



Northumberland County Council

**RECORD OF DECISION TAKEN BY  
SERVICE DIRECTOR - LOCAL SERVICES**

**Paul Jones - Service Director - Local Services & Housing Delivery**

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**PROPOSED PARKING RESTRICTIONS, HIGH NEWTON BY THE SEA**

**Cabinet Member: Councillor Glen Sanderson**

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**Purpose of Report**

To consider the results of the consultation exercise regarding proposals to make the current experimental parking in High Newton by the Sea permanent, with some amendments.

**Recommendations**

It is recommended that:

- 1) the current experimental parking restrictions are made permanent.
- 2) the proposed amendments to the parking restrictions are implemented.

**Link to Corporate Plan**

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

Enjoying - "We want to love where you live"

**Key Issues**

1. The County Council received concerns from local residents, the local ward Member and the Parish Council about parking in High Newton.
2. In response to these concerns, parking restrictions were provided on an experimental basis to allow time to assess their effectiveness. A decision now needs to be made on the permanent solution.
3. The County Council opened a new public car park at the entrance to the village in April 2017.

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### Background

1. The County Council has received concerns from local residents, the local ward Member and the Parish Council about parking in High Newton.
2. Indiscriminate parking was causing obstructions in the narrow village roads and residents often found themselves unable to either leave or return to their properties due to parked cars.
3. Agricultural and other large vehicles were often prevented from passing through and Arriva withdrew a bus service as the bus was frequently blocked causing significant delays.
4. Parked cars also had a negative effect on the appearance of the village which is located within the Northumberland Coast Area of Outstanding Natural Beauty.
5. Demand for parking in the village is high due to the success of the Joiners Arms public house and Newton Hall.
6. In response to these issues the County Council acquired land and constructed a new 62 space public car park at the entrance to the village. The car park opened in April 2017.
7. Shortly after its opening, parking restrictions were provided in the village to remove indiscriminate parking and direct visitors to the car park.
8. These restrictions were provided on an experimental basis to allow for their effectiveness to be assessed and for any necessary adjustments to be made.
9. At that time, some small areas were left without parking restrictions following concerns raised by the Joiners Arms pub, on the understanding that they would be monitored and the decision would be reviewed when the time came to make the restrictions permanent.
10. The restrictions have been generally well received and have addressed most of the issues raised previously.
11. Following feedback from the local ward Member, residents and the Parish Council, including a site meeting, some minor amendments are now proposed.
12. The proposed amendments are as follows and are shown on the consultation plan in Appendix A:
  - Double yellow lines to be provided in the 'gap' between Leaholme and Karieth Drive. Visitors are parking in this gap and

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are narrowing the road so vehicles cannot pass. This is on the main road into the village.

- Double yellow lines to be provided in the 'gap' at Newton House to prevent parking on the bend and remove obstructions to two-way traffic flow.
- Double yellow lines to be provided at the entrance to Bickerton Fields. Despite the residents permit parking some visitors are parking in this cul-de-sac.
- Reducing the size of the existing residents parking bays at Town Close as the current extent can cause a blockage when full.
- Double yellow lines between Town Close and 'The Willows' to prevent parking in this narrow road.
- A short extension of the residents permit parking area at High Newton Farm Cottages to prevent parking on the verge by visitors.

13. Residents, businesses and statutory consultees were consulted on these amendments and whether they thought the existing restrictions should be made permanent.

14. The results of the consultation were:

- For: 21 (78%)
- Against: 5 (19%)
- Neutral: 1 (3%)

A summary of the responses received is shown in Appendix B.

15. Two of the objections were from the Joiners Arms and Newton Hall. Both stated that the car park is too far from the village for elderly people and in winter the route to it is too dark.

16. A disabled parking bay is in place outside the joiners arms for those with mobility difficulties. It is also possible to drop off at the pub then park in the car park. The pub itself has a small car park.

17. The County Council intends to install lighting and an improved surface along the pedestrian route to the car park as part of the current Local Transport Plan Programme, which will alleviate the concerns over its unsuitability in the winter months.

18. The local ward Member is in favour of the proposals.

19. The Parish Council is in favour of the proposals.

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20. It is therefore recommended that the existing experimental parking restrictions are made permanent, and that the proposed amendments should be implemented.

## Implications Arising out of the Report

<b>Policy</b>	
<b>Finance and value for money</b>	The scheme will be funded through the Local Transport Plan Programme.
<b>Legal</b>	Motorists will be required to comply with the parking restrictions.
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Consideration</b>	Local residents and statutory consultees have been consulted.
<b>Carbon reduction</b>	None
<b>Wards</b>	Longhoughton

## 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)	

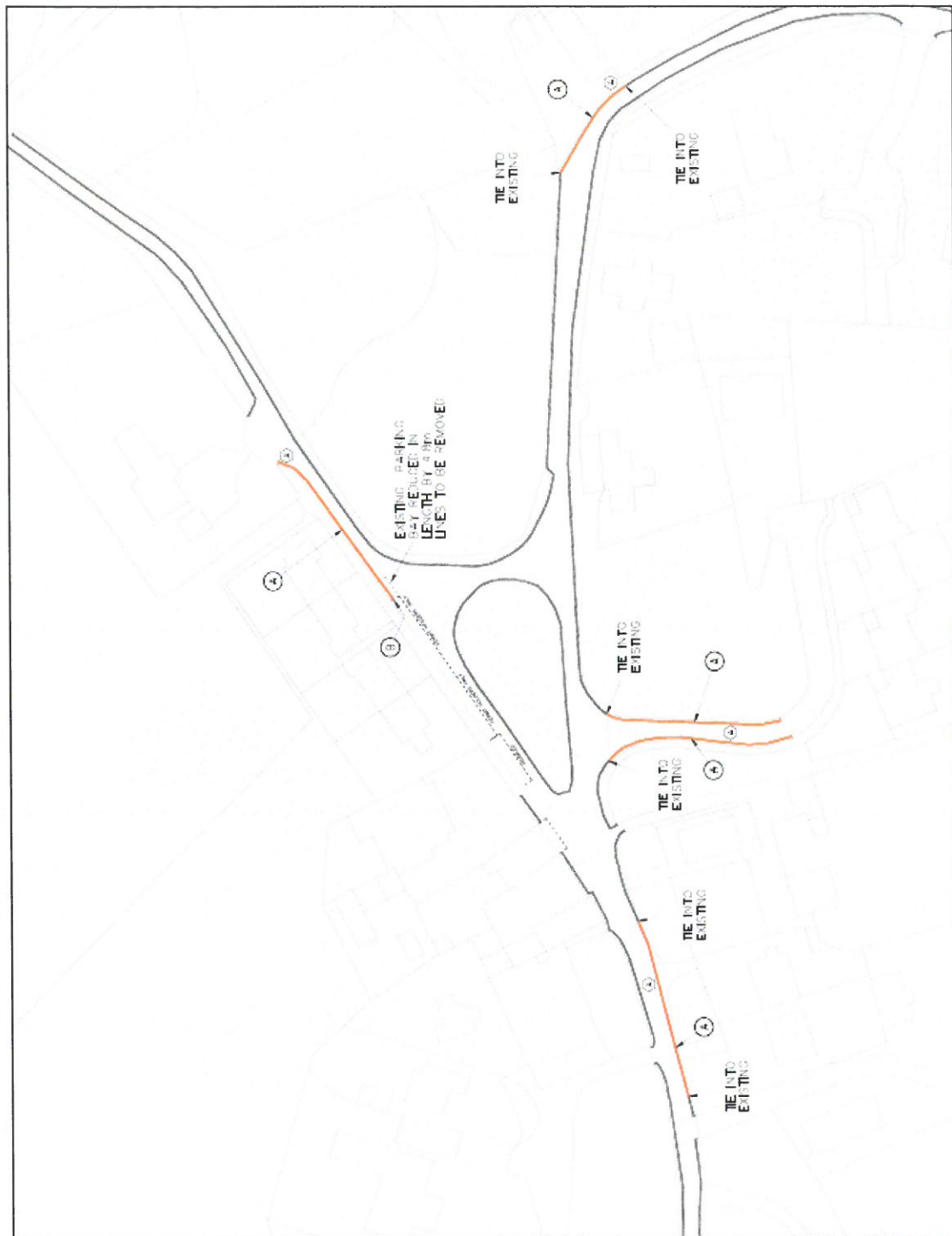
### Author and Contact Details

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## Delegated decisions

### Appendix A - Consultation Plan



## Delegated decisions

### Appendix B - Consultation Responses

F O R	A G A I N S T	N E I T H E R	
			Other Relevant Comments
		1	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 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			Dear Sir, we fully support the parking restrictions. We also really appreciate all your help with improving the problem parking for people living in the village.
1			<p>With particular reference to the proposed lines in the gap between Kareith Drive and Leaholme - There is an acute narrowing to the road at this point making it difficult for any vehicle to safely enter or leave the village.</p> <p>I have witnessed public transport being disrupted and as this point is directly opposite the access driveway to four dwellings, it is at times impossible for large vehicles to turn up into this driveway. Most dwellings rely on coal, oil, woodchip or gas delivery by large wagons. The current situation does not allow regular access for these vehicles which puts vulnerable residents particularly at risk.</p> <p>Should all the proposals be accepted, there is some case for removing the roadside posts which were initially put in to deter people from parking. if it were illegal to park anywhere, their removal would actually help both from an aesthetic perspective and a practical one in the case of large agricultural equipment passing other vehicles.</p>
1			<p>As a resident of High Newton by the sea I am delighted that NCC Highways have started to proceed with tackling the parking issues in the village and it's surrounds.</p> <p>The aforementioned reference to the next proposal to this scheme meets totally with my approval especially the section entering the village from Kareith Drive , already the true character of the village is being revealed by sensible parking and the use of the available new car park.</p>
1			We very much support the proposals since the double yellow lines were installed we experience visitor cars parking in the presently unrestricted stretches of roads and seen problematic bottlenecks from causing disruption to traffic flow.
1			The existing restriction have had a huge positive effect on the village reducing traffic congestion. There are some infringements of the yellow lines primarily at the entrance to Bickerton Fields along the road to links house, just past the willows. But overall people seem to abide by the yellow lines. The outstanding congestion remains at Kareith Drive and the proposal should solve this.
1			If the parking restriction are to work then enforcement is the way ad d the traffic warden would be better spending time in the centre of the village than down at the car park at Links Farm. We also have doubts as to whether the free car park in the village is big enough to care for the numbering vehicles.



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1		<p>I would like to support the proposals regarding the additional parking restrictions</p> <p>I have lived in Newton almost my entire life and as I reach the age of 90, I have never seen the village look so busy.</p> <p>I support the success of local business, but equally, it should respect the quiet enjoyment of others.</p> <p>At the moment it is difficult for me to actually get to my home at times due to the vehicles between Kareith Drive and Leaholme..</p> <p>The entrance to the village is partially blocked by either builders vans or visitors.</p> <p>The bus service can't get through and I have had problems getting the oil tanker up the drive to my house.</p> <p>The village now has a nice big car park and less selfish people use it.</p> <p>Please put in the yellow lines to stop those people who are less thoughtful of others.</p>
1		All five adjustments seem environmentally sensible ones, particularly No 1 which, at the moment, is quite horrendous.
1		I totally agree and hope it will ease our traffic problems caused mostly by the joiners arms becoming a large business.
1		We also need better signs coming into the village to make the car park clear and remind people no parking (unless resident) in village.
1		We wish to support the proposal to change/extend the current parking restrictions in the village. Our neighbours and ourselves have had issues with oil deliveries being unable to access the road leading to our houses as a result of vehicles being parked on the road between Kareith Drive and "Leaholme". We are very grateful to the council for providing a parking facility for visitors to the village which is free of charge.
1		When exiting the drive it is impossible to see vehicles approaching the village until in the centre of the road. Many times this has almost resulted in a collision. Although my access serves only the old hall there are a lot of vehicles using it. In Feb an oil tanker made a delivery to Leaholme. Because of parked cars, it was unable to park in front of Leaholme, not turn into their drive. It therefore had to park on the other side of the road & pull the pipe across the road. Obviously all traffic had to halt whilst the delivery was made. In addition it has become obvious that these bays are used by pub staff mainly; so what was the point of leaving them.
1		Now that the County Council has provided a large car park within a short distance from the centre of the village there cannot be valid objections from commercial interests. As a resident of Bickerton Field I strongly support the provision of double yellow lines.
1		I fully support the parking restrictions that have recently been undertaken in High Newton by the Sea. The increased traffic due to the healthy 'Joiners Arms' and the popularity of the beach in this area means that extra guidance and restrictions have to be given to cope with this rise in traffic. The car park has helped massively, along with the yellow lines but, unfortunately there have been gaps left. I am fully aware of the bad parking of cars. I have no yellow lines outside Newton Cottage & to the right beside the 'block'. Cars park on the verge which is ruining it and causes a dangerous situation on the bends as drivers are unable to see round the corner. Alongside wanting the yellow lines, I think there should be footpath signs from the carpark to low Newton across the field. N.B Please note in your letter, you may have Newton House mixed up with Newton Cottage.
1		As a permanent resident of High Newton I write to confirm my support to all 5 of the changes to the current parking restrictions in High Newton proposed by the County Council. I also believe it vital that all of the proposed changes, together with the current restrictions introduced a few months ago, must be made permanent. Without these restrictions the loss of amenity and impact on the quality of life for residents (and visitors too) would be unacceptable. These restrictions are also necessary to take full advantage of the fantastic new car park facility opened in Easter 2017. I particularly believe that it is of vital importance to provide double yellow lines in the current gap from Kareith Drive and 'Leaholme'. Cars currently parking in this gap causes a severe bottleneck at the entrance to the village and, as well as the disruption caused, this is highly likely to lead to an accident.



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1		<p>Since the original parking restrictions came into force on the whole it has been fairly successful with only a handful of persistent offenders parking illegally in Bickertons field, which comprise of staff from the Joiners, Newton Hall and some locals from the surrounding villages. These people have all parked their cars below the double yellow lines into Bickertons Field. It would therefore be an advantage to have the double yellow lines extended to deter this and passing tourists who do not read the signs but just see the absence of lines on the road. The only other comment is that when these people have been challenged the excuse was that there was no writing on the road to indicate that this is residents only parking. Perhaps this could be taken into consideration too.</p>
1		<p>The Parish Council fully supports all 5 of the proposed changes recommended in your letter to the currently installed parking restrictions in High Newton. In particular, the Parish Council considers it vital that double yellow lines (DYLs) are provided to fill in the current gap between Kareith Drive and 'Leaholme' for the following reasons:- 1. The gap allows as many as 5 cars to park in a row which restricts the width of the main road through High Newton to a single lane. This causes a severe bottleneck at the entrance to the village and even outside of the tourist season there have already been frequent instances of traffic backing up. When the tourist season picks up the situation will be intolerable and the frustration of drivers is highly likely to lead to an accident. The 5 cars that park legally in this location also send out the wrong signal that parking is allowed and cars are regularly tagging on at each end of the 5 cars by parking on the DYLs. This creates a 6,7 or 8 long row of cars which causes an even bigger bottleneck. 2. The Parish Council has recieved a lot of complaints from residents about the dangers caused by the bottleneck. 3. Vehicles proceeding Southwards along Town Close and turning right (onto the main road through High Newton) to leave the village have both their route/road width and visibility impaired by vehicles parked the gap in the DYLs. 4. Residents have to pull out blind from their drives onto the main road due to the lack of visibility resulting from cars parked in the gap in the DYLs. 5. Tankers delivering heating oil are being prevented access to the properties served by the first side road off the West side of the main road through High Newton as parked cars in the gap in the DYLs severely restrict the turning circle. In addition, we understand that tankers delivering to 'Leaholme' have had to run fuel hoses across the main road when delivering. 6. The X18 bus service was withdrawn from coming into High Newton a couple of years ago for reasons of the frequent disruption to the timetable caused by the bottleneck of parked cars within the centre of the village (which delayed the bus from turning within the village). It is the aspiration of the Parish Council to get this bus service reinstated so residents don't have to suffer the very long walk to/from the Newton Road end on the Embleton - Seahouses Road. If the bottleneck caused by the current gap in the DYLs is not removed we have a much weakened case to present to the bus company. In summary, The Parish Council supports all of the proposed changes to the parking restrictions and also considers that all of the parking restrictions (i.e. both the current layout and the proposed changes) should be make permanent. We do hope that all 5 of your proposed changes to the parking restriction will be implemented as soon as possible. Without these changes, residents, the local community and visitors alike will not be able to enjoy the full benefits of the superb new car park facility, just a short walk away from the centre of the village, that was installed by the County Council at considerable expense.</p>
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1		<p>The recommended changes will enable better access at all times for farm vehicles + buses. Good frequent enforcement is the key to the effectiveness of these measures. I have been pleased to see an enforcement officer in the village several times this year. Please try to make visits on Sunday + Bank Holidays between 12-2pm - this is when the most problems are.</p>
1		<p>The village car park is too far from the village if one is elderly or very young. Our staff have concerns because it is so dark. I also believe that the residents parking on Bickerton's Field has not been successful and is wasted and, if it was a public parking area it would not cause traffic problems for either residents or buses</p>
1		
1		<p>I believe that these restrictions, in general, have been pretty useful. I don't think we need the extra double yellow lines along the front of Kareith Drive as they become a useful extra parking bay or two for those with kids who are visiting the pub. It's a long way down from the village car park if you are elderly or slightly infirm and those cars are causing any access issues to the village. We never see anyone parking on Bickerton Field so surely it would be sensible to turn some of that back to de-restricted parking bays? People always managed to drive past cars that used to park there.</p>
1		<p>I think they are working well and we don't need any extra double yellow lines. Bickerton Field should not be for residents as there aren't any to use it. My grandma comes up to see me and if she can't get into the disabled bays outside the joiners, she really struggles to park anywhere. I think Bickerton Field should have three or four public parking bays.</p>

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			<p>I am happy with the existing parking restrictions and therefore feel that any additional double yellow lines would be unnecessary and just make the village feel unfriendly. I do have concerns for the elderly or young coming into the village from the new car park as it is very dark and a fairly rough track for pushchairs and/ or walking frames. it's quite a way to walk and the road way is far too dangerous. Are you planning to light the path please? I live at the end of Bickerton Field and feel that double yellow lines on this road aren't needed. None of the residents of Bickerton Field even park in the residents parking bays. Surely it would make sense to have that as some parking for the public in the village.</p>
	1		<p>I wish to object to the proposed parking restrictions at High Newton by the Sea.</p> <p>As the owner of the joiners arms pub in the village, I would like to acknowledge that the car park is taking away some congestion in the village.</p> <p>However, we totally disagree with the additional yellow lines.</p> <p>We have heard that their purpose is to alleviate any bottle necks from occurring. This however, is not that often, and surely is an obvious part of driving on narrow country roads.</p> <p>Our main reason for objecting is, more importantly than the odd bottle neck, is the safety of pedestrians. If you remove all village parking, elderly people and families with young children and pushchairs, have to walk down a narrow road with blind corners and no foot path. Many customers inform us of how unsafe they have felt while making the walk from the car park to the pub. On an evening the road becomes dangerous to all, as it is extremely dark.</p> <p>I would like to pay particular attention to Bickerton fields, which is all residents parking.</p> <p>We have observed this section over the trial period and these spaces are only filled with cars on rare occasions.</p> <p>Lastly, We would like to reiterate the fact that the road is extremely dangerous for pedestrians, and if the council make a decision to close off all public parking, we hope they do so with this knowledge.</p>
	1		<p>The gap in the yellow lines between Kareith drive and leaholme causes considerable congestion and is potentially hazardous during busy periods. The parking bay at Town close narrows the road and would prevent access for emergency vehicles and farm vehicles. The restrictions should definitely be made permanent , they have already improved the situation and with the new proposals should further improve things.</p>
21	5	1	

## DECISION TAKEN

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

**Paul Jones - Service Director - Local Services**

**Subject:**

**PROPOSED PARKING RESTRICTIONS, HIGH  
NEWTON BY THE SEA**

**Consultation**

For: 21 (78%)

Against: 5 (19%)

Neutral: 1 (3%)

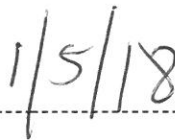
**Decision Taken:**

- 1) the current experimental parking restrictions are made permanent.
- 2) the proposed amendments to the parking restrictions are implemented.

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



**Date**



\* delete as appropriate

