

## RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR OF LOCAL SERVICES

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### REVIEW OF EXISTING PARKING RESTRICTIONS – TYNE VIEW TERRACE / FRONT STREET, PRUDHOE

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#### **Purpose of report:**

To consider the results of the public consultation exercise regarding the introduction of revised parking restrictions, at Tyne View Terrace / Front Street, Prudhoe.

#### **Recommendations:**

**It is recommended that in view of the consultation exercise, the revised parking restrictions should be introduced as proposed.**

#### **Key issues**

- 1) Scheme being funded by LTP
- 2) The scheme will improve quality of life for local residents who deal with varying issues of indiscriminate parking on a daily basis.
- 3) Supported by Prudhoe Town Council on the condition that a review is undertaken after 12 months.
- 4) Parking will still be prohibited on Front Street during the day, although it will now be permitted after 18:00. It is anticipated that this will assist in reducing the volume of vehicles currently accessing Tyne View Terrace.
- 5) Loading will be now permitted between 09:00 and 18:00 in the lay by between 3a and 7 Front Street. A loading ban has previously been in place between 08:00 and 10:00 and 16:00 and 18:00.
- 6) It is proposed signage to all car parks within Prudhoe will be improved as necessary as part of this scheme.

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Report Author

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## BACKGROUND

- 1) Local residents have expressed concerns regarding indiscriminate parking and associated congestion problems. It has also been suggested that there has been an increase in noise pollution as a result. In view of these issues, the County Council has undertaken a review of the existing parking restrictions in Tyne View Terrace and Front Street, Prudhoe, which included proposals to amend some of the restrictions to improve the situation for both residents and businesses as detailed below.

	PROPOSAL	BENEFITS
1	Remove existing double yellow line (No Waiting at Any Time Restriction) on the U8280 Front Street Back Lane and replace with a Loading Bay which will be operational all days, all hours. (Green on attached plan)	<ul style="list-style-type: none"> <li>No parking by any vehicle would be permitted in the loading bay (this includes disabled blue badge holders).</li> <li>The only vehicles permitted to use the loading bay would be those who are loading and unloading.</li> <li>It is hoped that this will reduce congestion / access problems for deliveries to nearby premises.</li> </ul>
2	Remove existing double yellow lines (No Waiting at Any Time Restriction) and Loading Ban (Everyday 8am – 10am and 4pm – 6pm) in the layby between 3a Front Street and 7 Front Street and replace with Loading Bay 09:00 – 18:00 (Blue on attached plan)	<ul style="list-style-type: none"> <li>No parking by any vehicle would be permitted during the hours when the loading bay is in operation (this includes disabled blue badge holders).</li> <li>The only vehicles permitted to use the loading bay would be those who are loading and unloading.</li> <li>This would allow parking after 6pm which will benefit the businesses who have evening trade and their customers.</li> </ul>
3	Remove existing double yellow lines (No Waiting at Any Time Restriction) in the lay between 8 and 8a Front Street and replace with No Waiting 09:00 – 18:00 (Red on attached plan)	<ul style="list-style-type: none"> <li>This would allow parking after 6pm which will benefit the businesses who have evening trade and their customers.</li> <li>This restriction allows for disabled blue badge holders to park for up to 3 hours during the restricted period.</li> </ul>

- 2) These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 38 households / 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).

## **CONSULTATION**

- 3) The consultation exercise ended on 4<sup>th</sup> May 2015, and responses were received from 16 consultees, with 14 in favour and 1 against the proposals. One consultee did not express a preference (The North East Ambulance Service who was the only statutory consultee to respond to the consultation). A summary of these responses is attached as Appendix B.

## **IN FAVOUR**

- 4) Whilst indicating their support of the proposals on the response form provided, the following comments were made:-
- Enforcement issues.
  - Concerns that there is no parking for customers in the lay by between 3a and 7 Front Street.
  - A review is required after 12 months.
- 5) In response to these comments about the lack of parking for customers to the various businesses between 3a and 7 Front Street, parking has never been permitted. No Waiting at Any Time Restrictions are in place together with a loading ban 08:00 – 10:00 and 16:00 – 18:00. The revised restrictions will allow loading only between 09:00 and 18:00, while parking will be permitted during the evening.

## **OBJECTIONS**

- 6) Whilst objecting to the proposals on the response form provided, the following comments were made:-
- Permits should be provided to businesses for them to issue to clients / customers.
- 7) Permits cannot be provided to businesses for them to issue to clients / customers. Nothing is strictly changing on Front Street during normal business hours with regard to parking. Parking has previously been prohibited all day. The new restrictions will allow loading only between 09:00 – 18:00 in the lay-by between 3a and 7 Front Street, while parking will be permitted after 18:00. It is anticipated that this will significantly improve the situation for both residents and businesses which operate during the evening.
- 8) Taking into account the comments about car parking within the town, it is proposed that signage to all car parks within Prudhoe will be improved as necessary as part of this scheme.

## **RECOMMENDATIONS**

- 9) 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 results of the consultation exercise show that the majority of residents who responded support the proposals. It is therefore



recommended that the revised parking restrictions are introduced as proposed. However, as per Prudhoe Town Council's request a taking into account

- 10)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 – Consultation Letter and Plan

Appendix B – Summary of Consultation Responses

## **BACKGROUND PAPERS**

File Ref: M/Gen/124/C

## **IMPLICATIONS ARISING OUT OF THE REPORT**

<b>Policy:</b>	Consistent with existing policies
<b>Finance and value for money</b>	Scheme will be financed from the 2015/16 LTP Programme
<b>Human Resources:</b>	None
<b>Property</b>	None
<b>Equalities</b>	None
<b>Risk Assessment</b>	Residential, town centre area, speeding traffic, congestion and associated visibility issues.
<b>Crime &amp; Disorder</b>	Scheme will assist in improving issues regarding indiscriminate parking.
<b>Customer Considerations</b>	Residents and businesses will benefit from revised parking restrictions.
<b>Sustainability</b>	None
<b>Consultation</b>	Prudhoe Town Council, the emergency services, all affected residents / businesses and interested road user organisations were consulted together with the County Councillor for the area.
<b>Wards</b>	Prudhoe South

## DECISION TAKEN

**Title of Executive Member and Executive Director:**

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

**Subject:**

Review of Parking Restrictions – Tyne View Terrace / Front Street, Prudhoe

**Consultation:**

16 Responses:  
14 For  
1 Against  
1 No definite answer

**Decision Taken:**

To approve the introduction of the revised parking restrictions as proposed.

**Signature of Executive Director**



**Date**

5/8/15

## APPENDIX A – COPY OF CONSULTATION LETTER AND PLAN

County Hall • Morpeth • Northumberland • NE61 2EF  
• Web: [www.northumberland.gov.uk](http://www.northumberland.gov.uk)

The Occupier

Our Ref: M/GEN/124(E)  
Your Ref:  
Contact: Mr Neil Snowdon  
Direct Line: 01670 624128  
Fax: 01670 626136  
E-mail: [Neil.Snowdon@northumberland.gov.uk](mailto:Neil.Snowdon@northumberland.gov.uk)  
Date: Friday 20<sup>th</sup> March 2015

Dear Sir/Madam

### **Review of Existing Parking Restrictions, Tyne View Terrace / Front Street, Prudhoe**

Local residents have expressed concerns regarding indiscriminate parking and associated congestion problems. It has also been suggested that there has been an increase in noise pollution as a result of these issues. In view of this, the County Council are carrying out a review of the existing parking restrictions in Tyne View Terrace and Front Street. The following proposals are being considered in an attempt to improve the situation for both residents and businesses.

	PROPOSAL	BENEFITS
1	Remove existing double yellow line (No Waiting at Any Time Restriction) on the U8280 Front Street Back Lane and replace with a Loading Bay which will be operational all days, all hours. (Green on attached plan)	<ul style="list-style-type: none"><li>• No parking by any vehicle would be permitted in the loading bay (this includes disabled blue badge holders).</li><li>• The only vehicles permitted to use the loading bay would be those who are loading and unloading.</li><li>• It is hoped that this will reduce congestion / access problems for deliveries to nearby premises.</li></ul>
2	Remove existing double yellow lines (No Waiting at Any Time Restriction) and Loading Ban (Everyday 8am – 10am and 4pm – 6pm) in the layby between 3a Front Street and 7 Front Street and replace with Loading Bay 09:00 – 18:00 (Blue on attached plan)	<ul style="list-style-type: none"><li>• No parking by any vehicle would be permitted during the hours when the loading bay is in operation (this includes disabled blue badge holders).</li><li>• The only vehicles permitted to use the loading bay would be those who are loading and unloading.</li><li>• This would allow parking after 6pm which will benefit the businesses who have evening trade and their customers.</li></ul>

3	Remove existing double yellow lines (No Waiting at Any Time Restriction) in the lay between 8 and 8a Front Street and replace with No Waiting 09:00 – 18:00 (Red on attached plan)	<ul style="list-style-type: none"> <li>• This would allow parking after 6pm which will benefit the businesses who have evening trade and their customers.</li> <li>• This restriction allows for disabled blue badge holders to park for up to 3 hours during the restricted period.</li> </ul>
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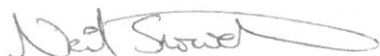
I am writing formally in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) to ask for your comments on the proposals as above and shown on the enclosed plan. A freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that all comments received will be carefully considered.

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 Corporate Director of Local Services and may be available for public inspection. The closing date for any comments you may wish to make is shown on the response form. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the proposals. Please visit the following web address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond to this consultation online.

**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.**

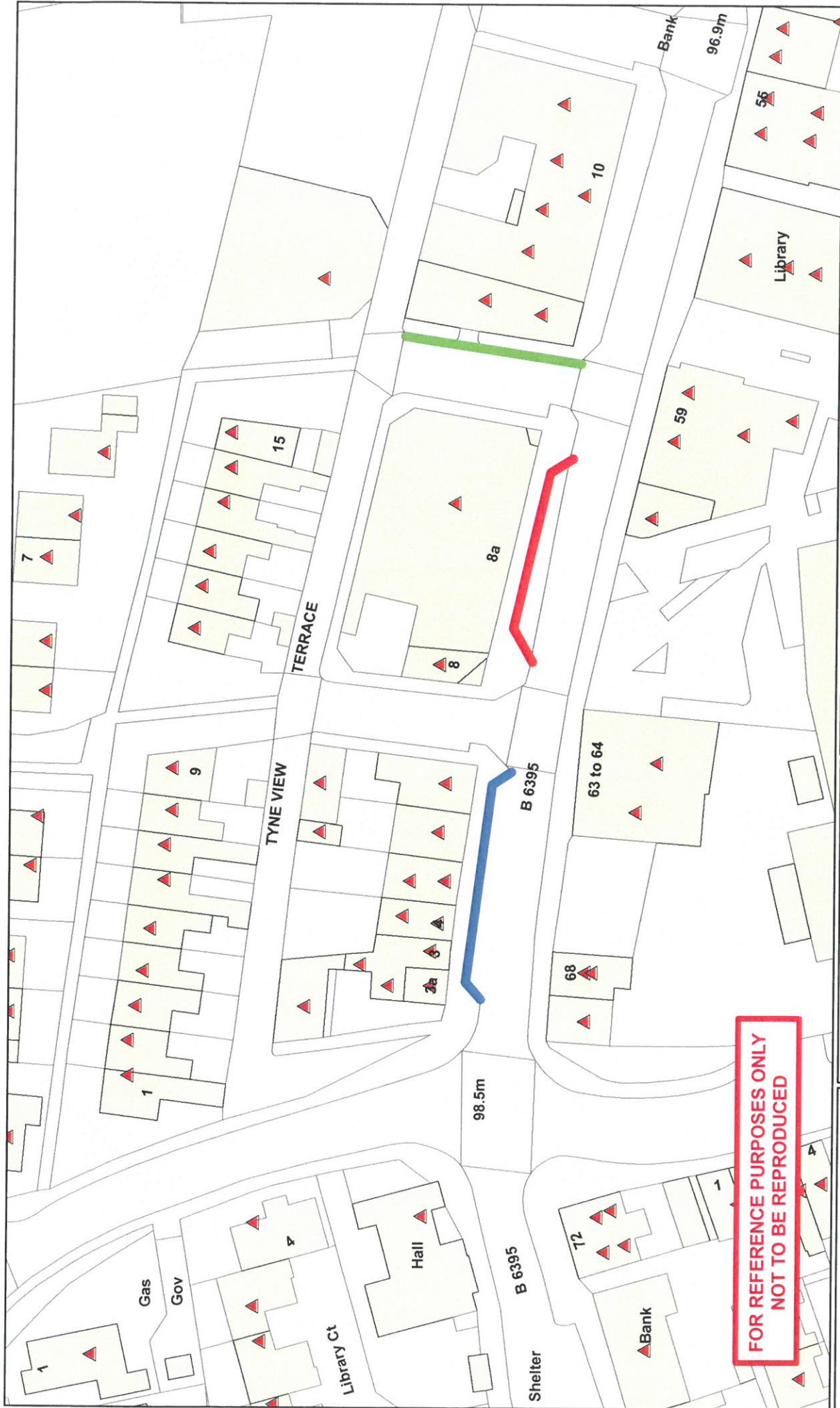
I thank you for your assistance in this matter.

Yours faithfully



Neil Snowdon  
Transport Projects Officer





FOR REFERENCE PURPOSES ONLY  
NOT TO BE REPRODUCED

KEY:-

- REMOVE EXISTING DOUBLE YELLOW LINES AND REPLACE WITH LOADING BAY
- REMOVE EXISTING DOUBLE YELLOW LINES AND LOADING BAN AND REPLACE WITH TIME RESTRICTED LOADING BAY (09:00 - 18:00)
- REMOVE EXISTING DOUBLE YELLOW LINES AND REPLACE WITH SINGLE YELLOW LINES

Title: REVIEW OF PARKING RESTRICTIONS	
TYNE VIEW TERRACE / FRONT STREET, PRUDHOE	
Dm:	Scale:
Date:	

## Network Management Information System

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**Northumberland**  
Northumberland County Council

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



## APPENDIX B - SUMMARY OF CONSULTATION RESPONSES

Thoroughfare	Post Code	FOR	AGAINST	NEITHER	Other Relevant Comments
NE Ambulance Service				1	Thank you for your letter dated 20th March 2015 in which you invite us to offer our comments on the above proposal. 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.
Front Street	NE42 5HJ		1		We have clients who would like to park outside the office, but are unable to do so. The proposal to allow parking after 6pm for evening trade makes no sense, as along the blue line, there are xxxxx who take no clients after 5pm, the optician, estate agent, a home wares shop, a clothes recycling premises, a TV repair shop and a finance advisor, I believe all of these businesses have no evening trade at all. Our clients already find it difficult to park and instead use the Co-op. Without the Co-op I feel there would be a massive detrimental effect on our business. would it not make more sense to grant parking permits to the local businesses along the blue line - to pass to customers /clients to use whilst using those businesses for there services?
Front Street	NE42 5HJ	1			We fully support the plans proposed as we are always having problems with cars parked illegally on the double yellows parallel to our store (Mon-Sun), this creates major problems when we have big delivery wagons unable to park and off load. They end up parking in the middle of the road causing traffic problems. This also gives the shop a bad image. We can have up to 6 deliveries a day (Mon - Sun) so potentially thers 6 major road blocks and traffic issues a day which could easily be avoided with this area being designated a delivery bay. We aren't concerned with the loss of parking as there's a big car park behind the store. We are fully 100% behind this proposal and hope it goes ahead.
Front Street	NE42 5NN	1			
Tyne View		1			
Front Street	NE42 5HJ	1			Would it be possible to have the restriction changed to 30 mins waiting no return Hour to 09 -18:00. It would help my business in the evenings, its 10 the review map side street between our building and the bank.

Front Street	NE42 5HJ	7		<p>Further to our telephone conversation on the 26th of March, and in response to your letter dated the 23rd of March. I have spoken with all of the various business owners adjacent to the 'blue' area on your plan on Front Street Prudhoe, and these include ourselves at Caris Robson solicitors, Bridgfords Estate agents, Anthony Purvis of Tyne Valley TV, Roman Tcachuk of cash for clothes, Alastair Wade Opticians, Julie Fleck of Jules Interiors, and Ian Fielding of Fieldings Accountants. We are in agreement that in respect of the proposals referred ti in your letter of 23rd march and in respect of the blue parking bay, we would not agree with the current proposal suggested. the current proposal would result in the area indicated blue on the plan being a loading bay only from 9.00 until 6.00 p.m. This would result in clients, and customers, being unable to attend at our premises unless they were loading/unloading. I understand that there have been complaints from residents at Tyne View Terrace in respect of parking throughout the day, but especially in the evening. all of the businesses referred to above are in agreement that the ideal way, from our point of view, to deal with the parking would be to put in place a permit scheme granting permits to our businesses allowing us to pass these permits to clients/customers which could be for a set period of time for example one hour during the hours of 9.00 to 5.00 p.m. Monday to Saturday. after 5.00 p.m. local residents and anyone seeking to use evening trade, such as takeaways, would be allowed the use of the bays to park and this would help to alleviate congestion in Tyne View Terrace. The permit scheme would also allow us to control to some extent local residents or people seeking to park outside of our premises from doing so during these hours without a permit which would prevent a scenario whereby a business owner on our block does not have a bay available should a customer wish to call in or a client attend for a consultation/meeting. I would appreciate it if you could take on board our comments and keep us updated of the Council's ongoing review. I look forward to hearing from you in due course.</p>
Tyne View Terrace	NE42 5PX	1		<p>My response to NCC's review of existing parking restrictions, Tyne View Terrace / Front Street, Prudhoe is that I support the proposals with several reservations as set out below.</p> <p>1. Removal of Double Yellow Lines / replace with Loading Bay / U8280</p> <p>In theory this is a good idea, however in practice has the potential of making very little difference. The reason is because the current restriction, ignored by motorists, is simply being replaced with another restriction without any promise of increased enforcement.</p> <p>One of the main reasons residents have raised concerns is due to high levels of illegal parking on the double yellow lines, especially evenings and weekends. Replacing the lines with a loading bay will only be of benefit if it is effectively enforced evening and weekends. If, as I suspect, NCC have no intention of providing regular patrols evenings and weekends then there will be very little improvement. Motorists will assume that there will be no or few deliveries evenings and weekends and therefore justify their reason to park illegally on the loading bay. There are currently many taxi drivers who wait, with their engines running, on the double yellow lines for their customers to return. Without any enforcement or physical prevention this practice will continue on the proposed loading bay and therefore the impact of noise, congestion and disturbance will continue.</p> <p>The only slight advantage I can see is that if blue badge holders are no longer able to park, then this may attract less non blue badge holders who are tempted to park because other vehicles are also parked. However, the majority of current frequent illegal parkers will park regardless as there is no threat of enforcement. Preventing blue badge holders from parking on the double yellow lines, once replaced with a loading bay, will create a benefit for delivery vehicles. However, once again this benefit will only come about if enforcement is increased, including evenings and weekends.</p>

If NCC do not intend to provide enforcement evenings, Saturdays and Sundays then CCTV or a parking camera will be required to create a deterrent or to enforce illegal parking. Additionally some sort of physical preventative measures such as a pedestrian barrier along the curb adjacent to the side of the One Stop Shop, or planters and bollards to prevent drivers from parking adjacent to or on the footpath should also be provided.

Can I also point out the extremely poor state of the footpath adjacent to the side of the One Stop Shop. It would be advantageous if during the proposed works that this footpath and curb stones could be completely replaced.

A new footpath with a higher curb would also provide a deterrent to illegal parking.

The installation of a loading bay will not address the issue of vehicles being in the wrong position on the road at the junction with Front Street when turning onto or from Front Street. I assume a loading bay will also prevent my suggested installation of give way triangles/road markings and white line lane markers which would allow vehicles to be in the correct position at the junction.

2. Amending the current No Waiting times on the bay - 3a - 7 Front Street.

Again, in theory, a good idea to provide parking in the evenings.

However, because there is no effective enforcement provided by NCC evenings and weekends the current regulations are completely ignored with vehicles already parking here evenings and weekends. So no advantage will be gained, it will only legalise the current illegal activity.

3. Same response to 2. above.

Further information...

The new proposals make no reference to weight and width restrictions on U8280, Tyne View Terrace and adjacent side streets and back lanes. These roads were never intended to carry 44 ton articulated vehicles. Providing loading bays is one thing, providing safe access to and from them should also be considered.

This proposal make no reference to the additional problem of the number of vehicles accessing U8280 for parking purposes and subsequent leaving the street when having parked or being unsuccessful in finding somewhere to park. This perpetual flow of traffic all flows along Tyne View Terrace which has no footpath on the residents side of the street. The town centre car park could be accessed from U8280 if the current One-Way system was reversed, therefore taking traffic away from the residential area of Tyne View Terrace.

I would also suggest that improvements are required to the signage in the area i.e • Direction signs to the town centre car parks.

- Weight and width restrictions indicated.

- Clearer indications that the parking bays on U8280 are residents only after 6pm and all day on Sundays
- Indication that fines will be issued for illegal parking in the loading bay and resident bays.

Suitable signage should be provided to illustrate that the Co-op car park is available without any restrictions - It is widely believed that this is strictly owned by the Co-op and therefore has a time limit. I would also suggest that a study be undertaken of the Legion car park with the bays repainted to provide maximum use of the space.

There may be a negative impact from the new restriction if drivers simply move around the corner to illegally park on Tyne View Terrace.

Again, I cannot stress enough how important it is for effective enforcement to be provided along-side the suggested improvements. If NCC continue with the current non-existent levels of enforcement during evenings and weekends then this whole costly exercise will be a complete waste of time and money.



Further to my previous comments I have recently been checking the regulations for Blue Badge Holders. On the .Gov website it states that Blue Badge Holders can park on double yellow line but not within 15 metres of a junction. As the road in question is only 30 metres long with a junction at each end then if this regulation was enforced no one should be parking on the double yellow lines apart from deliveries and people dropping off or collecting passengers. Bearing that in mind, and if the parking bays on the opposite side of the street were made residents only 24/7, then there would be no need for the proposed loading bay. The reason is that the purpose of the proposed changes are to reduce congestion and noise disturbance to local residents. This would be achieved by only allowing residents and delivery vehicles into the street to park.

Large signs at the entrance of the street could be erected to indicate that there was no public parking beyond the signs. This is the case in the residents only parking scheme in Wylam.

This would be much simpler to enforce.

Otterburn Way	NE42 6RD	1			
Prudhoe Town Council	NE42 5AA	1			Prudhoe Town Council has agreed to support the proposals set out in the consultation, subject to their effectiveness being reviewed after 12 months.
		14	1	1	