



# **Northumberland**

## **County Council**

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

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

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#### **PROPOSED 'NO WAITING AT ANY TIME' PARKING RESTRICTIONS, PIER MALTINGS, BERWICK UPON TWEED**

**Cabinet Member: Councillor Glen Sanderson**

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#### **Purpose of Report**

To consider a proposal to provide a 'No Waiting at Any Time' parking restriction (double yellow lines), outside Pier Maltings in Berwick upon Tweed.

#### **Recommendations**

It is recommended that the proposed 'No Waiting at Any Time' parking restriction should NOT be provided.

#### **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 been contacted by a resident of Pier Maltings, supported by the local ward member, who stated that vehicles parked outside the building are obstructing doorways and making it difficult to enter and exit the property.

### Background

1. The County Council has been contacted by a resident of Pier Maltings, supported by the local ward member, who stated that vehicles parked outside the building are obstructing doorways and making it difficult to enter and exit the property.
2. Pier Maltings is a residential building containing 13 separate properties, some of which are holiday lets. It fronts directly onto Pier Road. Some, but not all, of the properties have dedicated parking spaces. A narrow footway runs along the buildings frontage, as shown in Figure 1, below.



**Fig. 1. Pier Maltings**

3. The road width outside Pier Maltings is 5.5 metres, and the footway width is 1.2 metres. The kerb height along the length of the footway is very low which makes it easy for vehicles to park partly on it.
4. Because the road is relatively narrow, some drivers park partly on the footway in order to leave sufficient room for vehicles to pass. Some of these drivers are parking too close to the property doorways causing problems for residents.
5. Residents have been supplied with some 'polite notices' which can be left on any vehicles that are causing an obstruction, however, following

## Delegated decisions

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discussion with the local ward member, it was decided to consult on a proposal to provide double yellow lines. A copy of the consultation plan is shown in Appendix A.

6. 11 responses were received. The results were:
  - For 6 (55%)
  - Against 4 (36%)
  - Neutral 1 (9%)
7. The neutral response was from the Ambulance Service. If this response is discounted, 60% of residents were in favour. A copy of the responses is shown in Appendix B.
8. 60% is not considered to be a sufficient majority in favour to justify providing parking restrictions.
9. Some respondents stated that the problem wasn't significant and that the proposed restrictions would negatively impact the ability of both themselves and their guests to park nearby.
10. Concern was also raised that removing parked vehicles could lead to an increase in traffic speeds on Pier Road which is very popular with walkers, including families with children.
11. Given the results of the consultation, including the comments received, it is recommended that the proposed 'No Waiting at Any Time' parking restriction is not implemented.

## **Delegated decisions**

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### **Implications Arising out of the Report**

<b>Policy</b>	
<b>Finance and value for money</b>	None.
<b>Legal</b>	None
<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>	Residents and statutory consultees have been consulted.
<b>Carbon reduction</b>	None
<b>Wards</b>	Berwick North

### **Background papers:**

**File ref: HE185325**



## **Delegated decisions**

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### **Report sign off.**

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

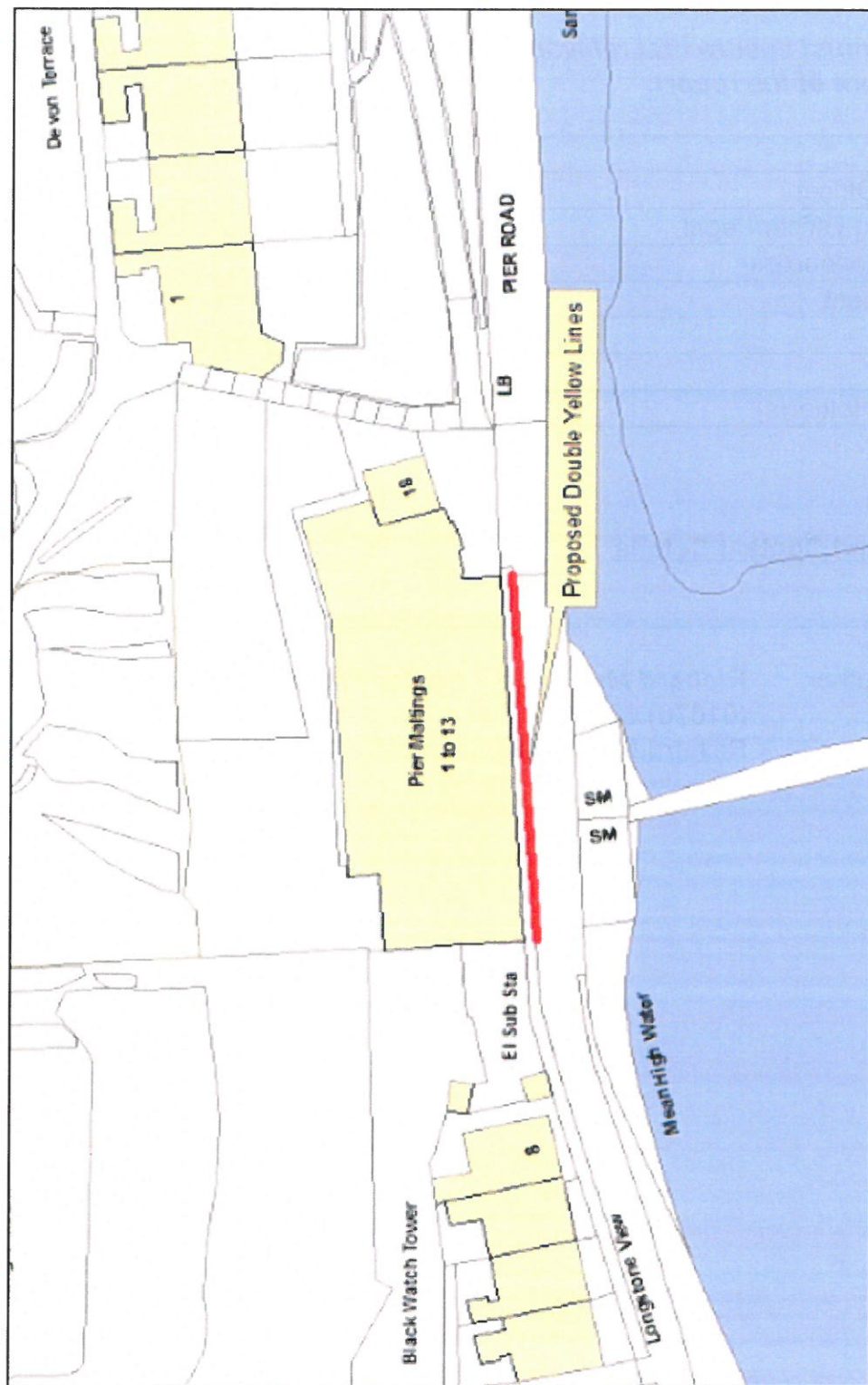
	initials
Finance Officer	n/a
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Director	PJ
Portfolio Holder(s)	GS

### **Author and Contact Details**

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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			<p>I do NOT support the proposals as outlined in your recent correspondence. They would cause many other problems .</p> <p>It can be more simple than the previous suggestions appear. The cause for complaint in my own view , is....</p> <p>A) A very narrow pavement against a very narrow road. Pavement has a shallow curb which is poorly defined. Cars on the pavement block the entrances of some of the houses .</p> <p>B) The road is a public highway.Anyone can park wherever they will . Badly parked car drivers who wish to help the other drivers to have more passing room, completely forget that many pedestrians want to use Pier Rd. too. More room on the road leads to more speeding. Correctly parked cars act as a natural chicane.</p> <p>C) Pedestrians: Walkers ,families with young children heading to the beach, cyclists, people with mobility scooters etc..are all forced to use the road. It is an accident waiting to happen.</p> <p>Solution? Define the edge of the pavement in front of Pier Maltings , perhaps with Paint.</p> <p>Is it possible to include Pier Rd. with the rest of Berwick and extend the Residents Permit Parking area? At the moment Pier Rd. is a Public Highway and despite the recent work done by the Council, very little has changed.</p> <p>Over recent years property along this road has been developed into residential homes and the historical use of a road for industrial use has now changed.Control of Pier Rd, by the Council would surely help both the residents, and dare I say it, be a further source of income for the Council !</p>
1			<p>I have a front door onto Pier Road. At times I find it difficult to get out of my door as people park directly in front of my door. The pathway is very narrow.</p> <p>Sometimes they park half on the pavement right outside making things considerably more difficult. Even taking the rubbish out.</p> <p>I have a friend who occasionally uses a wheelchair and would not be able to get it through the door if someone is parked directly outside.</p> <p>Residents have their own parking spaces.</p> <p>There are only 3 front doors directly onto Pier Road and I know no. 4 supports this proposal. No. 7 is a holiday let which has an allocated parking space.</p> <p>I would ask if double yellow lines are denied that there is a white line marking out my entrance to stop people parking directly outside. Thank you.</p>
1			I think the introduction of this restriction would benefit this area immensely. I have witnessed the indiscriminate parking on the footpath and the obstructive attitudes of some drivers. The introduction will have an effect on both traffic flow and pedestrians.
1			Strongly. The present position is dangerous for pedestrians and motorists
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1			

## Delegated decisions

1		<p>We support the proposals with one caveat that loading &amp; unloading is permitted. The front entrance to the building serves six properties which have no other front access. It is therefore useful to be able to park close to the entrance to load &amp; unload heavy items such as luggage, furniture or shopping. This is made difficult / impossible if cars are parked there permanently.</p>
1		<p>If you were to introduce double yellow lines in the area of Pier Maltings, it would seem logical to have them extending from the bridge and along in front of the houses identified as Longstone View on your map.</p> <p>Starting at the bridge, cars frequently use the pavement as a parking area, partially blocking bridge access. Similarly, cars park on the pavement from that point along to the substation. Cars seem to be permanently parked on the pavement outside Longstone View, constraining both pavement and road access. The road itself is actually narrower at this point than it is outside Pier Maltings, so pavement parking often has a greater impact at this point.</p> <p>My understanding regarding Pier Maltings, is that one or more residents have experienced problems in leaving their houses due to cars being parked directly outside their doors. If this is the case, perhaps you should look at very short, specific double yellow restrictions directly outside the front door of say, no 3 Pier Maltings</p> <p>I should add, that as the owner of no 7, I have never come across this problem in six years of ownership and would object to any proposed constraints along the lines you suggest. Not all houses within Pier Maltings have an allocated parking space and benefit from occasional, thoughtful parking in front of the building, especially for the purposes of loading and unloading</p> <p>I would also observe that parking in terms of ignoring parking restrictions and pavement parking is endemic in Berwick and the former occurs most blatantly in Church Street near the police station!</p> <p>To conclude:</p> <p>I would prefer that no changes were made</p> <p>If changes are proposed then I suggest the very limited approach I mention above</p> <p>If it is proposed to run double yellow restrictions in front of Pier Maltings, then these must also run from the bridge in a continuous way up to the point LB on your map</p>
1		<p>am against the proposal outlined in your letter ref HE185325 dated 9th May regarding the possibility of imposing double yellow lines outside Pier Maltings. There are many places in Berwick where this might be justified; this is not one of them.</p> <p>I would suggest that you look at neighbouring Silver Street, where there is a Monday to Saturday daytime restriction that is routinely ignored and , as far as I can see, never enforced.</p> <p>Similarly, cars park on a twenty four hour basis from the bridge at Ness Street along past Longstone View towards the Substation. The road is actually narrower here than it is outside Pier Maltings and cars are frequently parked in such a manner as to block the pavement and restrict road access</p> <p>My house within Pier Maltings does not have an allocated parking space and it is useful to know that I can park, thoughtfully, directly outside the block as can my guests and visitors</p>
1		<p>I appreciate the problem faced by residents at the front of Pier Maltings because of inconsiderate parking by others. But to impose a no waiting at any time restriction would prevent residents and guests (including those who are less able) from unloading and loading and short term parking outside the block.</p> <p>***** response would be to mark out two or three parking bays outside the building with a ***** white line outside the ***** of apartments this would indicate where parking is and is acceptable. Part of the problem is that there is no raised kerb outside the building of the white lines were required along the road that would help identify the edge of the footpath. I do not know if it ***** approach would be acceptable to NCC but it seems work trying to be introduced more drastic measures.</p>
1		<p>Thank you for your letter dated 9th May 2018 in which you invite us to offer our comments on the above proposal. I would inform you that as 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 ongoing road safety programme.</p>
6	4	1



## DECISION TAKEN

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

Paul Jones - Service Director - Local Services

**Subject:**

**PROPOSED 'NO WAITING AT ANY TIME'  
PARKING RESTRICTIONS, PIER MALTINGS,  
BERWICK UPON TWEED**

**Consultation**

- For 6 (55%)
- Against 4 (36%)
- Neutral 1 (9%)

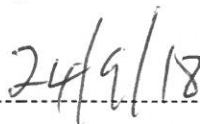
**Decision Taken:**

The proposed 'No Waiting at Any Time' parking restriction should NOT be provided.

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



**Date**



\* delete as appropriate

