



Northumberland County Council

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

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**Proposed Parking Restrictions adjacent to  
the Co-op on B6531 West Road (North), Hexham**

**8th February 2018**

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**Purpose of Report**

To consider the introduction of parking restrictions and amending the size of the existing bus stops at West Road (North), Hexham.

**Recommendations**

It is recommended that the following restrictions are introduced on West Road (North), Hexham:

1. No Waiting at any Time, (double yellow lines).
2. No Waiting or Loading at any Time (blipped double yellow lines).
3. Reduction in size and location of two existing bus stop markings at the Co-op car park entrance.

**Key Issues**

1. Concerns have been raised with Councillor Kennedy regarding indiscriminate parking on the footpath outside the Co-op store on West Road (North), Hexham, causing potentially serious road safety issues.
2. Consultation responses showed significant support from the local community.
3. The scheme is supported by Councillor Derek Kennedy and funded through his Members' Local Improvements Programme allocation.

## **Background**

1. Safety concerns have been identified to Councillor Kennedy by residents on a number of occasions with regard to indiscriminate and inconsiderate parking on the footpath outside the new Co-op store. Limited car-parking spaces and a combined entrance/exit to the Co-op car park is causing many motorists to choose to park their vehicles outside on the footway, rather than using the car park provided.
2. Parking on the footway is forcing pedestrians onto the highway and is reducing the visibility of drivers who are entering or exiting the car park. Not only does this cause safety concerns but it also means that the footways are being damaged meaning additional maintenance is required.
3. It is proposed to introduce parking restrictions in the immediate area.
4. This would help improve traffic safety for pedestrians, and motorists at the car park entrance/exit.
5. The original bus stop markings predate the Co-op and should have been amended at the time the Co-op was established. The existing bus stop markings now overhang the new car park entrance/exit and proposals have been developed to shorten them.

## **Consultation**

1. These proposals were the subject of a 4 week consultation exercise which commenced on the 14th September 2017. This involved the delivery of a consultation letter to 20 properties and 25 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).
2. The consultation exercise ended on 12th October 2017 and responses were received from 11 consultees, with 8 in favour, 2 against and 1 neither for nor against the proposal. In addition a further 46 responses were received from the wider community with 37 in favour, 7 against and 2 neither for nor against the proposal.
3. All comments were taken into consideration when making this decision, but the consultation result figures can only be taken from those consulted.
4. The new bus stop markings are in accordance with current standards and the bus operators, who are statutory consultees, did not raise any concerns about the proposals.
5. A record of all the responses is attached as Appendix B.

## **Comments**

1. Councillor Kennedy was notified of the results of the consultation.
2. After a review of all of the comments and suggestions submitted, it is proposed to upgrade the restrictions closest to the car park entrance in order to prevent all vehicles without exception from parking in this area. Councillor Kennedy confirms he wishes to proceed with the amended proposal, show in Appendix C.
3. The proposal will be funded through his allocation in the Members' Local Improvements Programme.

## **Recommendations**

It is recommended that:

1. No waiting at any time, (double yellow lines) restrictions are introduced on a section of West Road (North), Hexham
2. No waiting or loading at any time, (blipped double yellow lines) restrictions are introduced on a section of West Road (North), Hexham
3. The two existing bus stop markings be reduced in length and relocated to minimise safety concerns at the Co-op car park entrance.
4. 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\17\HO17 Members  
Schemes\HO176335\_HEXHAM\_West Road Coop TRO\_KENNEDY

## **Appendix Index**

Appendix A – Consultation Letter and Plan  
Appendix B – Consultation Response  
Appendix C - Amended Plan

## Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	Funded through the Member's Local Improvement Programme allocation for Councillor Derek Kennedy
<b>Legal</b>	Preparation of Traffic Regulation Orders (TRO)
<b>Procurement</b>	
<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>	Introduction of no waiting and loading at any time restrictions / Re-layout of existing bus stop markings.
<b>Crime &amp; Disorder</b>	Traffic safety concerns i.e. obstruction of footpath and car park entrance.
<b>Customer Consideration</b>	Scheme is anticipated to improve road safety for pedestrians and road users in the area
<b>Carbon reduction</b>	
<b>Wards</b>	Hexham West

### Background papers:

None

**Report sign off.**

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

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

**Author and Contact Details**

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## DECISION TAKEN

**Title of Officer(s) and Portfolio Holder** Service Director - Local Services

**Subject:** Proposed Parking Restrictions adjacent to,  
The Co-op B6531 West Road (North),  
Hexham

### Consultation

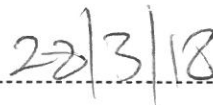
11 Response  
8 For  
2 Against  
1 Neither for nor against

**Decision Taken:** Introduce Parking Restrictions and amend  
bus stop markings

Signature of Director



Date





# NORTHUMBERLAND

## Northumberland County Council

County Hall Morpeth Northumberland NE61 2EF

Web: [www.northumberland.gov.uk](http://www.northumberland.gov.uk)

The Occupier

Our Ref: 2017/038

Your Ref:

Contact: Mr A Walker

Direct Line: 01670 620420

E-mail: [HighwaysProgramme@northumberland.gov.uk](mailto:HighwaysProgramme@northumberland.gov.uk)

Thursday 14th September 2017

Dear Sir/Madam

**Proposed Parking Restrictions adjacent to  
The Co-op B6531 West Road (North), Hexham**

County Councillor Kennedy has expressed concerns, about indiscriminate parking on the footpath outside the Co-op on West Road, Hexham, causing potentially serious road safety issues. Councillor Kennedy has therefore requested that the following restrictions (as detailed on the attached plan) be considered 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 a "No Waiting or Loading at any Time" traffic regulation order and reposition two bus stops on West Road (North), Hexham as shown on 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.

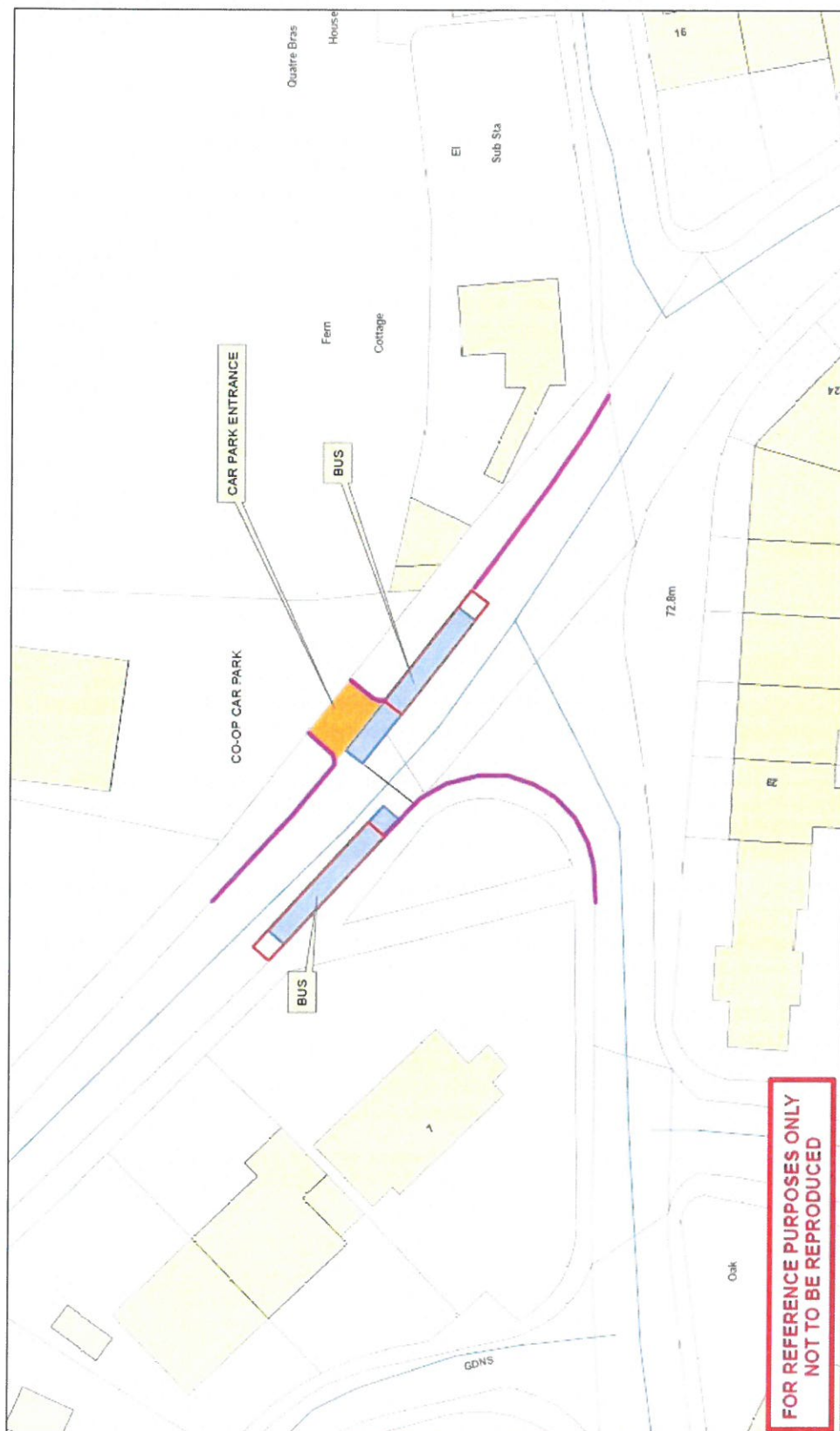
Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report, to the Director of Local Services and Housing and may be available for public inspection. The closing date for any comments you may wish to make is Thursday 12th October 2017. 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



Andy Walker  
Technical Assistant (Members Small Schemes)



<b>Northumberland</b> Northumberland County Council County Hall Morpeth Northumberland NE51 2EP Tel: 01670 532000	<b>Network Management Information System</b>		<b>Title:</b> B6531 West Road (North) Hexham	
	This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. Ordnance Survey is not responsible for any errors or for any consequences arising from the use of the information. It is reproduced for reference purposes only and may not be reproduced or used for any other purpose without the permission of Ordnance Survey. Licence No. 100045604 2020.	<b>Drm:</b> AW	<b>Date:</b> Sept 17	<b>Scale:</b> NTS

- Existing Bus Stop
- New Bus stop position & size
- New DYL Parking Restrictions



## Appendix B

F O R	A G A I N S T	N E I T H E R	Other Relevant Comments
1			A pedestrian crossing (have marked on the proposed map) would be useful we think. Agree about the potentially serious road issues one of our 3 children has had near misses crossing to use the co-op - hence the potential usefulness of lights/pedestrian crossing. For For ladies and elderly (and myself on one occasion) I made the assumption a car was signalling left to turn into the co-op. Stepping onto the road only to find am in path of cars signalling (too soon) to turn left onto Eilansgate - again lights to a filter might stagger this a bit. The parking outside the co-op is ridiculous and obstructing vision and even selfish drivers blocking the bus stop! The usual story - abysmal planning driven by money making and poor use of site - too small for shop of this type and this reflected in lip service to parking space - this will get worse and expansion of properties in Hexham.
1			Indeed, many Co-Op customers park indiscriminately and we support the proposed parking restrictions. However, these restrictions do not go far enough. I have two concerns. 1)The Co-Op has become a truck stop. The drivers of large HGV lorries park almost fully on the path on the eastbound side of West Road and make purchases from the Co-Op. They leave very little room for pedestrians to pass by between the lorry and the stone wall that forms part of the boundary with Broadway House. They also make it difficult for pedestrians to see around as they try to cross West Road and for drivers accessing the Co-Op and West Road. These are professional lorry drivers that know better but park where they want because they can get away with it. What can be done to keep these large vehicles from parking on the footpath? In fact, should any parking on the footpath be allowed? Double yellow lines or bollards or some sort of metal railing along the footpath of West Road right up to the junction of Bowman Drive would do the trick. Please see the attached photos. Note, most of these trucks are parking in the vicinity of the proposed restrictions. I am sure they will continue to park on the path but just a few feet back should the current proposed restrictions come to pass. 2)Customers park right up on and around the junction of West Road with Bowman Drive. This is dangerous for drivers as you cannot see if the road is clear to join. The problem is exacerbated by the high speed of West Road traffic. The 30mph limit is rarely observed and cars only slow down as they approach Eilansgate and in the other direction they are accelerating on their way out of town. I spoke with Northumberland County Council in 2013 regarding the speed and they spelled out SLOW in white letters near the junction with Bowman Drive. The traffic does not slow down. The entrance to Bowman Drive is narrow and the road forming Bowman Drive is narrow with a chicane. I have previously spoken with the Northumberland County Council's Paul McKenna and he agreed that Bowman Drive was not designed for parking between the entrance to Bowman Drive and our driveway (Broadway House). He said the request made by Councillor Cessford on our behalf for double yellow lines would be added to their existing list for consideration from the next year's financial allocation. That was back in 2013. The opening of the Co-Op last year increased the number of cars that park in this area. The current proposed restrictions will mean a decrease in parking space directly in front of the Co-Op. I believe this will result in more cars parking on Bowman Drive. Therefore, I hope you would add to your proposed restrictions double yellow lines for the junction and the (they extend through the chicane on Bowman Drive. Thank you for considering these matters. I look forward to hearing your thoughts on them.
1			The plan should take the restrictions to both sides of Leazes Lane because you will only move the problem to the other side of Leazes Lane. The restriction should also be extended up past the junctions of Burswell Avenue and Broadway Gdns as because of the parking, cars are in the middle of the road and you can't see them until it's too late. Restriction should also be extended further along West Road as again inconsiderate drivers park on the foot paths on both sides beyond the bus stop.
1			You may be in danger of moving the problem to the bottom of Leazes Lane and consideration should be given to extending the "no waiting" lines
1			With regard to the bus stop outside of the Co-Op My suggestion would be to remove it altogether and use the stop which is within easy walking distance further down the road. This would reduce some of the congestion at this busy junction.
0			Could you consider making the area I have marked on the map a residents only parking please. I am lucky, I have a garage but most of my neighbours have to park in the area I have marked.
1			I do not support the new proposal at all. First of all there is no need to extend the bus stops for the amount of people who use them, the original bus stops are sufficient. As for the new DYL parking restriction they go right past my double gates as both myself and my son are both crippled with arthritis and have had multiple operations we need to be able to park or be dropped off at the gate. Also my family all park at my gate to take me shopping, to hospital, to doctors etc. Last **** least the parking would of been looked into before the Co-op was allowed to build their convenience store, and on that is what **** of store it is the cars aren't parked there very long. The customers are in and out quickly. If the parking doesn't bother us who live next to the store, who does it bother?
0			
0			I believe that 2 yellow lines directly outside the property (coop) would be fine, but anything else just too much.
0			

0		
0		I agree with Councillor Kennedy that parking on the pavement and roadside is causing a hazard. This is particularly troublesome for cyclists approaching from the west.
0		Yes the cars are obstructing other road users.
0		I am a regular user of this facility and I have never had to park on the road. I have observed there are peak times when parking overflow occurs coinciding with the beginning but particularly the end of the working days and school hours, plus lunchtime. This is a convenience store and people rarely park for long. Unless you have a dedicated CEO present all the time, people will just take a chance and park on the yellow lines. At a convenience store parking has to be convenient. All this scheme will do is force drivers to park further away and lose business for the store in a squeezed balloon effect. Also the proposed bus stop is no better than the existing. Move it to the eastern side of Ellansgate. If you want to make the area safer, omit the yellow lines, put signs up to tell people NOT to park on the pavement, and install a mini roundabout at the Ellansgate junction to promote safe flow of traffic.
0		The worst time is after 4pm on Sunday when all other food outlets in town close - then there are often 10 or so cars parked on the road and the coop car park full.
0		
0		Old bus stop positions on the map don't appear to be very accurate therefore it's hard to gauge the new positions. Would it not be better to have the West going bus stop well before the entrance to the Co-op?
0		A positive addition could be to also mark out parking spaces further down West Road to indicate acceptable parking.
0		I would note a couple of things. Pressure is most on the parking around 5pm - presumably to cope with the end of the working day/meal times. The dairy pick up that parks near the entrance is a particular concern as it blindsides traffic. While I am all for encouraging a milk delivery service I would encourage the council to speak to the business owner about their parking as they contribute to masking oncoming traffic on the B6531 from traffic turning into that road from Ellansgate. Workers and delivery vans, especially lwb vans are particularly bad with drivers stopping to pick up snacks. They again blind the road. We all have to eat but it's dangerous. You need to be careful not just to push the traffic parking onto Leazes Lane. The co-op is useful and well sited. Ultimately it's car park is not big enough for peak times of the day although it's fine for most of the day provided the big vans and the milk delivery pick up sort themselves out. I think the co op is a valuable resource and is welcome.
0		We are regular users of the Co-op and feel that the problem has been exaggerated to some extent. There are lazy drivers who park on the road, even when there are spaces, but we don't see many. Should the yellow lines lead to parking on Quatre Bras we will be applying for resident only parking for our row.
0		Whilst I totally agree something needs to be done (indeed I have made similar proposals some time ago to Councillor Kennedy) I would suggest that the bus stops need moving completely further to the northwest - beyond the Co-op boundary. When a bus is at the stop there is no visibility to the left when coming out of the Co-op car park. I have always thought it very odd that a bus stop should be sited actually on a road junction, and one that is becoming increasingly busy!
0		
0		As a pedestrian customer of the Co-op I would like to add that cars parked outside obstruct one's vision when trying to cross the road. This is a complicated operation as it is as there is traffic coming from 5 directions!
0		Eminently sensible
0		The Co-op is a tremendous asset, and making it safe for both drivers and pedestrians is vital. Although yellow lines is a step in the right direction, I am still concerned about the safety of pedestrians, particularly children. Are there plans to introduce additional traffic control measures in this part of town, as the co-op can only be accessed by crossing at a very busy junction?
0		Although I can see the problem, double yellow lines will only push the indiscriminate parking elsewhere which may also be another problem. Also the bus stop going into Hexham will cause an obstruction to drivers leaving the Co-op when a bus stops!
0		I do approve of the DYLS as visibility on the neighbouring junction can be difficult now. My concern though is where the customers will park. The demand for the store is greater than the amount of available parking. I don't want to see the problem simply moved to a different location.
0		I am not a local resident but frequently travel into Hexham on the West End road both by car and by bus. 1. The bus tends to stop closer to the bus stop that does not block the entrance to the Coop. 2. The main reason cars park on the pavements or on the road is that the car parking space is too small and therefore unable to handle the number of vehicles wishing to use the Coop facilities; where else can they park? 3. The railings fronting the car park leaves only a narrow gap for its entrance allowing one car only to enter/exit...causing cars to wait, sticking out in the road while another leaves the park. 4. It is true that cars on the pavement or parked on the road does leave blind spots for cars leaving the car park and for vehicles travelling into Hexham not seeing vehicles entering the West End Road from Ellansgate. 5. May I suggest that a) the Coop and/or the Council looks at the possibility of additional parking space... either behind the store - if feasible or across the road on the 'triangle'. b) that the entrance to the Co Op car park be widened or the removal of the railing altogether.

0		I think the main issue regarding the Co-op is for safe pedestrian access. Safe Pedestrian crossings should be installed for crossing Ellansgate and also the West Road from Leazes Lane. The co-op is well used by pedestrians from the local neighbourhood but access is very dangerous from all directions.
0		I do not consider that parking along the West Road to the West entrance of the Co-op presents a problem. Opposite and to the East is an issue given the close proximity of the junctions.
0		1 The very minor adjustment of the bus stop is playing at the margin and the expense of moving it unjustified. 2 Illegal parking is a problem but parking at or near a junction is already an offence. What is required is enforcement of existing rules, not new restrictions.
0		The parking restriction on the eastbound side needs to extend to the junction of Ellansgate as this has always been a problem when exiting the junction due to a parked car at the private residence on the corner
0		We like the Coop and the facilities it brings. Car parking on site is limited and insufficient at busy times eg for people returning to Hexham from the west in the evening. We fully support this proposal as at times people park on the pavement both sides of the Coop entrance and block the bus stop. People emerging from the Coop by car then have limited sight of oncoming traffic. Please consider extending restriction to top end of Ellansgate if not already restricted. Can the kerbs and pavement outside the Coop be reconstructed to reflect the new entrance to the site?
0		the hazard to pedestrians visiting the new co-op extends beyond the area indicated to the upper half of Ellansgate road toward the junction. the traffic approaching the junction from the west travels too fast to take what is in effect a blind corner. the pathway at top of ellansgate is too narrow and a high retaining wall alongside said path is in a dangerous condition. speeding traffic, unstable wall and narrow pavement combined make this very hazardous for pedestrians
0		I am happy that the Co-op store is situated where it is. I have thought about the traffic flow and the blind spot which occurs on a regular basis due to pavement parking by customers' vehicles and buses picking up and dropping off passengers. I feel that it is only a matter of time before an accident occurs therefore I would support yellow lines on the road.
0		Cllr Kennedy is right that there is a high level of inconsiderate and dangerous parking close to a two busy junctions. We walk to the shop and to the Quatre Bras allotments and it's often difficult to walk safely on the pavement due to parked cars and pedestrian visibility is reduced from crossing. As the coop is used by any older and young people crossing safety is vital. I fully support the proposal.
0		BUT... There is a much bigger issue than yellow lines here to be addressed. I'm sure any adjustment to bus stops will have minimal effect unless they are moved further west along the west road more away from the junction. The biggest issue which should be considered with all of this is detailed in the text below. I have sent the following detail to Derek Kennedy. 'Hi Derek, saw your message earlier about the Co Op parking issue...I wondered when something would evolve with this now 'even more dangerous' junction. The Co-op is good for the area but creating a bit of a Highways issue because of its popularity and many people I'm sure just stop to use the free cashpoint facility instead of the hassle parking in town. I have had a few near misses coming out of Leazes Lane which is even more hazardous now having to contend with cars coming west often queuing on the main road to get into the coop car park so you can't get out of Leazes Lane because they block the road. Also cars exiting the co op car park turning left towards Hexham presume they have the right of way? due to the offset junction. I've had a couple just pull out in front of me at speed as I'm exiting the lane. This is exacerbated due to the the speed that people drive around the blind corner from Leazes Crescent driving west to exit Hexham. THERE NEEDS TO BE SPEED RESTRICTIONS to 20mph on the approaches, as some cars are almost on 2 wheels as they come around the blind corner. The Coop has made this a lot more dangerous as when exiting Leazes Lane you are having to look all over the place very quickly, before you decide to go out. It was dangerous before because of speed but now a lot worse especially at peak times and when the High School closes in the afternoon with the issues with the enormous buses trying to manoeuvre the Quatre Bras corner. The bottom line is that there is not really enough car parking at this site. Too late now, but that should have been properly assessed at the development stage. It's a mini supermarket not a rose coloured spectacles 'corner end shop' which people seem to dress it up as! David' The other Big issue here is pedestrian movement. It is very dangerous to cross the road in this vicinity... especially for school kids who do use this Co-op. A traffic control should be considered as well as speed restrictions. There is an accident waiting to happen here.
0		Motorists who use the Co-op and park on the road are a danger to pedestrians as well as other road users! Pleased to see action is being taken - I hope the yellow lines are monitored closely!
0		This is badly needed. The Co-op is excellent, but the parking on the road when the car park is full is causing a real problem. It is particularly chaotic on a Sunday after Tesco and Waitrose have closed. The bus stop is badly placed and far too near a busy junction. Please consider moving it further back down West Road, i.e. to the west of the Co-op entrance.
1		It was AGREED to support the proposed restrictions and request the two bus stops include "bus stop cages", where the stops are marked out by a broken yellow line with the words "bus stop" and a solid yellow line indicating a bus stop clearway and the relevant plates.

1		The lorries parking alongside the pavement on west Road are making it difficult for pedestrians to cross safely. They remain for some time unloading their goods into the Co-op making it very difficult to see what is coming the other way. I have also been chased along the pavement by a lorry trying to find enough room to back into the Co-op car park.
0		The yellow lines will only push the parking away from the immediate area to a place where the road is not as wide and probably less safe. It is a 30mph zone and some strategically placed signs about safe parking would probably serve a better purpose. Sunday is the worst day and if cars do park on double yellow lines who is going to police it. Not the parking wardens and certainly not the Police as there aren't any.
0		My only real issue with this location is the new hazard that has arisen for drivers turning right on to West Road out of Eilansgate, when cars parked on the north side of the B6531 east of the Co-op sometimes dangerously obscure sight-lines from Eilansgate to oncoming eastbound traffic on the B6531. I therefore support the proposed parking restrictions in this part of the layout. Care should be taken however that the proposed slight shifting of the bus stop on the northern side does not exacerbate the same problem. I am also conscious that large vehicles sometimes park in the area marked on the map for the southern side bus stop, partly on the road and partly on the pavement, making it occasionally difficult to pass along the pavement at that point as a pedestrian, and doubtless impossible if one had a pram or a wheelchair. It's not possible to discern from your map, but presumably parking restrictions would apply there too, and they may need to extend a little further west (along the narrowest portion of pavement that is bounded by walls to the south).
0		People park their cars on the road even though there are spaces in the car park. Parking on the road/pavement makes visibility difficult for vehicles and pedestrians and makes it difficult for those with prams wheelchairs etc to get by.
0		We seriously need a crossing as children and young people have to negotiate a difficult junction to access this fabulous new local store. I can't believe it was allowed to go ahead without some thought to road safety here.
1		Thank you for your letter dated 14th September 2017 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.
1		Having recently moved to Broadway Gardens, we are very aware of the parking problems in the immediate vicinity and fully support the proposals. However we feel that these proposals may lead to indiscriminate parking in Broadway Gardens, which could affect the access to the properties.
0		I have today sent an email to register my interest but need to be able to send a plan, hence this letter. Case Ref 101004730270. I should mention that I have MSc Applied Science (Transport Engineering) and have been a traffic engineer and transport planner, a transport systems consultant for ICL, as well as a senior officer in bus service planning for Midland Red and National Bus Company (National). I think the plan shows the position of the entrance to the Co-op car park slightly wrong - it is more across from the exit from Leazes Lane than shown. There has always been a lot wrong with the bus stop locations at this site and they need changing even if nothing else was to happen. I have never seen such bad locating as the eastbound stop - directly on a difficult 4 way junction. Both stops need moving west away from the junction, far more than suggested on the plan, and there is plenty of length to do it, which helps by taking it closer to Shaws Park Estate, a significant user of the stops. They should be east of Bowman Drive, some 60+ meters from the Co-op exit. I will not proposed exact locations, the junction is now a 5 way junction and, living up Leazes Lane using the junction frequently, I have seen much confusion and close calls with multiple-way movements taking place in an uncontrolled way at the same time; chaos at times. I believe the answer is to create a small roundabout approximately where traffic turning right from Leazes lane stand to turn, taking in the spare pieces of land a) grassed adjacent to current westbound bus stop, and b) in front of Leazes Crescent/ Leazes Lane (south), used for parking residents cars at bottom of Leazes Lane south side (not a good place to be parking cars, anyway). The roundabout should have conventional broken lines at bottom of Leazes Lane, West Road (east) and West Road (west). Traffic exiting the Co-op car park will have to wait till their exit is clear. Traffic coming westward along West Road On Quatre Bras - only buses and commercial vehicles will be allowed to turn right down Eilansgate as they probably won't get round the roundabout easily, but cars etc can go round it and back to turn left down Eilansgate. I think double yellow lines where you suggest are correct (modified to allow for loss of grass area), but also needed on the cut-off section of Leazes Crescent/ Leazes Lane (south). I believe that this is a very workable solution. I attach a modified plan, apologies for its roughness. The proposal does not go far enough. I will make detailed comments in a letter, with plan proposal. I am a former traffic engineer and transport planner, so have professional insight into this matter. Essentially, it is desirable to form a small roundabout in space that is available, as this area is now a 5-way junction, clogged up by badly-located bus stops which need re-locating (irrespective of the Co-op problem).
0		I strongly support this proposal, with a question about how it is to be enforced. I suggest that some cameras are installed to monitor those DYL and the registration of the cars flouting the law and endangering other people. Like that you can issue instant fines efficiently. Repeat offenders should lose their licences, resulting in less cars involved. That will achieve an all round tidy-up of the place at the same time. Perhaps the cameras could also monitor speeds of people coming into Hexham from the West, and apply fitting correction for any villains.

0		I would suggest an additional pedestrian exit from the Co-op car park (NW corner), so shoppers don't have to cross car park traffic with trolleys to get to their cars.
0		The junction has become incredibly congested at certain times and dangerous for folk entering the main rd.
0		Totally agree with reducing parking on the West road towards Quatre Bra and at the corner of Leazes Lane. See no point in the other direction as it will merely push it further west.
0		Turning right at the bottom of Leazes Lane can now be a little awkward when traffic is parked on West Road by the Coop. Buses have always presented a bit of an obstacle but something we have to live with.
0		Drivers are also doing u turns at the top of Eileensgate junction and also at the bottom of Leazes Lane is there anything can be done about that? Also will drivers take the opportunity to park on the other side of Leazes Lane which is used for residents parking, maybe 'residents only' signage might be an idea.
0		<p>The residential properties located in the vicinity of the proposed TRO do not benefit of off-street parking. On-site observations indicate that the on-street parking that occurs on the B6531 West Road (North) does not solely relate to the Coop.</p> <p>Therefore, the provision of a TRO has the potential to displace vehicles that currently park on the B6531 (between Co-op and Eilansgate) further south along the B6531 where there is limited forward visibility at the right-hand bend and therefore create a road safety concern.</p>
0		<ol style="list-style-type: none"> <li>1. Planning was overturned by the case officer as concerns were raised over highways access. The local council were right in there concerns</li> <li>2. The original proposed plan showed raised kerbs yet this has not happened and would have helped deter parking on the footpath</li> <li>3. The case officer imposed a vehicle management plan for safety yet I have never seen a supervised delivery</li> <li>4. Vehicles are often travelling above the speed limit making crossing the road hazardous</li> <li>5. There is no safe way to cross the road for pedestrians</li> <li>6. In March a litter bin was asked to be placed by the bus stop opposite the Co-op. No bin has been installed</li> <li>7. Staff tend to park as least two cars on the car park thus restricting spaces for customers</li> <li>8. Trading hours are too long especially on Sundays when most of the parking issues occur</li> <li>9. Parking for residents opposite could become a problem. Maybe a residents parking scheme could be implemented</li> </ol> <p>Could I please be notified when the meeting will take place? Thank you</p> <p>The store was supposed to encourage local people to walk yet I estimate less than 10% actually do. The parking restrictions will hopefully have an impact on these numbers.</p>
1		I refer to your letter dated 12th January – we are disappointed with the Council's intention to introduce restrictions and would repeat the comments made in our initial representation and would state again that- "The residential properties located in the vicinity of the proposed TRO do not benefit of off-street parking. On-site observations indicate that the on-street parking that occurs on the B6531 West Road (North) does not solely relate to the Coop. Therefore, the provision of a TRO has the potential to displace vehicles that currently park on the B6531 (between Co-op and Eilansgate) further south along the B6531 where there is limited forward visibility at the right-hand bend and therefore create a road safety concern. "
8	2	1



Appendix C

