



# Northumberland County Council

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

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

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### **PROPOSED PARKING RESTRICTIONS, STATION COTTAGES/ASH BANKS, MORPETH**

**Cabinet Member: Councillor Glen Sanderson**

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#### **Purpose of Report**

To consider the results of the consultation exercise regarding a proposal to provide parking restrictions at Station Cottages and Ash Banks in Morpeth.

#### **Recommendations**

It is recommended that the proposed parking restrictions (single yellow lines - no parking 6am to 9.30am Mon to Sat) are implemented on an experimental basis so that their effectiveness can be assessed and further amendments considered in consultation with residents as necessary.

#### **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**

The County Council has received concerns via the local ward member about indiscriminate parking in the Station Cottages/Ash Banks area of Morpeth.

Station users are parking in the area to avoid paying parking charges in the car parks.

## Delegated decisions

### Background

1. The County Council has received concerns via the local ward member about indiscriminate parking in the Station Cottages/Ash Banks area.
2. The area is located immediately north of Morpeth Station and is being used by station users to avoid paying parking charges in the station car parks.
3. There is a 'Prohibition of Driving' restriction in place but this is difficult to enforce and, given limited resources, is not a priority for Northumbria Police.
4. There is a small car parking area adjacent to Station Cottages, however, this fills up quickly and subsequently cars park at the roadside. Residents often cannot park near their homes and large vehicles can find access impeded, affecting services such as refuse collection.
5. Residents and statutory consultees were therefore consulted on a proposal to provide parking restrictions. Both single and double yellow lines were put forward for consideration. A copy of the consultation plan is shown in Appendix A.
6. The consultation results were:
  - For: 6 (85%)
  - Against: 1 (15%)
  - Neutral: 0
7. It should be noted that two households submitted 2 responses. The Council's current policy is to accept only one submission per household. This gives the following results:
  - For 4: (80%)
  - Against: 1 (20%)
  - Neutral: 0
8. Twenty addresses were consulted, giving a response rate of only 25%.
9. The response against stated that yellow lines would be acceptable, but their preference was for residents permit parking. A summary of the responses is shown in Appendix B.
10. The majority of responses stated that single yellow lines would be preferable to double yellow lines, so that parking by visitors could still take place. As most parking occurs in the morning by rail commuters, there is a consensus amongst those who responded that no parking between 6am and 9.30am should address the problem.

## Delegated decisions

11. Officers have visited the area and confirmed that indiscriminate parking does appear to be taking place. However, the low response rate and the potential for the problem to be displaced into other streets should be noted.
12. It should also be noted that the Council has provided additional car parking capacity at the station, and the potential for further additional capacity is being actively pursued.
13. It is therefore recommended that single yellow lines (No parking 6am to 9.30am, Monday to Saturday) be implemented on an experimental basis initially, to allow their effectiveness to be assessed and to establish whether any further measures are necessary, in consultation with residents.
14. The local ward member supports the recommendation.

## Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	None.
<b>Legal</b>	Motorists will be required to comply with the Traffic Regulation Order.
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes No N/A	None
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Consideration</b>	Statutory consultees have been consulted.
<b>Carbon reduction</b>	None

## Delegated decisions

<b>Wards</b>	Morpeth Stobhill.
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## Background papers:

**File ref:** HED19323

## Author and Contact Details

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Report Author     ***Richard McKenzie – Senior Programmes Officer***

## Delegated decisions

### Appendix A - Consultation Plan



## Delegated decisions

### Appendix B - Consultation Responses

F O R	S T R	N E I T H E R	Other Relevant Comments
1			<p>As a follow up to your letter of 13/02/20 about the proposed parking restrictions on Bankside, Morpeth, I would like to make some comments on your suggestion. To minimise the indiscriminate parking by station users who are almost 100% commuters to Newcastle, Edinburgh or South of York or London. I agree with the proposal for a single yellow lines for the road as shown. The Highway Code shows various plates with differing wording which can be added to the poles adjacent to the carriageway. I suggest that yellow plates with 'No Waiting Mon-Sat 6.30-9.30 am' would suffice. It would NOT be necessary for white plates restricting or unloading.</p>
1			<p>In response to your letter of 13 February 2020 regarding the proposed parking restrictions at Station Cottages / Ash Bank, Morpeth, which I received on 14 February 2020, in an open envelope without a freepost form. Whilst I welcome the proposals for yellow lines, I am a bit concerned that those people who normally park there (Station users - Car park fee dodgers) will merely start parking down the bank. Already, Station users park in front of Station Cottages, sometimes over several nights, preventing residents from parking in front of their own houses. Since work started on the additional car parking spaces at the station further vehicles have started parking down the bank, including, I might add, workers at the Station who are identifiable with their fluorescent works jackets. I observed an Argos delivery truck one day having to park halfway down the hill to make a delivery because he could get no further forward up the bank, he then had to reverse his big lorry down the hill! Surely that should not be happening, it's not safe. Those people who visit Ashbanks or Station Cottages are hard pressed to find anywhere to park as it is because the car park is taken up with Station users, as is the front of Station Cottages. It's a nightmare coming back with shopping or anything heavy like furniture because you cannot get near to your own home because of rogue parkers. The parking provision behind Station Cottages is inadequate for residents as it is. I have to park in the car park. So, yes yellow lines may be a partial solution but without additional signage to demarcate the front of Station Cottages and the carpark as 'Residents and Visitor parking only', I can only foresee this causing additional problems for residents, and to be honest we've had enough of selfish carpark fee dodgers making our lives a misery. I cannot park in front of my house or park behind because all of the spaces are taken up, either with residents or Station users. I sincerely hope that you do take these views into account when you decide on this matter.</p>
1			<p>After consulting with our neighbours most affected by the parking problems, we are prepared to accept single yellow lines as a solution, provided the line is accompanied by signage as illustrated in the Highway Code, stating No Parking between 6:30am and 9:30am Monday to Friday or Monday to Saturday. As double parking would restrict heavy vehicle access e.g. the refuse collection lorry, we would accept double yellow lines adjacent to the property at number 2 Bankside, on one side of the road only.</p>

## Delegated decisions

1		as above
1		In response to your letter of 13/02/2020 which I assume has a closing date of Thursday 12th March 2020 and not Thursday 12th February as stated. We would like to make the following comments in response to your suggestions. The congestion caused to service vehicles and inconvenience to visitors and trades people is caused by the indiscriminate and often illegal parking of station users seeking to avoid station car park charges. Almost all of this indiscriminate and often illegal car parking relates to commuters to Newcastle, Edinburgh, York or London. We therefore strongly agree with the proposal for single yellow lines for the road as shown. The Highway Code shows various plates with differing wording which can be added to the poles adjacent to the highway. We would prefer the option of yellow plates with ' No Waiting, Mon-Sat, 6.00 -930 am which should alleviate the problem. It would NOT be necessary for white plates restricting loading or unloading. Many thanks for looking at ways of addressing tis growing problem.
1		as above
1		A look at the map of the area being considered for parking restrictions will clearly show that I am owner of the property which suffers worst from inconsiderate and dangerous parking on Allery Banks. At the worst times my property has been surrounded on three sides by cars parked by people who claim an absolute right to park there and emergency vehicles have experienced difficulties accessing property higher up the hill. . In common with other residents I would favour a single yellow line with a total restriction on parking between the hours of 6am and 9.30 from Monday to Saturday. Visitors to residents properties could park outside these hours. In my view several principles must be upheld: 1. There must be a period of time when it is clearly illegal for ANYONE to park in the marked area. This is because any ambiguity will be exploited by illegal users and we will have a situation (as now) where restrictions are unenforceable. If we retain the right for residents visitors to park 24/7 this will mean that before prosecution the onus would be on the authorities to prove that the user was not visiting a local property. As the current situation shows (and the police have freely admitted) this is simply not feasible and will lead to a waste of resources and continued conflict between all parties. 2. The time period chosen reflects the need to stop train commuters parking in the area since they represent the main source of the problem. Preventing ALL parking early in the morning would remove 90% of the problem. The restrictions must be extended to Saturday because we have had a problem with users parking on Friday afternoons to catch a train and return on Sunday evening. Such is the scale of the problem as it affects my property, I would be prepared to accept double yellow lines on the whole area so the above represents a compromise which would prevent misuse of the right of residents to have visitors park on the road. I repeat that the key to preventing misuse, conflict and a waste of resources must be to have a significant period when all parking is illegal as any ambiguity will lead to more problems.
6	1	0

## DECISION TAKEN

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

Paul Jones - Service Director - Local Services

**Subject:**

**PROPOSED PARKING RESTRICTIONS, STATION COTTAGES/ASH BANKS, MORPETH**

**Consultation**

- For: 4
- Against: 1
- Neutral: 0

**Decision Taken:**

It is recommended that the proposed parking restrictions (single yellow lines - no parking 6am to 9.30am Mon to Sat) are implemented on an experimental basis so that their effectiveness can be assessed and further amendments considered in consultation with residents as necessary.

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



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**Date**

6th April 2020

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\* delete as appropriate