

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

**PROPOSED AMENDMENT OF EXISTING WAITING AND LOADING
RESTRICTION, THE INTRODUCTION OF A RESIDENT PARKING ZONE AND
RESIDENT PARKING PLACES IN HALDANE STREET, ASHINGTON**

Purpose of report:

To consider the results of the consultation exercise, regarding the proposed amendment of the existing Waiting and Loading Restriction, the Introduction of a Resident Parking Zone and Resident Parking Places in Haldane Street, Ashington

Recommendations:

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

Key Issues

1. This area has been subject to indiscriminate parking over a long period of time, causing congestion and traffic safety concerns.
2. The Scheme is funded and supported by Councillor Thomas Wilson

BACKGROUND

1. Concerns have been identified to Councillor Wilson by residents on a number of occasions with regard to the indiscriminate parking in the area
2. It is proposed to amend the Waiting and Loading restrictions, introduce a Resident Parking Zone (RPZ) and Resident Parking Places in this area
3. This would help improve the parking facilities for the residents of Haldane Street in Ashington.
4. There is an existing car park on Haldane Street, which would not be included within the RPZ and could be used by other road users and residents to park.

CONSULTATION – No 1

Amended 10/10 2016

5. These proposals were the subject two consultation exercises. The first was conducted on the 16th July 2015. This involved the delivery of a consultation letter to 99 residents and 26 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).
6. The consultation exercise ended on 20th August 2015 and responses were received from 28 consultees, with 15 in favour 12 against and 1 neither for nor against the proposal. A summary of the responses is attached as Appendix B.

CONSULTATION – No 2

1. The second consultation was conducted on the 14th January 2016. This involved the delivery of a consultation letter to 27 residents and 26 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 C).
2. The consultation exercise ended on 5th February 2016 and responses were received from 13 consultees, with 11 in favour, 1 against and 1 neither for nor against the proposal. A summary of the responses is attached as Appendix D.

COMMENTS

7. The results to the first consultation proved inconclusive. However, anecdotal evidence received by Councillor Wilson following the consultation suggested that residents were in favour of the scheme.
8. Responses against the proposals were predominantly objecting to the small administrative cost associated with every RPZ scheme i.e. cost of permit £15 per year.
9. Councillor Wilson supported Officers recommendation to re-consult in order to canvass opinion.
10. The results of the second consultation demonstrated residents were clearly in favour of the proposal.
11. Councillor Wilson was notified of the results of the consultation and confirms he wishes to proceed with the proposal, which will be funded through his allocation in the Members' Local Improvements Programme.

RECOMMENDATIONS

12. Although there were two consultations carried out. It is clear from the results of the second consultation, there was an encouraging majority support for the proposal to introduce a RPZ for the residents of Haldane Street Ashington.
13. 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.

File References

S:\Highways\PROJECT\15\HO14 Members
Schemes\HO145717_ASHINGTON_Haldane St_WILSON

Appendix Index

- Appendix A – Consultation 1 -Copy of Consultation Letter
- Appendix B - Consultation 1 - Summary of Responses
- Appendix C – Consultation 2 -Copy of Consultation Letter
- Appendix D - Consultation 2 - 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 Thomas Wilson
Human Resources	None
Property	None
Equalities	None
Risk Assessment	Introduction of Resident Parking Zone
Crime & Disorder	Indiscriminate parking and obstruction
Customer Considerations	Scheme is anticipated to improve parking provisions for residents in the area
Sustainability	None
Consultation	Ashington Town Council, the emergency services, all affected residents and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Ashington Central

DECISION TAKEN

Title of Cabinet Member or Officer(s):

Director of Local Services and Housing

Subject:

Proposed amendment to waiting and loading restrictions, introduction of a resident parking zone (RPZ) and resident parking places.

Consultation 1

~~15 Responses
12 For
1 Against~~

*Correction made 23/5/2016
28 Responses
15 For
12 Against
1 Neither
A. Finwick*

Consultation 2

~~11 Responses
1 For
1 Against~~

*13 Responses
11 For
1 Against
1 Neither*

Note: Figures transferred from responses corrected 23/5/2016

Decision Taken:

Introduce parking restrictions as proposed. *Identified by member of the public*

Signature of Director



Date

2/3/16

NORTHUMBERLAND

Northumberland County Council

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

Appendix A

Our Ref: HO145717
Your Ref:
Contact: Mr Neil Snowdon
Direct Line: 01670 624128
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk
Thursday 16th July 2015

Dear Sir/Madam

**Proposed Amendment of Existing Waiting and Loading Restriction,
Introduction of Resident Parking Zone and Resident Parking Places
in Haldane Street Ashington.**

Concerns have been raised by residents of Haldane Street in Ashington about indiscriminate parking. Councillor Wilson has also expressed his concerns and has agreed to fund the introduction of a Residents Permit Parking Zone and Resident Parking Places, together with amendment to existing Waiting and Loading Restrictions at Haldane Street Ashington, subject to favourable consultation with residents.

Signs at the entry to the street would dictate where Resident Permit Parking Zone is in operation. Resident Parking Places (Bays) would also be provided adjacent to this zone, which would form part of the overall scheme. To make this scheme enforceable, 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. This would allow residents to park, either within the zone or in one of the resident parking places provided. (Full details are provided on the enclosed plan). Amendments to the existing Waiting and Loading restrictions are also proposed to compliment this scheme.

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 the: Amendment of Waiting and Loading Restriction, Introduction of Resident Parking Zone and Resident Parking Places in Haldane Street Ashington. It should be noted that in order to implement this scheme the existing No Waiting at Any Time Restrictions may need to be removed.

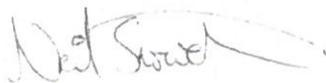


The County Council is seeking your views on the proposals and a freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that comments received will be carefully considered.

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 may be available for public inspection. The closing date for any comments you may wish to make is Thursday 20th August 2015. 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



Neil Snowdon
Senior Programme Officer

CONTRACT
DRAWING No.

DRAWING
SIZE
A3



NOTES
 1. This drawing is to be for indicative purposes only.
 2. Extents of Resident parking, waiting and loading restrictions show on this plan are to be used as a visual reference to the Traffic Regulation Order.

REVISION LINE 1 PASSED
 CHECKED BY DATE
 DRAWING STATUS

CONSULTATION

Client
NORTHUMBERLAND COUNTY COUNCIL
 COUNTY HALL, SPENCER
 NORTHUMBERLAND, NE1 2ZF

Job Title
**HALDANE STREET,
 ASHINGTON**

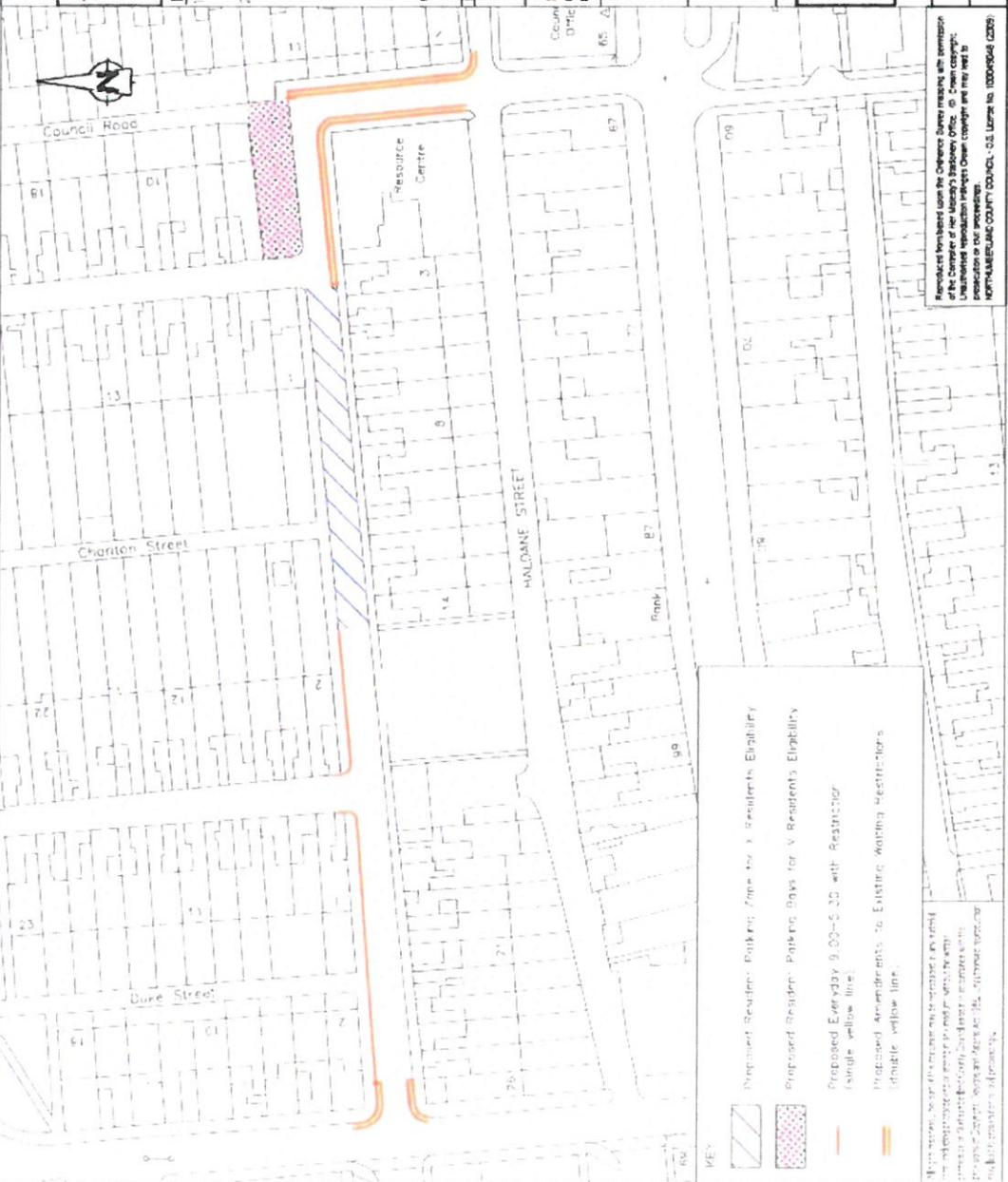
Drawing Title
**PROVISION OF RESIDENT PARKING,
 WAITING RESTRICTIONS AND LOADING
 RESTRICTIONS**

Scales: NTS



HIGHWAYS & NEIGHBOURHOOD SERVICES

Date: MAY 15
 Checked: TL
 Drawn: CK
 Drawing Number: HO145717
 Job Number/Plan Number: HO145717



- KEY
- Proposed Resident Parking (Zone for X Residents) Eligibility
 - Proposed Resident Parking (Days for Y Residents) Eligibility
 - Proposed Everyday 9.00-5.30 with Restrictor (single yellow line)
 - Proposed Amendments to Existing Waiting Restrictions (double yellow line)

Reproduced from the plan submitted to the Planning Committee of the Council of the County of Northumberland on 15th May 2015. The plan is subject to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1987 and the Planning (Listed Buildings and Conservation Areas) Regulations 2001. The plan is subject to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1987 and the Planning (Listed Buildings and Conservation Areas) Regulations 2001. The plan is subject to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1987 and the Planning (Listed Buildings and Conservation Areas) Regulations 2001.

APPENDIX B

FOR	AGAINST	NEITHER	Other Relevant Comments
1			
1			
1			I've been a resident at Council Road for some years now parking is getting worse. I leave for work early but I am generally finished by dinner time and often can't get parked outside my own house as shoppers or staff at Buzz or other businesses park outside my house and I have to find alternative parking. As I live on the end of Council Road I find it affects me most. Double parking along Haldane street is also really bad sometimes I've noticed ambulances and bin wagons can't pass.
1			Will this proposal have an impact on residence parking in Charlton and Duke street?
	1		This is only going to make it worse for some residents. People who don't even live in the affected areas, use these bays to park when they go shopping, or attend the Resource Centre. Now if they can't park in these bays there going to start parking in the lanes at the backs of the houses which through the working week is already a nightmare. I live at No10 Council road and 50% of the time when I drive my car out I can't get back in because of parked cars or when I want to go out I have to wait for someone to move a parked car before I can get my car out. So if you do this scheme these people will definitely start to use these lanes which are already badly affected. I mean these back lanes were built with the houses when people still went around on horses and carts and are really quite narrow they were never designed with the amount of cars that use them today. My suggestion is if you do this scheme then put double yellow lines down these back lanes as well so we can still get in and out of our houses.
1			I think the proposal should go further to include Council Road and Charlton Street and the road to the opposite end of these streets which are used which are used to park cars by people going into Ashington to work or to shop. Stopping parking on Haldane will move it onto nearby streets so make whole estate residential. Also the signs at the resource centre end are being blatantly ignored and there is a massive influx of cars going down Haldane street when coming off Station road at the traffic lights. P.S.I have even seen parking attendants parking in the proposed resident parking zone!
1			I will gladly be taking out two permits; the street today 20/7/2015 is full again. I have to park on the pavement again. I hope the emergency services can get down this is not before time.
1			Yes I agree, to residents and visitor parking permits although I have not got a car myself I still agree to pay £30 for two as I can have two visitors with cars at one time.
1			I think these proposals will benefit the residents considerably. There is not a week goes by where someone does not approach me to express their concerns over parking in this area. I do wonder where the people who are moved on will migrate to though.
1			
		1	I support the idea in principle but do not think residents should have to pay for a parking permit. These should be issued free of charge. What is the charge for? All parking is free in Ashington, so I don't see why residents should have to pay for permits. Why penalise residents? I do not think the parking situation will get any better as currently non-residents use Haldane street and adjoining streets to park to go to the shops. Most of the cars in the streets are Mon-Fri, which is evidence that office workers use the streets for their cars, taking up the spaces for residents. This will just get worse Mon-Fri.
1			
		1	Dear Sir, I find I must oppose the proposed parking changes in the strongest terms possible. The present parking congestion is created by: 1) The increased number of vehicles per residence in the area. 2) The limited parking available to the residences of: Haldane St. Duke St. Charlton St. and Council Rd. 3) The additional influx of traffic from people going to work in the area, specifically in Station Road and Council offices. rather than resolving the issue, the proposed changes will cause additional congestion and conflict by limiting the parking available, i.e.. the same number of vehicles will endeavour to us a reduced number of spaces. For example, by placing yellow lines on the north side of Haldane St. cars will be forced to attempt to park on the south side. this will result in the same number of cars parking in half the area presently available. This will result in residences garages and access being blocked. In my opinion this does not resolve or improve the situation. In addition, I feel that it is both disgusting and divisive to suggest that local residents should have to pay for the privilege of parking at their own homes. (i wonder how many councillors are expected to pay to park at home.) I would therefore propose no additional parking restrictions (yellow Lines etc.) but limit Haldane St., to resident's access /parking only, with visitors access to the Haldane St. car park. In short reduce the cars not the spaces. Alternatively, review options for additional parking in the landscaped area to the north of Duke St.
1			I do not agree with the proposals as it will affect the parking at my end of the street an unfavourable way.

	1	According to the proposed map we have received we will be directly affected with the imposition of double yellow lines outside our garage. A single yellow line all along the outside of our property. I am disabled and hold a blue badge this will result in me being unable to park outside my property. I feel the proposed resident only parking should be extended right the way to the end of the road. The entrance to Duke Street should have a no entry except residence sign. We moved here in December 14 and at that time according to searches there was no proposed parking alterations. We bought this house specifically because being disabled and having severe mobility issues I would be able to park outside my own property at all times. Parking outside my garage is very risky due to the speed of vehicles along the road.
	1	I think we all pay enough council tax, without paying for parking discs, in your own street. We have bother where we live, without, people parking on council roads it is where people will come and park
	1	We want permits for residents only car park entry at other side to take traffic off Haldane street yellow lines opposite Duke and Charlton onto Haldane to stop cars parking at bottom of lane all traffic are cutting up Duke street because of no entry sign and are driving straight through no entry sign or cutting through car park.
1		My one concern are cars still going to park on the pavement on Haldane street. As I have a wheelchair and it is impossible to pass by the cars also if anyone with a pushchair would have to go on the road
1		We are all for the proposals as long as it's the residents of Haldane street, namely No3 to 14 that will benefit from being able to park outside their own door for a change.
1		Could something be done to stop people parking at the rear of council road and Cresswell terrace, people are constantly parking and blocking yard and garage entries. I would like to see double yellow lines down the lane.
	1	We would have supported the proposals if Nos. 17-26 Haldane street had been allocated residents parking bays, immediately outside their rear entrances. The proposed scheme seems likely to lead to obstructions outside No's 17-26 due to the restrictions elsewhere. we would also suggest: 1) Retaining the One- way system. 2) Changing the car park entrance to the south side (back station road): The current unmarked entrance is over a busy pavement. 3) Introducing a raised pavement at the entrance to the street, similar to that laid years ago to the entrance to 7th, 8th and 9th Rows, to discourage speed and through traffic.
	1	Have to put up with People Parking in front of my gates now will be worse if parking prohibit on Haldane Street
	1	I Strongly disagree with the proposals they will have a negative impact on our street. a) there will not be enough space to park as only our side of the street will have parking b) it will mean people will park in front of our garage and we will not have access or be able to get the car out. c) we both work and need cars for this so this means there will not be any space. No 24 has a car No 27 has two cars & a works van and No 25 has a large car so parking is difficult at the best of times never mind people parking to visit the residents or the shops. If you must resident park then do the whole street & provide permits for free.
1		Hopefully if I'm allocated a space it is available at all times and not taken up by the general public.
	1	We already have TRO's pertaining to Haldane street, Council Road, Cresswell Terrace and Charlton Street. Haldane Street has done a pretty good job on the last 6 years trying to ensure that it is a good safe place to walk and to drive, at times with the help of the Police (discriminate parking) or (obstructive parking). I must stress this has only involved Police when necessary, and only if the obstruction has been at our gates. I am quite sure that the Police could confirm this through log numbers. what would help more than residents parking only, would be some form of yellow line in front of the houses, I say this for safety reasons to prevent, or help double parking and obstructive parking issues and would deter pavement parking. I know that you are trying to utilise kerb space, but i am only writing about the house on the plan from 3- 14 Haldane street. Most residents are at work during the day and if it was a single line it would not affect them after business hours. As you have only 4 CEO's for South East Northumberland, I think it highly unlikely that they could not implement this plan without advocating pavement parking as the street is not wide enough for 2 lines of traffic on the surface ground. These are genuine comments. Thank you.
	1	I am not in favour of your proposal to restrict the parking outside my home. We have a problem down this street with vandalism and cars been broken into in this area. I would like to be able to park my van outside my home as I carry expensive tools for my work. I would also like to know of what benefit would it be to the residents on this side of the street.
1		I am happy with the proposals of the amendments to the parking on Haldane Street.
	1	I am not in favour of paying, in my case £30 as I feel there will be times that I still cannot get parked. I have gates on my property that I feel I won't be able to use as there will be cars parked there, so that is a problem straight away, apart from that street lighting is very poor, I had my car broken into in the dark and kids with footballs after paying £15000 for one car and other one is worth a lot kids playing football marking them is more important to me and feel should be looked at.
15	12	1

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The Occupier

Our Ref: HO145717
Your Ref:
Contact: Traffic Safety Team
Direct Line: 01670 624128
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk

Thursday 14th January 2016

Dear Sir/Madam

**Letter to Canvass Resident Opinion on Proposed
Amendment of existing Waiting and loading Restriction, Introduction of
Resident Parking Zone and Resident Parking Places in Haldane Street,
Ashington**

The consultation for the above proposed scheme carried out earlier this year, proved inconclusive. However, anecdotal evidence suggests that there is still a need for the scheme to help alleviate the indiscriminate parking in this area. It would appear that residents within the proposed 'Residents Zone' were in favour of the initial proposals.

Your Opinion and Decision

Councillor Wilson has therefore requested I write one final time to canvass these residents for their opinion on this scheme. Please complete the attached freepost response form and return by Friday 5th February 2016. A final decision on the scheme will be made shortly after this date.

Resident Parking Zone

Signs will be erected as necessary indicating where Residents Permit Parking is in operation. Bays would not be provided within the zone as they are not required for this type of restriction. To make this scheme enforceable, residents will be asked to purchase Resident Parking Permits. (Currently £15 a year per permit, equivalent to £1.25 per month). A maximum of 2 permits can be provided per household with one permit reserved for residents and one for visitor parking.

I would urge you to take this final opportunity to respond on this important matter which affects the area where you live.

Yours faithfully



Terry Luck
Traffic Safety Team

APPENDIX D

FOR	AGAINST	NEITHER	Other Relevant Comments
1			I totally agree that this has to go ahead. The indiscriminate parking is ridiculous. It is a hazard to all the emergency services as well as residents can't even park outside their own homes.
1			Yes I am in favour to parking zone and resident parking and yes I will purchase parking permits. I have not got a car but still in favour of two permits for visitors and doctors and ambulance parking as I have asthma attack.
1			Could I ask for the double red line also be put at the end of the parking bay, opposite no. 1 Charlton Street. People park at the end and make it harder to turn down the street.
			We are repeatedly called by Mrs March and we do attend but the vehicles which she is talking about have a bumper over the white H bar at the rear entrance to her property. If we issued a penalty charge notice to these vehicles it would be unfair and inconsistent. We have a difficult enough time without creating further bad press about unwarranted enforcement. Another issue is opposite Mrs March's back door as the road is so narrow and there are no restrictions so people park their car there all day. Along with the vehicles either side of the back gate it would be a mammoth task trying to park a car in the rear yard of her property. It is an extremely congested area. If we are able to enforce then rest assured we will.
1			I strongly agree with this proposal it's a nightmare to get parked where you live, all the shoppers park everywhere along our street and up towards Haldane street, there is a huge car park at Wilkinson's but they choose to park here. Some neighbours have 2-3 cars per household also and its only a 10 bay car park next to my house, and I don't know how you will manage policing that. The parking permits cannot come quick enough, I have lived here 4 years and its getting worse each year, if you come along Monday - Friday you will see for yourself what we are dealing with. Thank you.
1			My only reservation, is that it appears the yellow lines will be on the North side of the road which means that people who do park in their back yards may not be able to gain access for cars that are legally parked on the south side of the street. Would it not make more sense to have the yellow lines on the south side of the street giving people who do park in their back yards, access to their property?
1			In response to the accompanying letter I think it would be a good idea to have parking permits and enforce the double yellow lines, as parking on Duke street junction is dangerous for vision, parking directly on the crossroads next to Grenfell's funeral sus is unsafe too. The double yellow lines around the Resources Centre should help reduce danger to children. we live in Council Road next the bays and have to use them as people park in our back lane (Council Rd / Charlton St) which means we get blocked off. People still ignore the one way street on both sides of Haldane Street. Excessive noise from pizza delivery drivers at nightie has had one lady who has just had a baby, to move! I would like the parking bays to be offered to Council Road residents first please.
1			
1			
1			I strongly support these proposals. I live on the end of Council Rd I am the only household without a garage so park right outside my house. When I come in from work you can guarantee there are cars parked where I would park. Usually all bays are occupied and more often than not by people shopping. Most of the street is double yellow lines so find I have to park away from my house. i pay council tax and rent and would like to park outside my house. I know people further up the street use the parking bays i.e. numbers 6,8,11,7,13 etc. and a couple have at least 2 cars in the household. If residents further up the street haven't got letters please contact them too as I know they would want permits. There are only 10 bays so i would be quite happy to have lines painted on the road in the back lane. Outside my house stating Permit Holders like there are 2 permit bays opposite whites on Station Road.
		1	My concerns are, will it affect my parking outside my house and garage a my access to the garage is on this road, and I have to carry tools for my job in my vehicle, also is there some reason why it cannot be possible for cars to exit the car park from the opposite side of the car park (Plan attached)
	1		
1			I feel it is essential that this scheme takes place, as it is becoming increasingly difficult to park my car beside / near my home, and it is apparent that a large number of people /cars use the parking space that are not residents but local workers /shoppers. i am also unable to park my car at the back of my house due to the limitations caused by vehicles belonging to residents of Cresswell terrace,. i have been blocked in on too many occasions! I fully support and welcome this scheme, but feel that it is important that practices to monitor the use of permits and enforce parking restrictions are in place.
1			I have concerns as to where my daughters will park when bringing my grandchildren to the house who I regularly childmind and who have a lot of equipment to carry, i.e. pushchairs and bags, with only being able to get 2 permits and us having 2 vehicles.
11	1	1	

