eastgate would benefit from having marked pedestrian crossings. As per original plans for the development of teh Hackwood glade estate, pedestrian crossings were originally shown. In our opinion this is an indication NCC already knows this a dangerous road.</p>
		1	<p>The Locality Inclusion Support Team, LIST (West) are a team of 25, based at Hexham Middle School. We are writing to you in response to your consultation letter about proposed restrictions at Gallows Bank, Hexham. We would like to point out that although we are based at Hexham Middle School we are a separate team and our opinions about your proposal may differ from that of Hexham Middle School representatives. With reference to the proposed 'No Waiting at Any Time' Restrictions – Gallows Bank – Hexham, LIST would like to raise concerns around the repercussions this is likely to have on the already congested main school entrance on Wanless Lane. The 'drop off' and 'pick up' zones at the main school entrance are already significantly overcrowded at key times and can pose a risk to both pedestrians and road users alike. There are numerous buses, taxis and parent's vehicles which block the one way system around the school entrance, the parking at the end of Wanless Lane, the access to the apartments and the access to the town car park. On occasions taxis use the exit as an entrance which can be very dangerous as it is a one way system and neither pedestrians or road users are expecting to meet vehicles head on.</p> <p>The traffic calming measures and pot holes also pose issues with such large vehicles and volumes of traffic using the area. The roundabout at the end of the B6305, which leads directly onto the roundabout on the A695 and the mini roundabout on Maiden's Walk are already very congested at key times which poses a risk, especially if additional traffic would be using this route, should the proposed 'No Waiting at Any Time' Restrictions – Gallows Bank – Hexham go ahead. We feel that consideration must also be given to the impact on the emergency service vehicles which require frequent, safe access to Hexham General's Accident & Emergency Department. Thank you for giving us the opportunity to comment on the proposed 'No Waiting at Any Time' Restrictions – Gallows Bank – Hexham. Please keep the team informed of any further developments.</p>
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