



Northumberland County Council

**RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR
EXECUTIVE DIRECTOR OF LOCAL SERVICES: BARRY ROWLAND**

**PROPOSED RESIDENT PERMIT PARKING & NO WAITING
RESTRICTIONS – COTTINGWOOD LANE, MORPETH**

Purpose of Report

To consider the results of the public consultation exercise, regarding proposed Resident Permit Parking & No Waiting Restrictions on Cottingwood Lane, Morpeth.

Recommendations

It is recommended that in view of the consultation exercise, resident permit parking & no waiting restrictions should not be introduced as originally proposed.

Key Issues

- 1) The introduction of free parking in Morpeth Town Centre has improved parking.

Report Author

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Link to Corporate Plan

This report is relevant to the *Places and Environment Aim* in the Corporate Plan:

Our aim is to maintain and further improve the quality of our towns, villages and countryside and make it easier for residents to access services and high quality, affordable homes and to travel using different modes of transport. To achieve this, we will keep Northumberland clean, green and safe from detrimental impacts of climate change, build more houses to benefit those most in need and provide a convenient, integrated public transport network.

Background

1. Residents of Cottingwood Lane initially raised concerns of parking difficulties due to its close proximity to the town centre. The road is also heavily used by traffic accessing King Edwards VI High School which raises road safety concerns. These concerns were brought to the attention of Councillor Bawn who asked officers to investigate.

Initial Consultation

2. It was proposed to remove the current 'Prohibition of Driving except for Access to Off-Street Premises' restriction, and replace it with a Resident Permit Parking scheme with associated No Waiting restrictions. Two options were prepared for consideration of residents.
 - Option 1 – 'Resident Permit parking only past this point Monday-Saturday 9am – 5.30pm Zone' and 'No Waiting at Any Time' restrictions.
 - Option 2 – 'Resident Permit Parking Monday – Saturday 9am-5.30pm' bays and 'No Waiting at Any Time' restrictions.
3. These proposals involved the delivery of a consultation letter to 108 households and approximately 25 statutory consultees; including the emergency services and various disabled and transport associations/organisations. The proposal was also available to view and comment via the Council's website. A plan showing the proposals is attached together with a copy of the consultation letter (see Appendix 1).
4. The consultation exercise ended on 23rd January 2014. 66 responses were returned with 28 in favour of option 1 and 13 against Option 1, 5 in favour of Option 2 and 14 against Option 2. 6 responses failed to state a preference. A summary of these responses is attached as Appendix 2.
5. One statutory consultee responded. The North East Ambulance Service recognised and appreciated the need for the scheme and supported the proposals.
6. Morpeth Town Council asked for the scheme to be suspended until the effects of free parking in the area were known.

Conclusion

7. It was recommended that, in view of the results of the consultation exercise, the scheme should be put on hold until the effects of free parking in Morpeth Town Centre could be investigated.

Canvas Exercise

8. A canvas letter was sent to all consultees previously consulted on 17th October 2014 asking if, following the introduction of free parking in Morpeth Town Centre, whether or not resident permit parking and no waiting restrictions were still required. A copy of this letter is attached as Appendix 3.
9. 38 responses were returned with 19 in favour and 17 against the proposals to introduce resident permit parking and no waiting restrictions. Two responses failed to state a preference. A summary of these responses is attached as Appendix 4.
10. One statutory consultee responded. The North East Ambulance Service recognised and appreciated the need for the scheme and supported the proposals.

Recommendations

11. 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 recent canvas exercise, it is clear that the introduction of Free Parking in Morpeth has significantly improved the situation. Councillor Bawn has suggested that the results are inconclusive and don't give a firm enough mandate to proceed. However, he has requested that an 'H-Bar' marking be provided at the entrance to Orchard Mews due to concerns about indiscriminate parking. As such it is recommended that the Executive Director of Local Services agrees that Resident Permit Parking and No Waiting Restrictions should not be introduced as originally proposed. However, the situation will be continued to be monitored.
12. 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.

APPENDIX INDEX

Appendix 1 – Consultation Letter & Plans
Appendix 2 – Responses to Initial Consultation
Appendix 3 – Canvas Letter
Appendix 4 – Responses to Canvas Exercise

Background Papers

Road Traffic Act 2004
Local Government Act 2000
File Ref: HE139309
File Ref: M/D/1/107/2

Implications Arising Out of the Report

Policy	None
Finance and value for money	None
Human Resources	None
Property	None
Equalities	None
Risk Assessment	None
Crime & Disorder	None
Customer Considerations	None
Sustainability	None
Consultation	Morpeth Town Council, the emergency services, all affected residents and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Morpeth North

DECISION TAKEN

Title of Executive Member or Officer(s):

Barry Rowland: Executive Director of Local Services

Subject:

Proposed Resident Permit Parking & No Waiting Restrictions – Cottingwood Lane, Morpeth

Initial Consultation

66 Responses
28 For Option 1
13 Against Option 1
5 For Option 2
14 Against Option 2
6 Neither

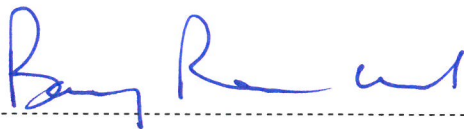
Canvas Exercise

38 Responses
19 For
17 Against
2 Neither

Decision Taken:

In view of the canvas exercise, resident permit parking & no waiting restrictions should not be introduced as proposed.

Signature of Corporate Director



Date

28/1/15

APPENDIX 1 – COPY OF CONSULTATION LETTER AND PLAN

The Occupier

Our Ref: M/D/1/107/2
Your Ref:
Contact: Mr Paul McKenna
Direct Line: 01670 624129
Fax: 01670 626136
E-mail: Paul.McKenna@northumberland.gov.uk
Thursday 12th December 2013

Dear Sir/Madam

Proposed 'Resident Permit Parking' & 'No Waiting' Restrictions **Cottingwood Lane - Morpeth**

It has come to the attention of the County Council that residents of Cottingwood Lane are experiencing parking difficulties due to their close proximity to the town centre. The road is heavily used by traffic due to the nearby school and therefore this raises road safety concerns. To counter the problem, there are existing 'Prohibition of Driving Except for Access to Off-Street Premises' signs in place at the entry to Cottingwood Lane. Unfortunately, as this refers to a moving traffic offence it is enforceable only by the Police and cannot be addressed via the County Councils Enforcement Officers.

With that in mind it is proposed to remove the current 'Prohibition of Driving except for Access to Off-Street Premises' restriction and replace it with a 'Resident Permit Parking' scheme with associated 'No Waiting' restrictions as shown on the attached plans. Working closely with your Local Council Member Councillor Bawn two options have been prepared for your consideration.

Option 1 – 'Resident Permit parking only past this point Monday-Saturday 9am – 5.30pm Zone' and 'No Waiting at Any Time' restrictions.

This operates a 'one size fits all' philosophy and includes all public highway accessed via the one entry point. It does have the benefit of utilising far fewer signs and lines minimising the effect on the environment. A degree of regulation would still be required within the zone and that's why some yellow lines would be included to prevent parking.

Option 2 – 'Resident Permit Parking Monday – Saturday 9am-5.30pm' bays and 'No Waiting at Any Time' restrictions.

Bays would be marked out with signs at regular intervals indicating the type of restriction.

To make both schemes enforceable, residents will be asked to purchase Resident Parking Permits referenced M7. (Currently £15 a year per permit). A maximum of two permits are utilised per household with one permit reserved for residents and one for visitor parking.

Both proposals cover adopted highway only and will be for residents or visitors to residents only. Private access and parking will still be permitted without the use of permits as long as the parking takes place off the highway in a suitable manner within the private bays.

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 preventing the use of the road by vehicular traffic in a manner which is unsuitable having regard to the existing character of the road.

The County Council is seeking your views and a free post response form is attached to facilitate the consultation process. I would welcome a reply by Thursday 23rd January 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 Corporate Director of Local Services and may be available for public inspection. Please visit the following address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond to this consultation online.

It is appreciated that the plans are quite detailed in nature so if any clarification is required please do not hesitate to contact me.

Yours faithfully

A handwritten signature in dark ink, appearing to be 'P. McKenna', written in a cursive style.

Paul McKenna
Transport Projects Team

CONTRACT
DRAWING No. **A4**

Northumberland
Northumberland County Council

- NOTES**
- PROPOSED RESIDENT PERMIT
PARKING ZONE SIGNS
 - ZONE EXTENTS
 - PROPOSED NO WAITING AT
ANY TIME RESTRICTION
 - EXISTING NO WAITING AT
ANY TIME RESTRICTION

REVISION LINE 1
CHECKED : PASSED :
BY DATE (A)

REVISION
Drawing Status
By Date/Rev.

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

Job Title
COTTINGWOOD LANE - MORPETH

Drawing Title
**PROPOSED RESIDENT PERMIT PARKING
ZONE - OPTION 1**

Scales **A5: 500/200**

Northumberland
Northumberland County Council

Drn **PM** Date **NOV13** Checked **JL** Passed

Drawing Number
NE139-009-146106-01

Job Number/File Number
APPENDIX 1



P

Resident permit holders M7 parking only past this point

Mon-Sat 9am-5.30pm

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CONTRACT
DRAWING No. **A4**

Northumberland
Northumberland County Council

NOTES

- PROPOSED RESIDENT PERMIT PARKING SIGNS
- PROPOSED NO WAITING AT ANY TIME RESTRICTION
- EXISTING NO WAITING AT ANY TIME RESTRICTION

REVISION LINE 1
CHECKED : PASSED :
BY DATE (A)
REVISION
Drawing Status
By Date Rev.

CONSULTATION OPTION 2

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

Job Title
COTTINGWOOD LANE – MORPETH

Drawing Title
**PROPOSED RESIDENT PERMIT PARKING
ZONE – OPTION 2**

Scales **AS SHOWN**

Northumberland
Northumberland County Council

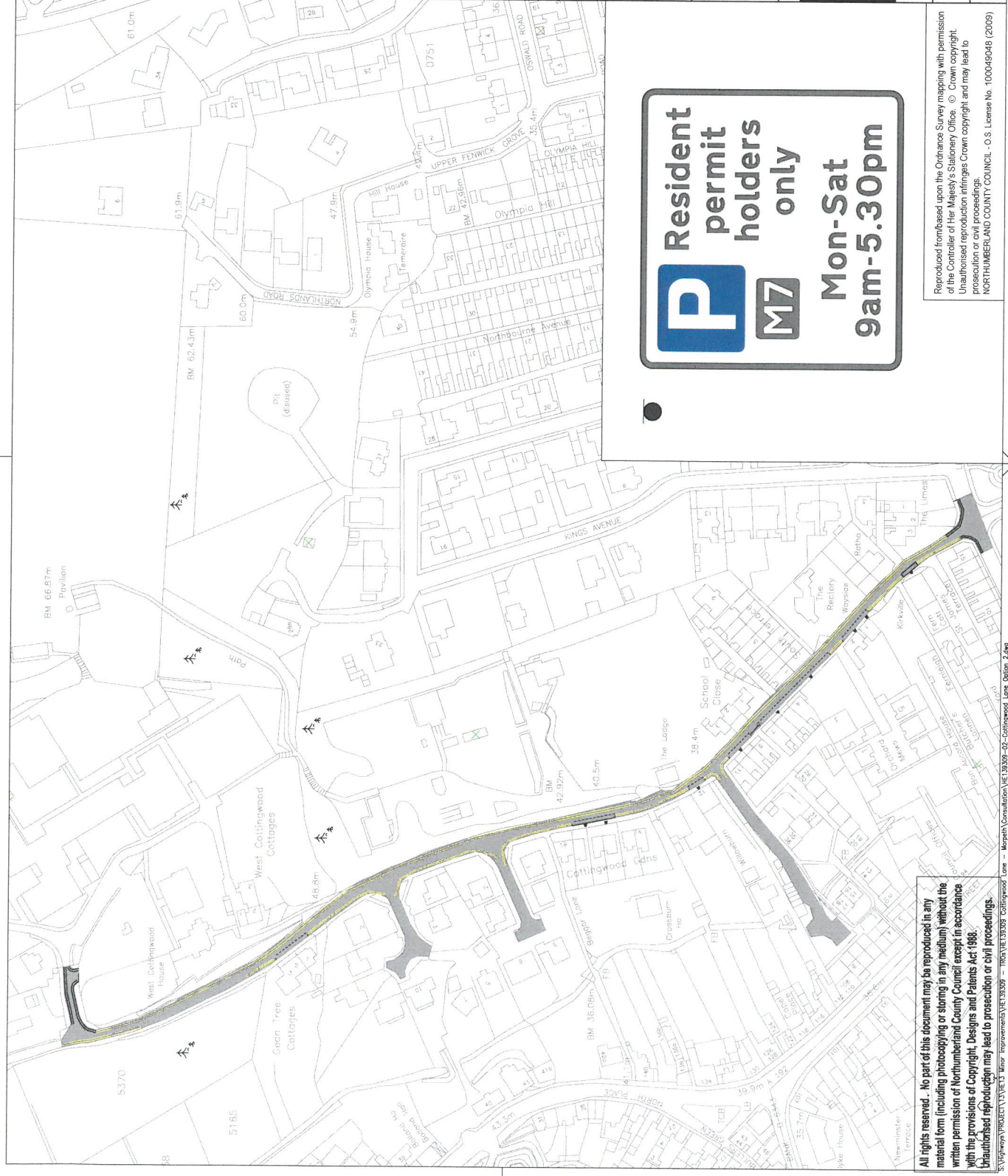
Drn PM Date NOV13 Checked JL Passed
Drawing Number
Rev
Job Number/File Number
Rev

Resident permit holders only

P M7

**Mon-Sat
9am-5.30pm**

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APPENDIX 2 - SUMMARY OF INITIAL CONSULTATION RESPONSES

Post Code	FOR - Option 1	AGAINST - Option 1	FOR - Option 2	AGAINST - Option 2	NEITHER	Other Relevant Comments
					1	I would inform you that as an Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
NE61 1EA	1					I am happy that the scheme has been proposed and consider option 1 would be less invasive as regards signs and more economic to install.
NE61 1EA	1					What is happening to the car park in the old registry offices? Could the area closest to Cottingwood Lane not be included as a residents parking area. If it is not included in restricted area it is still going to be used by shoppers as it is now?
						<p>With reference to your proposed Resident Permit Parking and No Waiting Restrictions Reference M/D/1/107/2. I strongly object to both options of the above proposal and believe the arguments you put forward are not valid. There is a problem with parents driving up Cottingwood Lane in the morning to drop children off at the school and then returning down the lane. This exasperates the severe congestion in the morning and adds to road safety concerns. My understanding is that any parents driving up the lane to drop children off are ignoring the no access sign at the bottom of the lane and are be committing a moving traffic offence contrary to section 36 of the Road Traffic Act 1988. As Mr McKenna states in his letter to residents this is enforceable by the police. The fact that the law is enforced by the police and not the County Council does not seem like a valid reason for removing the no access signs. What is required is for the law to be enforced, by the police. In practice this could be achieved by a written reminder from the headmaster of KEVII to pupils/parents followed by one or two days of active enforcement, with fixed penalty notices. A few years ago a problem started to occur with pupils parking and blocking the pavement on Cottingwood Lane. After tickets were issued the problem stopped and has not re-occurred. Occasionally pupils do park inconsiderately on the lane and adjoining streets. A polite note on the window usually suffices to resolve the issue. I am confident that if an effort were made to publically enforce the current no access arrangements it would have a material benefit in reducing congestion and conflict in the single track sections of Cottingwood Lane in at busy periods. At the very least the option of enforcing the no access rule should be explored and practiced before the onerous and potentially problematic parking permit scheme were implemented. I note from the plans that option 1 of the proposal is for a new no waiting restriction to</p>

					<p>be added at the top of the lane by the school entrance. Option 2 is for no waiting along much of the length of Cottingwood Lane. This would simply move the drop off point further down the lane, most likely to the end of Cottingvale, outside my house. This would cause a problem to the residents of Cottingvale and my family in particular. Small children play in Cottingvale. I believe that your proposals would create a road safety issue in Cottingvale where none currently exists. The traffic would increase substantially in what is in practice a play area. Both options of your proposal for no waiting zones would not be effective in reducing congestion and mitigating the road safety issues. Instead I believe they would be counterproductive and detrimental to road safety. Removal of the no-access sign would also remove any opportunity for the police to address the issue. On occasions people do park inconsiderately at the bottom of Cottingwood Lane, close to the junction with Copper Chare. This is a problem and can affect the visibility of pedestrians crossing the junction. This is a particular concern if it occurs before 9 o'clock on a school morning. This issue could be resolved by extending the double yellow lines from the junction to the entrance of Butcher's Lonnen. I note that option 1 does not show the existing no waiting zone at the bottom of Cottingwood Lane by Copper Chare. I trust this is an oversight and that there is no intention to remove the no waiting zone at the bottom of Cottingwood Lane. Your proposal states that the parking problems are caused by Cottingwood Lane's close proximity to the town centre. The problem with visitors to the town centre parking on Cottingwood Lane is because parking currently incurs a charge in the town centre and Cottingwood Lane is one of the closest areas of free parking. The decision has now been taken to permanently remove parking charges in Morpeth from April 2014. The addition of extensive parking around the new Morrisons supermarket has substantially increased the parking spaces available in the town centre. The problem non-residents/shoppers parking in the Cottingwood Lane is or will be shortly resolved. This renders the proposal redundant. Option 2 is for no parking/no waiting along much of Cottingwood Lane. This would reduce the parking spaces available to residents. Many of the older properties do not have driveways and off street parking. It is not proposed for the side roads off Cottingwood Lane to have double yellow lines. Option 2 would cause a major problem with parking on Cottingvale and Cottinglea and restrict access to the driveways of the properties. Option 2 would create a parking problem where none currently exists. Option 2 is particularly badly thought through and misguided. The debacle of the Bridge Street lights where an unnecessary intervention caused a major problem resonates with this proposal. I find it incredible that option 2 is been seriously proposed by either the planning department or by Mr Bawn with his well-publicised interest in Morpeth's traffic matters. On occasion I have friends visit. Sometimes several at once. The parking permit zone would prevent this on all but Sunday's. The nearest parking for visitors would be in the town centre. The walk from the town centre to my property is a considerable distance and uphill. It is too far for those who have limited mobility. The imposition of an unnecessary parking permit scheme would be to the detriment of my amenity. The cost of the parking permits is material and would be incurred every year. The cost to the council of administering the scheme and enforcing the no-parking zone would be considerable. Given that both residents and the council find themselves in difficult economic circumstances, this additional cost is most unwelcome. I appreciate that Mr Bawn has taken an interest in the issues affecting Cottingwood Lane but both options of the proposed scheme are entirely inappropriate. The road safety and congestion issue would be better dealt with by enforcing the current no access restrictions though collaborative working with Northumbria Police and the KEVI school.</p>

NE61 1DL	1					If option 1 fails I would support option 2 as there is a need to do something about parking in Cottingwood Lane - the current restrictions are a waste of time as nobody takes any notice of the signs!! I understand option 1 will mean that KEVI students will be prevented from parking on the pavement between my house and the chicane - a long needed restriction to assist with buses and lorries trying to turn at the junction outside my gate.
NE61 1AQ	1					The only question is if I have a visitor only once a year will I still need a permit? My son is in the navy and can not visit regularly, I do not think I should have to pay £15 a year. Also if I have a workman to do jobs for me do I still need a permit.
NE61 1Aq	1					I would hope that the fee of £15 per vehicle would be wisely used. I would hope the car parking bays are maintained instead of the disgraceful mess they currently display. Careful monitoring of parking would be required. Many car users would ignore the proposed signs. Residents of Newgate Street use Dawson Place for parking. I can see difficulties arising here. Who has priority? Hopefully those residing in Dawson Place.
NE61 1DN	1					This will improve student safety as well as resident safety. Access for residents and school visitors will also improve.
NE61 1DY	1		1			parking needs to be stopped you see people parking up in Cottingwood Lane and walking into Morpeth for the day.
NE61 1EA	1					
NE61 1EA	1					
		1	1			
NE61 1AQ	1					
NE61 1DZ	1					
NE61 1DL	1			1		I would object to option 2 as a resident of West Cottingwood Cottages. The only place that we can park our cars looks to have had double yellow lines added, and as there is no alternative place to park would not be feasible. If this scheme was introduced it would force us to park by Green Tree Cottages or in Cottingvale, which would anger those residents. This end of the street does not have the problems that the lower street encounter. You may find that if you introduce free parking then this will alleviate the problems that are occurring - maybe you should allow sometime for this to be introduced before committing to this scheme. Would appreciate further discussion if necessary regarding the parking problem you would create if option 2 was introduced as it currently stands.
NE61 1EA	1			1		The situation has become progressively, worse recently so this is now inevitable although we resent having to pay £15 when all other parking will be free! However, further advantages will be - safer to drive as there should be more passing places in our narrow lane and no more parking on pavement at foot of road and on school hill =, which causes danger to pedestrians and damages the pavements. But, will there be further signs than the one at the entry to Cottingwood Lane. people currently ignore or dont see the present sign so there will need to be notices on the lampposts throughout the area.
NE61 1ED	1					I support option one as do the other members of the household. I have just attempted to submit online but received an error message hence the use of the paper copy.
NE61 1DU	1					
NE61 1DJ	1					The zone is only needed as far northwards as Beggar Lane, Beyond this restrictions are not required. Curtailing the zone to the road south of Beggar Lane would allow King Edwards pupils to continue to park on Cottingwood Lane (many attend from rural areas and other transport may not be available at suitable times, particularly in the exam season.
NE61 1DP	1		1			both options acceptable for us here.
NE61 1HX		1		1		This objection is predicated on the basis that restricting parking on Collingwood Lane merely redirects the traffic to Kings Avenue and Howard Terrace. There is a requirement for a uniform enforcement policy on streets in the immediate vicinity of Cottingwood Lane.
		1		1		I do not feel that the current situation warrants further parking restrictions and would prefer to retain the status quo.
NE61 1AQ	1					

NE61 1DZ				1	At this time I feel I cannot agree nor disagree with either of these options. When no parking fees begin I believe parking will not be the same problem as it is now in Cottingwood Lane as most of these people are shoppers and workers and do so to avoid paying parking fees. These plans should be put on hold until after a period of no charges as, it seems to me, that a great waste of time and expense might well prove unnecessary.
	1				
NE61 1EA	1				
NE61 1DT		1		1	
NE61 1BT	1				It is sometimes not easy to use the footpath because of the cars parked on the path.
NE61 1EA	1			1	Option 2 will greatly reduce available parking space in the area and parking is already very difficult. As residents we strongly object to option 2 where there would be double yellow lines right in front of our house. There is a council delegated parking bay currently in front of our house (in blocking paving, I believe this has been there for many years and have been told have parked there without problem for many years). I currently have a degenerative spinal disease, spondylocous and need to park near to our front door. If option 2 is brought in then please only allow double yellow lines on the corner and not on the block paved, council given, parking bay in front of our house, leaving us able to park there. Also if option 2 went ahead we would be paying for a permit without anywhere to park which is unacceptable. We feel strongly about this and spoke to Mr McKenna as soon as we were aware of the proposals.
NE61 1DZ	1				
NE61 1DT		1		1	As Morpeth residents we already pay for parking permits for use in a limited area of the town centre. Why should we be penalised for parking outside our own house? Access and parking restrictions already exist in Cottingwood Lane but as far as I can see these are not enforced. If the council are considering abolishing car parking charges, it would seem counter productive to introduce yet more regulation. If the proposals were to be introduced how would this be controlled? Would the permits be generic i.e. for residents elsewhere in the town or would they be restricted to Cottingwood Lane residents only. For the small number of residents who have no access to off street parking it seems a disproportionate response.
NE61 1EB	1				I have no parking available for my address. I feel that the parking permit system would be a great benefit to myself and neighbours, as at times we cannot get parked. I find that I am unable at times to get work done to my house as workmen have nowhere to park and have to leave their vehicles a distance from my home. I feel that the permit cost of £15 each is worth if for peace of mind and teh opportunity to get two is more beneficial to me. I also find that Cottingwood Lane is busier at the proposed permit times as people obviously park in nearby streets when going to work/school on weekdays. The parking charges in Morpeth add to this congestion, as people try to avoid them.
NE61 1DP				1	We would prefer that the prohibition of driving notice was left in order to reduce traffic flow up Cottingwood Lane. No yellow lines or signs in / on Cottinglea - we don't have an issue with parking in Cottinglea.
NE61 1DP		1		1	I do not want a charge imposed on me when there is no problem at Cottinglea or Cottingvale. Your opening sentence does not warrant such action. How many people are inconvenienced? Where do they live and how inconvenienced are they? Please provide data. It is ironic that just when parking in the towns is to be free, you impose a tax on people who have several parking places that are almost always free in front of their houses. The argument that if the zone does not cover the whole lane it will result in people parking higher up the street does not hold. Where we live is too far from the town.

NE61 1DP	1			1	<p>Option 1 - my objection to this is that it prevents parking in parts of Cottingwood Lane where parking has taken place without problems in the past. Option 1 is the more satisfactory solution but it would seem sensible to wait until for free parking is introduced in April. It may well be that those who chose to park in Cottingwood Lane to avoid parking fees will in future use the designated car parks. I do feel that £15 per household would be more appropriate than £15 per permit.</p>
NE61 1DU		1		1	<p>I oppose both proposals. In my view both options will further restrict the parking options for residents. All that we need in the Lane are double yellow lines from the Howard Road junction up to the Council Offices car park entrance. This will prevent car parking by outsiders visiting the town in a very restricted space. Many people park on the pavement here and cause obstructions for pedestrians as well as other vehicles. The installation of bays will cause problems for residents and their visitors. At the moment most visitors to properties in the Lane are able to park reasonably close to houses they visit. I don't think that with the formalisation of the proposed bays system there will be enough space for residents and visitors to park. Many of the residents have small children visiting their properties and need parking close to the properties. I am writing to oppose both options in the consultation. There are two current problems to address. First, parking by shoppers avoiding the paying car parks. It is likely that this will reduce or even go away when free parking begins in April. Second, inconsiderate parking at the entrance to Cottingwood Lane, on the road and the pavement. This is dangerous for traffic and for buggy or wheelchair users on the pavement. This should be made illegal by double yellow lines from the junction with Howard Road to the entrance to the council offices car park. A third potential issue is the impending sale of the council offices on Newgate Street, resulting in the loss of the car park as an overflow for Cottingwood Lane residents. A new parking review should be conducted after this car park is gone and with town centre, free parking in place. Meanwhile, only the above double yellow lines are needed. Note that any future scheme should also include Dawson Place, as this is an integral part of the Cottingwood Lane parking zone.</p>
NE61 1EB		1	1		<p>I think it is essential to have designated marked bays as it is highly likely that residents will take more than the space required to park a family car. I also suggest that signs should read resident permit park at all times. Please consider that during the evening and overnight all residents will be at home. Most families have 2 cars and will be using both permits at this time resulting in a "full house". Will the social services car park be available after office hours? This would alleviate congestion on Cottingwood Lane. Designated bays could be made available within the social services car park to residents who have no parking space at all i.e. 1 and 2 Fernleigh, Butchers Lonnen.</p>
NE61 1AQ	1			1	<p>MTC request, if possible, because of the imminent no-charge parking system, that NCC suspend the above residents parking scheme until the effects of the no-charge parking in this area are known. MTC supports yellow lines from the bottom of Cottingwood Lane to the entrance of Orchard Mews. MTC also requests that NCC consider an alternative for student parking at KEVI.</p>
NE61 1DU		1		1	<p>We support neither of the options at the moment. We believe that the problems that some residents experience with parking are connected with the general problem of parking in the town centre. Since this is currently the subject of discussion in local and county council meetings, it would be better to defer any costly action until the wider parking strategy has been put in place, and allowed to operate. These proposals can then be reviewed.</p>

NE61 1DT		1		1		We pay £15 for permit now (shopping permit) why pay Cottingwood Lane was and is a 'lane' not a main road! We do not want to spoil it with yellow lines and parking signs. Most residents in area are over 50 years some are quite disabled, how will we get access to our homes for deliveries, workmen, people with equipment and more importantly ourselves with shopping, luggage, bags (heavy) etc? This is an ancient lane which people take advantage of because it is free - they have no consideration for residents, I find that appalling.
NE61 1AO	1					
		1		1		We do not support either option, but if forced to choose would opt for option 1. Bays would not work in our section of the lane where there is very little space and neighbours already juggle for a parking place.
NE61 1DZ	1					As long as South Terrace are also allowed parking permits. If South Terrace are not allowed parking permits I would be very much against it as South Terrace is narrow and whilst some houses do have garages it would be impossible if everyone put 2 cars per house in the lane. Also there would be no provision for visitors.
NE61 1DW		1	1			
NE61 1EE					1	We are very concerned that any plan should avoid any parking being allowed from the old register office down to the junction of Howard Road / Terrace, Copper Chare, Cottingwood Lane and Wellway. We live almost on this junction and have watched accidents happen here. People and trades persons park on the Cottingwood Lane side, adjacent to our home and access lane (as seen in the photographs provided). This makes it very difficult, at times, for us to get out of our lane and has caused problems for coaches and bin lorries trying to get up the lane. The vehicle in the photograph caused a refuse lorry to pull too far over and pulled down part of a tree on our property because the skip it was carrying snagged in its branches. We therefore oppose any plans to allow parking in the aforementioned area.
					1	Whilst I was wanting to respond to the above as I've been away and realise I've missed the date for comments. However hopefully I can still have input. In terms of the issues with Cottingwood Lane the parking on the footpath at the bottom end towards Howard Terrace creates a big hazard as pedestrians particularly those with pushchairs or those in wheelchairs to go on the road bringing them too close to the traffic. Another issue is that access and egress from Orchard Mews into Cottingwood Lane is very difficult and at times hazardous because the way vehicles park across the entrance making the line of sight very restricted and exiting the Mews is at times blind. Both the issues I would suggest be resolved by double yellow lines being provided to stop the reckless parking. In terms of the provision of the resident parking whilst the introduction of free parking into Morpeth will, I'm sure, alleviate the pressure on parking in Cottingwood Lane, if it's decided a resident's permit scheme is still needed Option 1 looks better. Just to reiterate the issues I refer to in the second paragraph above are my overriding concern and unless something is done it's an accident waiting to happen.
	28	13	5	14	6	

NORTHUMBERLAND

Northumberland County Council

APPENDIX 3 – COPY OF CANVASS LETTER

The Occupier

Our Ref: M/B/1/107/2
Your Ref:
Contact: Miss Sarah Hudson
Direct Line: 01670 624130
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk
Friday 17th October 2014

Dear Sir/ Madam

Proposed 'Resident Permit Parking' & 'No Waiting' Restrictions – Cottingwood Lane, Morpeth

Following reports that residents of Cottingwood Lane were experiencing parking difficulties due to their close proximity to the town centre, all residents in the above area were consulted in Decemeber 2013 on the above proposals.

Residents were given two options with the aim of resolving the ongoing issues.

To summarise, the options were as follows:-

Option 1 – 'Resident Permit parking only past this point Monday-Saturday 9am – 5.30pm Zone' and 'No Waiting at Any Time' restrictions.

Option 2 – 'Resident Permit Parking Monday – Saturday 9am-5.30pm' bays and 'No Waiting at Any Time' restrictions.

The consultation exercise ended on 23rd January 2014 and responses were received from 66 residents, with the majority being in favour of introducing Option 1.

However, following the introduction of free parking in Morpeth Town Centre Councillor Bawn has requested that the Council Officers canvas residents, asking whether or not these measures are still required. A freepost response form is attached to facilitate this process.

It should be noted that in order to make the scheme enforceable, residents would be asked to Purchase Residents Parking Permits referenced M7 (currently £15 a year per permit). A maximum of two permits are utilised per household with one permit reserved for residents and one for visitor parking.

These proposals cover adopted highway only and will be for residents or visitors to residents only. Private access and parking will still be permitted without the use of permits as long as the parking takes place off the highway in a suitable manner within private bays.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a report, to the Executive Director of Local Services and may be available for public inspection. The closing date for any comments you may wish to make is Monday 17th November 2014.

I would urge you to take the opportunity to comment on this important matter as any



decision taken will be based upon the responses received from residents who take time to return the consultation form. If no comments are received by the closing date it will be assumed that you do not wish to make any representations, and are happy with the restrictions currently in place.

I thank you for your assistance in this matter.

Yours faithfully

S Hudson

Sarah Hudson
Programmes & Production

APPENDIX 4 - SUMMARY OF CANVASS EXERCISE RESPONSES

Post Code	FOR	AGAINST	NEITHER	Other Relevant Comments
	1			<p>Thank you for your correspondence dated 17th October 2014 in which you invite us to offer our comments on the above proposal.</p> <p>I would inform you that as an Emergency Service we may be required to use the above road(s) 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.</p> <p>I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.</p>
		1		<p>With reference to parking on Cottingwood Lane I object most strongly to both options. No resident only parking scheme is required nor should the council be wasting their limited resources on this idea.</p> <p>The council may wish to consider adding double yellow lines to the very bottom of the lane next to the cross roads where parking by anybody is inconsiderate.</p> <p>However the planning department needs to ensure that ill advised over development on Cottingwood Lane, such as that recently proposed by Mcarthy and Stone, is not permitted as this would lead to parking problems.</p> <p>Regards</p>
NE61 1AQ	1			In Dawson Place since the zig zag white lines have been installed it is more difficult to park if you do not have a garage. Therefore I would agree to option A.
NE61 1DW		1		Not required since the introduction of free town parking. We do not want to pay £15-30 pa to park outside our home.
NE61 1AQ	1			
NE61 1AQ	1			I would like to say that we find it difficult to park on evenings too. Very frustrating when you finish a long day at work. This the times should be 9am-7pm. Many thanks
NE61 1DZ		1		Although I have decided not to support the proposal I can see a future problem with my decision. If it is ever discovered who actually owns the land leading up to the old registry and social services offices and parking can no longer take place there - the cars (belonging mostly to Morpeth workers) will move over onto Cottingwood Lane blocking it up once again and parking bays will once again become an issue.
NE61 1AQ	1			Dawson place has a serious problem with parking. Residents of Newgate Street park in this area to avoid walking on the main street. Car parking discs offer limited time arrangements people working in the town park in Dawson Place as an all day parking facility. Dawson place should be restricted to parking for residents only.
NE61 1DD		1		Since free parking was introduced I do not believe the lane is still a problem I full taste proposals would be an unnecessary inconvenience
		1		With the advent of free parking in Morpeth I do not feel that any parking restrictions are necessary
NE61 1DJ		1		We don't think any measures are needed in Cottingwood Lane at all.
NE61 1DU		1		Leave things as they are.
NE61 1BT	1			I live in Butchers Lonn and sometimes it is difficult to drive into the Lonn because cars park so close to the entrance of the Lonn at both sides and drivers cant see what traffic is coming down or up Cottingwood Lane when driving out of the Lonn. It has been seen where a car or van has blocked the entrance to the Lonn.

NE61 1EB	1			Parking remains difficult despite the introduction of free parking in the centre of Morpeth. Commercial vehicles which do not belong to residents are parked causing a nuisance around Cottingwood Lane one broken down van has been left abandoned in the same place for months. The proposed development on the old registry office site and adjoining car park will result in a significant reduction in available parking space. Local residents would appreciate a resident permit parking to enable them to park locally. this would be very welcome for elderly people who would find it hard to park away from their houses.
NE61 1DZ		1		Since we moved here in February 2014 we have had no trouble parking along the road. It would cause problems when having visitors if we had a permit system.
			1	Many thanks for your letter M/B/1/107/2 dated 17th October regarding proposals for parking restrictions in Cottingwood Lane. In view of the siting of my property I do not really have any views on the scheme, but your proposals do raise a few associate aspects as follows:- 1) Do you intend to extend the proposals to Kings Avenue and other roads off Howard Road? 2) What are your thoughts regarding the 14 signs (many illuminate!!) between Cottingwood Lane and the St Georges/NHS Care access road? 3) I understand that it is only the police who can enforce the current "access" signs - who will be able to enforce the new proposals when established? If it helps if am prepared to arrange a visit to County Hall or a site to discuss these aspects.
	1			Option 1
NE61 1DT		1		We are happy with the current restrictions. However we are concerned by the proposals to implement double yellow lines in front of Cottingwood Gardens and the implications this may have on residents parking.
NE61 1AQ	1			I think its important that the residents of Dawson Place have somewhere to park near to their homes especially as other residential areas near the Town Centre are presumably still afforded that upwilege. If they aren't I would prefer no restrictions anywhere and free parking for all. This would require me to tick both boxes - its not a simple yes/no issue.
NE61 1AQ	1			
NE61 1EA		1		The free parking in Morpeth has made an enormous difference. I consider that there is no reason to make any changes to the current situation; at present the parking is perfectly adequate.
NE61 1DL		1		No requirement since introduction of free car parking. If it needs to be introduced, limit to the lower end, as the top end does not need it.
NE61 1DW	1			Very happy to pay for a permit as there is a real problem with 6th formers from KEVI not only parking but racing each other up and down Cottingwood Lane. Permit parking should help greatly with this. Free parking in Morpeth does not help up here as the problem is mainly school traffic and hasn't eased at all since free parking was introduced.
NE61 1EA	1			The lane is less congested since free parking, but we still get a problem of motorists who wish to exceed the restricted time allowed.
NE61 1ED	1			We/I support option 1. These measures are still required. The introduction of free parking in Morpeth town centre has not had a beneficial impact on parking in Cottingwood Lane.
NE61 1EA	1			
NE61 1EA		1		We formerly supported proposals to make Cottingwood Lane residents only permit parking however we now do not for the following reasons:- 1) free parking in Morpeth town centre has drastically reduced the parking problems here. 2) we strongly object to any proposals that restricted parking (due to No waiting zones) directly outside of our property number 11 Cottingwood Lane. This is a loss of amenity as we bought the property in March 2012 being able to park outside. I haunt a degenerate spine condition and need to park outside, with shopping etc. This would be a disaster for us and we never dreamt such restrictions would be proposed. I have strongly objected to this in former correspondence. Lastly, we would not support having to pay £15 per year when the current parking situation is much better.

NE61 1EB	1		It is still difficult to park on Cottingwood Lane despite the introduction of free parking.
NE61 1DN	1		I would encourage the implementation of option one. This will prevent non-resident parking on Cottingwood Lane leading to the road being safer. This is particularly important at the start and end of the school day.
NE61 1EB	1		I am in support of 'Resident permit parking' and 'no waiting' restrictions on Cottingwood Lane because as a disabled resident and no parking on my own property relatives and carers often have difficulty in finding parking nearby. This is particularly noticeable in term time Mondays to Fridays! Another problem on Cottingwood lane which adds to parking problems is that parking is restricted to one side of the street due to the narrowness of the highway, restricting parking would free up places used by non-residents. This proposal would also encourage residents who have multiple cars and do not make use of their own off street parking facilities to make use of them.
NE61 1EE		1	We do not support any plan which makes it difficult for us to get out of our lane. I sent photographs last time outlining the difficulties we have when people park on Cottingwood Lane, outside Kirkville, restricting access to our property and causing restricted vision. The worst problems occur when 'vans' park there straddling the pavement. This narrowing at the junction, causes all sorts of problems when cars are parked there (now with added holdup of the drains after a period of heavy or prolapsed rain).
NE61 1DL		1	There is no requirement for resident parking at the top of Cottingwood Lane. I object to paying an annual charge when it is not required. Can I suggest that further consideration is given to an Option 3, that is, only if the research shows that a majority of residents who want the residents parking introduced, reside at the lower end of the lane, then the Zone 3 would cover the bottom half of the lane and end at the entrance to the Lower High School. This is the location where residents had been complaining about - but I would have thought that the introduction of free parking would have caused this to ease.
NE61 1DT		1	
NE61 1DU		1	<p>Dear Ms Sharp,</p> <p>This responds to your letter of 17 Oct re a potential Parking Permit scheme in Cottingwood Lane.</p> <p>Since the introduction of free parking in the Town Centre, the pressure on Cottingwood Lane from illegal parkers has reduced considerably. As much as I can tell from my observations and discussions with neighbours, nearly all of the cars now in the Lane are owned by residents or legitimate visitors.</p> <p>Therefore, there is unlikely to be any significant benefit from introducing a permit scheme anywhere in Cottingwood Lane or Dawson Place. I oppose such a scheme, but would ask that double yellow lines be introduced at the bottom end of the Lane from the entrance to the old Register Office car park to the junction with Copper Chare/Howard Road.</p>
NE614 1DP		1	
NE61 1EA	1		Although the situation has improved greatly since free parking, there are now 'all-day' parkers who leave their car while at work. Also, because of the increasing volume of traffic going to the school, fewer cars would allow a lot more 'passing places' in the lane.

				<p>Dear Miss Hudson</p> <p>We refer to your letter of 17 October 2014 and to recent telephone conversation with Mr R Mackenzie. We attach copy of an email sent to Mr Paul McKenna on 23 January 2014 and in particular to Paragraph 4 concerning the introduction of free car parking in Morpeth. The introduction of free car parking has resulted in a very significant reduction in the number of non-resident cars parking in Cottingwood Lane to the extent that the previous problem no longer exists.</p> <p>We have made several observations over the course of the last two weeks and there has never been a situation where all car parking spaces have been occupied. Indeed on occasions between our house and the bottom of Cottingwood Lane, a distance of approximately 200metres, the available car parking spaces have been less than 25% occupied.</p> <p>We would therefore hope that there will not be a need for residents to have to purchase parking permits annually for themselves and guests and also no need to spend money on street clutter in the form of white lines and signage.</p>
NE61 1EA	1			<p>I support the proposals based on option 1. The only other comment I would like to make is take the opportunity of making is that even if the parking restrictions goes ahead to be done something needs to be done regarding parking on Cottingwood Lane at the junction with Orchard Mews. There are numerous occasions where vehicles park close to the end of Orchard Mews making access and egress from the mews very difficult and hazardous because the line of sight is very much reduced.</p>
	19	17	2	