

RECORD OF DECISION TAKEN BY DIRECTOR OF LOCAL SERVICES AND HOUSING

**Proposed No Waiting at Any Time Restrictions,
Bristol Street, New Hartley
19th April 2016**

Purpose of report:

To consider the results of the consultation exercise, regarding the proposed introduction of No Waiting at Any Time (Double Yellow Lines) restrictions on Bristol Street, New Hartley.

Recommendations:

It is recommended that in view of the consultation exercise, the parking restrictions should **not** be introduced as proposed.

Key Issues

1. This area has been subject to parking issues and road safety concerns over a period of time.
2. The Scheme was to be funded and supported by Councillor Susan Dungworth

Report Author

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BACKGROUND

Concerns have been identified to Councillor Dungworth by residents with regard to the parking issues and road safety concerns in the area. It was therefore decided to carry out a consultation to canvass opinion of residents and road users.

It is envisaged the proposed No Waiting at Any Time restrictions (double Yellow Lines) would assist the flow of traffic at peak times and improve resident parking access to their properties.

CONSULTATION

These proposals were the subject of a consultation exercise. This was conducted on the 15 January 2016 and involved the delivery of a consultation letter to 83 residents and 25 statutory consultees, including the emergency services and various disabled and transport associations/organisations. The consultation exercise ended on 15th February 2016 and responses were received from 57 consultees, with 16 in favour 39 against and 2 were neither for nor against the proposals. A summary of the responses is attached as Appendix B.

COMMENTS

The result of the consultation showed a clear majority to reject the proposal

Comments indicated an overwhelming rejection of the proposals for a range of reasons including, insufficient parking provision

Councillor Dungworth was notified of the results of the consultation and confirms that based on the evidence presented, she wishes not to proceed with the proposal. However, Councillor Dungworth and Officers have made it clear that they will continue listen to the resident and road users' needs in the area, monitor the area and take forward information received via the Directory of Requests where appropriate.

RECOMMENDATIONS

In view of the results of the consultation it is recommended not to proceed with the proposal.

File References

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HARTLEY_Bristol Street_DUNGWORTH

Appendix Index

Appendix A – Consultation -Copy of Consultation Letter
Appendix B - Consultation - Summary of Responses

Implications Arising Out of the Report

Policy	None
Finance and value for money	Funded through the Members' Local Improvement Programme allocation for Councillor Susan Dungworth
Human Resources	None
Property	None
Equalities	None
Risk Assessment	None
Crime & Disorder	Potential indiscriminate parking in the area
Customer Considerations	Scheme was anticipated to improve the flow of traffic for road users in the area.
Sustainability	None
Consultation	Seaton Valley Community Council, the emergency services, all affected residents and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Hartley

DECISION TAKEN

Title of Cabinet Member or Officer(s):

Director of Local Services and Housing

Subject:

Proposed introduction of No Waiting at any Time Restrictions

Consultation 1

57 Responses

16 For

39 Against

2 Neither

Decision Taken:

Not to introduce parking restrictions as proposed.

Signature of Director

Date


22/4/16

Northumberland County Council

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The Occupier

Our Ref: HO155952
Your Ref:
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Friday 15th January 2016

Dear Sir/Madam

Proposed No Waiting at Any Time Parking Restrictions, Bristol Street, New Hartley

Residents have raised concerns with County Councillor Dungworth, about indiscriminate parking on Bristol Street New Hartley, and this is causing potential road safety issues. Councillor Dungworth has therefore requested that No Waiting at Any Time Parking Restrictions be considered in order to alleviate these concerns.

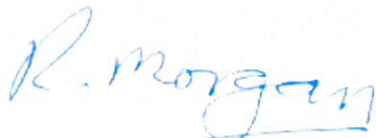
I am therefore writing in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1998 (as amended) to formally ask for your comments on the proposal to introduce No Waiting At Any Time Restrictions at Bristol Street as shown the attached plan.

The County Council is seeking your views on the proposals and a freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that comments received will be carefully considered.

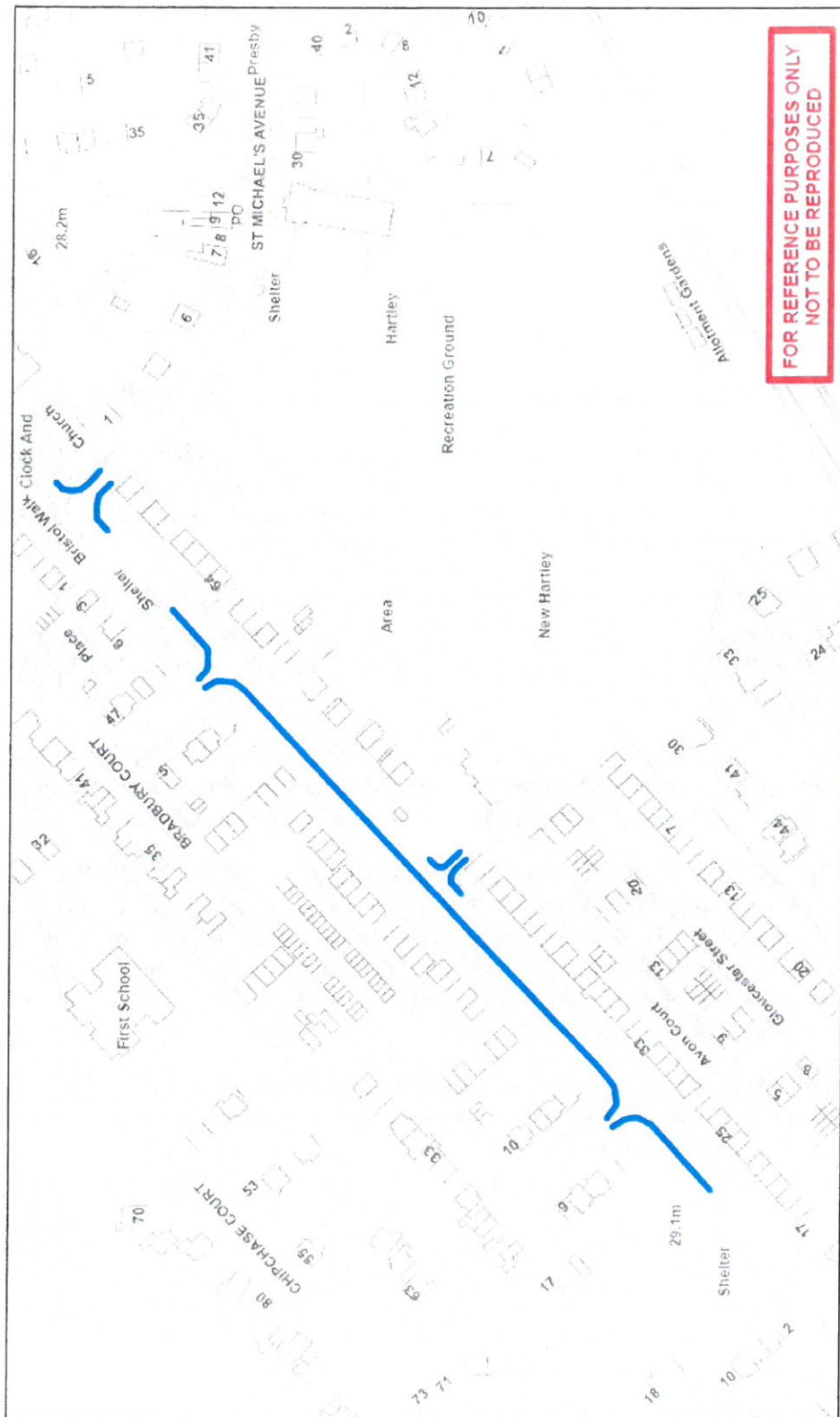
Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report, to the Executive Director of Local Services and Housing and may be available for public inspection. The closing date for any comments you may wish to make is Monday 15th February 2016. If you wish to respond to this consultation online, please visit the web address <http://trafficconsult.northumberland.gov.uk/>.

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.

Yours faithfully



Reuben Morgan
Programme Officer (Members Small Schemes)



FOR REFERENCE PURPOSES ONLY
NOT TO BE REPRODUCED

KEY:-

— PROPOSED NO WAITING AT ANY TIME
RESTRICTIONS (DOUBLE YELLOW LINES)

Northumberland Northumberland County Council County Hall Morpeth Northumberland NE21 2EP Tel: 01670 433000	Network Management Information System		Title: Proposed No Waiting at Any Time Restrictions, Bristol Street, New Hartley	
	This map is reproduced from Ordnance Survey maps and is the copyright of Ordnance Survey. No part of this map may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Ordnance Survey. Unauthorised reproduction may be a criminal offence under the Copyright, Designs and Patents Act 1988.		Dm:	Scale: 1:2,000
		Date: Jan 16		

FOR	AGAINST	NEITHER	Other Relevant Comments
	1		Agree that parking next to the chicane is a problem, however making the entire length of Bristol street double yellows will cause massive issues in Chipchase and Bradbury courts. The in-estate parking facilities are full by 5pm each day so the overflow goes onto Bristol street. Removing this option will cause huge problems for residents. I used to live in Chipchase and have seen first-hand the pressure on parking even with the overflow available, it seems inconceivable that consideration is being given to removing it?
1			the chicane at the west end of Bristol street to Dorchester court needs to be included in the no waiting proposal as incoming traffic to the village forces outgoing traffic into the side of the road (accident waiting to happen) also double yellow lines are needed at laidlers fruit & veg to daisy park, why do half a job.
	1		I strongly disagree with this proposal I have already spoke on the phone with the council last year regarding the parking situation in Chipchase court and the fact that even houses with driveways are using the car park to park their other vehicles on, not to mention the fact that other streets use our car park too because of the lack of parking they have! This proposal will just make the problem even worse in our street which is also used as a drop of pick up point twice a day for the first school and also very annoying when trying to enter and exit the street around these times of the day! I also note that you have mentioned the fact that the houses on the street have a parking space and a garage, however these garages are not designed for modern day family cars, they simply don't fit! I know of 6 households that have two modern day family cars of which neither would fit into the garage which means they have to be parked on the proposed no stopping street because of other households that have driveways taking up the spaces that are for the households without driveways! I think it would be much better to remove the green bollards that people park next to and add parking bays making the street safer and the parking situation in general more Manageable! As a occupier of a house which will be directly affected by this stupid proposal I would like to know where we are expected to park our cars? It might actually be a good idea for someone from the planning to actually come to my house after 6 pm and tell me where you have managed to park your car it won't be in Chipchase court or Bradbury court that's for sure the street are fit to burst and extremely dangerous due to over parking and blind corners as it is. If cars could no longer be parked on main road where do you recommend we park we do not have any numbered space for our houses we cannot have a drive way in front of our houses, people living in Bradbury court already use our car park as there's is too small also. It would be a far more sensible idea to remove the green Parkin barriers and provide off road parking bays this would sole the road blockage and the huge parking issue within the village.

		If another 500 houses are built producing over 1000 cars extra with average of two per house often more the roads will not cope!! They cannot cope now as it is with inadequate parking for current residents. People are arguing in the street and children are in danger as it is due to parking at night and weekends and this is now with half the cars parked on the main road I dread to think what will happen if those cars are forced into a street with zero room. There is no way any emergency vehicles could access the street to help anyone in need at night if a house caught fire they would have no hope and you want to push all cars from main road parking in too ?? Someone with common sense needs to look at this proposal parking bays on main road is only answer.
	1	I feel the proposal to put parking restrictions along one of the sides of Bristol Street is missing the point of the congestion. The congestion occurred when council erected bollards/barriers preventing parking on the grass verge at Chipchase and Bradbury court and forced cars onto the road. Parking provisions for the cars in question are in communal parking areas in Bradbury and Chipchase court and are limited to one space per house. Each house has a garage which is too narrow to park in except for very small cars. The garage cannot be parked in front of due to blocking access for others.
		If you restrict parking on Bristol Street the majority of the congestion will move to the narrow streets of Chipchase and Bradbury Court where the car park will overflow onto the streets and prevent access to the houses who have driveways, they will in turn start to park on street if they cannot access their drives easily. An easy solution is to remove the green barriers on the grass verge on the Chipchase/Bradbury side of Bristol Street and cut away some lay by parking. This will ease congestion on the road. Also I notice no restrictions near the traffic calming chicane where people are parking on the Dorchester side of the road. This area actually needs sorting out yet you chose to omit that part of the road from the plans. Again the laybys will sort this problem out. The tight corner of the church that you have chosen to put the restrictions on is impossible to park on. Yet the area opposite by Bristol walk remains unrestricted when a lot of people park here and cause a narrowing on that church corner. Suggestions that you widen the corner into the grassed area in front of Bristol walk and put diagonal parking laybys here as well. The situation can be improved with a bit of effort on your behalf. Not everything revolves around yellow lines and parking fines.
	1	I would only agree with this proposal if designated parking bays were provided where the grass verges are presently.

I do not support this proposal in the slightest. There is not and have never been any issues with "indiscriminate" parking on Bristol Street. It is quite the opposite in fact as residents' are quite considerate and courteous when parking making best use of the space available. Parking within the streets of Dorchester, Chipchase and Bradbury courts is already at capacity hence the reason why residents choose to park on Bristol Street. Likewise for those who live in the terraces on the southern side of the road who have no option but to (and rightly so) park outside their houses on Bristol street as there is nowhere else suitable. Should such a restriction be put in place, a greater problem would be created in that these residents would have to find somewhere else within the village to park their cars. This would result in escalated parking issues in the aforementioned courts and streets surrounding St Michaels Avenue. However, is it right and fair that residents should be penalised in having to park their own vehicles some distance away from their house due to a complaint made by a minority? Absolutely not! Parking on Bristol Street is no worse than it is on St Michaels Avenue where the road is not as wide; yet vehicles still manage to pass with care. Bristol Street benefits from being a long straight with good visibility where any road user can navigate and avoid any hazard that is not a parked car with ease. It is my opinion that any parking restriction would be a mistake. A mistake trying to resolve a non-problem by creating an even greater problem which would result in increased complaints to the local authority. This would leave us nowhere to park as parking within out street is always over flowing.

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The proposal is so short sighted as to be ridiculous. Where are the cars parked on the main road supposed to go? To simply say they must park on the estates and streets behind the houses are nothing more than a case of "Out of sight, out of mind". At present there is a lack of adequate safe parking on these streets anyway and given that these streets also provide access to the primary school would risk the safety of residents and children. Those parking areas provided for the houses without driveways quite often lose their spaces to people who park in them then leave their cars as they go to work, pick up school children or even go off on holiday. The sensible answer would have been for the Council to provide a strip of tarmac parking bays along Bristol street instead of the stupid bollards that miraculously appeared after the proposed new housing estate in Church Field was rejected due to concerns over site traffic. Strangely tonight there was a prime example of how traffic flows easily along Bristol Street when two fire engines stopped opposite Chipchase Ct and even with cars on the other side a bus got past them without any problem. No doubt the cost of a tin of yellow paint is cheaper than doing something meaningful and safe but this is just going to be papering over the cracks. As a resident in Chipchase Court, these proposals will just cause complete chaos! Our shared car park is a nightmare to park in after 5pm and at weekends - and we have people using it to leave there cars there while they go off to work or even on holiday! We also have people using it even though they have their own driveways. I am wondering where the 50 or so cars that are usually on Bristol Street are expected to park? The estate roads are rammed on a weekend, so extra cars will definitely pose a problem for emergency vehicles getting through.

1

		The main problem area is up next to the chicane, people park in ridiculous places and block the roads, so that is the area to focus on. Further down Bristol Street, even with cars both side, traffic moves freely, as proved this evening when a fire engine was called to a residence. Bus got past no problems, as did other traffic - so where is the problem on this stretch? If you want the proposed changes to work, you need to sort out the parking in Chipchase & Bradbury Courts - maybe permits or allocated spaces? Or take out the useless green bollards and put in parking spaces??
	1	If you restrict the parking then the case will have nowhere else to go except to park people's driveways and access in the streets that lead off Bristol street. We use our driveway at the rear of our property and are already constantly faced with a struggle of getting out by people parking opposite over the top of our drive, particularly difficult on bin days. The only way this can go ahead is if you also yellow line all street parking such as Bradbury court including areas opposite rows of driveways so that we are not blocked in
	1	New Hartley is a village with incredibly poor public transport therefore a car is not a luxury, it is a necessity. Where are the residents affected by these changes supposed to park their very necessary vehicles? Alternative parking would need to be available to residents first, before parking restrictions i.e. double yellow lines could be implemented.
	1	While I agree that there is a parking problem at times on Bristol Street I do not think that parking restrictions is the answer as this would only force drivers to park either on the other side of the street which is already congested, or to park in surrounding streets. This would obviously not be a satisfactory solution. I feel that a better solution would be to provide a long parking lane on the North side of Bristol Street by removing some of the existing wide grass verge on which some drivers already park, creating a mess. Yellow lines is not the answer!
1		also you might like to consider at the begging of Bristol st and double row
	1	Double yellow lines on Bristol Street will only exacerbate the parking problems we have throughout the village. A better although more costly solution would be to replace the grass verge on the left hand side on Bristol street with parking places. Please have some consideration for people who have nowhere else to park their cars, penalising them for previous bad planning is surely not the answer
	1	Bradbury court is already hard to park in and that is without the residents who park on Bristol street parking there. If the proposal goes ahead it will be even worse and that's not to mention the extra traffic you get from parents going to the school.

	1	I agree the parking on Bristol St. is a hazard where indicated, but to apply a no waiting at any time is ridiculous. Where are people who live there meant to park. The people like myself who live on the other side of the street struggle to park in front of our own doors as it is, many of us have had to remove our fences and park in our front gardens just so we can be in front of our own houses. The only solution to this problem before someone is seriously injured is to make more parking spaces not reduce them. where you have indicated take back the grass verge and make the road wider to accommodate people who need to park their cars. The other place not marked on your plan that does need no waiting at any time is on the left just past the chicane as you enter Bristol St. from Double Row. The cars parking at this point block the view of traffic coming the other way and make it difficult to pass. This problem can only get worse if more parking spaces are not made available. The council should support those who wish to convert their gardens to drives with special rate for lowering kerb (obviously tenants would need to purchase their lease where necessary).
	1	There is already a problem with parking in New Hartley as many properties have two vehicles already. Also due to first school being behind Chipchase Court it already causes problems in and around with increased traffic flow and vehicles that at present park on Bristol street will be parked in and around Bradbury and Chipchase courts with the increased vehicular movements is the increased likelihood of a child being injured or worse. Why does the council feel the need to do this it will lead to confrontations when people can't park in their own street. Also the lanes up the back of Bristol street on the club side are already overflowing with vehicles. Where are they going to go?
	1	I am objecting to the proposed parking restrictions on Bristol Street, New Hartley. It is not practical to remove parking facilities without first providing alternative parking. There are only 2 areas where cars parking on Bristol Street causes any problem and, they are - the chicane - the junction with Bradbury Court. The plan does not even address the parking situation at the chicane. When the houses in Bradbury and Chipchase were built 40 years ago no one could have foreseen the number of parking spaces that would be required today. These streets are very narrow and do not leave much room to manoeuvre and, the car parks in Bradbury and Chipchase are totally inadequate. If you remove the facility of people parking on Bristol Street, where are they going to park?? This will only exacerbate the problem in these streets. At the weekends and during holidays when residents are most likely to have family and friends visiting, it can be a problem getting off your drive due to people parking opposite. Bristol Street could be widened in places by removing part of the grass verge, and green bollards, therefore allowing residents to park without fear of obstructing emergency vehicles or being accused of indiscriminate parking. I FEEL THIS IS MORE FOR THE BENEFIT OF BARRETT'S TO GET THEIR PLANS PASSED THAN ADDRESSING RESIDENTS CONCERNS OVER THE VOLUME OF TRAFFIC OR WHERE THEY PARK ON BRISTOL STREET.
1		Increase this up to the traffic chicane as this proposal will just create a bigger problem there

1		I support this as it is dangerous seeing children running across the road not looking and also when I am at parents' house reversing off the drive is hard as the cars are parked directly opposite, it also restricts the road for cars getting by.
	1	Where are people going to park when most houses have more than one car
	1	Not enough parking spaces in the car park in Chipchase court hence the reason people park on Bristol Street. Car park is used by people across the street that have drive ways and also people from Bradbury court. Spaces in car park should be allocated to houses. Unless we are provided with alternative parking spaces. parking spaces in the car park at (chipchase court) need to be allocated to the houses around it as other residence who have driveways use it, hence why we have to park on the road. an alternative also could be the grass verge could be made into parking spaces.
	1	If people can't park on Bristol Street then the streets behind and around it will become even more congested. I think that extra parking spaces could be provided elsewhere, such as removing the grass verges along the street to make parking bays. I am surprised that the council have decided to address the issue of parking on Bristol street before dealing with the parking issues further along the road. The area from caterpak/laidlers to the scrapyard is a far bigger concern. People parking over the path outside the shops has been causing problems for both pedestrians and road users for a number of years and there have been a number of times when I have had to walk on the road with a pushchair because of the problem. I think this is a far more serious issue which could have been dealt with first
	1	Whilst we wish to thank County Councillor Dungworth for her efforts to resolve this issue, no waiting at any time parking restrictions are not the solution. Since moving to the village in 2003, I have noticed that residents who have left to live elsewhere have been replaced by families with at least two, or more, cars. With this in mind, the issue in New Hartley is one where there are too many residents' vehicles for the space available. I appreciate the need to preserve green spaces however I would like to propose that the verges on the areas indicated by the blue line on the map be used to create EXTRA parking space. Otherwise I fear residents will ignore the proposed parking restrictions because they will have nowhere else to park.
	1	The proposed parking restriction is in the wrong place the parking issues on Bristol Street are immediately after the recently installed traffic calming chicane off Double Row. Bristol street is the main delivery drop zone for furniture and white goods to properties on Bradbury and Chipchase a no waiting zone is not conducive to this. There are already issues parking in both Bradbury and Chipchase that will be increased by residents being unable to park at the rear of properties opposite the Victory Club. Yellow lining has had no effect on parking along Double Row currently and enforcement is not being applied. A more effective solution would be to widen the carriageway and reduce the width of verging on Bristol Street to permit parking bays. It would be useful for Reuben to visit and see the issues first hand after 6pm when areas of issue are clear to see. As a motorcycle rider I would prefer money spent on repairing the carriageway not painting yellow lines on it.

1		Yes
	1	
	1	On street parking currently makes transit through the village difficult and dangerous. Addition of additional parking bays is required NOT parking restrictions.
1		Prior to the erection of the barriers at the kerb edge on Bristol Street some years ago, cars parked half on the grass and half on the road. The barriers made it necessary for cars to fully park on the road. However, although protecting the grass, this created a bigger problem in that the view on exiting Bradbury Court was blocked by the parked vehicles and obscured vision to traffic coming down Bristol Street. There have been accidents and near misses at this corner on many occasions; the traffic comes down Bristol Street at more than 30mph on most occasions. The decision to install yellow lines will alleviate the parking problem, but in turn, cause another. Where will the cars that park on Bristol Street now park? Will they move into Bradbury Court to park outside homes other than their own and cause yet another traffic problem? Currently, Bradbury Court entrance has few, if any cars parked on the road, as residents use their drives/garages. The solution would be to provide hard stand pull in parking on the wide grass verge of Bristol Street (cars parked at an angle rather than bumper to bumper) to enable cars to park and avoid them 'moving elsewhere to create another parking problem'. This will be more expensive, but in the long run, more effective. Yellow lines still need to be painted on Bristol Street to ensure cars do not park near the junction of Bradbury Court and Chipchase Court.
	1	I strongly object to the no parking on Bristol Street where are residents supposed to park. Why are you not looking at solutions rather than restrictions? Take away grass verges and make parking bays like you have done in Seaton Delaval. I strongly object to the proposal to stop parking on Bristol street. Parking bays should be made where grass verges are currently. Why are you not assisting residents with parking rather than more restrictions? I also need to access my home from side for garden deliveries etc.
	1	I have lived at this address for 26yrs and have witnessed the huge rise in the number of cars travelling on Bristol Street. I can understand the proposed need to stop cars parking on the sides of the road but without thorough consideration for the residents living in terraced property's I can see the situation arise where cars will be parked on the grass verges opposite running the full length of the street which will be hazardous Alternative parking arrangements must be in place before any yellow lines are put in place. Spaces could created with some thoughtful planning exercise. Please consider these valid comments as I value the villages attractive appearance and would hate to see it spoiled by a quick fix decision which will back fire.

1		But I have a driveway to my garage and parking off road for my cars, but often I cannot get access to the above due to vehicles been parked across them and have to go knocking on door to find the culprit. I agree with the double yellow line but they should be extended west right up to the chevron as when coming from the west into Bristol Street you cannot get a clear view of oncoming traffic. Also this will cause more problems for people like myself for access to my garage and driveway as the 20 or 30 vehicles will just park in front of people houses on the Bristol Street side on the south. The only way is to put double yellow lines on both sides of the road from the station up to the west of Bristol Street at the chevron. After all majority of car users have a parking space as well as a garage. They are too lazy to go into the estate to use the car parks or their garages in the estate opposite (Bradbury, Dorchester & Chipchase). The number of workmen's vans & minibuses etc is making it very dangerous for drivers and pedestrians. I suppose residents parking only with bays marked and numbers might work along with the double yellow lines with no loading at any time on the north side of Bristol Street. As it's come to who is going to give way to whom? Which is often a single lane left with double parking on each side. After all who will enforce the law as all roads everywhere is the same.
	1	As at ninety year old man with many years driving experience, I strongly reject this proposal. The yellow lines, in my opinion should be restricted to the street entrances. I see no danger at all at parking my car outside my house on Bristol Street. Being unable to walk very far I really can't park my car any further away from my back gate. There is a car park actually in Bradbury Court, but is totally inadequate for the amount of cars that will be forced to use it. Barriers were installed to prevent drivers parking on the grass verge which in my opinion should have been tarmacked in the first place.
1		I also think that the double yellow lines should continue up to the chicane as it is very dangerous there at times. Also - is it legal for some residents on Bristol Street to park their cars in front garden which means nobody can park on road outside these houses!! Very Annoying!! (They use kerb on their entrance to driveway)
1		While I support the proposals, some residents either cannot park anywhere else, for whatever reason, or will not park anywhere else for whatever reason. Something has to be done about vehicles parked (as on your map), but also at the top end of New Hartley (Double Row?), where the businesses are.
1		
1		If this action is taken I would like to see the restrictions enforced as I have seen many people ignore the double yellow lines in Seaton Delaval centre of town and nothing appears to be done about it. Can something also be done about residents parking on the grass verges as they will park there if they can't park on the road. They are doing this constantly already in front of our house and further along the road.
	1	Where will those affected residents park? Plus the double parking on Bristol Street is a traffic calming measure (cars are less likely to speed as they have to slow down for parked cars). Could the council consider making some grassy banks into parking bays (like they done in Seaton Delaval?) This will save the council cutting as much grass! It may even generate some efficiencies in the future. The proposed plan may also result in more cars parking on one side of the road, blocking drives and reducing pedestrian visibility, which could pose safety risks when crossing the road.

	1	If a restriction of parking at any time is introduced on Bristol Street it will block up the opposite side of the road and then you will be lucky to park outside your house and everyone living on Bristol Street and opposite in Bradbury will be fighting over any parking spaces.
	1	Thank you for your letter dated 15th January 2016 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.
	1	Double yellow line need to be put down between no. 16 and 17 Bristol Street, New Hartley. Frequently there is a car transporter parked in this entrance. The suggestion proposed will, in my opinion, cause other problems, unless the matter is thoroughly thought through. For instance, the parking facilities in both Bradbury Court and Chipchase Court are insufficient. Yes some houses have garages, but in a lot of cases, if you can get the car in, the driver cannot get out! My proposal is that the green fence be removed and proper parking bays are installed on those green belts. This would solve all problems, for the time being anyway. Whilst looking at parking problems and solutions, perhaps Double Row should be taken into consideration. Although parking restrictions are there, they are not always endorsed and it can be very daunting, both driving and walking.
	1	For info; we had a Council meeting last Wednesday night which just happened to coincide with the Bristol Street 'yellow lines' consultation going out to NH residents – hence we had a few of them turning up for public question time. Most of the questions/gripes were from those people who currently use the north side of Bristol Street to park but one resident raised what I think might be a valid issue. She referred to the comprehensive road safety study that has just completed by your Development Management Team for the Barret's New Hartley Planning Application and wondered if the Bristol Street consultation complimented the recommendations in that review or whether the current consultation might be a little premature? Is it something you would look at or is it something that might never happen and hence is discarded from your considerations?
	1	It will only make people come to the other side of the road and stop residents parking at their own door. Money could be better spent i.e.. Resurfacing the broken down road at the back Bristol Street.
1		The majority of people having more than one vehicle these days it might be worth considering removing some of the grass verges and making some parking bays. I know it all comes down to money but there may be some complaints when vehicles start getting parked on the side of the houses up Bristol street where the residents park up, because it will happen.

	1	The proposals you are making would only exaggerate the problems we experience on our side of Bristol street. As we live at 29 Bristol Street and have great problems getting parked outside our own home and my husband has to resort to parking in the back lane, which is very narrow and it makes it very difficult for bin men, council vehicles and delivery vans to get past. I agree with the proposals of No Parking at the junctions beside the Victory Club and the bend at the bottom of the road but would suggest that the restrictions should be at the top junction as well, because drivers are parking on both sides as you turn into the junction and it is very difficult to get through into the back lane and Avon court and it would be impossible for an emergency vehicle to get through.
1		I fully agree with the proposal as not only is it a road safety issue but the parked cars and vans have damaged the grass. I would also like to see the yellow lines at 17 Bristol street as proposed to the other road in at New Hartley Club. Vans parked here block all vision when pulling out onto Bristol Street and it is very dangerous. I personally know of 2 previous collisions here in the past due to this.
	1	NCC commissioned a full Road Safety Review Report to look at all the problems with the only through road through the village of New Hartley. This was done by the Technical Services Dept Team - Traffic under the direction of Kevin Brown and John Mather. Their findings were copied to Mark Ketely, Simon Redman and Gary Mills. It would be sensible to read their recommendations! They took the whole length of Bristol Street from the chicane by Dorchester where parking causes reduced visibility. Your plan does not go that far and should take account of all the problems on Bristol st. They also suggest moving the centre line and staggering the parking restrictions on both sides of the road. However in my view there is insufficient parking provision within New Hartley around the Bristol st area and double yellow lines will only force cars to be parked down the side streets which will then cause visibility problems for people trying to get out onto Bristol St and increase the risk. The best solution would be to remove the grass verge and put parking bays perpendicular to the road therefore maximising parking. You could then put yellow line on the opposite side if needed. The report also highlights the need for a safe crossing place which your consultation does not include. It would be helpful if the relevant departments would also take action against those drivers who park on the footpath to the extent that pedestrians are forced onto the road, and goodness knows how mothers with buggies and wheelchair users fare. Double yellow lines are NOT the answer.

	1	The proposals are allegedly to control indiscriminate parking. The parking is currently not indiscriminate, it is a necessary overflow from the adjacent estates as a result of several years of inadequate planning controls. These are likely to be exacerbated if development continues in the area. If these current proposals are implemented they will merely displace the parking demand to the adjacent streets increasing road safety hazards in those areas - or be ignored, as are the current waiting restriction along Double Row. If the police and highway authority are not able to enforce that area, what confidence can residents have that additional waiting restrictions will be any more effective. Besides, the county council have already undertaken a detailed safety risk assessment along the full length of Double Row/Bristol Street/St Michael's Avenue that identified parking and crossing concerns to a greater extent than these proposals. This should not be considered in isolation but be coordinated to improve safety throughout the village.
	1	It is fair to say that at times there are two residents in my opinion who could be described as selfish in the way they park their vehicles which could be also described as hazardous. But that is only to the residents of Bradbury Court when they are at the junction waiting to exit Bradbury Court onto Bristol Street. The residents directly opposite the junction park their car outside their door. Also there is a navy blue van making it awkward to exit especially when the weather is either frosty or icy as the exit has a slight incline therefore sliding is a worry. The other person is the driver of a mini bus owned by Phoenix taxis who parks on the same side of the Bradbury Court junction. But he is so close to the end of the street that he makes it difficult when exiting the junction. Even more annoying is the fact that the same taxi parks his wheels on the grass chewing it up. Not to mention both offenders live on Bristol Street. Other than that I would dispute the necessity for double yellow lines and a no waiting at anytime!! Has Cllr Dungworth really thought about the implications of implementing this proposal and what it would do to the residents of Bradbury Court and Chipchase Court? Since our back doors face onto Bristol Street! We would in essence be trapped into the front use of our home only when it come to where we can park our vehicle. First and foremost there is a small area in both of the above streets designated for cars to park in. BUT nowhere near are there enough for what is required. Those of us who can get parked in the bays do so. Myself: I park in my garage which is in a block away from my house! If the proposal was implemented where are all the cars that do have to park on the street going to go? The streets are narrow, so if the cars parked on Bristol Street did have to find alternative places to park where do you think they would try to be, and let us not forget most of the cars ARE the residents of Bristol Street. Second, where, if any of us residents in Bradbury Court wanted: lets say builders or whatever to do work on our homes. Where are they going to park?

		Would Cllr Dungworth be happy at letting builders traipse through her front room with all their dirty boots and building materials! (that's assuming they can get parked) I doubt that very much. What if we were having say items of furniture delivered to our homes? How would the large vans deliver since we would have a far greater volume of parked traffic littering our narrow road than we have already? That would to me be what indiscriminate, not to mention downright dangerous parking especially as we have a lot of children in the street because of the primary school, the entrance by which parents bringing their children to school either by car or by walking is in Bradbury Court. What about when we cant get parked at the front of our homes and have to go to the back door of our home which is onto Bristol Street to bring in our shopping? The offenders of this so called indiscriminate parking will be fine as it wont affect them! Third, lets return to Bristol Street and the PUBLIC SERVICE> To move the cars, of which there are few from one side of Bristol Street to the other because of these restrictions, (be in no doubt that is where some will go) puts them ALL on the side of the buses heading towards Double Row. This is always quite busy. It also puts children at risk.
		There are crossing points for them to go to the school I have just mentioned via little walkways across the grass due to the fact that the traffic will be notably busy and children are not always interested (not to mention they are very young) in being aware of the danger surrounding them when they see their friend across the road and dash out into the road hidden by the cars that probably would not have previously been there. I say this because a lot of the children have to cross that very street in order to get to school. Apart form the inconsideration of a couple of residents who actually reside in Bristol Street you would like to propose punishing the residents of Bradbury Court and beyond whose back doors face out onto Bristol Street. I have enclosed photos which I took to try and show my point. Which is? Where is the indiscriminate parking? I did them on a Saturday morning at 0800. When most people in this area are still at home!! I feel that Cllr Dungworth would have been better to have visited the residents to ask their opinion than to have assumed this course of action would be in everyone's best interest. It would also appear that Cllr Dungworth does not live in the area, or the letter posted to us would not have been necessary. Therefore saving precious funds that we are forever being told by our council is being by the squeezed by government. And if the wishes of the residents on BOTH sides of the street are ignored will the council allocate one of the marked bays for each of the residents in Bradbury Court by marking he bay with their house number, just so they can at least park near their door in order to empty their cars without having to hope they wont get a parking ticket for being parked outside of their own back door on yellow lines with an additional no waiting at anytime sign sitting on a pole?
1		
1		These seem to be overdue and sensible proposals in a small village where children and young families live and move about and people frequently depend upon public transport. My involvement as a vicar who has a church which will be directly affected by these proposals.

1		I do agree that in current circumstances there are certainly potential road safety issues, however I do not understand why the exit of Bristol Street between No16 and 17 houses has not also been marked as a 'No Waiting' / 'Parking area'. This particular exit is very hazardous not only due to the fact vehicles are parked to the extreme corners of each property blocking viewing of on coming traffic to the main road when exiting the back lane between the named properties but also entails the extra hazard of the public bus that stops or exits on the opposing side of the road to this exit. I note that all the other entry points on Bristol street are highlighted bar this one. Residents have also sometimes taken to parking on the green (off road) parallel to your longest no parking area on your diagram. This not only damages the grassed area but also looks unsightly my fear is this may become more prevalent if the scheme is implemented. Thank You.
1		This is one of the single most ridiculous proposals i have heard in a long while. As a resident of Chipchase Court whose back gate sits firmly on Bristol Street i currently park my car on the main road at the back of my house. This is smack bang in the middle of the proposed parking restrictions. The reason i park it there is that there is insufficient parking facilities at the front of my property despite the fact there is a car park. I also have a garage at the front of my property which is also insufficient to park a modern car in given it's extremely small dimensions and no electricity (which makes things even more difficult on dark mornings/evenings). In 2016 there are significant problems with parking in New Hartley in general due to families having 2 or more vehicles and your proposal is only going to make these problems worse. I would suggest a much better solution would be to remove the Green Bars on Bristol Street and create off road parking bays to take the vehicles off the main street which i agree is a problem.
1		Putting double yellow lines down one side of Bristol Street does not address the cause of the issue. There is insufficient resident parking already in New Hartley, exacerbated by the councils previous decision to prevent cars parking on the land adjacent to Bristol Street by installing barriers. All the addition of double yellow lines to that "solution" will do is move further cars into the already crowded side streets, resulting in more contention between neighbors and a reduction of pedestrian safety due to increased congestion. A more reasonable solution would be to remove the barriers along that side of Bristol Street and enable residents to park off the road there. Ideally of course the provision of parking bays down that entire side of the street would be beneficial for all concerned , however i appreciate budgets are constrained so this is unlikely, but the removal of the existing barriers would cost very little and would provide immediate benefit. Can I also point out that unless the double yellow lines were enforced (unlike all other double lines in the local area) they would be entirely pointless anyway.

	1	Thank you for consulting on this proposal. However, I am alarmed that the suggestion will create considerable inconvenience to the residents living in Bradbury Court and Chipchase Court who have no other opportunity to park in close proximity to their houses. There is currently insufficient parking for many of the residents in these streets as the number of parking bays provided is less than the number of houses that they serve. If parking restrictions are imposed on Bristol Street it will leave residents with no alternative but to park elsewhere in the village and would simply displace the problem to even less suitable areas. Furthermore, some of the elderly residents choose to park on Bristol Street because it is immediately outside their own properties and accommodates their lack of personal mobility. Forcing them to park a greater distance from their houses would be a detrimental step. If this problem is to be addressed I request that the council consider alternative options such as providing more parking spaces around the village and/or introducing permit parking for residents only.
	1	We feel double yellow lines on the corner would be good as sometimes people park their cars there, this is dangerous as cars trying to pull out from the junction cannot see what is coming until the last minute. However to put double yellow lines all the way up the street means the cars....which is quite a few will move their cars on to our side of the street which is unfair as they all have garages and parking bays at the front of their houses, these should be used and not the main street. We think if need be parking bays should be introduced where the double yellow lines are to be proposed, this would take the cars of the street and make it safe, take down the green bollards, remove some of the trees to create space, the trees have not been maintained in years and have got so big, when it is windy the branches are snapping off, when the buses go by they are also catching the trees and snapping the branches this is dangerous if you are walking by.
	1	I am strongly against this proposal due to the problems this will create for resident parking in Bristol street and chipchase court, currently there is limited parking in these streets hence the reason a lot of owners have to use the road on Bristol Street to park. In Chipchase Court we have a parking bay that accommodates approx. 16/18 cars which is not enough space now. residents who have their own drives and off street parking are cheeky enough to use this space leaving us residents who have to use this parking area no space to park at all. I would suggest instead of making this issue worse by removing the right to park on Bristol street that NCC spend a bit of money and remove the parking barriers and cut into the grassed area on Bristol Street on the side of Chipchase & Bradbury to create some parking lanes. I feel if you go ahead with the current proposal you will be making parking issues for residents 10 times worse which I feel will result in a lot of neighbour disagreements when we have to try and find somewhere else to park

	1	The proposed double yellow lines will not alleviate possible road safety issues as is being considered. At least 40% of the new double yellow lined area is never parked on at any time. The double yellow lines would be better placed on the north side of the bend at Bristol St/St. Michaels Avenue junction where cars parked half on the road and half on the footpath make it impossible for large vehicles to manoeuvre the corner without using the carriageway opposite. Another "potential" concern is at the top end of Bristol Street between the new traffic slowing chicane and Dorchester Court there is often vehicles in the opposite carriageway. As for double yellow lines, will they be as well managed as they are at the top end of Double Row, where you will find vehicles parked from 9 am until 5 pm, and at Asnu dismantlers where there has been a vehicle left which blocks the pavement for the best part of a year now?
	1	I think putting double yellow lines on Bristol Street would just make life too awkward for people living there, unless you perhaps put a standard drive in front of everyone's house. And where would visitors park?
	1	Car parking spaces in Bradbury Court = 13 spaces, houses which use car park 17 not ENOUGH SPACES and that's if there is only one car per household. (most have 2 cars some having 3!) Remove green barriers at rear of Bradbury Court and Chipchase Court and put parking bays in for Bradbury and Chipchase residents only. Bristol Street residents should park on their side of the road. The phoenix taxi has now started parking in Bradbury Court on the car park. Residents of Bradbury and Chipchase require access to rear of the property to clean vehicles and take shopping in. There is not a reason to put yellow lines on a junction as the highway code rule 243 states: DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. TOTALLY OPPOSITE TO PROPOSAL!!!
16	39	2

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

ADDENDUM

**Proposed No Waiting at Any Time Restrictions,
Bristol Street, New Hartley
1st July 2016**

Purpose of Addendum

The original report recommendation is detailed in an extract below.

Following discussions between County Councillor Susan Dungworth and Council Officers, it is considered that there is still a problem at many of the junctions in the Bristol Street area of New Hartley, mainly due to inconsiderate parking.

It is therefore recommended that, No Waiting at Any Time (Double Yellow Lines) restrictions be introduced at junctions within this area on traffic safety grounds (as detailed on the attached plan – Appendix 1)

It is anticipated this will alleviate visibility issues at these junctions, thereby improving road user and pedestrian safety.

**Proposed No Waiting at Any Time Restrictions,
Bristol Street, New Hartley
19th April 2016
(signed by Director of Local Services and Housing 28th April 2016)**

EXTRACT

Purpose of report:

To consider the results of the consultation exercise, regarding the proposed introduction of No Waiting at Any Time (Double Yellow Lines) restrictions on Bristol Street, New Hartley.

Recommendations:

It is recommended that in view of the consultation exercise, the parking restrictions should **not** be introduced as proposed.

Key Issues

1. This area has been subject to parking issues and road safety concerns over a period of time.
 2. The Scheme was to be funded and supported by Councillor Susan Dungworth
-

DECISION TAKEN (ADDENDUM)

Title of Cabinet Member or Officer(s):

Director of Local Services and Housing

Subject:

Proposed introduction of No Waiting at any Time Restrictions on traffic safety grounds at various junctions in Bristol Street area.

Consultation

Not required. Consultation took place on original proposal

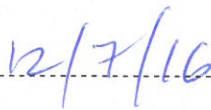
Decision Taken:

To introduce parking restrictions as proposed.

Signature of Director



Date





Northumberland
Northumberland County Council

Network Management
Information System

Title: Proposed No Waiting at
any Time Restrictions
Bristol Street, New Hartley

Northumberland County Council
County Hall
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Drn:	Date:	Scale:
AW	May 16	NTS

PROPOSED NO WAITING AT ANY TIME
RESTRICTIONS (DOUBLE YELLOW LINES)