

RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR OF LOCAL SERVICES

PROPOSED PARKING ALLOCATION, THORNHILL ROAD, PONTELAND

Executive Director of Local Services, Barry Rowland
Executive Member, Ian Swithenbank, Streetcare and Environment

Purpose of report:

To consider the results of the public consultation exercise regarding the proposed replacement of existing 'No Waiting' restrictions (within the layby area) with 20 Minute Limited Waiting Bays, together with the introduction of a Traffic Regulation Order (TRO) to enable enforcement.

Recommendations:

It is recommended that in view of the consultation, the scheme to replace the existing 'No Waiting' restrictions within the layby area, with 20 minute Limited Waiting Bays should proceed as proposed.

Key issues

- 1) Scheme being funded by Councillor Dodd
- 2) The scheme will create space for an estimated 4 vehicles and would promote business turnover in the area.
- 3) The proposal prevents pavement parking by the use of bollards.
- 4) Supported by Local Councillor, Ponteland Civic Society, and majority of residents who responded.

Report Author

Neil Snowdon – Transport Projects Officer
(01670) 624128
Neil.Snowdon@northumberland.gov.uk

PROPOSED PARKING ALLOCATION, THORNHILL ROAD, PONTELAND

BACKGROUND

- 1) The County Council have been working with Councillor Dodd to address the parking problems currently experienced on Thornhill Road, Ponteland.
- 2) Prior to Civil Parking Enforcement being introduced in April 2011, the existing 'No Waiting Monday – Saturday 8am – 6pm' restriction was largely ignored and vehicular parking regularly took place.
- 3) Vehicular parking still occurs now, however motorists do run the risk of receiving a Penalty Charge Notice.
- 4) Although there are various car parks in and around the shopping area, the County Council recognises the need to promote business use as much as possible. Councillor Dodd has requested Council Officers investigate the specific problem of parking in the layby.
- 5) Originally two options were initially made available as outlined below:–
 - a) Option 1 - Full carriageway construction, moving the footpath back to create additional space for an estimated 9 parking bays.
 - b) Option 2 – Remove the existing 'No Waiting' restriction within the layby and replace with Limited Waiting area allowing parking for up to 20 minutes. There would be no disturbance to the existing character of the road. This would create space for an estimated 4 vehicles and would enable quick turnover. The proposal also prevents pavement parking using bollards.
- 6) Option 1 was preferred to enable maximum parking capacity but after further investigation, disturbing underground services dramatically increased costs to a point where it did not represent value for money.
- 7) Option 2 is therefore the only proposal available. This still represents a major improvement on the current situation. These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 44 households / business, and approximately 25 statutory consultees, including the emergency services and various disabled and transport associations/organisations. A plan showing the proposals is attached together with a copy of the consultation letter (see Appendix 1).

CONSULTATION

- 8) The consultation exercise ended on 6 January 2014, and responses were received from 10 consultees, with 5 in favour and 2 against the proposals. Three consultees expressed no overall preference. A summary of these responses is attached as Appendix 2.

- 9) North East Ambulance Service was the only statutory consultee who responded to the consultation, indicating no overall preference.

IN FAVOUR

- 10) Whilst indicating their support of the proposals on the response form provided, the following comments were made:-

- The 'bay' is critical for the shopping parade for customers who are dropping into the shops as the two larger car parks are often full.

OBJECTIONS

- 11) Whilst objecting to the proposals on the response form provided, the following comments were made:-

- Option 1 was a much better proposal as there is potential to create more parking around the rear of Merton Way as well as on Thornhill Road. 9 spaces is beneficial 4 are not.
- Concerns over child pedestrian safety. Consultee claims that if parking was available children would be at risk from cars waiting to park.

- 12) In response to these comments, as indicated in the consultation letter, while Option 1 was preferred to enable maximum parking capacity, further investigation indicated that this scheme would require underground services to be disturbed. This would dramatically increase costs to a point where such a proposal did not represent value for money.

- 13) Comments regarding pedestrian safety are noted, however, it is likely that this is only a concern at school start / finish times when congestion is already an issue. It is unlikely that shoppers will frequent this area at these times as local residents will be aware of such issues. It is also unlikely that cars will wait for a space. If none of the new bays are available, it is likely that an alternative parking solution will be sought by drivers.

RECOMMENDATIONS

- 14) From the outset, the County Council has endeavoured to respond positively to local concerns raised in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. Following the consultation exercise it is clear that the majority of residents and businesses who have responded are in favour of the proposals. It is envisaged that the introduction of 20 minute Limited Waiting Bays will promote business turnover in the area. It is therefore recommended that the scheme to replace the existing 'No Waiting' restrictions within the layby area, with 20 minute Limited Waiting Bays should proceed as proposed.

- 15) The Council has the power to hold a public inquiry before making any 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.

16) Accordingly it is recommended that the Committee agree to advise the Corporate Director of Local Services to note the objections but agree to proceed with the introduction of the following Traffic Regulation Order;

- West Northumberland Area (Parking Places) Composite Order 2011 Amendment No. 9 Order 2014.

APPENDIX INDEX

Appendix 1 – Consultation Letter and Plan

Appendix 2 – Summary of Consultation Responses

BACKGROUND PAPERS

Road Traffic Act 2004

Local Government Act 2000

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

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Consistent with existing policies
Finance and value for money	Scheme will cost approximately £3,000 and will be financed from Councillor Dodd's Local Members Small Schemes Budget (LTP)
Human Resources:	None
Property	None
Equalities	Correct lines and signs will help improved enforcement
Risk Assessment	Residential and shopping area, sited in town centre, route to school.
Crime & Disorder	None
Customer Considerations	The proposals will promote business turnover in the area.
Sustainability	None
Consultation	Ponteland Town Council, Ponteland Civic Society, the emergency services, all affected residents / businesses and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Ponteland North

DECISION TAKEN

Title of Executive Member and Executive Director:

Executive Director of Local Services, Barry Rowland
Executive Member, Ian Swithenbank, Streetcare and Environment

Subject:

Proposed Parking Allocation, Thornhill Road, Ponteland

Consultation:

10 Responses
5 For
2 Against
3 Neutral

Decision Taken:

To approve the proposal for the replacement of existing 'No Waiting' restrictions within the layby area with 20 minute Limited Waiting Bays at Thornhill Road, Ponteland.

Signature of Executive Director

Barry Rowland

Date

20/10/14

APPENDIX 1 – CONSULTATION LETTER AND PLAN

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

The Occupier

Our Ref: M/C/1/107/2
Your Ref:
Contact: Mr Paul McKenna
Direct Line: 01670 624129
Fax: 01670 626136
E-mail: Paul.McKenna@northumberland.gov.uk
Wednesday 7th May 2014

Dear Sir/Madam

Proposed Replacement of 'Loading Bay' with '20 Minute Limited Waiting' Bays Front Street – Newbiggin-by-the-Sea

Representatives of the County Council have been working with your local Council Member Liz Simpson to consider providing '20 minute Limited Waiting' bays in place of the existing Loading bay to promote business turnover in the area.

I am therefore writing formally in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) to ask for your comments on the proposals as above and shown on the enclosed plan. The proposal is being considered for preserving or improving the amenities of the area through which the roads run.

I would welcome a reply by **Wednesday 18th June 2014**. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the above proposal. Regrettably, it is not possible to reply to all individual comments but staff will be on hand to clarify any queries you may have. You may also wish to note that any comments received may be included in a Decision Report and may be available for public inspection.

Please visit the following web address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond to this consultation online.

Yours faithfully



Paul McKenna
Transport Projects Team

CONTRACT
DRAWING No.

DRAWING
SIZE
A3

Northumberland
Northumberland County Council

PROPOSED 20 MINUTE LIMITED WAITING BAYS,
NO RETURN WITHIN 1 HOUR

EXISTING NO WAITING RESTRICTIONS TO
REMAIN

NOTES

- 1.0 TRAFFIC SIGNS
1.1 New signs to be manufactured from COLORCOAT HP200 pre finished steel.
1.2 Ensure posts do not protrude above sign edge.
- 2.0 ROAD MARKINGS
2.1 New markings to be in white thermoplastic screed with applied solid glass beads.

REVISION
Drawing Status

By Date Rev.

Client
NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL, MORPETH,
NORTHUMBERLAND, NE61 2EF Tel. 01670 533000

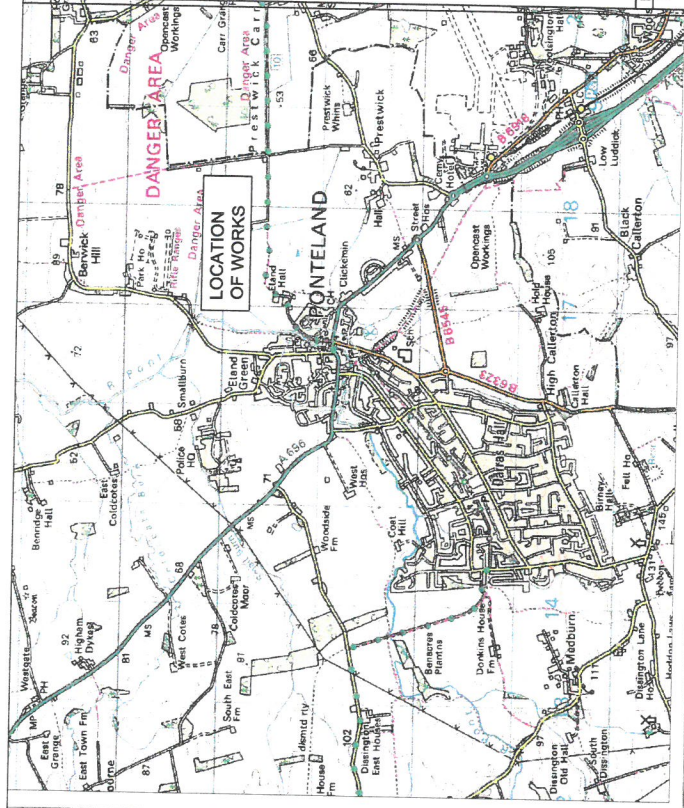
Job Title
THORNHILL ROAD – PONTELAND

Drawing Title
PROPOSED 'NO WAITING'
RESTRICTIONS

Scales

Northumberland
Northumberland County Council

Drn	Date	Checked	Passed
PM	04/12	JL	JL
Drawing Number		Rev	
Job Number/File Number		Rev	



Reproduced from based upon the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

NORTHUMBERLAND COUNTY COUNCIL - O.S. License No. 100049048 (2009)

APPENDIX 2 - SUMMARY OF CONSULTATION RESPONSES

Thoroughfare	Post Code	FOR	AGAINST	NEITHER	Other Relevant Comments
Thornhill Road	NE20 9QA		1		Having a child of school age that has to cross that road is causing me concern, if you made parking available it would only make the situation worse as cars will be waiting to park.
1st Floor Castle Court	NE20 9PX	1			
				1	No choice it seems now according to your letter. The most I use it for is to park for 5-10 mins to do a couple of messages at the shops. I suspect most people only do this too and it supports our local shops. Anyone who parks their car there for more than that deserves a ticket so 20 mins waiting time is fine, please dont take that away. If anything, it would help to extend the layby and certainly not stick bollards up.
North East Ambulance Service				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.
Ponteland Hardware, merton Way	NE20 9PY	1			Thank you for addressing this issue which raised its head after the bus stop was moved and new signage was applied, regrettably, to high on some posts for people to see. The 'bay' is critical for the shopping parade for customers who are dropping into the shops. While as a shopkeeper I appreciate the fact that we have 2 free good size car parks for all but these are often full, with the staff of Waitrose and other companies near by, or people parking and heading out of the village via bus, which I think needs addressing, especially as Waitrose have there own car park!! I would say 8-9 out of 10 people parking in the bay are there for 15-30 mins max while shopping locally.
Bamburgh House	NE20 9PY	1			
Merton Way	NE20 9PY		1		Option 1 was much better there is potential to create more parking round the rear of Merton Way as well as on Thornhill Road. 9 spaces is beneficial 4 are not.
Bamburgh House	NE20 9PY			1	I couldn't read the map it needed a magnifying glass and still wasn't very helpful, but anything that prevents people parking their cars from the one stop down Thornhill Road to the corner of Merton Road and the public car park would be appreciated particularly as there are now large delivery lorries parked on Merton Road with goods for the one stop shop. This also makes access and egress from the public car park difficult and at times dangerous.
Merton Way	NE20 9PY	1			
		1			
		5	2	3	