



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones - Service Director - Local Services

PROPOSED PARKING RESTRICTIONS, C74 SUNNY BRAE, EMBLETON

Cabinet Member: Councillor John Riddle

Purpose of Report

To consider a proposal to provide parking restrictions at Sunnybrae in Embleton.

Recommendations

It is recommended that the proposed amended parking restrictions are 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

- Roadside parking at Sunny Brae in Embleton obstructs the road and affects through traffic.
- The need to address this was submitted as a priority for the Local Transport Plan Programme by Embleton Parish Council, supported by the local ward Member.

Delegated decisions

Background

1. Sunny Brae is a short row of twelve houses located on the west side of the C74 road in Embleton. The road leads to the coast and other attractions in the area, in is also part of National Cycle Route 1 (Coast & Castles). The location is shown in Figure 1, below.

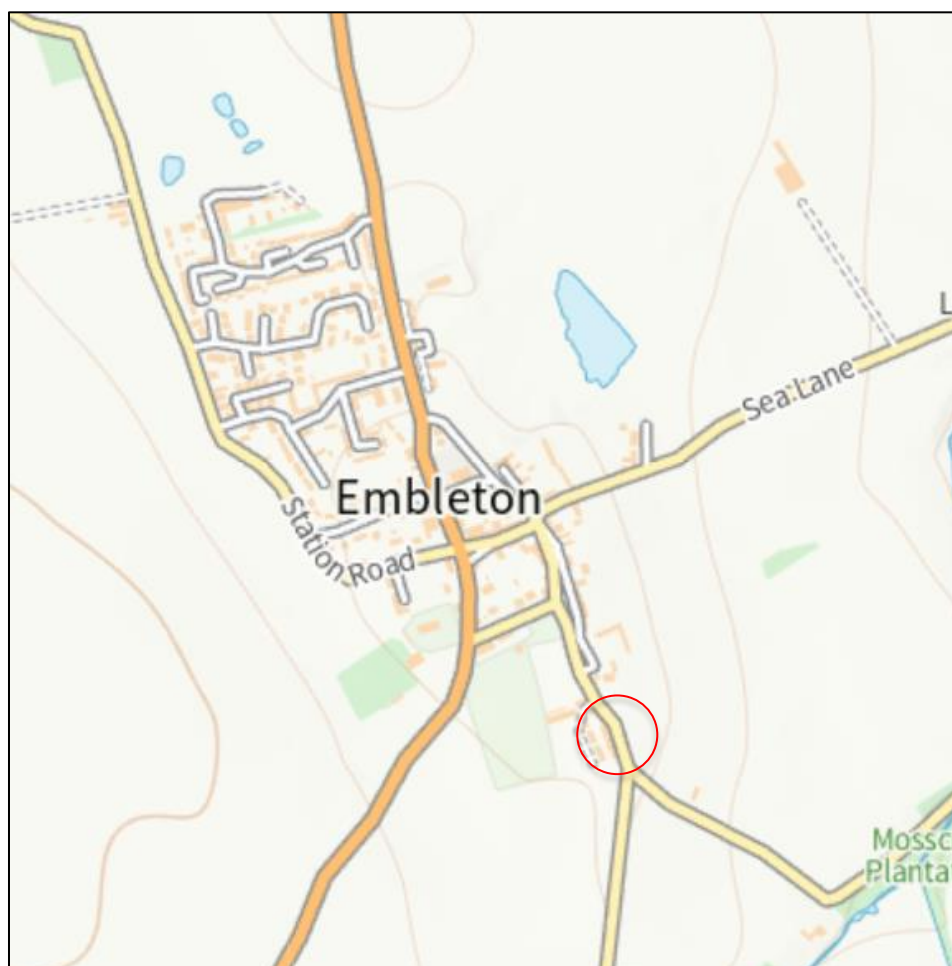


Fig.1 Location Plan

2. Due to its location on the Northumberland Coast, the area is popular with visitors and indiscriminate parking takes place, particularly during the summer months.
3. At Sunny Brae the road carriageway narrows to between 4 and 5 metres in width. Any vehicles parked in this area therefore present a significant obstruction to through traffic.
4. There are also safety concerns for cyclists using National Cycle Route 1 who are more likely to come into conflict with vehicles when the road is narrowed further by parking.

Delegated decisions

5. There is a raised footway area immediately adjacent to the properties, part of which is wide enough to accommodate vehicles and is sometimes subject to parking.



Fig.2. Sunny Brae looking south.

6. Embleton Parish Council submitted the above issues as a priority for the Local Transport Plan Programme with the support of the local ward Member.
7. Residents and statutory consultees were therefore consulted on a proposal to provide 'No Waiting at Any Time' parking restrictions (double yellow lines), and a bollard to prevent vehicular access to the raised footway area. The consultation plan is shown in Figure 3, below.

Delegated decisions

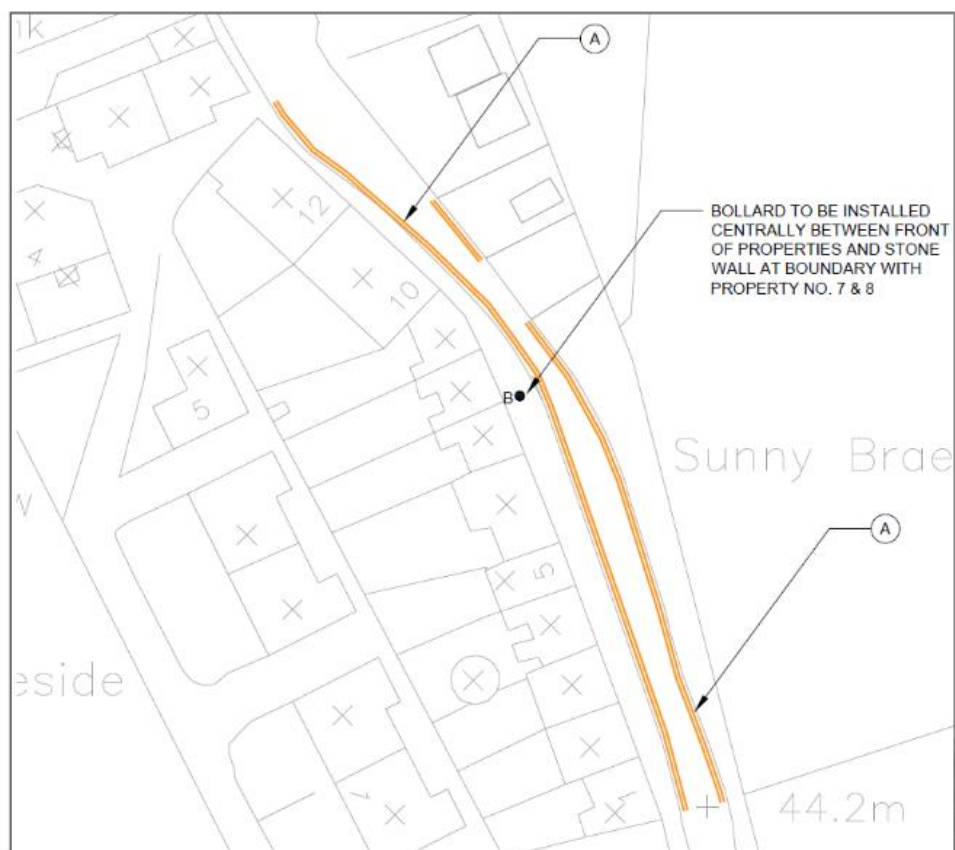
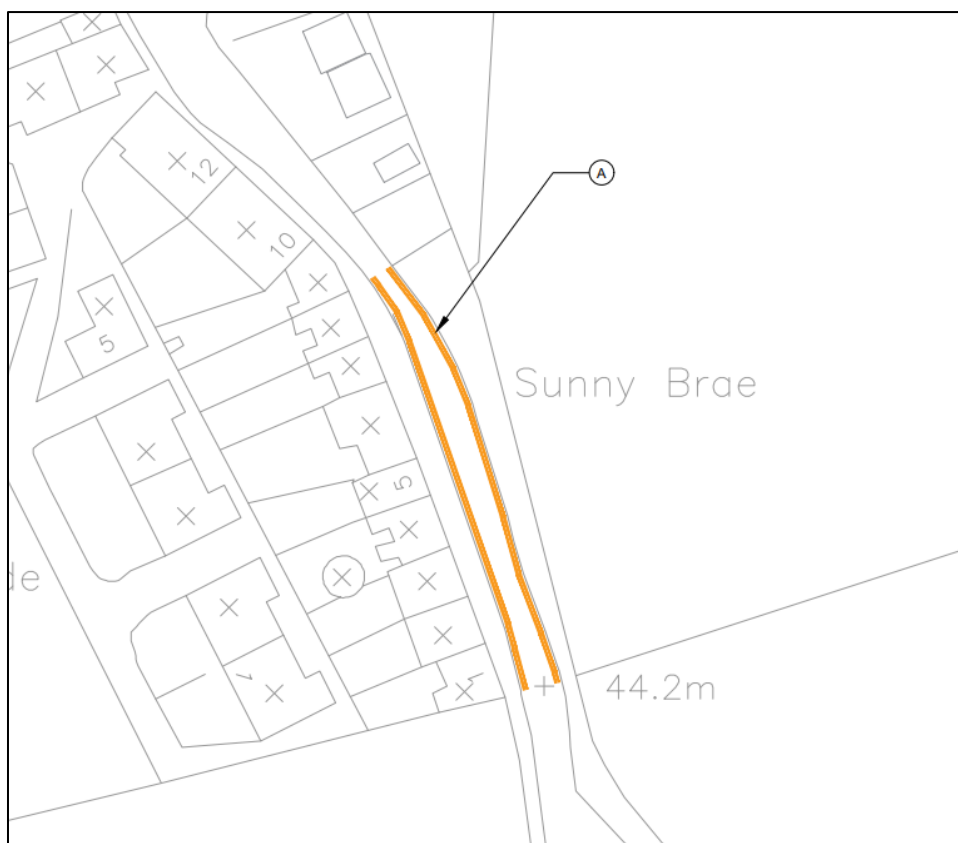


Fig. 3. Consultation Plan (A=double yellow lines)

8. Six responses were received, two in favour, four against the proposals. A summary of the consultation responses is shown in Appendix A.
9. Further analysis of the responses shows that, while the double yellow lines as proposed are not supported, there is support for a shorter length to target the narrowest section of the road.
10. There was no support for the proposed fixed bollard. Feedback suggests that the use of the raised footway area for parking is occasional and mainly limited to loading and unloading. It should be noted that the proposed double yellow lines will also apply to this area, so loading will still be permissible, but parking will be prevented.
11. A revised scheme taking into account the above feedback is therefore proposed, as shown in Figure 4, below.

Delegated decisions



12. The revised proposal is supported by the local ward Member.

13. It is therefore recommended that the revised proposal, as shown in Figure 4, is implemented.

Implications Arising out of the Report

Policy	The proposal is in accordance with relevant guidance.
Finance and value for money	The proposal will be funded via the Local Transport Plan Programme.
Legal	Motorists will be required to comply with the Traffic Regulation Order.
Procurement	None
Human Resources	None
Property	None
Equalities	None

Delegated decisions

(Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	
Risk Assessment	None
Crime & Disorder	None
Customer Consideration	Statutory consultees have been consulted.
Carbon reduction	None
Wards	Longhoughton

Background papers:

File ref: HE223631D-01

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 Responses

F O R T	A G E I N T H E R	Other Relevant Comments
1		<p>We are very pleased that yellow lines are to be painted, especially outside our house, we have great difficulty reversing into or out of our parking spot which is directly opposite, this is the narrowest part of the road and people always park there, sometimes with their wheels on the pavement.</p> <p>We don't know if anything can be done about the speeding, as the speeds that some of the vehicles has to be seen to be believed, and since you have had the road resurfaced, you can hardly hear the electric cars approaching.</p> <p>We hope these comments are of some use to you.</p>
1		<p>1/ Double yellow lines to west side of road. I do not understand why they are not long, a length of 10m along the north end of the retaining wall to the door of number XX would suffice to stop dangerous parking. I also require lines adjacent to my property for delivery trucks for large heavy items and fuel. 2/ Footpath and bollard - I require access along the footpath for vehicular deliveries of goods and for access of tradesman's vans for maintenance purposes to my property. 3/ The bollard would have to be demountable if fitted. Who holds the key? Everyone? A restricted holder would have to be available 24/7. My major concern is if blind partially sighted or a child walks into the bollard causing injuries. The bollard would be a HAZARD = obviously your responsibilities</p>
1		<p>Out of all the properties on Sunnybrae, I believe that we are the only property that does not have a garage/parking plot opposite and so we have to park on the road, obviously in a safe position as mentioned in our submission.</p> <p>As stated we use the access path to unload/load our car during servicing of the cottage during changeover days and also have regular deliveries which can be made outside the front door. All neighbours use the access path for a variety of services carried out to maintain the properties.</p> <p>It is not a case of parking a vehicle just for the sake of it as there is no space on the road, the access is to provide a service and once that is completed the vehicle is removed. As stated the solution to the traffic problem would be to limit the double yellow lines only to the to the bend outside No.X to the porch at No.XX from which both neighbours agree. I cannot understand who has suggested the extent of the double yellow lines and the insertion of the bollard, which will have a major impact on all residents.</p> <p>We have owned No.X and have run it as a Furnished Holiday Let, from when we purchased it nearly XX years ago, and if this is implemented in full it really will have a massive impact on us, such that I believe we could not feasible continue to operate. Please find our submission objecting to the extent of the proposed double yellow lines and the insertion of a bollard on the access path to the properties. We feel that the raised is an over-reaction to a small issue caused by visitors to Sunnybrea, parking on the bend outside of number X. Discussing this with the neighbours we seem to be in agreement that by putting double yellow lines around this small sction would remove any issue with passing traffic being impeded. See attached for a more detailed explanation, diagrams and suggestions. Additionally we strongly object to the installation of a bollard to prevent vehilces access for all properties on the raised access path. Residents do not simply park their vehicles as there is no space on the road, it is used to load/unload equipment/materials and provide servcing to the properties. Once the activity is completed the vehilces are removed and parked on the road in a suitable position.</p>

Delegated decisions

1	<p>Bollard: Since the footway has recently been resurfaced we understand and sympathise with the intention to stop cars driving onto the footway as they will contribute to further degradation of the surface. To our knowledge this is two holiday let owners who drive onto the footway to do their "changeovers", and some guests, so it is purely a matter of convenience for them. There has also been occasion when tradesmen have driven onto the footway to facilitate their work, again unnecessary. If it is going to be a moveable bollard then the owners who drive onto the footway will push for a key which will rather defeat the object of having the bollard, and if there is only one key holder it could cause conflict. In principle we agree that the footway should remain clear of vehicles as when they are parked there it is difficult to get past. Double yellow lines: The plan seems to indicate that double yellow lines will be placed across some of the parking areas/garages, but not others. I would respectfully suggest that the double yellow lines stop at the first parking area. To extend the lines as far as the Braeside turn on the houses side, is likely to be very inconvenient for residents who don't enjoy the facility of parking/garage on the other side of the road. It will cause them to park further down the road where there will be an increased risk of accidents because of a restricted corner (there have been RTA's here before). By having double yellow lines immediately beyond the footway and directly in front of the cottages, it may actually cause vehicles to go faster because there's more space and drivers don't need to show as much caution as when there are cars parked there. This would also mean residents are walking out of their front door and close to a road with vehicles travelling at 30mph or more! - an accident waiting to happen perhaps. We agree with double yellow lines in front of the footway. The major concern we have is that the speed of cars, lorries and buses is generally too high for the village area they are entering. In our view it would be a better use of council funds to have traffic calming measures which would actually reduce the speed of vehicles entering the village.</p>
1	<p>My wife and I are residents of Sunnybrae and feel that the proposed restrictions are excessive and penalise responsible residents for the actions of other, irresponsible motorists. From a purely personal viewpoint, I believe that we reside in one of only two properties that do not benefit from private, offroad parking, opposite our property number XX. I am XX years old: my wife XX and though currently in good health, we do not look forward to having to park some distance from home, lugging shopping etc. I completely understand that double yellow lines would be beneficial along the road up to where the proposed pavement bollard might be located. This would surely discourage the delinquent drivers (none of whom are residents) However to deny the considerate residents the ability to park anywhere as indicated on the plan seems overkill and unnecessary. I would suggest that the restrictions end as mentioned above (adjacent to the proposed bollard) and that the remainder of the street be left as is. If the council still has concerns, perhaps a residents parking scheme might be suitable in the absence of yellow lines. I would repeat that the indiscriminate parking is not caused by residents who should not be penalised by the action of others.</p>

Delegated decisions

1		<p>I am a resident of Sunnybrae, Embleton and agree with the proposal of parking restrictions and the bollard (I have agreed to be key holder for bollard). We think certain aspects do need further investigation before the lines are painted. I am on call 24/7 365 days a year as a volunteer RNLI lifeboat crew at Craster and have on numerous occasions almost been trapped on my drive, whilst responding to an emergency. As well as hell during the busier period, especially with caravan, busses and lorries. Hence agreeing something has to be done. This problem is from our window south to the wall - tourists regularly park and cause a "highly dangerous" bottle neck. There has been a massive issue with speeding. As there are NO POT HOLES to slow them down. Locals, work and delivery van including parish Councillors and NCC vans! There is NO 30mph signs within the village, at each there is. Yes the flashing 20mph at certain times, but no 30mph repeaters. So buy the time people have travelled from the north end of Embleton to Sunnybrae, they forget they are in a built up area and speed!! I have filmed, recorded time and distance and they are definitely speeding!. To the point of calling NORPOL. Our thoughts and hope you take them into consideration. We think the lines should stop half way down our house (as photo) this is not for personal benefit. But think would benefit all the residents. Reasons - We have a Xx month old baby, when the weather is bad, we park outside (second window) to put X in his car seat, or I am leaving the house without my wife. We park outside (second window) so can park the care and lock the house without leaving the baby unattended. This position of parking does NOT affect the flow of traffic. We also have a XX year old grandmother who visits. The residents of number X have a mobility scooter, they have a drive but use the road to unload shopping and the scooter. But certain houses/residents do not have a drive and garage so need to park somewhere safety (north of our second window) Also putting yellow lines on the corner of the lane would give a far better visibility to those pulling out. Leaving room for 2/3 family sized cars to park on Sunnybrea. And the rest can park to the north of Sunnybrea. 30mph repeater signs, and possible speed calming (bumps or chicane or similar) to slow people down. As having full double yellows will inevitably and sadly cause more speeding and I feel a bigger danger in the long run. Feel Free to come and discuss.</p>
2	4	0

Delegated decisions

DECISION TAKEN

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

Paul Jones - Service Director - Local Services

Subject:

**PROPOSED PARKING RESTRICTIONS, C74
SUNNY BRAE, EMBLETON**

Consultation

Six responses:

2 for

4 against

0 neutral

Decision Taken:

The proposed amended parking restrictions should be implemented.

Signature of Director



Date

26.01.23
