



Northumberland County Council

RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Paul Jones – Director of Environment & Transport

Proposed Parking Restrictions – Hextol Terrace, Hexham

Cabinet Member: Councillor John Riddle, Improving Our Roads & Highways

18 September 2023

Purpose of Report

This report sets out the background to the proposal to introduce new 'No Waiting at Any Time' (double yellow lines) restrictions at Hextol Terrace in Hexham.

Recommendation

It is recommended that the proposed parking restrictions as amended are implemented in order to improve road safety in the area.

Link to Corporate Plan

This report is relevant to the following key themes in the Corporate Plan for 2023-26:

'Thriving Places and Culture – Neighbourhoods are safe, clean and well maintained'

Key Issues

1. Northumberland County Council has recently implemented traffic calming measures on Allendale Road to improve road safety in the vicinity of the new Queen Elizabeth High School development.
2. A Combined Stage 1-2 Road Safety Audit associated with the scheme identified a need for further measures to be introduced on the junction of Hextol Terrace and Allendale Road due to parked vehicles obstructing visibility lines for pedestrians crossing the road.

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3. Additional 'No Waiting at Any Time' restrictions in the form of double yellow lines are proposed in order to alleviate these concerns, however these have been reduced in length following the results of the consultation.
4. The revised proposal is supported by the local County Councillor.
5. The scheme is to be funded through the 2023/24 Local Transport Plan (LTP) programme.

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Background

The B6305 Allendale Road is a single carriageway subject to a 30 MPH speed limit and a variable 20 MPH speed limit during school start and end times. It is a busy route for road users accessing Hexham town centre and the newly opened Queen Elizabeth High School.

As the route is used for pupils attending the school, traffic calming measures in the form of anti-skid surfacing, school warning markings, raised tables and uncontrolled crossing points have been installed to discourage high speeds and improve road safety for vulnerable pedestrians such as schoolchildren. One raised table is located at the junction of Hextol Terrace and Allendale Road, which can be viewed in Figure 1 below.



Fig. 1: New raised table layout on Allendale Road and its junction with Hextol Terrace in Hexham

In the Combined Stage 1-2 Road Safety Audit for this scheme, a problem point regarding pedestrian visibility splays was identified at the above location and the summary is outlined below:

“It is proposed to provide a new uncontrolled crossing point, inset from the mouth of the junction. It was observed that visibility for pedestrians, crossing west to east and east to west at this location, would be obscured by walls or parked vehicles. Unsuitable pedestrian visibility splays may result in pedestrian/vehicle type collisions.”



Fig. 2: Parked vehicles obscuring visibility for pedestrians at the new uncontrolled crossing point on Hextol Terrace in Hexham

It was recommended that suitable pedestrian visibility splays are provided to alleviate this issue and as a result it is proposed to introduce ‘No Waiting at Any Time’ (double yellow lines) restrictions on this section of Hextol Terrace.

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During the consultation, several responses from residents and statutory consultees requested a slight reduction in the extents of the double yellow lines to limit the loss of kerbside space available for on-street parking, citing the new raised table and its uncontrolled crossing point as being an effective deterrent from motorists choosing to park directly at the junction. It is therefore proposed to introduce the restrictions on Hextol Terrace for a length of 10 metres from its junction with Allendale Road.

The original plan and amended proposal following the results of the consultation can be observed in Appendix A & B, with consultation responses listed in Appendix C.

The proposed parking restrictions are intended to increase road safety, maintain the free flow of traffic where possible and to protect the amenity of the area. Northumbria Police, other emergency services, relevant statutory consultees and directly affected residents will be notified of this amendment as part of the process for making the Traffic Regulation Order.

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Implications Arising out of the Report

Policy	Consistent with existing policies.
Finance and value for money	Scheme will be financed through the LTP 2023/24 programme.
Legal	Motorists will be required to comply with the Traffic Regulation Order.
Procurement	None
Human Resources	None
Property	None
Equalities Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	The proposal is designed to reduce the risks associated with obstructive and indiscriminate parking.
Crime & Disorder	Regulations in place to carry out enforcement.
Customer Consideration	Statutory consultees and directly affected residents and businesses have been consulted.
Carbon reduction	None
Wards	Hexham Central with Acomb

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Background Papers

File reference – S:\Highways\PROJECT\22\HE Minor Improvements\HE223622D - Allendale Road, Hexham

Appendix A – Pre-Consultation Plan

Appendix B – Post-Consultation Plan

Appendix C – Consultation Responses

Author

Report Author William Binks, Programme Officer

DECISION TAKEN

Title of Officer Director of Environment & Transport

Subject Proposed 'No Waiting at Any Time' restrictions at Hextol Terrace, Hexham

Consultation For: 1 (9%)
Against: 10 (91%)
Although based on feedback received, the decision has been taken to reduce the length of the proposed double yellow lines.

Decision Taken To introduce new amended 'No Waiting at Any Time' restrictions at Hextol Terrace, Hexham

Signature of Director

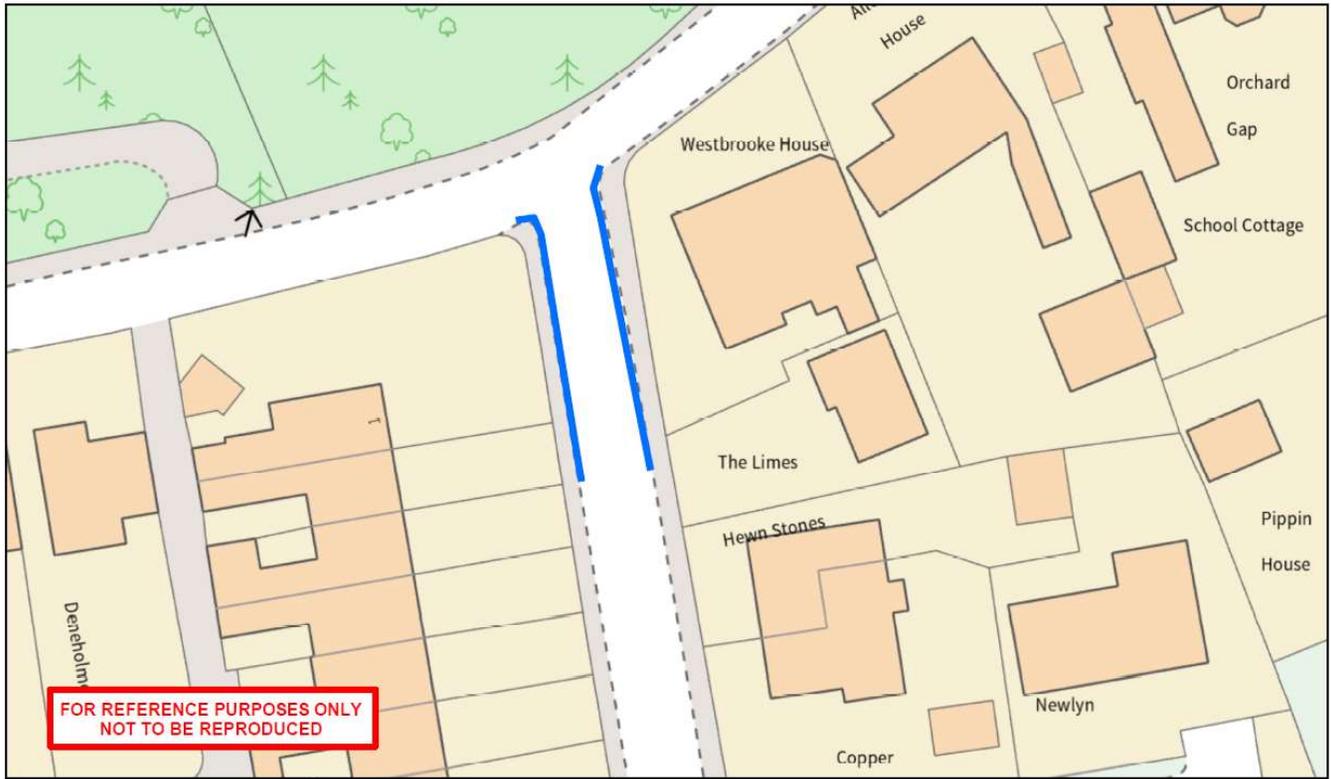


Date

19th January 2024

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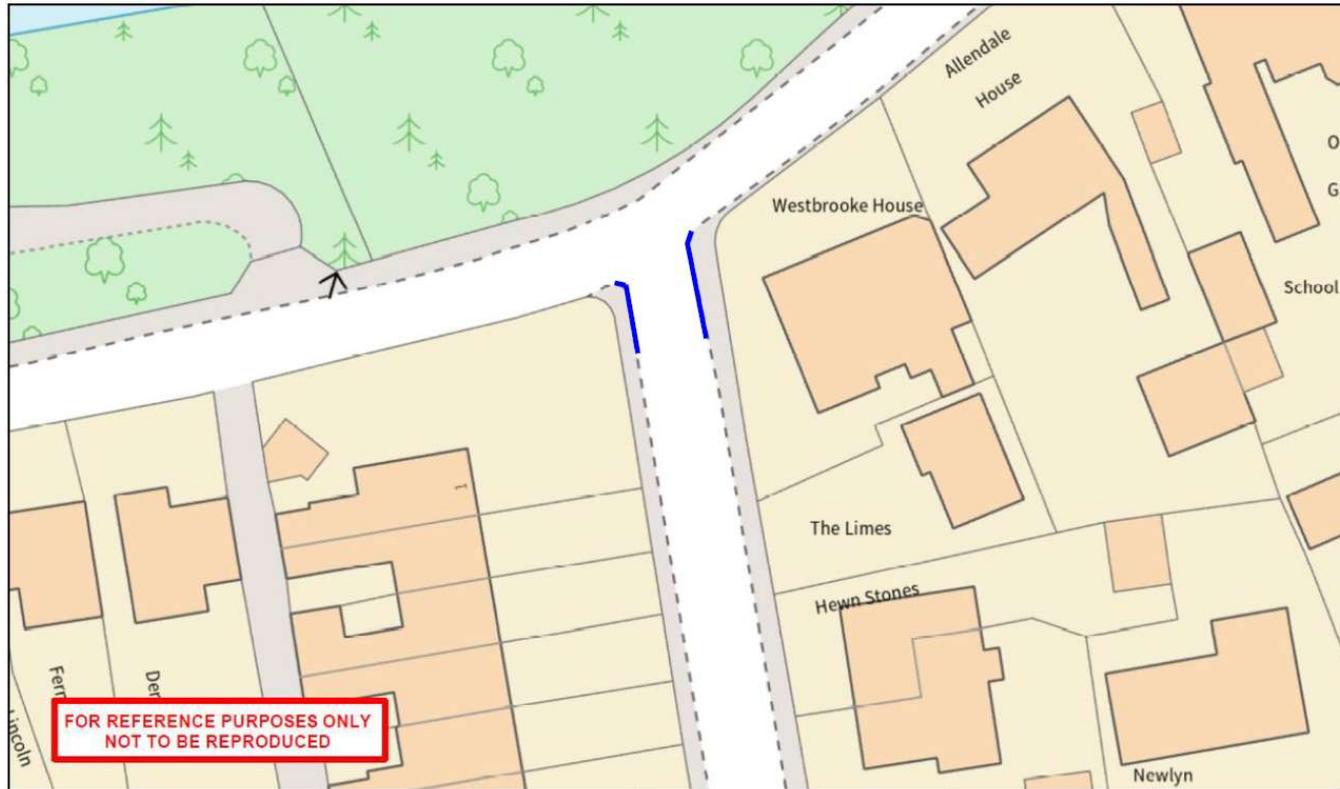
Appendix A – Pre-Consultation Plan



 Northumberland County Council	Network Management Information System	Title: Proposed Parking Restrictions Hextol Terrace Hexham		Key:  Proposed 'No Waiting at Any Time' Restrictions (Double Yellow Lines)
<small>Northumberland County Council County Hall Morpeth Northumberland NE61 2EF Tel: 0345 600 6400</small>	<small>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. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence no. 100045048 (2019).</small>	Drn: WB	Date: 24.07.2023	Scale: 1:500

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Appendix B – Post-Consultation Plan



 <p>Northumberland County Council</p>	<p>Network Management Information System</p>	<p>Title: Proposed Parking Restrictions Hextol Terrace Hexham</p>			<p>Key: — Proposed 'No Waiting at Any Time' Restrictions (Double Yellow Lines)</p>
<p>Northumberland County Council County Hall Morpeeth Northumberland NE61 2EP Tel: 0345 800 6400</p>	<p><small>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 © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2019).</small></p>	<p>Drn: WB</p>	<p>Date: 18.09.2023</p>	<p>Scale: 1:500</p>	

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Appendix C – Consultation Responses

Key: F = For; A = Against

F	A	RESPONSES
		I live at no X Hextol Terrace, Hexham and I have just received notice of the Council's intention to implement new parking restrictions at the junction with Allendale Road. I cross the road almost every day walking my children to school and I have never noticed parked cars there or the lack of double yellow lines being a problem. Restricting parking on both sides in this location will only mean that the residents at that point need to park further up the road towards the corner into Hextol Crescent. I think the proposed restrictions might be unnecessary. Also, the newly installed traffic calming hump on Allendale Road at the bottom of Hextol Terrace means that cars are now passing the junction much more slowly than previously so the junction is already much safer than it used to be. We don't have cars turning in to the road at speed any more.
1		I believe this will have a negative impact on the residents of Hextol Terrace without a clear benefit to road safety. I have lived on this street for 13 years and have not seen any significant issues. A shorter run of yellow lines at the end of the street would be a sensible compromise. A wider pavement on Allendale Road would also help given the increase in pedestrians for the school.
		I have read your proposed plans and studied the map enclosed. I fully agree with your proposals. I live in X and have my own parking space in our parking area. I'd like to add some information. 1. Reversing out of our entrance between large cars parked on either side of our exit and having large cars parked along the opposite kerb is very dangerous as there is no visibility in both directions and little room to manoeuvre and straighten up. 2. When residents cars leave for work these spaces are often used by even larger delivery and workmen's van. I'm pleased therefore that (as I understand it from the map) you intend to extend the yellow lines past our entrance to further up Hextol Terrace. 3. Once out onto Hextol Terrace there is only a single lane between cars parked on either side of the road right down to Allendale Road. Again visibility is a problem at the junction. 4. This creates a blockage with traffic wanting to turn onto Hextol Terrace and I have to reverse back into my entrance. Thank you for noting my comments.
1		Thank you for your letter regarding the above. We object to the proposals, as they stand on the following grounds: 1. Your letter does not provide any reason for the proposals, as required by the Sedley Principles and set out by the courts, to permit intelligent consideration and response. 2. We have lived on Hextol Terrace for 14 years and to our knowledge there is no problem that needs solving. 3. Hextol Terrace is a quiet, residential street with little through traffic. Residents enter and exit via the junction on Allendale Road via Hextol Crescent and then St Cuthbert's lane. 4. Occasionally, cars park within 10 metres of the junction with Allendale Road, in breach of the Highway Code. We accept this can lead to a conflict between vehicles entering and exiting Hextol Terrace. However, this is safely resolved by considerate drivers giving way. 5. Visibility for vehicles exiting the junction is somewhat impaired by the bend in Allendale Road. Double yellow lines will make no difference to this. As far as we are aware, there have been no accidents at this junction. In any case, the recent introduction of the raised table is slowing traffic and improving safety for both pedestrians and vehicles. 6. Section 122 of the Road Traffic Regulations Act 1984 requires councils to have regard to the provision of suitable and adequate parking facilities, as well as the desirability of securing and maintaining reasonable access to premises. The proposal fails to address these requirements. 7. The proposal appears to be for double yellow lines of approximately 30 metres on both sides of the junction with Allendale Road. This would remove up to 6 parking spaces, assuming no parking within the 10-metre zone. 8. The removal of 6 parking spaces at the bottom of the Terrace will have a knock-on effect for the whole street. 9. The 19 Terraced houses on the west side of Hextol Terrace have no off-street parking. Their narrow plots mean that there is only room for one car in front of each house. Given that some families have more than one car, along with demand for parking by visitors, delivery drivers and other drivers who park and walk into Hexham, this means that there are currently barely enough parking spaces at peak times in the evenings and at weekends. 10. Currently, drivers invariably show consideration by pulling into employ spaces to allow opposing vehicles to pass. If their spaces are removed, they will need to reverse, resulting in risks to children and elderly pedestrians. Amending the proposal to 10-metre double yellow lines would address some of the concerns raised above. However, given that the Council is unlikely to enforce these parking restrictions, we question whether even this is an appropriate use of public money.
		I write in response to your letter inviting comments in respect of the proposed new parking restrictions. I live at number X Hextol Terrace. I own one car, and have no garage, driveway or other off-road parking option. I do have a daughter as regular visitor adding one further car to the outside parking pressures. My concern is that this measure is intended to mitigate a non-existent risk, but will by the law of unintended consequences, create risk and problems as a result. The residents of Hextol Terrace park responsibly and within the guidance of the Highway Code. There have been no accidents, no near misses and no incidents caused by irresponsible parking. As the terrace is primary used by residents and not by "through traffic" the junction with Allendale Road is used
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	<p>responsibly. Additional restrictions are therefore an over-reaction. There are often 5 cars parking with the proposed new restricted area (on both sides of the road). The cars will not disappear, they will simply be obliged to move. The only option is to move up the road and round the corner, onto a narrower and more built-up street where parking is routinely onto the pavement. I would implore you to reconsider this, and perhaps just (if the need to paint the road is strongly felt) stick to the 10m Highway Code restriction. Better yet, leave it be. Many thanks for considering my comments.</p>
1	<p>I am writing to strongly object to the extent of the proposed double yellow lines for Hextol Terrace. I do not object to lines near the junction, there is clearly a safety issue there, but extending the lines so far into the Terrace seems excessive and would create further problems which could have safety issues. I live near the junction and see no reason why the lines need go anywhere beyond 10 metres from the junction. This would allow clear sight lines at the junction, make that safer, and leave room on the street for residents along the western side terrace, all of whom do not have off street parking to park. The current proposals remove between 5 and 6 parking spaces, invaluable space for the road that includes a terrace with 17 houses (that do not have off street parking), and already tight off-road parking. Parking spaces are also regularly used by people working, visiting, delivering to houses on the street as well as residents on the Allendale Road who do not have off road parking and others using places in the near vicinity. The loss of so many spaces would have a significant impact not only on this street but neighbouring areas. Let common sense prevail, by all means have lines immediately near the corner and into the street for ten metres along the terrace to ensure safety, but not the excessive unnecessary extension into that part of the street where parking and passing happens safety all the time.</p>
1	<p>We wish to strongly object to your proposal for double yellow lines at the junction of Hextol Terrace with Allendale Road. We have lived in Hextol Terrace for some 22 years. Parking along the street has generally never been a problem. As you know, the street is wide so there is plenty of room to park on both sides of the road. Neighbours are also very considerate of each other and try and leave the space outside houses for parking by the occupier of that house. All this will change with your proposal. It will remove a large stretch of road where parking will not be possible. This will result in the parking of cars moving up the road so that the situation that currently operates effectively, will cease. Hextol Terrace does not receive a great deal of traffic. In fact, the traffic calming that has been put in place seems totally unnecessary. Whilst it might reduce the speed of cars along Allendale Road, which is always a good thing, the raising of the road, with no perceptible kerb, makes crossing the road on the corner of Hextol Terrace and the pavement on the opposite of Allendale Road feel less safe. As the surface is now level, the chance of a car running onto the undefined pavement appears more likely, whereas a kerb could at least allow a tyre to bounce off it, rather than over the pavement. Also the barrier that has been installed on the opposite pavement, where few crossed in any case, has removed a further safe place to cross. Furthermore, the additional signage for the traffic calming is far too tall and obtrusive. The signage on the right hand side of the road, on the approach to Allendale Road, was inserted in the Root Protection Area of a mature tree. This will have severely damaged, unnecessarily, the roots of the tree. Consequently, the traffic has already had a negative effect on Hextol Terrace, which is after all in the Hexham Conservation Area. Whilst we understand the need to prevent cars from parking too close to the junction, the proposal as you have suggested is far too extensive. If any yellow lines are required, they should extend no further than either the raised traffic calming, or the signage for the traffic calming that you have constructed outside of No 1 Hextol Terrace.</p>
1	<p>We are writing to object to the proposed parking restrictions on Hextol Terrace Hexham. Our primary concern with the addition of yellow lines is the proposed length and the impact to the safety of the street this will have. Hextol Terrace dates back more than 150 years and has operated safely without any yellow lines at the junction with the Allendale Road. This junction and Hextol Terrace have no reported collisions and we wish it to remain this way. By reducing the number of parking space by as many as 6 cars it will push cars closer together meaning there will be no safe crossing places on the street for residents, families with young children and school children who regularly use the street as a walking route to the nearby school. On an already congested street, cars will be forced to park closer and on the junction to South View Gardens reducing the visibility for vehicles when joining Hextol Terrace. Cars will also be forced to park much closer to and on the bend leading to Hextol Crescent which already has parking issues with residents parking on the pavement and dangerously close to the junction with Longlands. This will also impact the two way traffic flow with a reduced number of safe passing spaces for vehicles travelling on Hextol Terrace. Delivery drivers and postal workers will be forced to stop in the middle of Hextol Terrace further impeding two way traffic flow, with no available space to park in to safely complete deliveries. Council workers collecting bins from the front of properties on Hextol Terrace will also be subjected to the reduction in safety and further complicate their jobs when trying to navigate bins between the tightly parked vehicles. We ask that you please reduce the length of the proposed yellow lines to 10 metres. This increases the safety of the junction with the Allendale Road without affecting the safety of Hextol Terrace and the adjoining streets. Living in a conservation area limits our ability to make adjustments to our property such as the addition of a driveway so we are left with no other alternatives but to object to your yellow line proposal.</p>

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1	<p>Thank you for your letter dated 3 August in respect of the proposal by NCC to implement new "No Waiting at Any Time" parking restrictions on Hextol Terrace. I have signed the composite letter the contents of which all signatories have agreed to and will therefore not repeat the ground for objection set out in that letter. I consider that your consultation comes very much as an afterthought as it appears that the proposed area has already been marked out on the street. I believe that a 10 metre "No Waiting" restrictions is not unreasonable rather than a length of around 30 metres as parking is at a premium for residents of the street, residents of some neighbouring streets who do not have access to parking in their own street, and for visitors to residents and to local facilities such as the Fox Public house. Accordingly please accept this as a formal letter of objection to the proposal by NCC and for its replacement by a 10 metre parking restriction.</p>
1	<p>We are writing in response to your letter of 3 August 2023 about proposed parking restrictions on Hextol Terrace. We know that other residents have also written and we wanted to add our concerns to what seems an ill-conceived proposal. The recent improvements to the Allendale Road are very welcome. The speed bumps at the junction of the Terrace with Allendale Road have already had an effect in slowing traffic. We can see that because of those improvements it may be necessary to make further changes to improve road safety. However, shorter double yellow lines than those proposed could achieve the same aim. By contrast, lines of the proposed length will be detrimental in a number of ways while doing nothing to further improve safety. With the exception of one or two houses, residents of Hextol Terrace are obliged to park on the street. The proposed lines will remove roughly 6 parking spaces and make it impossible for residents of numbers 1 and 2 to park outside their properties. The Terrace already suffers from a lack of parking on occasions not to mention the need of space for deliveries and refuse collection. Obviously, vehicles unable to park at the bottom of the Terrace will need to find spaces further up, if any should be available, affecting other residents, some of whom are elderly or who have children. It is important to note that residents of Allendale Road, guests at The Sele Cottage, patrons of The Fox and others also park on the Terrace. Hextol Crescent, which adjoins Hextol Terrace is already fully parked. Many of the houses there have driveways reducing the spaces available for other cars. Those houses that do not will also be affected by these proposals should Hextol residents choose to park there. Quite apart from these concerns, there is the question of the effect on the value of properties directly affected. Also, looking to the future, of the installation and use of charging posts. In our view, the double yellow lines need not extend beyond a maximum of 10m past the junction. This would allow for greater visibility and greater safety while allowing an acceptable minimum of one space for each resident.</p>
1	<p>I am writing to you on behalf of a group of residents from Hextol Terrace to object to the proposed parking restrictions on our street (ref HE223622D). We understand the need to prevent obstructive parking at the junction of Hextol Terrace and Allendale Road, but the current proposal seems excessive for what it is trying to achieve, and would in itself create a large number of new problems. As a group of residents, we have come together and wish to collectively oppose this proposal. We are objecting on the following grounds. We have had no information to explain why this is necessary. We do not see there to be a problem with safety or poor/dangerous parking on our street. We have had no information from the Council as to why this change is being made to our knowledge there have been no accidents or issues in our street over the past 10+ years to warrant such a change. Our street is already full - parking at certain times of day can be difficult and by implementing the plans that the council have sent out will remove space for approximately 6 cars to park safely. The majority of households in the street do not have access to off street parking (and due to the fact that we are in a conservation area means we cannot put driveways in either). With less parking/spaces available we believe that delivery drivers will struggle to park safely and could potentially cause more of a hazard. We have several people living on Hextol Terrace who are either elderly/immobile or have young children. Reducing the number of available parking spaces will mean that residents are forced to park further away from their homes and therefore struggle to get to their houses safely. Several people in our street run businesses from their homes that require parking and therefore their businesses may be affected due to more restricted parking. The road is used for parking for some non-residents (e.g. guests at The Sele Cottage, people visiting The Fox and some residents from houses on Allendale Road who do not have access to parking at their houses). Reducing the number of parking spaces will also affect these people. We believe that by reducing the number of car spaces will push parking up the road to Hextol Crescent and this will cause danger to users of this road - an already tight street. We believe that the following is an appropriate compromise: Reducing the length of the double yellow lines to 10m past the junction. This is stated in the highway code as the appropriate length of a double yellow line after a junction. This would take the double yellow lines up to a level that allows car parking to start just before number X Hextol Terrace. This will provide safe access to the junction whilst continuing to provide suitable numbers of car parking spaces and allow all homes on the street to have at least one car parked outside their property - allowing immobile people or young children to move between their house and vehicle safely. I understand that in the letter you sent you explained that you would not be able to provide responses, but given the volume and nature of our objections we would really appreciate a group response. Please do not hesitate to contact me with any queries</p>

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I am writing on behalf of my self and my husband, to object to the plan to place double yellow lines at the junction of Hextol Terrace and Allendale Road. Our house is directly affected, being number X on the Terrace. We understand the need to prevent obstructive parking at the junction of Hextol Terrace and Allendale Road, but the current proposal seems excessive for what it is trying to achieve, and would in itself create a large number of new problems. We have no information to explain why this is necessary. We do not see there to be a problem with safety or poor/dangerous parking on our street. Nor do the sight lines for traffic approaching Hextol Terrace from Allendale Road require that the lines are not as long as proposed. We have had no information from the council as to why this change is being made and to our knowledge there have been no accidents or issues in our street over the past 10+ years to warrant such a change. There are also very limited numbers of children who walk down the Terrace to get to HMS/QEHS or St Joseph's much fewer than we had originally anticipated when the new HMS/QEHS was built. Most seem to either walk on Allendale Road or come down Causey Hill Road. Our street is already full - parking at certain times of the day can be difficult and by implementing the plans that the council has sent out will remove space for approximately 6 cars to park safely. The majority of households in the street do not have access to on street parking (and due to the fact we are in a conservation area means we cannot put driveways in either). With less parking/space available we believe that delivery drivers will struggle to park safely and could potentially cause more of a hazard. We have several people living on Hextol Terrace who are either elderly/immobile or have young children. Reducing the number of available parking spaces will mean that residents are forced to park further away from their homes and therefore struggle to get to their houses safely. Several people in our street run businesses from their homes that require parking and therefore their business may be affected due to more restricted parking. The road is used for parking for some non-residents (e.g. guests at the Sele Cottage, people visiting The Fox and some residents from houses on Allendale Road and to the Fox who do not have access to parking at their houses). Reducing the number of parking spaces will also affect these people. The inevitable result of reducing the number of car spaces will push parking up the road to Hextol Terrace and it will cause danger to users of this road – an already tight street where it is often difficult to drive down due to the number of cars parked tightly together on both sides of the road and with pedestrians having to walk on the road itself on occasions because of the parking congestion. We believe that the following is an appropriate compromise: Reducing the length of the double yellow lines 10m past the junction. This is stated in the highway code as the appropriate length of a double yellow line after a junction. This would take the double yellow lines up to a level that allows car parking to start just before number 1 Hextol Terrace. This will provide safe access to the junction whilst continuing to provide suitable numbers of car parking spaces and allow all homes on the street at least one car parked outside their property – allowing immobile people or young children to move between their house and vehicles safely. Please do not hesitate to contact us with any queries.

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