



Northumberland County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones

18 January 2022

**Proposed Resident Permit Parking Zone with Limited Waiting 8am - 6pm
2 hours, no return within 3 hours.**

Kings Avenue & De Merley Road, Morpeth on a Permanent Basis.

Cabinet Member: Councillor John Riddle

Purpose of Report

This report sets out the background to the proposed implementation of parking restrictions in Morpeth on a permanent basis, following an Experimental Order.

Recommendations

It is recommended that the proposed Resident Permit Parking Zone with Limited Waiting 8am – 6pm 2 hours, no return within 3 hours on Kings Avenue & De Merley Road, Morpeth are introduced on a permanent basis, following an Experimental Order.

Link to Corporate Plan

Living - “We want you to feel safe, healthy and cared for”

Enjoying - “We want you to love where you live”

Learning - “We want you to achieve and realise your potential”

Key Issues

1. A Permanent TRO is required to continue enforcement following an Experimental TRO.
2. The scheme is supported by the Local County Councillor and Morpeth Town Council

Delegated Decision

Background

Following the introduction of Proposed Resident Permit Parking Zone with Limited Waiting 8am - 6pm 2 hours, no return within 3 hours Kings Avenue & De Merley Road, Morpeth, on an Experimental basis it is proposed to implement these restrictions on a permanent basis.

The original proposals are detailed in the following three Decision Reports:

- Kings Avenue & De Merley Road, Morpeth – 4th February 2020
- Kings Avenue & De Merley Road, Morpeth Addendum – 21st April 2020
- Kings Avenue & De Merley Road, Morpeth 2nd Addendum – 24th November 2020

The proposals were implemented using Experimental Orders, primarily to assess the impact of the restrictions and make any necessary adjustments over the course of the experiment.

The restrictions at the time of introducing the Experimental Order were proposed for the following reasons:

- A Prohibition of Driving (except for access to off street Premises) restriction was in place. This is a traffic movement issue and as such is only enforceable by the police.
 - Given police resources, enforcement of the Prohibition of Driving restriction is not seen as a priority. Residents therefore requested that resident permit parking is introduced.
 - Residents had raised concerns about indiscriminate parking by non-residents, causing parking problems on Kings Avenue and De Merley Road.
1. 15 responses were received during the experimental order period with 13 in favour, 1 against and 1 neither for or against the proposal. A summary of the responses is attached as Appendix B.
 2. The results of the experimental consultation were discussed with Councillor Bawn, who agreed that the restrictions should be introduced on a permanent basis.
 3. Parking Services support the introduction on a permanent basis. A marked improvement has been noticed during the Experimental period. Parking Services will continue to carry out proactive enforcement under the permanent order.

Full details of the Permanent Restrictions are detailed in Appendix A.

Northumbria Police, other emergency services and relevant statutory consultees will be notified of these amendments as part of the process for making the Permanent Orders.

Delegated Decision

Implications Arising out of the Report

Policy	None
Finance and value for money	Funded through the Members Local Improvement allocation for Councillor Bawn
Legal	Traffic Regulation Order – reference TRO_010_15
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	N/A
Crime & Disorder	None
Customer Consideration	These permanent restrictions will continue to reduce the amount of indiscriminate parking in the area
Carbon reduction	Reduced vehicle numbers can lead to reduced vehicle emissions and potential moving towards more sustainable forms of transport such as walking and cycling.
Wards	Morpeth North

Delegated Decision

Background papers:

File reference - 2019/064 & HO196679

Decision Report – Kings Avenue & De Merley Road, Morpeth – 4th February 2020

Decision Report – Kings Avenue & De Merley Road, Morpeth Addendum – 21st April 2020

Decision Report – Kings Avenue & De Merley Road, Morpeth 2nd Addendum – 24th November 2020

NCC North Northumberland (Southern) Area (Parking Places) Composite Order 2011- Amendment No 15 Experimental Order 2021

Author Details

Report Author **Sarah Hudson Technical Assistant (M.S.S)**

DECISION TAKEN

Title of Officer: Service Director, Local Services.

Subject: Proposed implementation of 'Resident Permit Parking' Area with Limited Waiting 8am – 6pm 2 hours, no return within 3 hours on Kings Avenue & De Merley Road, Morpeth be introduced on a permanent basis following an Experimental Order

Consultation: Consultation took place as part of the Experimental Order process and Statutory Consultees have been notified as part of the legal Permanent Order process.

Decision Taken: To introduce permanent 'Resident Permit Parking' Area on Kings Avenue & De Merley Road, Morpeth.

Signature of Director



Date
25th January 2022

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NOTES:

1. **GENERAL**
 - 1.1. ALL DIMENSIONS ARE IN mm UNLESS STATED OTHERWISE.
2. **TRAFFIC SIGNS**
 - 2.1. NEW TRAFFIC SIGNS TO COMPLY WITH BS EN 12899-1:2007, AND NATIONAL ANNEX, BE MANUFACTURED FROM ALUMINUM COMPOSITE PANEL WITH CLASS RA2 SIGN FACE SHEETING UNLESS STATED OTHERWISE IN THE TRAFFIC SIGN SCHEDULE.
 - 2.2. DESIGN WIND-LOADING TO DETERMINE SIGN SUPPORT AND FOUNDATION DESIGN TO BS EN 12899-1:2007, AND NATIONAL ANNEX, HAS BEEN ASSESSED USING BUCHANAN "SIGNLOAD" SOFTWARE OR SIMILAR APPROVED SOFTWARE. ALL MECHANICAL FASTENERS FOR NEW SIGNS TO BE PROCURED ONLY FROM NHSS 3 APPROVED SOURCES.
 - 2.4. ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN EDGE.
 - 2.5. ENSURE A MINIMUM OF 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY.
3. **OTHER**
 - 3.1. ANY QUERIES PLEASE CONTACT DAVID POTTER, COUNTY HALL, 01670 620 456

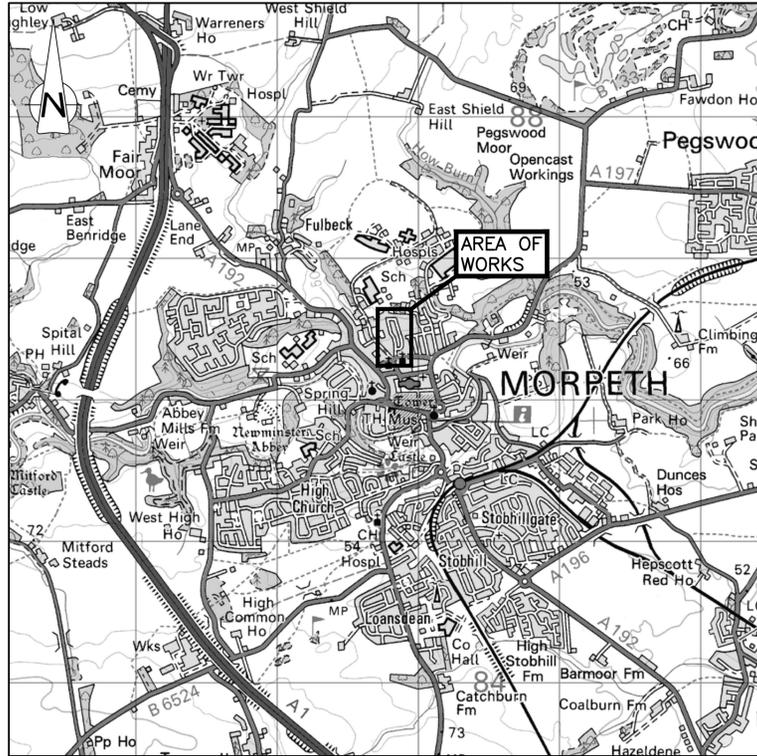
LEGEND

- PROPOSED TRAFFIC SIGN
- EXISTING TRAFFIC SIGN



SCHEME LAYOUT

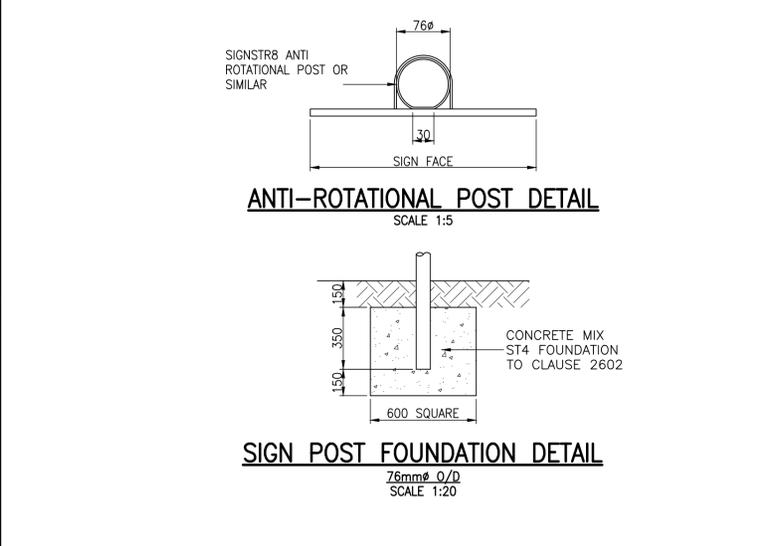
SCALE 1:500



NEW TRAFFIC SIGNS (300 SERIES)											
REF.	TSR&GD 2016 DIAG. NO.	"X" HEIGHT (mm)	LEGEND	No. OFF	SURFACE	APPROX. SIZE (m)	POSTS / SIGNS			MOUNT HEIGHT (m)	REMARKS
							DIA. (mm)	LENGTH (m)	No.		
301	-	40	Resident permit holders M10 or 8 am - 6 pm 2 hours No return within 3 hours past this point	2	CLASS RA2	0.640 X 0.945 (0.6m ²)	76 (SIGNSTR8)	3.545	1	2.1	SIGN MOUNTED ON NEW ANTI ROTATIONAL POST FACING TRAFFIC HEADING INTO KINGS AVENUE. 10m SOUTH OF THE END OF THE WESTERN DOUBLE YELLOW LINES AS SHOWN ON PLAN. THIS SIGN IS TO BE MOUNTED ON THE FLAT SIDE OF THE ANTI ROTATIONAL POST WITH SIGN 302 MOUNTED TO THE REAR. POST TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE REAR OF THE FOOTWAY TO MAXIMISE THE AVAILABLE FOOTWAY WIDTH
302	664.1	40	Permit parking area ENDS	2	CLASS RA2	0.370 X 0.390 (0.14m ²)	-	-	-	2.1	SIGN MOUNTED BACK TO BACK WITH SIGN 301 ON EXISTING POST
303	-	20	Resident permit holders M10 or 8 am - 6 pm 2 hours No return within 3 hours	13	CLASS RA2	0.320 X 0.420 (0.13m ²)	-	-	-	2.1	SIGN MOUNTED ON EXISTING LIGHTING COLUMN. SIGN FACE TO BE PARALLEL WITH THE CARRIAGEWAY KERB.

ROAD MARKINGS SCHEDULE										
REF.	SCHED.	PART	ITEM	DIAG. No.	DIAGRAM	MARK (mm)	GAP (mm)	WIDTH (mm)	ROAD STUDS	USE
A	7	4	1	1018.1		50	-	100	-	DOUBLE YELLOW LINES

TO BE READ IN CONJUNCTION WITH TSR&GD 2016



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CONTRACT
 Client: NORTHUMBURLAND COUNTY COUNCIL
 COUNTY HALL, MORPETH
 NORTHUMBURLAND, NE61 2EF
 Job Title: TRAFFIC CALMING (PROPOSED RESIDENT PARKING ZONE) KING'S AVE AND DE MERLEY ROAD, MORPETH
 Drawing Title: SCHEME LAYOUT
 Scale: AS SHOWN

Appendix B

FOR	AGAINST	NEITHER	Other Relevant Comments
1			I feel that the situation would be simplified and clarified if all parking on Kings Avenue and Demerley Road was solely by permit. scheme is working well, but to avoid confusion, it would be best to discontinue the two hours' parking allowed to non-permit-holders
1			I fully support the scheme, it has resulted in very little unauthorised parking.
1			The quality of life in our road has greatly increased over the past year in line with the proposed scheme - less noise, less pollution, less littering and anti-social behaviour. Increased safety and security. Essential functions such as street sweeping and drain maintenance can at last take place unobstructed by inconsiderate parking.
1			Permit scheme has restricted non-residents from parking for extended periods
1			The trial scheme is working well and we support it.
1			I think the current arrangement works well, but would propose the restriction is removed on Sundays, in line with the main public car parks.
1			<p>Although there has been a noticeable improvement in the parking situation with the use of permits there are still people parking who do not visit any property or have a permit but go shopping or to work locally and their cars can be left for long periods of time. This is totally against the stated intention at the entrance to Kings Avenue of no cars/ motor cycles except for access to off street premises. Kings Avenue is particularly busy with the large amount of traffic and delivery vans to the Nursing Home.</p> <p>The present signs detailing the use of permits actually contradicts the restriction sign at the entrance to Kings Avenue and must be difficult for traffic wardens to enforce as it entails repeated visits from them.</p> <p>It would surely be more appropriate to erect signs as at the entrance to Cottingwood Lane which states "Resident permit holders parking only past this point. Mon -Fri. 8.30am-5.30pm.</p> <p>This would also be more easily enforced. We wish to support the Resident Parking Trial M10, introduced several months ago in above roads . Overall the regular daily parking by people working or attending functions in Morpeth has reduced markedly. There is an anomaly in that at the entrance to Kings Ave there is a road sign indicating that for cars and motorcycles "entry only allowed for access to on street premises " . This sign has above it a circular white disc surrounded by a red rim which I understand is a format of a sign that must be obeyed by law. A couple of years ago a traffic warden told me that because it was a street where parking was not legal it was a matter for police rather than traffic wardens to enforce. It seems strange and anomalous that now, 20 metres past this sign, a further large sign which indicates parking is allowed for 2 hours for non-residents. However, overall there has been a significant improvement which we hope can continue.</p>
1			I would like to see the permit arrangement continue as being near the bottom of De Merley Road there were vehicles regularly parked outside my house and I was unable to get into my drive.
1			The trial period has worked well and has resulted in allowing appropriate parking without clogging the roadways up with all day parkers as previously experienced.
1			Welcome second resident permit for those few houses that do not have drives. Additional guest permit would be more useful and more widely taken up (plus would be more revenue for the council!) even if less frequently used.
1			<p>There was not a significant problem before the scheme and the situation has not changed since its introduction. I have taken many photographs of the road over the last eight months and it evidences empty roads with few cars (as it was before).</p> <p>I think any success of a scheme needs to accommodate the needs of all residents. If the majority of residents still want a parking scheme I would support the position where residents can able to apply for two resident permits and one guest permit per household. This would work well for us as our properties does not have a drive.</p> <p>A couple of other points as I see the current arrangements as unfair.</p> <p>Residents with drives appear to have taken two car parking passes and some never park on the street.</p> <p>Some residents have given passes to relatives who visit often but are not living in the road.</p>
1			<p>As a resident of Kings Avenue for over 30 years, I am so pleased with the impact of the Experimental Order and I urge you to make a permanent Order. The number of cars parked on Kings Avenue by non-residents has dropped significantly since the implementation of the Experimental Order, the consequence being:</p> <p>(A) much improved visibility from my driveway, enabling me to gain access to and egress from my home without fear of collision; and</p> <p>(B) cleaner streets as the road sweeper has finally been able to freely access kerbs and drains.</p> <p>This has been such a huge success and I am strongly in favour of parking permits remaining in place.</p> <p>Thank you for your support.</p>

1			the scheme overall has worked well. The vehicles being left there all day have moved on to a different location and the residents seem happier.
		1	This permit 'experiment' is causing a huge amount of disruption to residents who live in this area, and I know of a few people who would like to express their views on the matter before the decision is taken to make this scheme permanent.
13	1	1	