



Northumberland County Council

RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR OF PLACE

Executive Director Place - Barry Rowland

The proposed introduction of 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland

Purpose of report:

To consider the responses to the consultation relating to the traffic regulation order changes required in order to implement free parking in the locations as previously agreed following initial consultation with town and parish councils across Northumberland

Recommendations:

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

1) The provision of the introduction of 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland

Key issues

- 1) Prospect House Hexham**
- 2) Wentworth Car Park Hexham**
- 3) Bridge Street Car Park Berwick**
- 4) Bus Operators**
- 5) Parking Charges suspended on 1st April 2014**

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PROPOSED INTRODUCTION OF FREE PARKING

BACKGROUND

Introduction

The Council's administration made a commitment to see through its manifesto promise to offer communities the opportunity of free parking in Council managed car parks and parking places within Northumberland.

The Council has been working with town and parish councils on the implementation of free parking across the county. Community based parking plans have been submitted to the Council and approved by the Policy Board. The Council is now in a position to commence the legal process of introducing the wishes of these communities.

Where there are currently time limits in force these will be retained and it is proposed that time limits will be enforced through the introduction of disc parking zones. It is also proposed to amend the 'no return' restrictions in all time limited parking places across the county to assist with enforcement of time limits.

Changes which have already taken place

Parking charges for on-street limited waiting parking places and a number of off-street parking places were suspended on 1st April 2014.

Impact of the proposed changes

The impact of these changes and where they take effect is summarized in the following table;

Location	Key Traffic Regulation Order changes that impact on locations
Alnwick	<ul style="list-style-type: none">• All on and off-street pay and display parking places managed by Northumberland County Council became free of charge on 1 April 2014• All time limits in on-street short stay parking places will remain in place and will be enforced through the introduction of disc a parking zone• All time limits in short stay off-street car parks will remain in place and will be enforced through the use of parking discs

Bamburgh	<ul style="list-style-type: none"> The Links Road car park managed by Northumberland County Council became free of charge on 1 April 2014
Beadnell	<ul style="list-style-type: none"> The Beadnell car park managed by Northumberland County Council became free of charge on 1 April 2014
Berwick	<ul style="list-style-type: none"> All on and off-street pay and display parking places managed by Northumberland County Council became free of charge on 1 April 2014 (except Berwick Railway Station) All time limits in on-street short stay parking places will remain in place and will be enforced through the introduction of disc a parking zone All time limits in short stay off-street car parks will remain in place and will be enforced through the use of parking discs A new parking permit for commuters using Berwick Railway Station car park will be introduced
Corbridge	<ul style="list-style-type: none"> A ½ hour free parking option was introduced on 1st April to the tariff in all on-street Pay & Display parking places with a maximum stay of 3 hours paid parking A new free of charge car park at Well Bank is being introduced with a maximum stay of 3 hours
Craster	<ul style="list-style-type: none"> No change - Parking charges will remain in Craster Quarry Car Park
Hexham	<ul style="list-style-type: none"> All on and off-street pay and display parking places managed by Northumberland County Council became free of charge on 1 April 2014 (except HGV parking in Wentworth Car Park) All time limits in on-street short stay parking places will remain in place and will be enforced through the introduction of disc a parking zone All time limits in short stay off-street car parks will remain in place and will be enforced through the use of parking discs A new 2 hour time limit will be introduced in Wentworth Car Park in the area outside Waitrose and the Wentworth Leisure Centre A new 2 hour time limit will be introduced at Prospect House car park bringing the car park in line with town centre parking time limits
Holy Island	<ul style="list-style-type: none"> No change - Parking charges will remain in Chare Ends and Green Lane car parks

Morpeth	<ul style="list-style-type: none"> • All pay and display car parks managed by Northumberland County Council became free of charge on 1 April 2014 • All time limits in short stay car parks will remain in place and will be managed through the introduction of disc parking
Newton by the Sea	<ul style="list-style-type: none"> • No change – Parking charges will remain in both Low Newton and High Newton (Newton Steads) Car Parks
Rothbury	<ul style="list-style-type: none"> • The Cowhaugh car park managed by Northumberland County Council became free of charge on 1 April 2014
Seahouses	<ul style="list-style-type: none"> • A 1 hour free parking option will be introduced to the Pay & Display tariff in the Station Yard Car Park
Wooler	<ul style="list-style-type: none"> • The Wooler Bus Station car park managed by Northumberland County Council became free of charge on 1 April 2014 however a 2 hour maximum stay will be introduced at the car park
All areas	<ul style="list-style-type: none"> • New 'no return' time limits will be introduced within the on and off-street parking orders. Limits will be set to 1 hour longer than the maximum stay in each parking place as specified e.g. if the maximum stay is 2 hours then the 'no return' will be 3 hours

Consultation

- 1) Consultation took place for a six week period between Friday 14th February 2014 and Friday 28th March 2014, with a proposal to introduce 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland
- 2) In view of the scale and potential impact of these proposals i.e. across the whole of Northumberland, consultation letters were sent out to all County Councillors, Parish Councils and Town Councils, associated statutory bodies and together with a list of both internal and external interested parties.

- 3) Of those that responded there were 2 key objections, these were to specific issues and not to the overall proposal. These are detailed in the paragraph below; Responses to comments and key issues. The remaining responses are generally positive and in favour for the scheme, (See Appendix 1).
- 4) 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.

Responses to comments and key issues

The proposals to change the traffic regulation orders were taken from the community based parking plans submitted by the town and parish councils following a period of consultation with them on the implementation of free parking. As such the comments in Appendix 1 were forwarded to the relevant Town Council for their views in consideration of the response.

1) Prospect House, Hexham

Provision of long stay parking (Monday to Friday) in Prospect House car park.

The Council contacted Hexham Town Council for their views on the comments received relating to this proposal. They have considered the comments however feel that there is ample long stay parking at the nearby Wentworth Car Park. The town council view this car park as public town centre parking and feel that it should be managed in the same way as the existing short stay town centre parking.

Staff working at Prospect House will still be able to load or unload from their vehicles or park for up to 2 hours and residents who wish to park overnight can do so within the operating times of the car park (i.e. park after 4pm and move their vehicle by 10am the following morning free of charge)

2) Wentworth Car Park Hexham

The original proposal was to introduce some short stay parking to the area in from of Waitrose and the Wentworth Leisure Centre with a maximum stay of 1.5 hours. There is a request to increase this to 2 hours. The town council feels that this is consistent with other short stay parking which will in turn allow customers more time to participate in activities at the leisure centre and shop at the Waitrose store.

The Council consider this is a valid amendment and will amend the Orders accordingly.

3) Bridge Street Car Park Berwick

Objections have been received by traders of Bridge Street in Berwick who do not agree with the proposed £1 charge for discs. There is a covenant in a legal agreement on the car park that states that parking should remain free of charge. The decision on whether to charge or not for parking discs is not specifically relevant to the traffic regulation order itself. However the traders have requested that users of Bridge Street car park be allowed to identify their time of arrival by "any clearly visible means", something which was allowed under the old District Council. This would then mean that they would not need to purchase a parking disc in order to park in Bridge Street car park.

The Council has considered the comments received, but feels that due to the widespread use of parking discs a charge for a disc cannot be deemed as a charge for parking specifically at the Bridge Street car park. To allow hand written notes would result in an inconsistent approach to enforcement with one car park being treated differently to all of the others managed by the Council..

4) Bus Operators

Bus operators have provided comments on the potential negative affect that the introduction of free parking will have on bus services throughout Northumberland.

Although, these can be considered valid comments, the suspension of parking charges has already been introduced in April 1st 2014, in accordance with the Councils commitment to see through their manifestos commitments. This consultation has been prepared to implement these changes via legal process of Traffic Regulation Orders.

5) Parking Charges suspended on 1st April 2014

For clarification Parking charges were suspended on 1st April 2014. The proposals set out in this report will provide the legal Orders to enforce these changes. i.e. the removal of pay and display parking places.

APPENDIX INDEX

Appendix 1 – Consultation Summary

Appendix 2 – Consultation Information & Proposal

BACKGROUND PAPERS

File Ref: TRO_021

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Revision will need to be made to the Northumberland Parking Strategy
Finance and value for money	To be financed through LTP and revenue budgets within the service
Human Resources:	Sustainable Transport and Highways & Neighbourhood Services
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, Parish Councils, Town Councils and interested parties
Wards	All Northumberland Wards

DECISION TAKEN

Title of Executive Member

Ian Swithenbank – Policy Board Member, Local Services

Subject:

To consider the responses to the consultation relating to the traffic regulation order changes required in order to implement free parking in the locations as previously agreed following initial consultation with town and parish councils across Northumberland.

And consider the provision of the introduction of 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland

Consultation

32 Responses
12 For
1 Against
19 Neither (specific issues)

Decision Taken:

TO APPROVE The proposal for the introduction of 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland

Signature of Corporate Director



Date



Appendix 1 – Consultation Summary

Consultation Responses Summary – The proposed introduction of 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland			
Initial	Name	Organisation	Relevant Comments
L	Murray	Bridge Street Traders Association	<p>It was created by the Bridge Street traders in the 1960s as a free 2-hour stay carpark Monday–Saturday with no restrictions on a Sunday. Historically the traders on the street were able to hand out discs or simply write the arrival time on a slip of paper with the issuing shop name. As an example of the thin end of the wedge, when County Council started ticketing in Berwick on a Sunday, several local residents who thought they were parking legitimately in Bridge Street (having done so for years) were issued with parking tickets. When I tried to argue that the Bridge Street carpark free all day on a Sunday was met with a brick wall of legislation - people in offices miles away who were simply looking at a rule book that applied to all Berwick carparks. A one-size-fits-all approach doesn't work for a place like Berwick, especially with distant bureaucrats. We need our administrators in Morpeth to have immediate access to the information that the Bridge Street carpark is a special case. It should be flagged up on their files and their computer systems: "Traders' carpark; local letterhead/clocks accepted". Meanwhile, the Bridge Street Traders would be perfectly happy to print our own slips, so that when we run out of discs we have an alternative to hand rather than incur extra costs for more discs</p>
R	Boston	The Green Shop	<p>Bridge Street Car Park time of arrival can be represented by any clearly visible means be that a cardboard clock hand written note or other method. That was the system formerly accepted by both Borough and County Councils and the present Unitary Authority</p> <p>That car park is our greatest asset. The site was bought and cleared by Bridge street Traders in the 1960's and gifted to the Council under Covenant to be maintained by them as a free car park for the benefit of Bridge street traders. If we allow Council to interfere at however trivial a level with that Covenant then we risk losing our free car park in the future (whether one, five or ten years hence) From 1st April there is an expectation that time of arrival will be display on a clock. These clock cost money 1p 50p £1 whatever the price there is to be a cost for parking which was formerly free. The initial cost and distribution of clocks is being borne by County. The next wave will be generously subsidised by Berwick Chamber of Trade. But at some point the burden will fall on you. If we allow County to use us to make that car park one demanding payment (for a compulsory clock) then there will be no way back and we will lost</p>

			control of our most valuable asset. The flexibility asked for, will remove that risk!.
G	Robbie		<p>Just to follow up from Ross Boston's communication to you about the parking discs, I wholly support the view that Bridge Street carpark should be treated as a separate entity to other carparks in Berwick. The comments set out below in response to the consultation on changes to the parking regulation orders, and specifically revisions to time limits in the car park at the rear of Prospect House, Hexham, are mine and not necessarily those of colleagues also based in the West Area Development Management team at Hadrian House, Hexham. I have cc'd them into my response as the changes have the potential to impact on them and their day-to-day work. I would like to make the following comments on the proposals re Prospect House car park:- Staff working in the my team (West Area Development Management team) are a combination of casual and essential car users, all with an essential (and often daily) requirement to use their cars to visit sites, and to attend meetings at County Hall (and other locations). Quite often, this requirement also includes the transport of planning application files to, and between, site visits, which at times can be both numerous and bulky. Unlike staff based at County Hall, my team do not have access to guaranteed close and convenient parking provision. In order to allow my team to go about their business commitments for the Council, a number of staff members have for at least 3 years paid (out of their own pockets) for the County-wide parking permits on the basis that this at least enabled them to park at the rear of Prospect House where it was either close (when we were based at the Old Grammar School) or reasonably close (now we're at Hadrian House) to their office base. Whilst the introduction of free parking across the County is therefore largely welcomed as a way to providing equality between County Hall and non-County Hall based staff, the implications of the changes to time limits in the Prospect House car park are a significant concern. Staff will no longer be able to park at or close to their office base on a long-stay basis (ie, all-day basis) but, more significantly, by opening up access to this car park to all on a 2-hour limit,</p>
			<p>it will drastically reduce the ability for staff to even be able to park for a short period as a way to transfer site equipment and documents from their cars to the office, as the car park will potentially be busier. More significantly, it will have also have implications for the smooth operation of the day-to-day business as staff will have to make a 10 – 15 minute walk to the long-stay parking areas at Wentworth car park – again, quite likely with heavy documents and files. The changes to the time limits at the rear of Prospect House will also impact upon the smooth running of late afternoon and evening meetings held at Prospect House when time limits become an issue and cars have to be moved. Meetings will quite often finish after dark, and up to 10pm in the case of planning</p>

		<p>committee meetings, and restrictions on the ability to park "through the day" at the rear of Prospect House will inevitably mean that staff will have to transport numerous heavy and bulky files, and expensive computer equipment from Prospect House to wherever they've managed to park, at risk to their personal safety and the safety and security of Council-equipment. An alternative to this suggestion is to maintain some element of "long-stay" car parking at the rear of Prospect House. This could be identified by coloured line markings at at Gilesgate car park for example, but being reserved in this instance for Council staff. The existing markings at Prospect House allow a certain number of "double park" bays which currently works well (if used properly) as Prospect and Hadrian House staff know who they've "parked in" and can be contacted to move their cars. Display of a County Council staff badge (of some description) would identify cars as being staff members. Given the current asset-management programme of reviewing the Council estate it may well be the case that longer term, other office moves are brought about, in which case these arrangements might only be short to medium term and could be reviewed at some point in the future. I understand that staff based at Prospect House have made similar representations regarding the proposed revisions to parking arrangements. I trust that these comments will be considered as a way to ensure the best use of officer time in going about efficient Council business.</p>
R	Powell	<p>I am writing on behalf of colleagues who currently work out of Prospect House serving communities in the west, to draw attention to the unfairness of current parking arrangements for staff based there. Colleagues based in NCC accommodation throughout the County have been able to park near their offices at no extra charge, for some time staff based in Prospect House have only been able to park through the purchase of a countywide pass.. This position has been accepted by staff as a minor inconvenience, given that they have been able park close to their place of work and use the permits at other times. However, with the advent of the new parking arrangements the Prospect House parking situation will change dramatically. Staff will no longer be able to use the car park for all day parking, this presents a particular difficulty for colleagues who are 'out and about', attending meetings and regularly returning to their office base. Whilst the all-day Wentworth Car Park is not in fact far away, it still represents a significant distance for colleagues who work out in the community. In addition to time taken out of the working day, officers are having to transport an array of equipment, some of it heavy, to and from their vehicles. Local discussions have taken place with colleagues and it has been suggested that there is a workable and fair resolution to ensure that the needs of staff and members of the public are addressed. It has been suggested that a number of spaces be</p>

			dedicated for staff only, these could be located in an area of the car park closely adjacent to the back wall of Prospect House, it would be possible for this to be two rows deep as staff would know that their colleagues would be parking there, in addition a few extra spaces could also be made available in the same area overlooking the Wentworth Car park. The precise number of spaces has yet to be determined. The remaining spaces would be available for short-term public parking. An informal approach has already been made to the Mayor Of Hexham Town Council, who has indicated that he is not opposed to the idea in principle, obvious there would need to be further discussion with HTC and NCC- to see if such a proposal is possible and thereafter determine the details.
A	Kay		The exceptional case of, Bridge Street car park time of arrival can be represented by ANY clearly visible means, be that cardboard clock, hand written note or other method. Bridge Street car park is our greatest asset and must be kept as such. Access should not be restricted in any way and all parking should be FREE of all charges for all users for their allowed time, regardless of how their arrival time is displayed.
E	Sutherland-Loveday		We write in support of the content of the green shops letter dated 24 March 2014 concerning the Bridge Street car park. Doubtless you are aware of/have been acquainted with the letters contents but nevertheless a copy of same is attached hereto: and we respectfully add that the breaking, in any way other than with the prior written agreement of both parties, of the Covenant that runs with the Bridge Street car park and/or the breaking of any established 'course of dealing' relative thereto would be unlawful and could be founded upon.
A	Frank	Top Dog Grooming Parlour	I have recently received a letter stating that you wish to make the free car park in Berwick one where you have to pay. This would have a huge detrimental effect upon my business if you went ahead with these plans. I haven't yet been open for a year and 98% of my customers park in that car park while I do their dogs and they walk around Berwick and Bridge street and go for coffee while they wait. They are always telling my how great it is to be able to park there and not have to pay, they also always state it is one of the reasons why they come to me due to the convince and due to there not being any hassle. It is Also another reason why I opened my shop in Bridge Street for this facility as I know from previous experience that owners do not wish to pay to park their cars and would prefer to find another salon with parking. As my representative of Northumberland County Council I wish you to reconsider making this car park payable. I use this car park on a regular basis, I always write the time I arrive on a bit of paper and pop it in my window and I always move it after the allocated time. Please do not take this away from Bridge Street, I don't think id be the only business effected by this.

P	Waddell	The Granary Guest House	<p>We wholeheartedly concur. As my representative on Northumberland County Council I wish you to ask County that in, the exceptional case of, Bridge Street car park time of arrival can be represented by ANY clearly visible means, be that cardboard clock, hand written note or other method. That was the system formerly accepted by both the old borough and County Councils and the present Unitary Authority. That car park is our greatest asset. The site was bought and cleared by Bridge Street Traders in the 1960s and gifted to the Council, under Covenant, to be maintained by them as a FREE car park for the benefit of Bridge Street traders. If we allow Council to interfere, at however trivial a level, with that Covenant then we risk losing our FREE car park in the future (whether one, five or ten years hence). From 1st April there is an expectation that time of arrival WILL be displayed on a 'clock'. These clocks cost money. 1p, 50p, £1 - whatever the price there is to be a cost for parking which was formerly free. The initial cost and distribution of clocks is being borne by County. The next wave will be generously subsidised by Berwick Chamber of Trade. But, at some point, the burden will fall on you. If we allow County to use us to make that car park one demanding payment (for a compulsory clock) then there will be no way back and we will have lost control of our most valuable asset. The flexibility asked for, above, will remove that risk!</p>
R	Boston		<p>BRIDGE STREET FREE CAR PARK. As my representative on Northumberland County Council I wish you to ask County that in, the exceptional case of, Bridge Street Car Park time of arrival can be represented by ANY clearly visible means, be that cardboard clock, hand written note or other method. That was the system formerly accepted by both the old Borough and County Councils and the present Unitary Authority. In policing the restrictions there has obviously been no difference between a cardboard clock and a clearly written note on paper and, in fact, for the last several months neither clock nor note has been required yet the two-hour limit is being, easily, maintained. The site was bought and cleared by Bridge Street Traders in the 1960s and gifted to the Council, under Covenant, to be maintained by them as a FREE car park for the benefit of Bridge Street traders. The flexibility asked for, above, will both maintain the status quo and obviate imposing a 'hidden' charge (purchase of clocks) for what is a FREE two-hour car park. Agreement to this will achieve both ends simply, quickly and at no cost to anyone.</p>
		Berwick Town Council	<p>Berwick-upon-Tweed Town Council would like to submit the following comments regarding the Countywide Parking Consultation, Ref: TRO_21. Parking signage should be included at on-street parking bays in Castlegate to ensure consistency of information throughout the town. This may be taken into account already but Castlegate is not included on the map provided.</p>

		Hepscott Parish Council	As one of the parish councils adjacent to Morpeth town, Hepscott is particularly interested in the impact of this new parking system on Morpeth town centre. We welcome the introduction of free parking provided it does not impact on other services. I hope you are interested in our comments below on your proposals. We note that introduction of a disc system, but with to know if a disc will be required for on street parking and in the long stay car parks? We are also concerned about the impact on visitors to the town, and hope that they are clearly informed of where to obtain a disc, and that the disc remains free of charge. We are also concerned that the different regulations across Northumberland may be confusing and believe that good signage will be crucial. We hope that the discs will be able to be used across the county. We also note that there will be new "no return" time limits within the on and off street parking orders, with limits set for an hour longer than at present. Again clear signage will be important. How will this be enforced? Will it be through fines? Finally the parish council would like to know how much revenue will be lost through the introduction of free parking.
		Harbottle Parish Council	Harbottle Parish council supports the plans in principle
		Whittingham, Callaly & Alnham Parish Council	While supporting the proposals for disc parking, Councillors were a little concerned that parking discs for the scheme were already being publicised and distributed well ahead of the consultation closing date which was given as 28th March 2014.
		Broomley & Stocksfield Parish Council	Broomley & Stocksfield Parish Council has discussed this issue and has no comments to make other than to stress the importance of parking discs being widely available in the towns to which they are apply.
M	Parry	Centre Manager - Sanderson Arcade	Whilst we at Sanderson Arcade are extremely pleased that free car parking is being implemented in Morpeth, we do have a number of concerns about the disc system which is being proposed. These concerns are shared with a number of businesses here at the centre. For the town to really benefit from free parking we believe it is crucial that the short stay and long stay car parks are utilised properly and that there is a good turnover of spaces for shoppers and visitor to the town. Our concerns are that the disc system could be open to abuse and misuse and that whilst it is a straight forward parking regime for those who are using it every day and are familiar with the system it is less so for occasional visitors. For someone visiting the town it is also not a "free" system of parking as they will have to purchase a disc from a local shop making it an overly complicated system for visitors and tourists to the town of which there are many. We would hope that the system is well managed to ensure there is a good turnover of car parking spaces in the main, short stay town centre car parks and that the proper use of the longer stay spaces is actively encouraged.
L	Clay		I will be grateful if the council will reconsider making Prospect House car park two hours only from April.

			<p>When I moved to Hexham in 2006 I knew I could not park near the flat and accepted that I had to buy a permit for several years I was happy parking at Loosing Hill and walking home, on the flat, to Battle Hill. I was disappointed when Loosing Hill became four hours only but discovered Prospect House car park which I would at last use during the week, with my permit, and walk home on the flat/ If the only long stay car parks are Wentworth and the ten spaces near the community centre there will be no long stay car parks on the flat and my nearest car park (for overnight parking) will be a quarter of a mile away. On winter I found it impossible to walk down Hallgate to the leisure centre because of ice for several days, the road from Priestpottle then toward the station was also street ice, impossible to walk on with my arthritis. Another winter Gilesgate was impossible to walk down and when the snow cleared on the paths the car park was still rutted street ice. A guarantee that both car parks, Gilesgate and Hallgate will be kept snow and ice free would go some way to reassuring me that were I to leave my car in these locations in winter I will be able to return to them, without danger to my person, at a later date. I'd be interested to now how many of the people who made this decision have to leave their car a quarter of a mile away down a hill at night.</p>
		Go North East	<p>Thank you for being given the opportunity to comment on this proposal. Go North East are the biggest bus operator in the north east of England, providing a large number of services in south and east Northumberland, as well as Tyne & Wear and Durham areas. In the past year alone, a high number of brand new buses and a similar number of cascaded 3-4 year old buses have been transferred into our depots at Hexham and Percy Main to significantly upgrade the service we provide to the travelling public in Northumberland. New links, incorporating faster journey times have also been introduced, such as those between Hexham and Newcastle following requests from our customers. The cost for new and increased numbers of refurbished vehicles in the past year alone for Northumberland services has exceeded £4million, an high sum for a largely rural area, but one we felt would benefit the area and, by looking at ways of working in partnership with Northumberland County Council, would assist in reducing traffic levels in the areas we operate. The proposed introduction of free parking in areas such as Corbridge and Hexham will undoubtedly increase traffic levels, leading eventually to a reduction in numbers of bus users, which will have a detrimental effect on the future of the new and long-standing bus services in these areas. There is also the risk of being unable to maintain the use of new, or even refurbished vehicles, on the routes we provide, where passenger numbers will almost certainly fall to a level that could not support the use of such vehicles. Northumberland County Council have also just made it very clear that there will almost</p>

			<p>certainly be a reduction of £240,000 in the secured bus service funding in the coming financial year, with operators being asked to take on services commercially to lessen the effect on bus users, rather than allow withdrawal of a number of less frequent, more rural bus services. Asking operators to maintain such loss-making services is totally at odds with the proposal to make car usage easier – in order to maintain such services we need more</p>
			<p>passengers not less. From our experience free parking will result in a reduction in the number of bus passengers, threatening service viability, and increased traffic levels will slow down bus services making them less attractive and more expensive to operate– ie a cycle of events that will result in reductions in bus services, affecting those who don't have access to a car. Quite how Northumberland County Council can afford to write-off their annual parking income of well over £2million per year, especially in the current climate, when severe cuts in local bus service provision and staffing levels would badly affect Northumberland based employees and residents for the foreseeable future. We regularly raise issue with the Council on the very low levels of parking enforcement, coupled to the very small number of restrictions actually in place to prevent parking in the Corbridge and Hexham areas, which cause long delays to all road users, as well as buses, especially at busy times. The introduction of free parking will attract even more vehicles into these areas and when car parks are full, the increased numbers of cars will have no alternative than to park on the narrow roads, causing further increases in delay and congestion. To add to this, the proposed closure of Hexham Bus Station, with buses being forced onto roadside bus stops in Priestpottle and then having to travel to Benson's Memorial to turn round, will add significantly to the parking and congestion problem in Hexham, and provide less convenient facilities for customers, leading to further decline in passenger numbers. It would appear when summarising the issues and concerns above, that the timing for the introduction of such a reshaping scheme for parking could not be more wrong. Before such a scheme can be introduced, the existing parking restrictions need to be looked at carefully and where necessary, locations for further restrictions would be identified and implemented. Increased enforcement would be required to prevent</p>
			<p>centres such as Hexham and Corbridge from becoming heavily congested. Extra enforcement will come at a price, one that can only be paid initially from the revenue coming from car parking charges. Hopefully this scheme will receive further discussion with stakeholders, to look at the full picture and to carefully balance the effects of the implementation of such a scheme. In its current format it will sound the death knell for bus services in the Hexham area, as well as impacting on services elsewhere throughout the County.</p>

P	Forsyth	Waitrose Ltd	After further consultation with Partners , customers our Leisure centre neighbours and the wider community , I would like the proposed 1 1/2 hour limit to be extended to 2 hours for the short term 300 spaces in front of Waitrose and the Leisure Centre.
L	Hamlin	Felton Parish Council	Felton Council are fully supportive of the proposals for the "Disk Zone Parking Places" as per the consultation document circulated, however they have stated that NCC must ensure there are enough parking disks for visitors in shops and tourist information centres to ensure that the disk system can work effectively.
L	Hamlin	Thirston Parish Council	Thirston Parish Council are fully supportive of the proposals for the "Disk Zone Parking Places" as per the consultation document circulated
L	Hamlin	Newton on the Moor & Swarland Parish Council	Newton on the Moor & Swarland Parish Council are fully supportive of the proposals for the "Disk Zone Parking Places" as per the consultation document circulated
T	Tatman	23 Hencotes, Hexham NE46 2EQ	I object strongly to the removal of parking charges in Hexham. 1. I am unaware of any evidence that supports the idea that such a measure would significantly improve the vitality and viability of Hexham town centre, particularly it retail businesses. 2. It is a nonsense to deprive NCC of parking charge income, estimated I believe at c.£300,000 p.a., while expecting NCC to make significant investments in Hexham, for example provision of off-street bus station facilities including sheltered seating and toilets for passengers.
R	Macfarlane	Newbrough Parish Council	Network Management -Hexham parking consultation. Tynedale Council with great deliberation and enthusiasm (as well as Morpeth and Alnwick in their own districts) decided that the present system with parking charges would be best. Hexham Town Council agreed. They must have had sound reasons for this. Newbrough Parish Council are concerned that any changes may have unintended consequences and the Council would certainly not want any reduction in parking opportunities in Hexham.
		Arriva North East	I am writing in response to the above proposals, with the following comments: The implementation of free parking in town centres will compete with local bus services in the areas of proposed free parking. The bus services operating in most of these areas cover mainly rural communities and do not operate on large financial margins. Any detriment to passenger numbers on these services will have an adverse effect on service performance and viability. There is no evidence in the Policy Board report that any consideration has been given to the potential effects on bus services. This is a major omission. Whilst there is a stated desire within Northumberland County Council to maintain bus services at their current levels, thereby retaining accessibility for all communities without access to private transport, this Policy is contrary to that desire, given that services will be affected by competing car journeys becoming less expensive. The revenue cost to Northumberland

			County Council of implementing this Proposal (£2.1m plus £150,000 one off cost) comes at a time when public transport funding within the County is on the verge of being significantly reduced. Operators are being asked to consider running financially unviable services commercially, but these Proposals will render those services less viable and therefore less likely to be assumed into the commercial bus network, which will affect the most vulnerable residents in areas where supported bus services are reduced or removed.
G	Cant	Wentworth Manager	As the Manager of Wentworth Leisure Centre I would like to send through a proposal that the limited free time parking of 1.5 hours is extended to 2 hours parking as it is for prospect house car park. This will allow time for customers to come in get changed, take part in their activities (sometimes two activities – Gym and Swim), use the café without having to rush in and out and have the stress of potential parking fines hanging over them. This would also give them the opportunity to use the other facilities in the car park (Waitrose). Another concern is that the only Parent and Toddler bays will be within the restricted parking area and wondered if they are a time limited also – Our crèche sessions run for 1.5 hours and limiting the time spent to 1.5 hours in the car park would have an effect on the mothers and their children's enjoyment, they need that extra time to set up buggies, take down buggies, strap their children in etc. Is there a plan of which of the bays are going to be time limited? Is the 1.5 hours time limit during the day – The parking in the "middle" of the car park is very poorly lit and fills with Lorries in the evening – this would not be good for customers or staff accessing their cars. Car Park markings – If the car park is being relined to identify the different parking area's could the consideration be taken to look at the size of these bays – we have many complaints about been being able to get in and out of the cars.
RJ	Simmons	Blyth Valley Disabled Forum	We as a disability organisation support the implementation of all free parking facilities within the County of Northumberland.
G	Scott	10 Broad Road, Seahouses NE68 7SU	Since Seahouses has opted for continuing charging, will an annual ticket be available? Will it apply to all charging areas in Northumberland?
L	Speed		Input on the free parking proposal. How will a visitor to Morpeth who doesn't have a timer disk park and not be fined? How will they know to go and buy a disk from a shop? And then have to walk all the way back to the car to put the disk inside. What is there to stop a parking ticket being issued whilst a visitor goes to buy a timer disk? As a business in Morpeth we will have to issue warnings to all our visiting clients that if they come by car they risk getting fined for parking in a 'free' parking space. We are already considering relocating our business out of Morpeth due to parking restrictions and lack of high speed internet etc.
P	Martin		This is a subject which has come up before in relation to Berwick & there are two important points which

			<p>come to mind immediately : Although the 6 disabled bays by Home Bargains do not apply on Market Days (an appropriate TRO covers this) there is no mention of this on the signage. When the market is quiet I do not need to use these anyway but at busier times they have to be used due to factors such as capacity, location of on-street electrical boxes and width of some stalls (width is very restricted in other parts of the market). As previously discussed if Marygate loading bays become short-term parking then there has to be a Market Day restriction or stallholders will have nowhere to load/unload their vans. The all-day parking of vans on the market is not permitted so the area could be used for parking during the day but the minimum required for the market to function is a restriction on Wednesdays & Saturdays of no parking before 0900 or between 1500 and 1800. These times are based on current market rules relating to the loading/unloading of vans.</p>
S	Henderson	North East Ambulance Service	<p>I am in receipt of correspondence from Terry Luck dated 17.02.14 with regards to the above. Can you please advise if 999 front line emergency ambulances will be exempt?</p>
K	Gray		<p>It would be appreciated if you could look into the Parking on all NCC Markets that have NO PARKING Restrictions on their specific Market Days Please. These can be found on NCC Markets Pages on the Web site it will be necessary to Have Signage stating No Parking on those days because of a Market Being Held</p>
K	Dalton		<p>As quoted in your correspondence COMMITMENT TO SEE THROUGH IT'S MANIFESTO PROMISE TO OFFER COMMUNITIES THE OPPORTUNITY OF FREE PARKING IN COUNCIL MANAGED CAR PARKS IN NORTHUMBERLAND, but it states in the location sheets that Corbridge will still have on-street Pay and Display and Seahouses Station Yard Car Park will be pay and display. So Mr Luck it is not totally what is mentioned, I assume the on-street and Station Yard car parks managed by NCC so if this is the case would the Labour controlled NCC be seen to be Hypocritical or is it me being cynical!</p>

Appendix 2 – Consultation Information & Proposal

NORTHUMBERLAND

Northumberland County Council

County Hall • Morpeth • Northumberland • NE61 2EF
• Web: www.northumberland.gov.uk

Our Ref: TRO_021
Your Ref:
Contact: Terry Luck
Direct Line: 01670 624132
Fax: 01670 626136
E-mail: troconsultation@northumberland.gov.uk
Monday 17th February 2014

Dear Sir/Madam

The proposed introduction of 'Disc Zone Parking Places', changes to 'Off Street Parking Places', changes to 'No return limits at Parking Places' and removal of 'Pay and Display Parking Places' at Specific Locations in Northumberland

The Council's administration has made a commitment to see through its manifesto promise to offer communities the opportunity of free parking in Council managed car parks and parking places within Northumberland.

To implement these changes it will require either, a new Traffic Regulation Order or an amendment to an existing Order. Further information on these changes is detailed on the attached information sheet.

I am therefore writing formally in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) to ask for your comments on the attached proposals.

The County Council is seeking your views, full details on how to respond are on the attached information sheet. I would welcome a reply by Friday 28th March 2014. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the above proposal. You may wish to note that any comments received may be included in a report to the Executive Director - Place and may be available for public inspection.

If you require any further clarification please do not hesitate to contact me.

Yours faithfully



Terry Luck
Transport Projects Team



NORTHUMBERLAND

COUNTY COUNCIL

Consultation

To make amendments or revocations to the following Traffic Regulation Orders in order to introduce the Councils proposals detailed below and on the accompanying information:

Traffic Regulation Order Name	Action
NCC North Northumberland (Central) Area (Waiting and Loading) Composite Order 2011	New Amendment Order
NCC North Northumberland (Northern) Area (Waiting and Loading) Composite Order 2011	New Amendment Order
NCC North Northumberland (Southern) Area (Waiting and Loading) Composite Order 2011	New Amendment Order
NCC South East Northumberland Area (Waiting and Loading) Composite Order 2011	New Amendment Order
NCC West Northumberland Area (Waiting and Loading) Composite Order 2011	New Amendment Order
NCC North Northumberland (Central) Area (Parking Places) Composite Order 2011	New Amendment Order
NCC North Northumberland (Northern) Area (Parking Places) Composite Order 2011	New Amendment Order
NCC West Northumberland Area (Parking Places) Composite Order 2011	New Amendment Order
The Northumberland County Council (Tariff Structure Amendments) Order 2012	Revoke this Order
Northumberland County Council Off Street Parking Places Composite Order 2010 -	Revoke this Order
Northumberland County Council Off Street Parking Places Composite Order 2014	New Order

Consultation Period: Monday 17th February 2014 to Monday 31st March 2014

Background

The Council's administration has made a commitment to see through its manifesto promise to offer communities the opportunity of free parking in Council managed car parks and parking places within Northumberland.

The Council has been working with town and parish councils on the implementation of free parking across the county. Community based parking plans have been submitted to the Council and approved by the Policy Board. The Council is now in a position to commence the legal process of introducing the wishes of these communities.

Where there are currently time limits in force these will be retained and it is proposed that time limits will be enforced through the introduction of disc parking zones. It is also proposed to amend the 'no return' restrictions in all time limited parking places across the county to assist with enforcement of time limits.

The impact of these changes and where they take effect is summarized in the attached table.

Further Details

Full details, together with a map showing the roads involved may be examined at the following locations:

Northumberland County Council Website Consultation Page
<http://www.northumberland.gov.uk/default.aspx?page=10023>

Northumberland County Council, Main Reception, County Hall, Morpeth NE61 2EF.

All NCC Libraries

Comment on Proposals

Individuals are now invited to comment on these proposals for the introduction of the above new Traffic Regulation Orders. Please use one of the following forms of communication, before Monday 31st March 2014:

Email: TROconsultation@northumberland.gov.uk

Website Consultation Link

<http://www.northumberland.gov.uk/default.aspx?page=10023>

Website: www.northumberland.gov.uk

Write to: TRO Consultations, Place Directorate, Sustainable Transport,
Northumberland County Council, County Hall, Morpeth NE61 2EF.

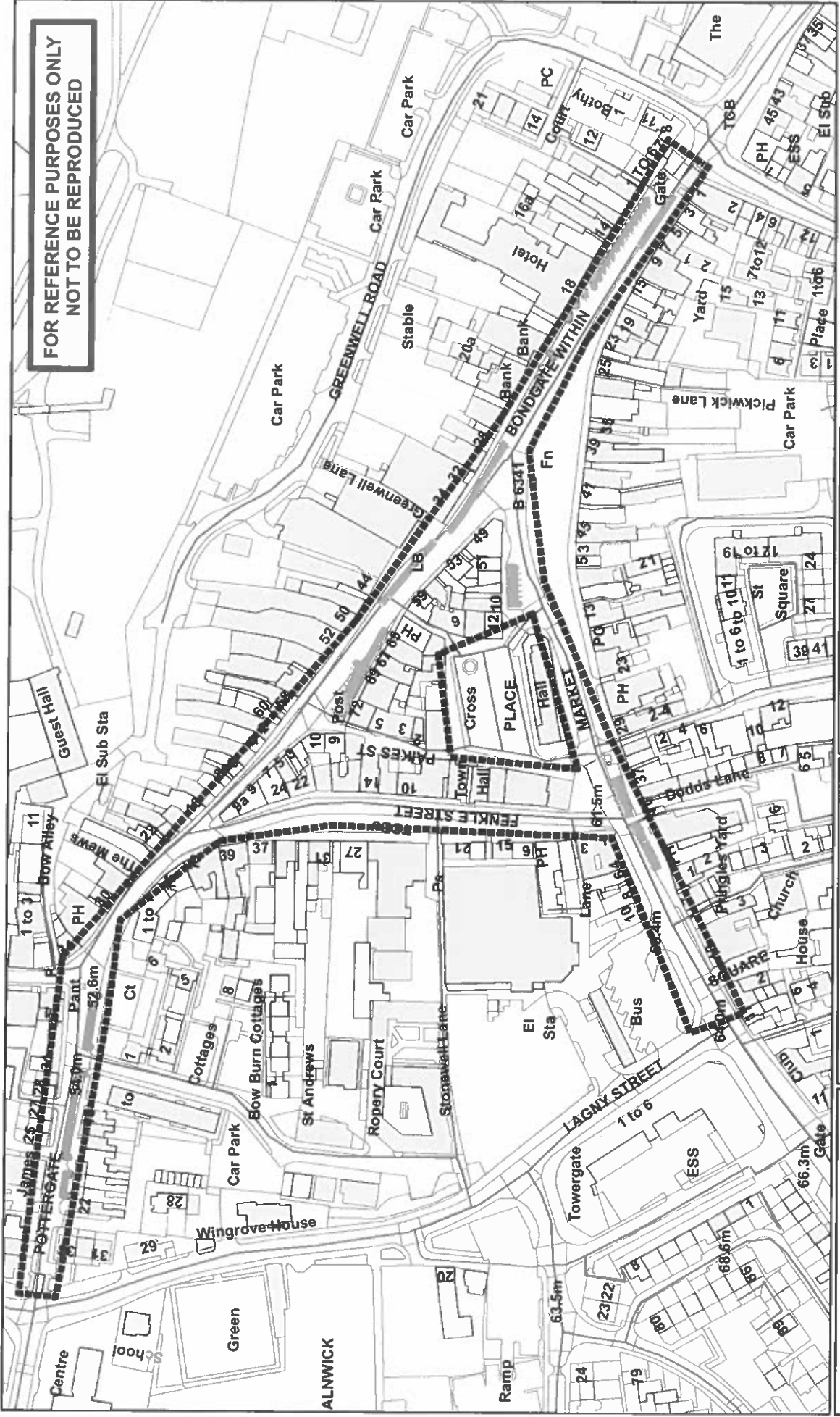
Telephone: 0845 600 6400

Please include the correct reference on all communications i.e. TRO_021

Thank you.

Location	Key Traffic Regulation Order changes that impact on locations
Alnwick	<ul style="list-style-type: none"> • All on and off-street pay and display parking places managed by Northumberland County Council will become free of charge • All time limits in on-street short stay parking places will remain in place and will be enforced through the introduction of disc a parking zone • All time limits in short stay off-street car parks will remain in place and will be enforced through the use of parking discs
Bamburgh	<ul style="list-style-type: none"> • The Links Road car park managed by Northumberland County Council will become free of charge
Beadnell	<ul style="list-style-type: none"> • The Beadnell car park managed by Northumberland County Council will become free of charge
Berwick	<ul style="list-style-type: none"> • All on and off-street pay and display parking places managed by Northumberland County Council will become free of charge (except Berwick Railway Station) • All time limits in on-street short stay parking places will remain in place and will be enforced through the introduction of disc a parking zone • All time limits in short stay off-street car parks will remain in place and will be enforced through the use of parking discs • A new parking permit for commuters using Berwick Railway Station car park will be introduced
Corbridge	<ul style="list-style-type: none"> • A ½ hour free parking option will be introduced to the tariff in all on-street Pay & Display parking places with a maximum stay of 3 hours paid parking • A new free of charge car park at Well Bank is being introduced with a maximum stay of 3 hours
Craster	<ul style="list-style-type: none"> • No change - Parking charges will remain in Craster Quarry Car Park
Hexham	<ul style="list-style-type: none"> • All on and off-street pay and display parking places managed by Northumberland County Council will become free of charge (except HGV parking in Wentworth Car Park) • All time limits in on-street short stay parking places will remain in place and will be enforced through the introduction of disc a parking zone • All time limits in short stay off-street car parks will remain in place and will be enforced through the use of parking discs • A new 1.5 hour time limit will be introduced in Wentworth Car Park in the area outside Waitrose and the Wentworth Leisure Centre • A new 2 hour time limit will be introduced at Prospect House car park bringing the car park in line with town centre parking time limits

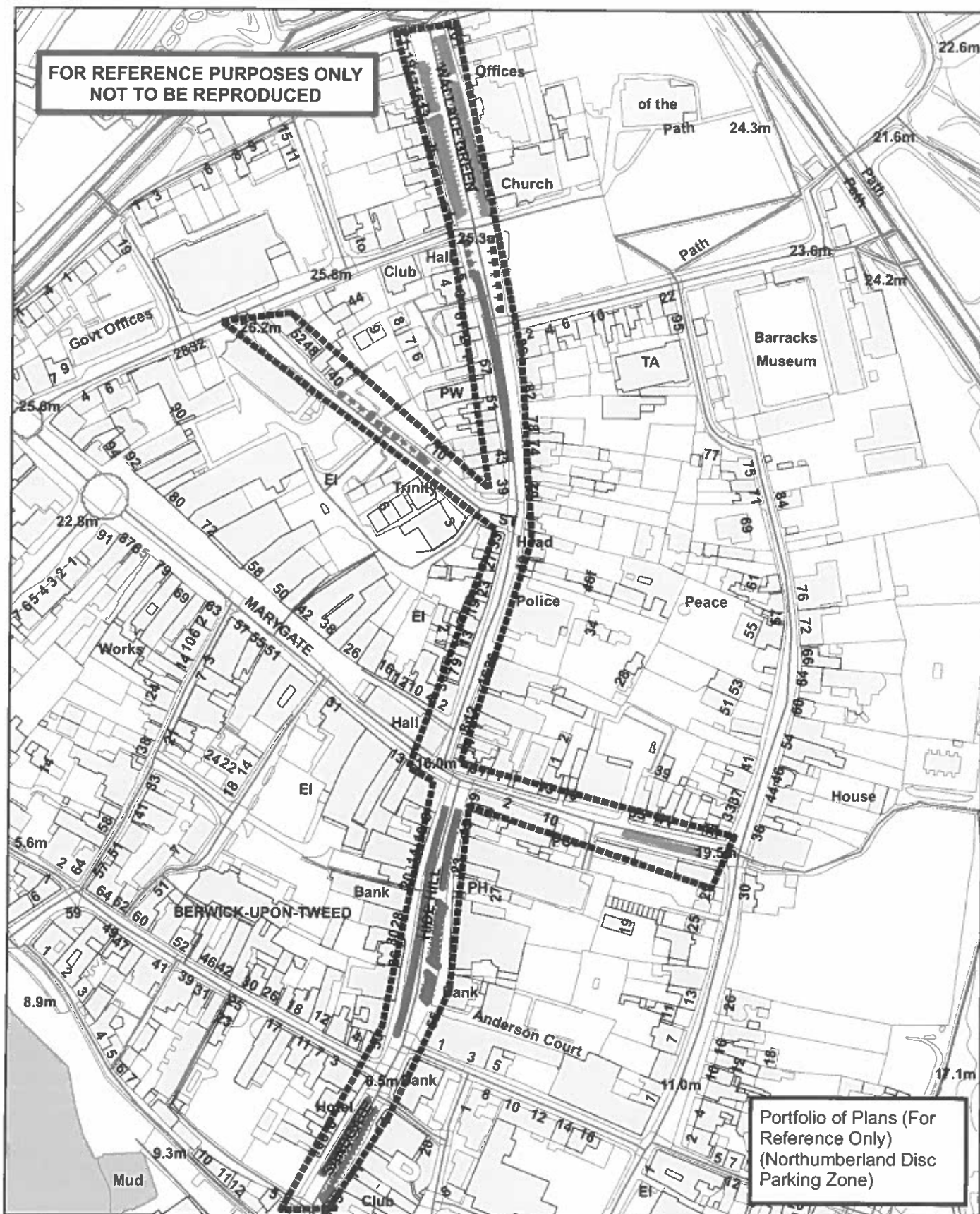
Holy Island	<ul style="list-style-type: none"> No change - Parking charges will remain in Chare Ends and Green Lane car parks
Morpeth	<ul style="list-style-type: none"> All pay and display car parks managed by Northumberland County Council will become free of charge All time limits in short stay car parks will remain in place and will be managed through the introduction of disc parking
Newton by the Sea	<ul style="list-style-type: none"> No change – Parking charges will remain in both Low Newton and High Newton (Newton Steads) Car Parks
Rothbury	<ul style="list-style-type: none"> The Cowhaugh car park managed by Northumberland County Council will become free of charge
Seahouses	<ul style="list-style-type: none"> A 1 hour free parking option will be introduced to the Pay & Display tariff in the Station Yard Car Park
Wooler	<ul style="list-style-type: none"> The Wooler Bus Station car park managed by Northumberland County Council will become free of charge however a 2 hour maximum stay will be introduced at the car park
All areas	<ul style="list-style-type: none"> New 'no return' time limits will be introduced within the on and off-street parking orders. Limits will be set to 1 hour longer than the maximum stay in each parking place as specified e.g. if the maximum stay is 2 hours then the 'no return' will be 3 hours



FOR REFERENCE PURPOSES ONLY
NOT TO BE REPRODUCED

Portfolio of Plans (For Reference Only)
(Northumberland Disc Parking Zone)
(Parking Places) Order 2014

Title: Alnwick Disc Parking Zone		Dm:	Date:	Scale:
Network Management Information System		This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2009)		
Northumberland Northumberland County Council		Northumberland County Council County Hall Morpeth Northumberland NE61 2EF Tel: 01670 533000		



Northumberland
Northumberland County Council

**Network Management
Information System**

Title:
Berwick Disc Parking Zone

Northumberland County Council
County Hall
Morpeth
Northumberland NE61 2EF
Tel: 01670 533000

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Drm:

Date:

Scale:

[illegible]

<p>Northumberland Northumberland County Council</p>	<p>Network Management Information System</p>	<p>Title: Hexham Disc Parking Zone</p>
<p>Northumberland County Council County Hall Morpeth Northumberland NE61 2EF Tel: 01670 533000</p>	<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2009)</p>	<p>Dm: Date: Scale:</p>

Northumberland County Council
County Hall
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