



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones - Service Director - Local Services

PROPOSED PARKING RESTRICTIONS, BLANCHLAND

Cabinet Member: Councillor Glen Sanderson

Purpose of Report

To consider the results of the consultation exercise regarding proposals to provide parking restrictions in Blanchland.

Recommendations

It is recommended that the proposed 'No Waiting at Any Time' parking restrictions should not be implemented.

Link to Corporate Plan

Living - "We want you to feel safe, healthy and cared for"

Enjoying - "We want you to love where you live"

Key Issues

1. The County Council has received concerns from Blanchland Parish Council about parking in the village.

Delegated decisions

Background

1. The County Council has received concerns from Blanchland Parish Council about parking in the village.
2. It has been reported that parked cars are causing congestion and access issues for residents, particularly in The Square.
3. Many of these parked cars belong to visitors who choose to park in The Square instead of using the village car park. The car park is well signposted in the village.
4. A site meeting was held with the Parish Council to discuss the issues and locations for potential parking restrictions were agreed.
5. Residents and statutory consultees were therefore consulted on potential 'No Waiting at Any Time' (double yellow lines) parking restrictions. A copy of the consultation plan is shown in Appendix A.
6. 11 responses were received. The results were:
 - For: 5 (45%)
 - Against: 5 (45%)
 - Neutral: 1 (10%)

A summary of the responses is shown in Appendix B.

7. These results did not demonstrate a sufficient level of support for the proposed parking restrictions. It is usual practice to implement such changes only if more than 70% of respondents are in favour.
8. Analysis of the comments received showed that many of the affected residents felt that the proposals were too restrictive. A reduced scheme was therefore agreed with the Parish Council and sent out for consultation. A copy of the consultation plan is shown in Appendix C.
9. 10 responses were received to this second consultation. The results were:
 - For: 6 (60%)
 - Against: 3 (30%)
 - Neutral: 1 (10%)

A summary of the responses is shown in Appendix D.

10. 60% is still considered to be an insufficient level of support for the proposed restrictions.
11. In addition, a number of residents commented that they still felt the proposals would be too restrictive.

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12. It is therefore recommended that the proposed parking restrictions should not be implemented.

Implications Arising out of the Report

Policy	
Finance and value for money	None
Legal	None
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
Risk Assessment	None
Crime & Disorder	None
Customer Consideration	Local residents and statutory consultees have been consulted.
Carbon reduction	None
Wards	South Tynedale

Background papers:

File ref: HE174328

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Report sign off.

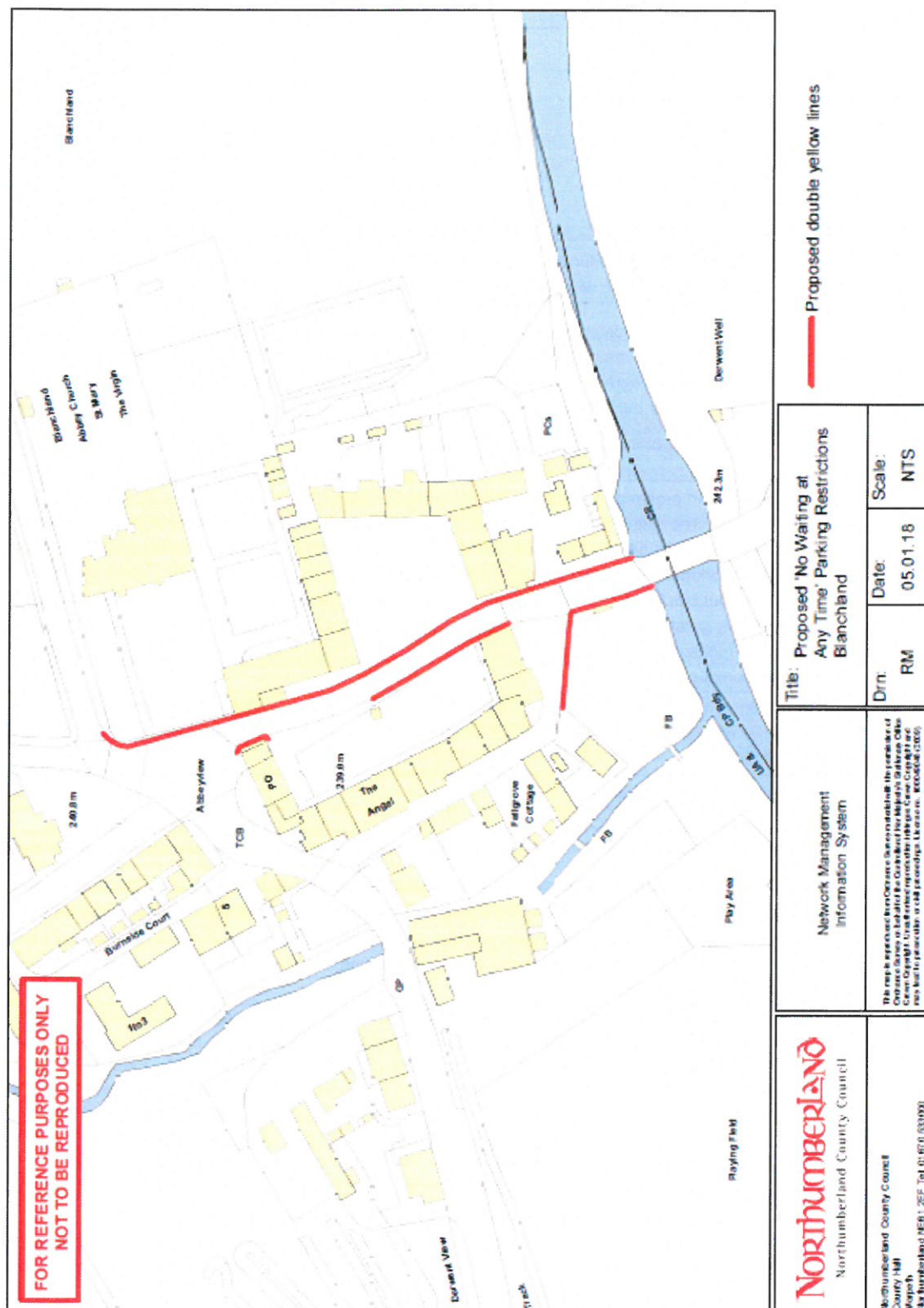
Authors must ensure that relevant officers and members have agreed the content of the report:

	initials
Finance Officer	n/a
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Director	
Portfolio Holder(s)	

Author and Contact Details

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Appendix A - First Consultation Plan



Delegated decisions

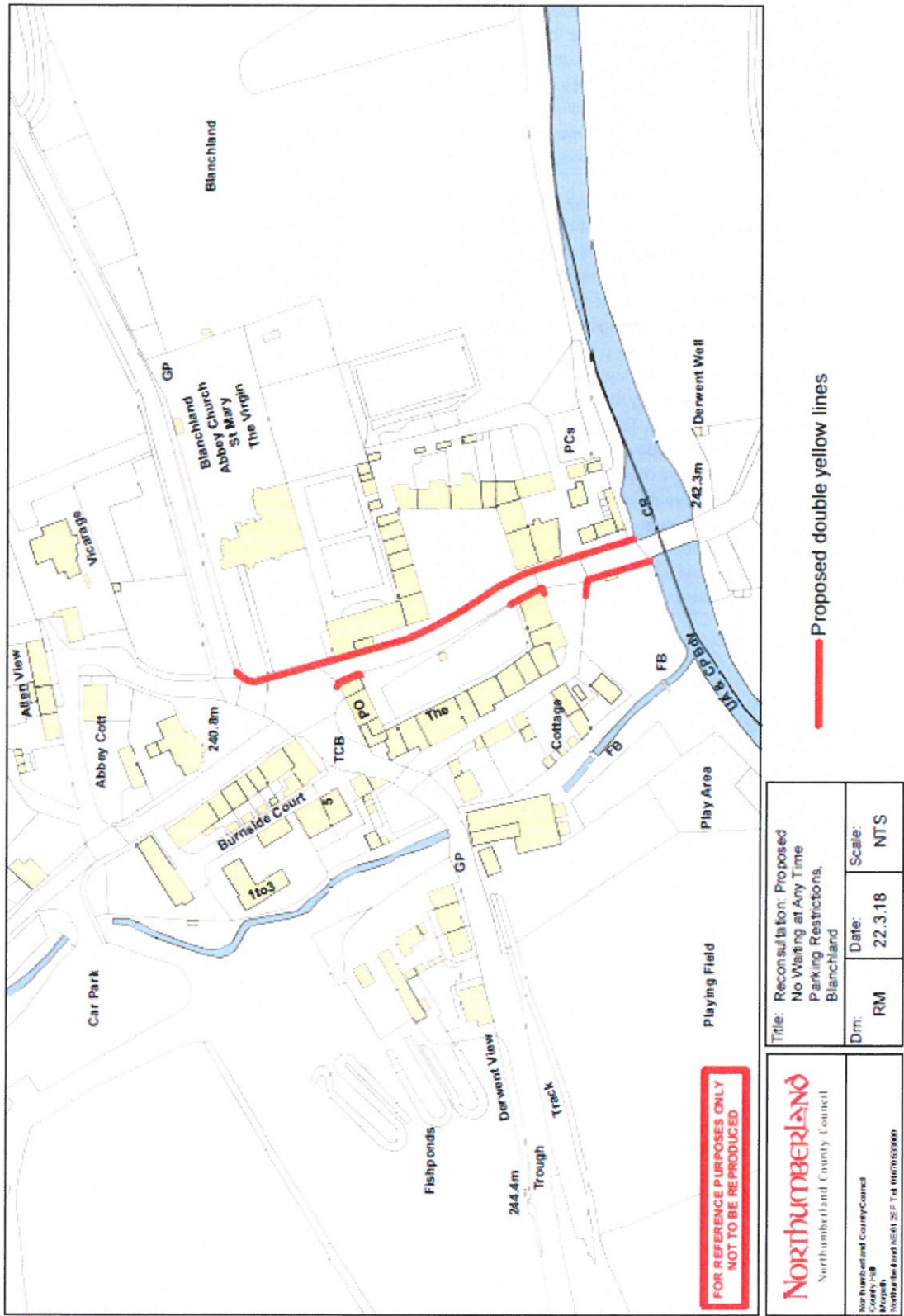
Appendix B - Consultation Responses

		N E I T H E R	
F O R	A G A I N S T		
1			I'm in full support of the introduction of these restrictions. With the lines in place it is hoped that they will deter motorists from parking without regard for other road users.
		1	Thank you for your letter dated 9th January 2018 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 outpatient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1			
		1	I partially support proposals making the following caveat: Areas marked on map x x (running in front of 9 The Square to 'The Angel' and at back of 8/9 The Square) I suggest that residents of these house should be given a residents visitor pass for these spaces (1 or 2 per household as thought appropriate). Rationale: Workmen / engineers/ delivery drivers to these properties can not easily park at rear of houses without blocking road. Visitors to tenants e.g. children with grandchildren, elderly, with luggage etc. would be greatly inconvenienced by this proposal. Summary: 'no waiting at any time' would not solely help residents; it would also detrimentally affect them. Restricted parking would be a much more appropriate solution.
1			I would like to state that I have been involved with the parish council on this issue and I am fully supportive of their aims and what they are suggesting to improve the serious parking problem in Blanchland.
1			Fantastic idea. Support fully!
		1	Parking between the 2x SHOULD BE ALLOWED.The main bottleneck at times and between the 2 houses either side of the road into village, and between the arch. The Lord crewe arms which you have addlelled.
1			I agree with the proposals in principle but would input some modifications. Some of the residents who live on the west side of the square have nowhere else to park. But in the square. So in instead of having yellow lines on the west side up to a point (the small building) stop them just past the 'pinch point' at the rear end of the square.
		1	While I agree that parking in the square can sometimes be a problem. I think that this proposal as it stands would be too restrictive for residents who live around the square. I live and work on the west side and, along with a few neighbours, park in the narrow back lane. However, I regularly need to move my car to the square for short periods (e.g when the back lane is blocked by work on buildings or drains, oil deliveries and sometimes snow). The few proposed parking spaces near the Post Office are often occupied. I also think the proposal would restrict village life more generally, by limiting residents and their visitors, deliveries, workmen who frequently work on the old buildings etc. Parking on the square can get congested, especially in shooting season when large 4x4s take up both sides of the road. However, I don't think the proposed restrictions would defer them but would prove restrictive for residents all year round. It would be better to focus on the pinch point at the bridge end of the square and perhaps have restrictions down the east (Lord Crewe) side only. Restrictions on one side only should easily allow large vehicles to pass through.

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			<p>The only restricted parking in Blanchland village I feel necessary is directly outside the front entrance and building length of the Lord Crewe Arms Hotel and even then guests should be allowed to drop luggage off before parking sensibly.</p> <p>The others areas I have never found a problem, having been a local resident and parked in the village on a regular basis for over 40yrs.</p> <p>The idea of double yellow lines is abhorrent! Surely English Heritage would not allow this??</p> <p>Blanchland is a one off beautiful picturesque village and should remain so.</p> <p>I honestly believe this small minority wanting to 'restrict parking/no waiting at any time' is a personal vendetta with no concrete merit and this proposal should be thrown out....</p>
	1		
			<p>As the council will be well aware yellow lines have already been tried in Blanchland and failed. At that time the locals complained that there was no need of them and really spoiled the look and feel of the village. I have been resident in Blanchland and surrounding area for 64 years and cannot understand why yellow lines are required as there is ample parking for locals. I see there is a section outside the post office without proposed lines this section of course will be taken up by residents and workers i the village, so people wanting to stop for a short period only to purchase at the post office will not be able to and this could affect the post office/store in an negative way. Sometimes you get a bottle neck in the square but this is because of a minority of stupid individuals who park on the opposite side of the road where a car is already, this does not happen often and would not merit using double yellow lines for this occasional problem. The residents in Blanchland are restricted in what they can do regarding colours of paint for doors/windows etc. and so to have double yellow lines running through would not be at all within the keeping of the village.....what do national heritage say because Blanchland is known throughout the world having thousands of visitors a year who like to take pictures (not of double yellow lines running through the middle of it). There is also the question of how this can be policed fairly; I remember when we had a policemen living in the village who had to regularly put out no parking signs for funerals and weddings taking place in the Abbey, even when the yellow lines were there. Signange is the best option in every way also these restrictions should only be in force between 0800 and 1800</p>
	1		
5	5	1	

Appendix C Second Consultation Plan



Delegated decisions

Appendix D Second Consultation Responses

F O R	A G A I N S T	N E I T H E R	Other Relevant Comments
1			<p>Thank you for your letter dated Friday 23rd March, our initial response was also extremely positive and supported the proposal as it would stop the front of the road which we constantly look out on and bedrooms from late night guests leaving and making unwanted noise while parking and leaving. The road through the village is constantly overcrowded and more akin to an NCP than a village. I feel it's important that the square is not overwhelmed by cars especially as there are 3 car parks within close proximity if you include the Lord Crewe's.</p> <ul style="list-style-type: none"> • I agree with the removal of the double yellow lines from the back lane behind no 7, this will make sure any additional resident car parking requirements could be met. • All residents already have allocated parking behind their properties, for example, 5/6/7 can all fit three cars where house 4 have two. • I would like to see the lines on the west side of the square increased to in between house number 3/4 and the removal of the double yellows from outside the church which could also be used for disabled guest visiting the village. I have marked this on the map which I have enclosed. • With 95% of the traffic-related/generated by the Lord Crewe does it not make more sense that the double yellow lines are lessened from the East (Lord Crewe) and put back on the West side so the traffic doesn't impact us as residents as much? • There is no parking provision for deliveries to the Lord Crewe Arms as they currently would stop on East side where there will be double yellows, this coupled with the removal of double yellows on the west would make it unpassable.
	1		<p>Thank you for your letter dated 26th March 2018 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 outpatient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.</p>
1			<p>Dear sir I support the proposal of double yellow lines in the village apart from one small change to the first map, I have at 9 The Square which I have marked on the map, and park beside my house. I approve the lines down the side of my house but notice on the second map that they turn the corner on the west side to converge on my only parking spot. I hope that this can be amended.</p>
1			<p>In summary. I believe the yellow lines should be on both sides of the main thoroughfare in Blanchland. The village should be kept clear as it is actually quite dangerous with parked cars. It also spoils the beauty of the village. There is plenty parking at the top of the village and next to village hall. I trust you will take my important points on board</p>

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			<p>Dear Mr. McKenzie,</p> <p>thank you for your update. My opinion with reducing the double yellow lines on the west of the square is not something that I would personally be in favour of.</p> <p>I have several points regarding this and will bullet point them for your consideration. Thank you.</p> <p>1. This area filled with cars is still very congested plus people reversing out and pedestrians crossing is a hazard. We also have the noise aspect especially on evenings and weekends of people leaving late at night from the Lord Crewe making noise and engines starting up is disturbing. Living in close proximity to this it is a nuisance now. The Lord Crewe has a car park of its own plus there is substantial parking in the already provided free car park. Plus there is parking beside the community centre for visitors. I consider there is ample parking for visitors already in the village and no parking on either side of the main street apart from residents would minimize and reduce congestion, noise, hazard and safety in the centre of our beautiful village that attracts so many visitors.</p> <p>2. With regards to residents parking there, perhaps permit parking for those only would be a possible solution?</p> <p>3. Blanchland is a historical village and the residents take pride and have due respect for each other and this includes parking. There are many places to park and for the above said reasons I believe the residents parking only on the west side should be considered and not making it available to the public.</p> <p>Thank you for allowing me to have an opinion.</p> <p>Kind regards</p>
1			On the west side of the square the double line could be extended by a couple of yds
	1		I need some disabled parking at the front or the local crewe arms.
1			I support these proposals as they are the same as agreed at the parish meeting.
1			I think having restrictions on the east side of the road through the square, but keeping the west side free of restrictions is an improvement on the previous proposed and should work well. (although parking on the road outside the church causes fewer congestion problems than within the square itself.
		1	I have stated that parking in the square (excluding next to P.O.) should be restricted for residents only or disabled parking. Visitors to village and hotel park in front of my house for days at a time whilst visitors to my home (No.5) can not park close by. These people make no attempt to use the hotel or village car parks. As I've suggested, I welcome people parking outside my home if they are disabled /infirm / with small children but the majority of people ignore my requests to park elsewhere and don't move even after dropping bags at hotel. There are adequate car parking facilities for hotel guests and visitors to the village. If you cannot effect resident permits then please just instate double yellow lines. (excluding P.O. as we do not want to adversely impact upon their trade.
6	3	1	

DECISION TAKEN

**Title of Officer(s) and Portfolio
Holder (where appropriate):**

Paul Jones - Service Director - Local Services

Subject:

**PROPOSED PARKING RESTRICTIONS,
BLANCHLAND**

Consultation

First consultation

- For: 5 (45%)
- Against: 5 (45%)
- Neutral: 1 (10%)

Second consultation

- For: 6 (60%)
- Against: 3 (30%)
- Neutral: 1 (10%)

Decision Taken:

The proposed 'No Waiting at Any Time' parking restrictions should **not** be implemented.

Signature of Director/
officer/Portfolio Holder where
appropriate)*



Date

14/6/18

* delete as appropriate

