

RECORD OF DECISION TAKEN BY DIRECTOR OF LOCAL SERVICES AND HOUSING DELIVERY

PROPOSED PARKING RESTRICTIONS THE PETH, WEST THIRSTON

Purpose of Report

To consider the results of the public consultation exercise, regarding proposed Resident Parking restrictions on The Peth in West Thirston.

Recommendations

It is recommended that:

1. Resident Parking Bays are introduced at The Peth in West Thirston.

Key Issues

2. Scheme being funded by LTP
3. Vehicular accesses to properties are being obstructed by inconsiderate parking during busy periods.
4. Residents are experiencing difficulty when exiting properties on The Peth due to reduced sight lines caused by inconsiderate parking.
5. The scheme will improve quality of life for residents who deal with varying issues of indiscriminate parking on a daily basis.
6. Scheme supported by Cllr Sanderson and West Thirston Parish Council.

Report Author

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BACKGROUND

1. Concerns have been raised by Councillor Glen Sanderson, Thirston Parish Council and residents regarding indiscriminate parking on the south side of The Peth which is causing an obstruction to residents wishing to leave their property. Therefore, it has been requested that officers consult residents/businesses on the possible introduction of a Resident Parking Bays on the south side of The Peth.
2. Increased popularity of The Northumberland Arms has resulted in greater demand for on-street parking even though an off street car park is available for visitors of The Northumberland Arms.
3. Residents with vehicular accesses into their property have encountered anti-social behaviour on a number of occasions when requesting vehicles do not to park in front of their access.

CONSULTATION

4. These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 10 residents/businesses and approximately 30 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 A).
5. The consultation exercise ended on 26th January 2016 and responses were received from eight consultees, with six in favour, one against and one did not have a preference to the proposals. A summary of the responses is attached an appendix B.
6. The North East Ambulance Service was the only statutory consultee to respond and they did not express a preference.

COMMENTS

7. A number of consultees suggested that double yellow lines are introduced on the north side of the carriageway as the extent of the proposed restrictions would encourage vehicles to park up towards the bridge
8. It was mention that residents of 7, 8 and 9 Bridge End, have had to ask drivers at the Northumberland Arms to move cars parked outside the houses as they block the access to the garage.
9. One resident highlighted that at present there is a Bus Stop and a "KEEP CLEAR" on the area where the parking restrictions are proposed. The "KEEP CLEAR" is present to allow access to a parking area below the bridge.

RECOMMENDATIONS

10. 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. The result of the consultation exercise shows that the majority of the residents and businesses who responded support the proposals. However, taking into account the location of the bus stop and the Keep Clear road marking and further discussions with Councillor Glen Sanderson and Thirston Parish Council, the extent of the Resident Parking bay has been

reduced to only accommodate 3 Resident Parking Bays. These bays will be located outside of 7, 8 and 9 Bridge End, which will be the only residential properties offered permits. Residents will only be offered one permit per household, therefore any visitors will need to find an alternative parking place. Residents should also be mindful of their neighbours right of access to their property.

11. With the reduction in proposed resident parking, it is unclear at this stage as to whether the area on the north side of The Peth, where the double yellow lines were suggested would benefit from parking restrictions. The Peth will be monitored over an 8 month period and if found necessary at any time, a "No Waiting at Any Time" parking restriction (double yellow line) will be introduced.
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 A - Copy of Consultation Letter
- Appendix B - Summary of Responses
- Appendix C - Agreed Restrictions

Implications Arising Out of the Report

Policy	None
Finance and value for money	Funded by the LTP
Human Resources	None
Property	None
Equalities	None
Risk Assessment	Residential area, inconsiderate parking issues.
Crime & Disorder	Scheme will remove that inconsiderate parking
Customer Considerations	None
Sustainability	None
Consultation	Thirston Parish Council, the emergency services, all affected residents and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Longhorsley

DECISION TAKEN

Title of Director: Executive Director of Local Services and Housing Delivery

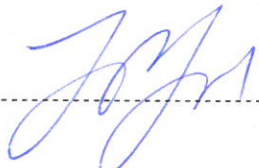
Subject: Proposed parking restrictions The Peth, West Thirston

Consultation 8 Responses
6 For
1 Against
1 Neither

Decision Taken: Resident Parking restriction are introduced outside of 7, 8 and 9 Bridge End in West Thirston

Signature of Director

Date


29/3/16

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Tuesday 15th December 2015

Further Proposed Parking Restrictions – The Peth – West Thirston

As a result of the consultation to introduce a 'No Waiting at Any Time' parking restriction on the north west side of the Peth, it has been brought to our attention by Councillor Glen Sanderson and local residents that there are also inconsiderate parking issues on the south east side of the road outside of the residential properties. We are therefore writing to you to find out your views on providing a 'No Waiting at Any Time' parking restriction, (double yellow lines), and "Resident Permit Holder Only" parking bays on the south east side of The Peth as shown in the attached plan. The proposed restrictions would make parking more readily available to residents and guard against parking on the bend of the bridge. If the results of the consultation are favourable to the proposals, restrictions on both sides of the road will be introduced together.

To make this scheme enforceable, signs and bay markings are required on the highway and residents will be asked to purchase Resident Parking Permits. (Currently £15 a year per permit). A maximum of 2 permits can be provided per household with one permit reserved for residents and one for visitor parking. As the restriction is proposed to be in place every day, anyone who did not wish to purchase a resident permit would not be able to park in the resident bays at any time.

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.

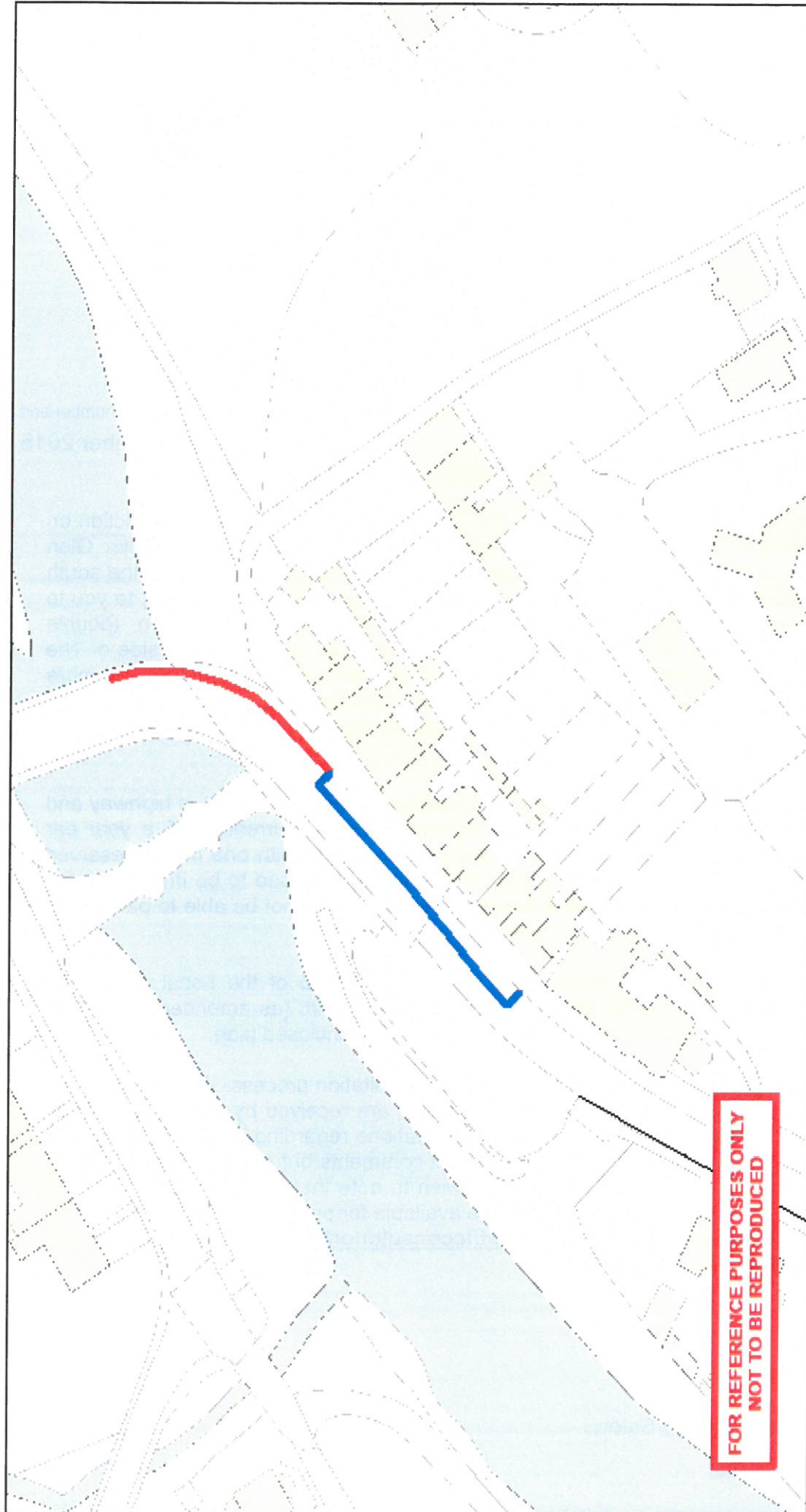
A freepost response form is attached to facilitate the consultation process. I would welcome a reply by Tuesday 26th January 2016. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the above proposal. Regrettably, it is not possible 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,



Dan Fraser
Programmes Officer (Highway Safety)



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Northumberland
Northumberland County Council

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County Hall
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**Network Management
Information System**

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Title: The Peth West Thirston	
Drm:	Scale:
Date:	

KEY

Proposed double yellow line

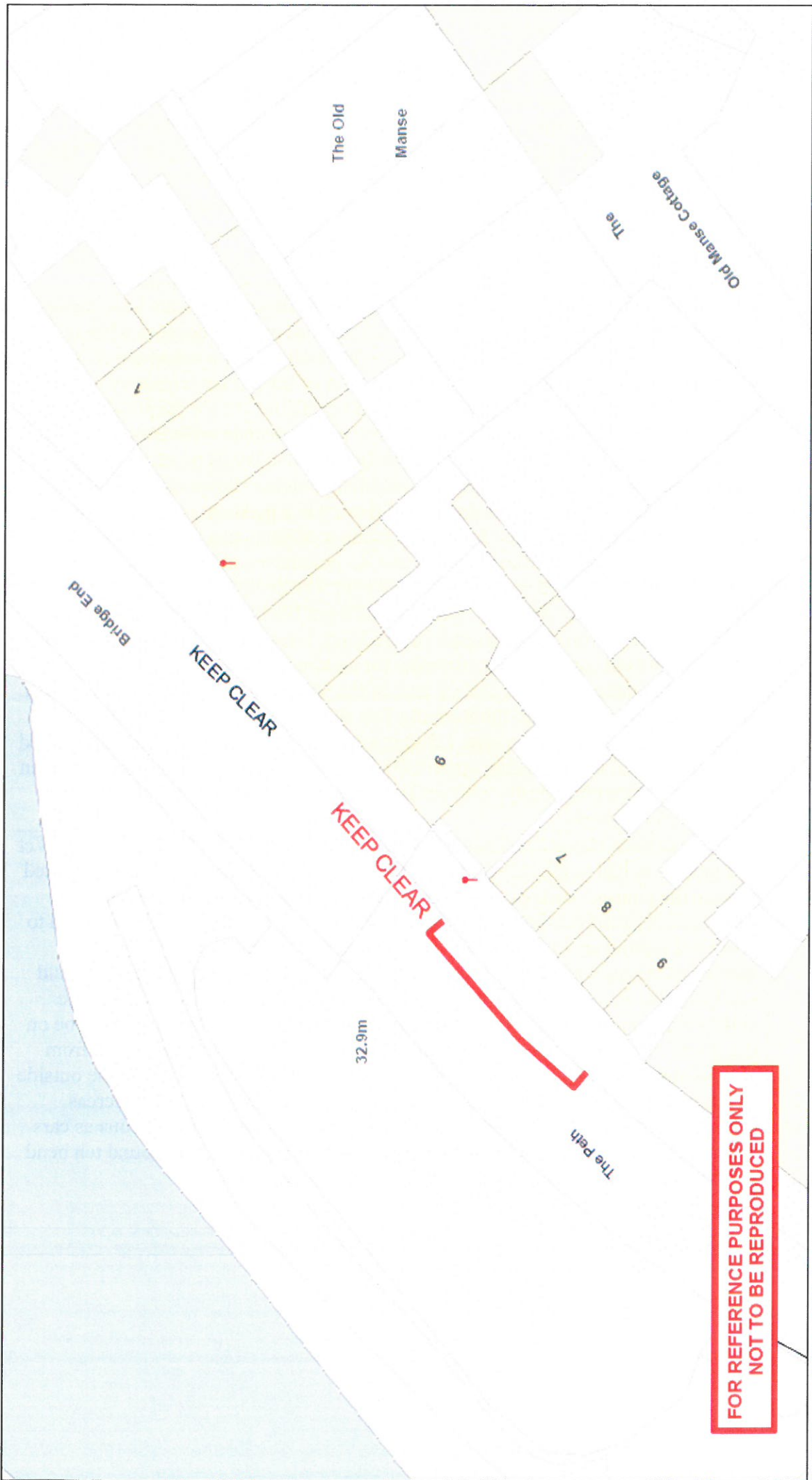
Proposed resident permit bays

Appendix B - Summary of Responses


FOR	AGAINST	NEITHER	Other Relevant Comments
1			<p>For us inconsiderate parking in front of our house has been making our lives a misery. We are 2 doors from the Northumberland Arms whose customers are the main source of our problem - parking outside our house thereby obstructing our access/exit to and from our property. Our property is mid-terraced with a dropped curb and carport and garage beneath the house and hence the only access to our property. Our parking problems started when the Northumberland Arms opened under new management. We have dealt with these problems ourselves by asking drivers to park elsewhere, leaving a note on the windscreen if not and only requesting in the pub that a vehicle be moved when absolutely necessary. On Sunday 29th November 2015 a situation arose that was unacceptable. We returned home at 3.45pm to find a Mini obstructing our access to the carport. We drove into a newly vacated space our next door neighbour's house in order to go into the pub to ask the staff for the Mini to be moved. A second vehicle apparently also wanted the same parking space and whose driver proceeded to be abusive and threatened to ram our car if we did not move. Informing him of our situation did not stop the threats or abusive behaviour so called the police. Only then did he leave, park further along The Peth and go into the Northumberland Arms. We were too traumatised to go into the pub ourselves to complain and worried that our car could be damaged moved it to a parking space at the top of the bridge. The Mini moved a while later so we retrieved our car, returned to our property to find another vehicle blocking our access. We then went into the pub to ask for it to be moved. We are pensioners - unable to deal with situations like this - and an emergency could arise whereby we could not get our car out of the carport. For us residents parking will be a godsend. However we hope that it will relate to specific properties in order to keep our access clear. We also feel that the proposed double yellow lines should be extended to accommodate the road opposite the houses on Bridge End and the bend on that side of the bridge.</p>
			<p>Visitors to the pub do park there at busy times - sometimes on the pavement. This will keep the way clear for drivers exiting the pub car park, both the northbound and southbound buses and give clear visibility for through traffic. With the impending proposed new housing estate at the top end of Felton the through traffic can only get worse. Lastly could I add that several of the properties on Bridge End are holiday homes and that the owners may not be aware of the proposal and therefore be unable to respond.</p>
1			<p>These restrictions will help to improve the safety of the residents of Bridge End and so is gratefully received</p>
		1	<p>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 would thank you for your consultation on this matter and offer our support for the on-going road safety programme.</p>

1			There have been incidents concerning passage through the narrowed road when pub customers have parked on the road in front of the bus stop opposite where the proposed resident parking bays would be sited. Parking at times has been along the entire road way and onto the bridge. The parking on both side of the road caused buses and other traffic difficulties in passing at a time when traffic was being diverted off the A1 and through the village due to an accident - a not in frequent occurrence. Therefore should double yellow lines extend along the entire north side of the road in front of the bus stop onto the bridge?
1			I support the plan for residents parking and suggest four bays are made available for between houses 4, 5 & 6. I strongly suggest that double yellow lines and no waiting at any time notice be displayed on the opposite side of the road between the bus stop and the curve in the road over the bridge for the following reasons. Restrictions higher up the Peth will make it more likely for people to use this stretch when the car park is full. The footpath is narrow, but people already park with wheels on the curb to avoid narrowing the road too much. Buses stop here, further restricting access for other vehicles. Commonly, two buses stop at the same time. Some of these buses carry school children who need a safe place to cross - not one with vehicles parked on both sides of the road. Ordinary pedestrians and St Oswald Way walkers use this area as a crossing place. Cars parked either side of the road would add to the danger of crossing here.
1			Agree in principle, it is not clear from the map where the bays start from - my assumption is 5 Bridge end as there is no doubt XXXX 4 - 1, confixxx of this would be good to understand. I believe the yellow lines should actually start from the bus stop on the other side of the road rather than on the Peth side, as the issues and dangerous parking relate to cars parking on that side rather than on the side where residential property's exist. It is parking on this side of the Peth (opposite houses) that causes more issues i.e. access for houses 1-2 who park down by their properties and make it xxx dangerous for the buses coming into the village.

	1		<p>The area marked Blue outside Bridge House and part way through Nurses Home (number 4 & 5) is already covered by 'Keep Clear' road markings so cannot be used for residents parking. This means the Blue line would need to start two houses further West than indicated on the map (from number 6). Garage access is required by residents from the bus stop Westwards, (the newer build houses, numbers 7, 8 & 9) so unless you are planning on allocating parking that will block their vehicles in their own garages the blue line on the map must stop before number 7. This leaves the remaining space outside number 6 as allocated Residents Parking for as many as 6 to 9 houses. This is not taking into account visitors, who you propose would also have a permit, requiring up to 12 - 18 spaces be made available. The current plans, taking into account the above will provide a maximum of three spaces available for Residents Parking. Residents have parked alongside the barrier currently marked in red on your map for decades without issue. Either the current plans would need to be abolished or a minimum of 3 – 4 Residents Parking spaces be allocated at the start of the barrier (currently marked in red), allowing up to 6 – 7 spaces to be made available. As the purpose of this road was the original A1 through the County, it is more than wide enough to allow residents to park on the marked red line before the road bends round to the bridge. There is no issue with line of sight and two double decker buses can pass each other with ease while residents are parked there. On a personal note, I have parked my car in the area marked red for a large number of years and have not once – even in Winter had any issue whatsoever. I do not understand why this has been proposed and if enforced would cause chaos for Residents fighting over a tiny number of spaces. Not only that, but it would most likely mean that many of us, myself included, would have to park on the Main Street on the opposite side of the river. This would cause further problems for an already way more congested and frankly more dangerously parked up part of the Village. Given that a new pub will also be opening underneath the Running Fox shortly I'm sure this will only increase the pressure on this area. I find it totally unacceptable that these suggested proposals would mean parking up to 100 yards away from our own property, when we have been parking safely, with consideration to other road users on the line marked red for years.</p>
1			<p>There have been numerous times when the residents of 7, 8 and 9 Bridge End, Wet Thirston have had to ask drivers at the Northumberland Arms to move cars parked outside the houses - each of which has a very obvious garage and entrance. Consequently residents parking is essential to provide parking for residents and to provide a legitimacy to ask for a car to be moved. There have been incidences where drivers have refused to move there cars. A residents parking permit would reinforce that request which s enforceable with a fine. The proposal for double yellow lines on the bend to the bridge is also supported however this should be on the inside of teh bend instead of teh outside. In addition this should extend from the bus stop onwards, the attached plan shows the variation. Parking on the outside of teh bend is safer to road users as there are no visual obstructions - whereas parking on the inside of the bend, which happens frequently, is dangerous as cars are hidden from view until the last moment because the sight line around teh bend is severely restricted by stone walls and metal fencing.</p>
6	1	1	



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 Northumberland County Council		Network Management Information System		Title: The Peth, West Thirston Resident Parking Restrictions		KEY Existing Keep Clear KEEP CLEAR Proposed Resident Parking Bay — Proposed Keep Clear — KEEP CLEAR
Northumberland County Council County Hall Morpeth Northumberland NE61 2EF Tel: 01670 533000		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 Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2009).		Dm:	Date:	Scale: