



Northumberland County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones - Service Director - Local Services

PROPOSED PARKING/LOADING RESTRICTIONS, THE PETH, WOOLER

Cabinet Member: Councillor Glen Sanderson

Purpose of Report

To consider a proposal to provide 'No Waiting at Any Time' parking restrictions (double yellow lines), or a designated loading bay outside the Co-op store on The Peth, Wooler.

Recommendations

It is recommended that the proposed parking/loading restrictions are not 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

Concerns were raised by Wooler Parish Council regarding congestion outside the loading access for the Co-op store.

When cars are parked in the loading area on The Peth it can result in an HGV 'double parking' and cause an obstruction.

Delegated decisions

Background

1. Concerns were raised by Wooler Parish Council regarding congestion outside the loading access for the Co-op store.
2. The loading area is indicated on the picture below. When cars are parked in this area it can result in an HGV 'double parking' which can obstruct traffic flow on The Peth.



3. In order to address this issue, adjacent properties and statutory consultees were consulted on three potential options. These were:
 - Option 1 - extend the double yellow lines (see plan in Appendix A).
 - Option 2 - Provide a designated bay for loading and unloading purposes only.
 - Option 3 - Make no changes on the basis that all vehicle drivers are responsible for ensuring that their vehicles are not obstructing the highways or parked causing a road safety hazard.
4. Three responses were received to consultation (see Appendix B). Two considered that option 3 (do nothing) was most appropriate.
5. The third response was from Wooler Parish Council who considered that a loading bay could be appropriate during certain times, with parking permitted outside those times, but also stated that, if this is considered unworkable, then option 3 is preferred.

Delegated decisions

6. The permitted loading times at the Co-op are between 7am and 7pm Monday to Saturday, and between 10am and 4pm on Sundays and Bank Holidays. There are generally 3 to 4 deliveries per day.
7. Whilst a loading bay could be beneficial, the low number of deliveries to the Co-op means that it could be unused for long periods throughout the day.
8. The Peth is 9.2 metres wide at this location, not including the layby, so there is sufficient room for delivery vehicles to stop temporarily.
9. In addition, the Council's Civil Parking Enforcement Officers consider that there are no issues at this location and that changes are not required.
10. It is therefore recommended that no restrictions are introduced at this time.

Implications Arising out of the Report

Policy	None
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	Statutory consultees have been consulted.
Carbon	None

Delegated decisions

reduction	
Wards	Wooler

Background papers:

File ref: HE203423

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)	

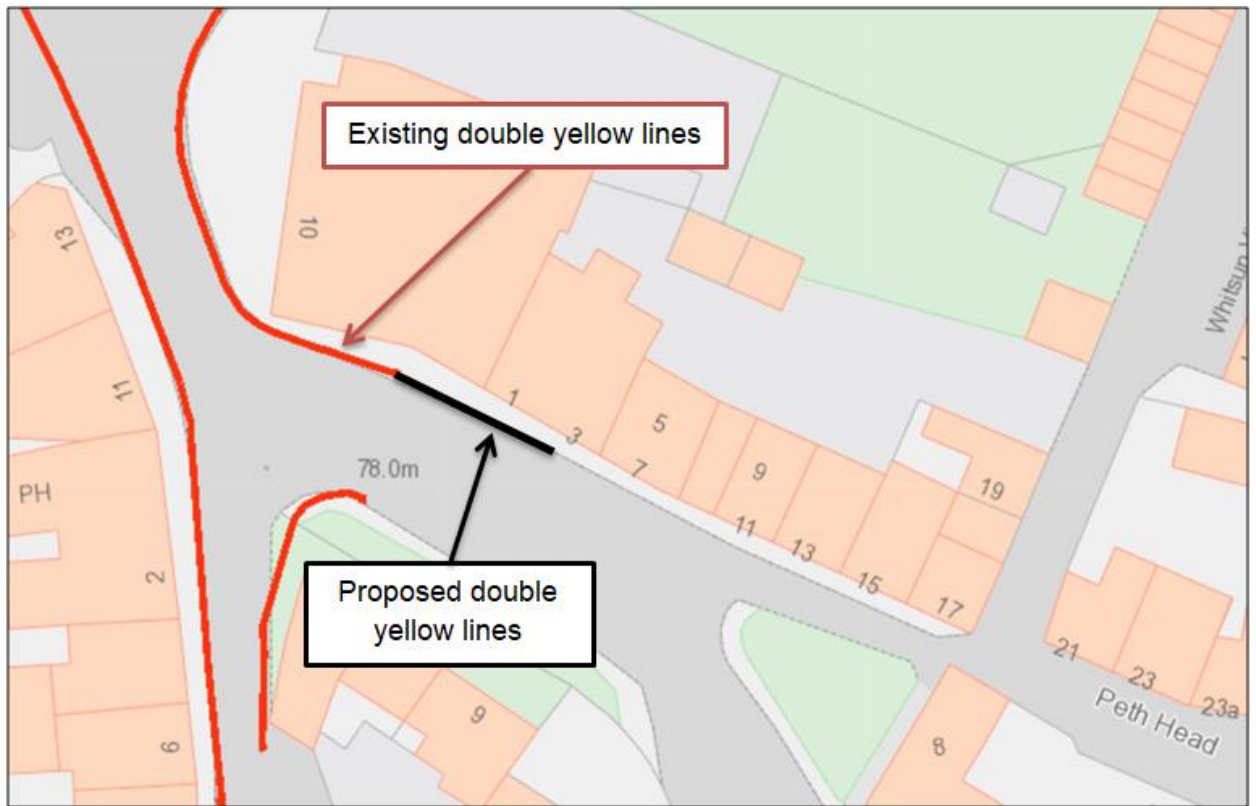
Author and Contact Details

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

Delegated decisions

Appendix A

Consultation Plan



Delegated decisions

Appendix B

Consultation Responses

As a resident of The Wheatsheaf flats that uses the front door frequently, I can assure you that putting double yellow lines is useless, as even just now there is a large van parked on the corner double yellows regardless of the hazard caused. The only way forward is as in point 29 but as most users and visitors are oblivious to road markings they'll park there too.

Further to your letter concerning the above, the Parish Council planning sub-committee have asked me to make the following comments:

The extension of double yellow lines to in front of no 3 The Peth would seriously affect the trade of this business and remove several parking spaces at this end of the High Street. The Parish Council would be very much against this option as it penalises other businesses and residents to allow the CO-OP to take deliveries within a short time frame.

The designated loading/unloading bay would appear to be a better option if this could be time controlled to fit with the current restrictions on when deliveries can take place? (We understand that delivery times were set when planning permission was given) We assume out with these times the area could still be used for legitimate parking?

If Option 2 is not workable, then we would revert back to option 3, as you rightly say, all drivers are responsible for ensuring that their vehicles are not obstructing the highways.

Option 3 is the recommended choice. We have never encountered any issues at this location and the expense of changing or introducing restrictions is not worth it.

Delegated decisions

DECISION TAKEN

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

Paul Jones - Service Director - Local Services

Subject:

**PROPOSED PARKING/LOADING RESTRICTIONS,
THE PETH, WOOLER**

Consultation

Option 1 – no support
Option 2 – 1 in favour
Option 3 – 2 in favour

Decision Taken:

The proposed parking/loading restrictions are not implemented.

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



Date

20th April 2021

Delegated decisions

*** delete as appropriate**