

RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR

DIRECTOR OF LOCAL SERVICES AND HOUSING: PAUL JONES

PROPOSED ADDITIONAL PARKING RESTRICTION ON COCKSHAW AND COCKSHAW COURT IN HEXHAM

Purpose of report:

To consider the results of the public consultation exercise, regarding the proposed introduction of additional parking restrictions on Cockshaw and Cockshaw Court in Hexham.

Recommendations:

It is recommended that in view of the consultation exercise, that the double yellow line is introduced on both sides of Cockshaw and around the junction of Cockshaw and Cockshaw Court.

Key issues

- 1) Vehicles parking on narrow section of highway.
- 2) Cars parking on build out at Cockshaw/Cockshaw Court junction.
- 3) Area used for parking during school pick up and drop off times.
- 4) Scheme is being funded by 2016/17 LTP.
- 5) Scheme supported by Cllr Robson.

Report Author

Dan Fraser – Programme Officer (Highway Safety)
Daniel.Fraser@northumberland.gov.uk

PROPOSED ADDITIONAL PARKING RESTRICTION ON COCKSHAW IN HEXHAM

BACKGROUND

- 1) Concerns have been raised by local residents and Parking Services, regarding vehicles parking on a narrow section of Cockshaw and around the junction of Cockshaw/Cockshaw Court. It has been reported that when vehicles park on the narrow section of ~~on~~ highway on Cockshaw, it can restrict movement of other vehicles up the one way street. It has also been reported that vehicles parking on the build outs at the junction of Cockshaw/Cockshaw Court, are restricting the visibility of vehicles exiting Cockshaw Court.
- 2) A "No Waiting at Any Time" parking restriction (double yellow line) is therefore proposed on the north and south side of Cockshaw, on the east and west sides of Cockshaw Court and around the junction to alleviate these concerns. It is anticipated that the introduction of these parking restrictions will improve road safety by offering reduced congestion

CONSULTATION

- 3) These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to approximately 22 residents and approximately 30 statutory consultees, including the emergency services and various disabled and transport associations/organisations. A plan showing the proposals is attached with a copy of the consultation letter (see Appendix A).
- 4) The consultation exercise concluded on Tuesday 29th November 2016 and responses were received from 17 consultees with 9 being in favour, 5 did not support the proposal, and 2 consultee responded who did not express a preference (one of which was the North East Ambulance Service). A summary of responses has been attached as Appendix B.

COMMENTS

- 5) A number of of residents commented that there is a position on Cockshaw where double yellow lines were proposed, which could be used for parking for 2 vehicles - Following these comments, it has been decided to reduce the length of the double yellow line to allow parking in this location.
- 6) It was also suggested by a number of resident that the double yellow lines at the junction of Cockshaw and Cockshaw Court is reduced in length. The initial reason that these restrictions were proposed was there is an issue with visibility at the junction. If the the length of the double yellow line was reduced, vehicles would still be able to park on the build out and visibility would not be improved and hence a reduced length would not be appropriate.

- 7) One Resident expressed concern regarding loading and unloading on double yellow line - Parking Services have confirmed that loading and unloading is permitted on double yellow lines. However, if a Civil Enforcement Officer witnesses a vehicle parked on a double yellow line, and no loading or unloading takes place within the first 2 minutes, they may receive a Penalty Charge Notice.
- 8) It was also mentioned by a resident that they did not want double yellow lines in front of the garages - Following these comments, it has been decided to reduce the length of the double yellow line to allow vehicles to park outside of their garages. However, it must be noted that vehicles must park responsibly and not cause an obstruction to the carriageway.

RECOMMENDATIONS

- 9) From the outset, the County Council has endeavoured to respond positively to local concerns raised in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. The assessment of the results in any consultation exercise can be a contentious matter. However the results of the consultation show that the majority who responded to the consultation are in favour if amendments were made. It is therefore recommended that the restrictions be introduced as show in Appendix C
- 10)The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

APPENDIX INDEX

Appendix A – Copy of Consultation Letter and Plan

Appendix B – Summary of Consultation Responses

Appendix C - Revised Plan

BACKGROUND PAPERS

HE163341-24

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Consistent with existing policies
Finance and value for money:	Scheme will be financed from LTP
Human Resources:	None
Property:	None
Equalities:	Improved visibility and remove congestion
Risk Assessment:	Scheme will improve safety in the area by reducing congestion and improving visibility
Crime & Disorder:	None
Customer considerations:	Residents will benefit from clarity of parking and increased spaces
Sustainability:	None
Consultation:	Hexham Town Council, the emergency services, and interested road user organisations were consulted together with the County Councillor for the area.
Wards:	Hexham Central with Acomb

DECISION TAKEN

Title of Executive Member or Officer(s):

Paul Jones: ~~Acting~~ Director of Local Services and Housing

Subject:

Proposed introduction of additional parking restrictions on Cockshaw and Cockshaw Court in Hexham.

Consultation:

17 Responses Received
9 For
5 Against
2 Neither

Decision Taken:

To approve the introduction of No Waiting at Any Time parking restrictions on Cockshaw and Cockshaw Court in Hexham.

Signature of Director



Date

14/2/17

Appendix A

County Hall • Morpeth • Northumberland • NE61 2EF

• Web: www.northumberland.gov.uk

The Occupier

Our Ref: HE163341-24

Your Ref:

Contact: Mr Dan Fraser

Direct Line: 01670 624125

Fax: 01670 626136

E-mail: HighwaysProgramme@northumberland.gov.uk

Date: Thursday 18th October 2016

Dear Sir/Madam

Proposed Parking Restrictions – Cockshaw, Hexham

Concerns have been raised by residents regarding inconsiderate parking around Cockshaw in Hexham. It has been reported that vehicles are parking along a narrow stretch of highway which is causing obstruction on the carriageway. A "No Waiting at Any Time" parking restriction (double yellow line) is therefore proposed on the north and south side of Cockshaw, on the east and west sides of Cockshaw Court and around the junction to alleviate these concerns. It is anticipated that the introduction of these parking restrictions will improve road safety by offering reduced congestion

I am therefore writing in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) to formally ask for your comments on the proposed introduction of "No Waiting at Any Time" parking restrictions at Cockshaw and Cockshaw Court, as shown the attached plan.

The County Council is seeking your views on the proposals and a freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that comments received will be carefully considered.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report, to the Executive Director of Local Services and may be available for public inspection. The closing date for any comments you may wish to make is Wednesday 29th November 2016. If you wish to respond to this consultation online, please visit the web address <http://trafficconsult.northumberland.gov.uk/>.

I would urge you to take the opportunity to comment on this important matter as any



decision taken will be based upon the responses received from residents who take time to return the consultation form.

I thank you for your assistance in this matter.

Yours faithfully

A handwritten signature in dark ink, appearing to be 'Dan Fraser', written in a cursive style.

Dan Fraser
Programmes Officer (Highway Safety)



<div><div><div>Northumberland</div><div>Northumberland County Council</div></div></div>		<div><div><div>Network Management</div><div>Information System</div></div></div>		<div><div><div>Title:</div><div>Cockshaw, Hexham</div></div></div>		<div><div><div>KEY</div><div>Existing Single Yellow Line</div><div>Proposed Double Yellow Line</div></div></div>	
<div><div><div>Northumberland County Council</div><div>County Hall</div><div>Morpeth</div><div>Northumberland NE61 2EF Tel: 01670 533000</div></div></div>				<div><div><div>Dm:</div></div></div>	<div><div><div>Date:</div></div></div>	<div><div><div>Scale:</div></div></div>	
		<div><div><div>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 (2009).</div></div></div>					

Appendix B

FOR	AGAINST	NEITHER	Other Relevant Comments
1			
1			<p>I am very pleased that you are addressing the parking around Cockshaw in Hexham. You state that the parking is inconsiderate - but at times it is dangerous to both pedestrians and motorists. The pavement of Cockshae/Ordley Terrace is very narrow and when cars are parked on or lean into it I have seen pedestrians having to go onto the road. This includes school children coming and going to school at the Sele and particularly mothers with prams. I personally was coming down the Dunwoodie side of the street - on the pavement last week - there was a car parked on the Cockshaw side and the driver of a car coming up towards Kingsgate (and me!) mounted the pavement with his van! VErY near my legs! Vehicles of all sizes, HAVE to use the pavements on the Dunwoodie side because of the parking - goodness knows the damage they are doing to the underground drains etc beside the risk to pedestrians. Cars are also often parked on the 'lookout' bollards at Cockshaw Court. So cars exiting Cockshaw Court by necessity have to be on the road to see both ways. I park my car off the private road behind Cockshaw on the Ordley terrace side so exit onto Cockshaw and often meet vehicles exiting Cockshaw Court - side on. Again I am pleased you are addressing the issue and fully support the parking restrictions you are proposing. PS. You might also look at the parking at the junction of Giles Place and Gilesgate as there is an accident waiting to happen there too!</p>
		1	<p>This scheme punishes residents, their visitors, workmen in order to alleviate the problems caused by parents of the Seel school and business people who use Cockshaw (Ordley Terrace, Dunwoodie) for all day parking. I am 70 years old, have no parking facility to the rear of my property, own only one car and always park responsibly. The scheme as it stands will force residents into Kingsgate or Higher up Cockshaw. Casual users will add to congestion there. Please reconsider the earlier proposal to have resident parking only on this stretch, as in other residential area of Hexham and Corbridge. I am willing to pay for this facility.</p>
	1		<p>I agree with the horse shoe shapes at the entrance into Cockshaw Court. I also on the whole agree with the proposed double lining of the Ordley Terrace section too, however I strongly object to the double yellow line starting so low down taking away the two existing parking spaces at the bottom of Ordley terrace which have always been in existence. If two vehicles are parked in this section it makes no obstruction whatsoever as the road is wider at this point. Looking at your plan I presume the existing yellow line which restricts parking 8am-6pm will remain as it is, ie parking for residents can take place at night time as the road is perfectly wide enough to accommodate this. May i request that the no entry signage and markings to the top of the road from Kingsgate is made more visible - there used to be a "one way" sign on Ordley Terrace - which has disappeared - I regularly witness people driving down the wrong way down this section and my young daughter and myself have nearly been run over on several occasions by people driving down Ordley Terrace from Kingsgate. The current parking arrangements for the street work perfectly well on the whole as they are. If the double yellow lining were started after the allowance of the parking for two vehicles between the gateway giving access to the rear of Ordley heading up the hill this would be sufficient to make the street parking work. I am sure you are well aware the main problem comes from school traffic which is obviously worst at peak school times - but the markings need to work for residents in the area too - we shouldn't lose the two spaces outside the first two houses on Ordley due to people parking further vehicles in front of them where the road narrows.</p> <p>I hope this makes sense but if my views are unclear or require clarifying in any way, please contact me to discuss.</p>
1			
		1	<p>Thank you for your letter dated 18th October 2016 in which you invite us to offer our comments on the above proposal. I would inform you that as Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.</p>
	1		<p>Why don't you bring in permit parking for residents rather than double yellow or do double yellow and permit so only residents can park. Many people park in Kings Gate then work in</p>

		Hexham all day. I watch people who work in shops in the area do this Monday to Friday. if we had permits like Corbridge this would stop this and leave parking for people who live her, pay road maintenance etc. A Lot of parents park here to when they could easily walk and dog walkers park and go to the sele. You could just double yellow, and free permits this would sort the problem.
	1	<p>I have lived on Cockshaw for over 30 years and have often had to help out when there have been traffic issues on lower Cockshaw, so I am well aware of some of the issues. However, due to the limit of only a Yes/No response being available, I have had to note that I do not agree with the proposal as noted with this consultation, though I do agree with the principle of the majority of the proposal, for the following reasons: 1/. I am concerned that myself and at least three other houses (9, 8, 7 & 6) on lower Cockshaw did not receive the consultation letter with its proposals to alter parking in lower Cockshaw, despite the potential impact of the proposal further limiting resident parking on lower Cockshaw. I for example park next to the cobbled area. Our house also has a narrow archway that we regularly have to use to park in due to limited local parking, and further restrictions potentially could lead to people trying to park in front of my access - even partially can make it very difficult to access the archway. So I am surprised that I and others did not receive the consultation letter and that it was only by chance that I found out about the proposal. 2/ I agree with the need to stop parking on the majority of the raised cobbled semi-circles at the entrance to Cockshaw Court ... however, I am concerned at where the yellow lines are shown. The northernmost cobbled area is the most critical for entry into or exit from Cockshaw Court by small & larger vehicles, including emergency services, while the southernmost is much less critical, though does protect sightlines. However, parking up to or slightly onto the cobbles can at times be a reality for local residents if earlier cars have been parked badly. If the proposed yellow lines extend all the way around the cobbled arc then there is a chance that parking enforcement would ticket a car that is otherwise parked in a way that clearly would not impact on entry to Cockshaw Court. For this reason, I would like any proposed yellow lines to stop short of the original pavement kerb as there is potential area of concern for how enforcement would interpret any overhang or clipping in the proposed latter sectors of the proposal. Ideally I would suggest that the yellow lines are taken to the halfway point of the raised cobble arcs, as that ensures that the yellow lines end points are parallel to the kerbside parking and therefore also ensures total clarity for enforcement while still clearly protecting the entry splays to/from Cockshaw Court. 3/. I presume that Cockshaw Court is a public highway, in which case I believe that yellow lines should not be placed in front of resident's garages. 4/. I agree with the need to restrict parking on the narrow section of Cockshaw beside Dunwoodie Terrace/Ordley Terrace, however I believe that two current spaces used by local residents at the bottom of Ordley Terrace could be retained without any detrimental impact to traffic flow or safety. Ideally the proposal should maximise safety and traffic flow while retaining as many parking spaces for users who range from, local residents through to school or local work related. It is the increasingly bad parking, that used to be covered by the Highway Code and combined Police & Traffic Warden enforcement, that this proposal needs to limit - and apart from specific concerns noted above I feel that this should help. I am happy, as with other local residents, to meet any NCC representative on site, to discuss the site specific issues rather than the overall intentions of the proposal about which most of us are agreed. CA</p>
	1	<p>1) The line should commence further up Ordley terrace, at the end of No 13 by No 14 to allow for residents to park at least 2 cars by the gate. 2) I am one of the few "one car only" residents and probably the oldest, it's difficult sometimes to find parking on kingsgate, just a comment. 3) Can I stop and pack or unload my car on double yellow lines? As mentioned above, I am well into my 70's and have a chronic illness, so I need to be able to do this. 4) This will cause further problems on Kingsgate, but will be safer for pedestrians. 5) Signage could be clearer, drivers drive at speed down the road ignoring the No Entry sign, this is dangerous.</p>
1		<p>We support the proposals with some changes We agree parking is an issue. There are 2 problems, the specifics of these need to be defined to solve the problem while also allowing resident parking. The problem is mainly a daytime one. 1) Parking up Ordley Terrace - which means cars go on the pavement 2) Cars parking on the cobbles either side of the Cockshaw Court entrance - which means cars and specifically large vehicles can not turn in/out of Cockshaw Court. To solve Problem 1</p>

		<p>We agree that double yellows should go up Ordley Terrace, both sides of the road. However, there is a point at the bottom beside Ordley Terrace gate where the road is wide enough for 2 cars to be parked. Starting the double yellows at a point that allows these two cars to be parked would mean 2 less resident cars trying to find a place. Photograph emailed separately to demonstrate this.</p> <p>To solve Problem 2</p> <p>Double yellows on the cobbles either side of the Cockshaw Court entrance is a good idea. However, allowing them to go over only half of the cobbles, would allow back wheels on the cobbles. If you were to allow front wheels on the cobbles outside no. 7 Dunwoodie Terrace, 4 not 3 cars could be parked. This would ensure residents can park. NB this would need enforcing.</p> <p>An alternative idea which we think would be best, is a bollard or plant container on the cobbles. When we put our garden waste bin here it works effectively and no enforcement would be needed! Photo emailed separately to demonstrate this!</p> <p>Issue Specific to Cockshaw House.</p> <p>The double yellow line outside Cockshaw House garage does not help solve either of these problems. Double yellow lines outside our garage would make loading/unloading and access impossible. NB Cockshaw Court is a private road.</p> <p>http://map.northumberland.gov.uk/adoptedHighways/ I have emailed my comments for the proposed changes to Cockshaw Hexham. Although I put no to agreeing - we do agree to them but with some key changes. Detailing these changes online I refer to emailing you two photos, these are attached.</p>
	1	<p>Support aspects of the proposal with some modifications.</p> <ol style="list-style-type: none"> 1. Agree double yellow lines on both Dunwoodie and Ordley Terrace sides of the road but starting where 13 Ordley Terrace meets 14 Ordley Terrace. Thin yellow lines if possible to reduce visual impact. 2. Double yellow lines on the Dunwoodie Terrace side to stop at the point where 7 Dunwoodie meets 6 Dunwoodie - i.e. half way along the cobbled area. 3. Double yellow lines on either side of Cockshaw Court to end at apex of the curves of each of the cobbled areas on either side of the Court access - i.e. to the point where they are closest to the far side of the road and not continuing around into the parking bays either side as currently shown on the plan.
1		NCC'S Building Conservation support this proposal subject to details of any proposed signage being kept to a minimal to protect the visual amenity of the Conservation Area
1		Bollards put on the cobbles on the entrance to Cockshaw court will stop parking on the proposed yellow lines (inside)
1		<p>While I agree that parking restrictions (double yellow line) should be implemented along Cockshaw where the road is narrowest, the residents are in desperate need of parking spaces. Also with the traffic for the school and parents trying to park I feel some amendments could be made to the proposals which could help alleviate inconsiderate parking and provide much needed extra spaces. Myself and other residents feel that two spaces could be kept on at the start of Ordley Terrace before the road narrows. Myself and other residents also feel there is room for another couple of spaces where the road is widest along the existing single yellow line. There is a railing to stop children from running into the road from the footbridge and if there was concern about putting spaces near this the railing could be extended. I hope you will give my suggestions serious thought as while I agree double yellow lines are needed where the road is narrowest the current proposals are going to cause residents and school users much difficulty. My support to the proposal is to be considered, and where possible the proposals amended, to reflect the following:</p> <ol style="list-style-type: none"> 1. Double yellow line along the southern channel of Cockshaw should be truncated at the front window of 13 Ordley Terrace, thereby retaining current parking capacity for at least two vehicles between 13 Ordley Terrace and the private access (timber field gate). This arrangement works well and is at least the same width as the narrowest point of Cockshaw and poses no width restriction for passing vehicles. 2. Junction of Cockshaw Court and Cockshaw - the double yellow line should be terminated at the tangent point of the build outs and not continue along the parking bay splay. 3. Double yellow lines proposed along Cockshaw Court is misleading since the road is not public highway, therefore NCC have no jurisdiction.

			<p>4. A site inspection with attendees from NCC Highways and residents should be conducted PRIOR TO ANY WORKS BEING INSTRUCTED to agree the full extent and layout of the restrictions.</p> <p>5. Pedestrian's safety could be enhanced further at the junction of Cockshaw and Kingsgate through slight extension of the double yellow lines to the tangent points, ie encapsulate the full build out to the southern channel with no parking. Apply double yellow lines to the northern channel, ie immediately outside a private garage.</p> <p>6. Marking width should match existing, ie 100mm</p>
1			<p>The proposals re very welcome in principle as they address anti-social parking on Dunwoodie Terrace/ Ordley Terrace. The proposals would benefit from on-site discussion/fact finding as the details of the proposal are currently not the most effective. Small adjustments should include 1. Assessing the 7 day week current yellow lines and the length. 2. Creating space for more safe parking on the street by (i) replacing/re aligning existing physical footpath promotions. (ii) limited new yellow lines to where the road is very narrow. Thank you for both picking up this issue and for the consultation exercise.</p>
1			<p>Generally speaking we support the proposal for parking restrictions, with some amendments. Parking in this area is a major problem for residents, so we would like you to consider the following 1. the double yellow line on Ordley Terrace side to start higher up, around the door of No.13. This would allow 2 possibly 3 cars to park. 2. The double yellow lines to only go halfway around the cobbled areas outside 5/6 Dunwoodie Terrace and the Cockshaw Court entrance. This could enable 2 extra cars to park (1 in each parking area.) 3. The existing single yellow line adjacent the burn to have a gap in the middle to enable 2, possibly 3 cars to park (this is the widest part of the road) the single yellow left opposite Cockshaw Court entrance to become double yellow, as access/egress into there is a problem. The only time safety is an issue is around 09.00 and 15.00 when the school starts/finishes and to a small extent around midday due to the nursery. during these times nobody takes any notice of the single yellow restrictions, so can we assume that any parking on this single yellow and the new double yellow will be acted on. Please see marked up map for clearer explanation.</p>
9	5	2	

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Northumberland
Northumberland County Council

Northumberland County Council
County Hall
Morpeth
Northumberland NE61 2EF Tel: 01670 533000

**Network Management
Information System**

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Title: Cockshaw /Cockshaw Court
Parking restrictions to be
introduced following consultation

Drm: **Date:** **Scale:**

KEY

Existing single Yellow Line

Proposed Double Yellow Line

Summary of Responses - Cockshaw Hexham

N E I T H E R		Other Relevant Comments
FORAIN		
1		I am very pleased that you are addressing the parking around Cockshaw in Hexham. You state that the parking is inconsiderate - but at times it is dangerous to both pedestrians and motorists. The pavement of Cockshae/Ordley Terrace is very narrow and when cars are parked on or lean into it I have seen pedestrians having to go onto the road. This includes school children coming and going to school at the Sele and particularly mothers with prams. I personally was coming down the Dunwoodie side of the street - on the pavement last week - there was a car parked on the Cockshaw side and the driver of a car coming up towards Kingsgate (and me!) mounted the pavement with his van! VErY near my legs! Vehicles of all sizes, HAVE to use the pavements on the Dunwoodie side because of the parking - goodness knows the damage they are doing to the underground drains etc beside the risk to pedestrians. Cars are also often parked on the 'lookout' bollards at Cockshaw Court. So cars exiting Cockshaw Court by necessity have to be on the road to see both ways. I park my car off the private road behind Cockshaw on the Ordley terrace side so exit onto Cockshaw and often meet vehicles exiting Cockshaw Court - side on. Again I am pleased you are addressing the issue and fully support the parking restrictions you are proposing. PS. You might also look at the parking at the junction of Giles Place and Gilesgate as there is an accident waiting to happen there too!
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1		Thank you for your letter dated 18th October 2016 in which you invite us to offer our comments on the above proposal. I would inform you that as Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.
1		Why don't you bring in permit parking for residents rather than double yellow or do double yellow and permit so only residents can park. Many people park in Kings Gate then work in Hexham all day. I watch people who work in shops in the area do this Monday to Friday. if we had permits like Corbridge this would stop this and leave parking for people who live her, pay road maintenance etc. A Lot of parents park here to when they could easily walk and dog walkers park and go to the sele. You could just double yellow, and free permits this would sort the problem.

Summary of Responses - Cockshaw Hexham

		<p>I have lived on Cockshaw for over 30 years and have often had to help out when there have been traffic issues on lower Cockshaw, so I am well aware of some of the issues. However, due to the limit of only a Yes/No response being available, I have had to note that I do not agree with the proposal as noted with this consultation, though I do agree with the principle of the proposal, for the following reasons: 1/ I am concerned that myself and at least three other houses (9, 8, 7 & 6) on lower Cockshaw did not receive the consultation letter with its proposals to alter parking in lower Cockshaw, despite the potential impact of the proposal further limiting resident parking on lower Cockshaw. I for example park next to the cobbled area. Our house also has a narrow archway that we regularly have to use to park in due to limited local parking, and further restrictions potentially could lead to people trying to park in front of my access - even partially can make it very difficult to access the archway. So I am surprised that I and others did not receive the consultation letter and that it was only by chance that I found out about the proposal. 2/ I agree with the need to stop parking on the majority of the raised cobbled semi-circles at the entrance to Cockshaw Court ... however, I am concerned at where the yellow lines are shown. The northernmost cobbled area is the most critical for entry into or exit from Cockshaw Court by small & larger vehicles, including emergency services, while the southernmost is much less critical, though does protect sightlines. However, parking up to or slightly onto the cobbles can at times be a reality for local residents if earlier cars have been parked badly. If the proposed yellow lines extend all the way around the cobbled arc then there is a chance that parking enforcement would ticket a car that is otherwise parked in a way that clearly would not impact on entry to Cockshaw Court. For this reason, I would like any proposed yellow lines to stop short of the original pavement kerb as there is potential area of concern for how enforcement would interpret any overhang or clipping in the proposed latter sectors of the proposal. Ideally I would suggest that the yellow lines are taken to the halfway point of the raised cobble arcs, as that ensures that the yellow lines end points are parallel to the kerbside parking and therefore also ensures total clarity for enforcement while still clearly protecting the entry splay to/from Cockshaw Court. 3/ I presume that Cockshaw Court is a public highway, in which case I believe that yellow lines should not be placed in front of resident's garages. 4/ I agree with the need to restrict parking on the narrow section of Cockshaw beside Dunwoodie Terrace/Ordley Terrace, however I believe that two current spaces used by local residents at the bottom of Ordley Terrace could be retained without any detrimental impact to traffic flow or safety. Ideally the proposal should maximise safety and traffic flow while retaining as many parking spaces for users who range from, local residents through to school or local work related. It is the increasingly bad parking, that used to be covered by the Highway Code and combined Police & Traffic Warden enforcement, that this proposal needs to limit - and apart from specific concerns noted above I feel that this should help. I am happy, as with other local residents, to meet any NCC representative on site, to discuss the site specific issues rather than the overall intentions of the proposal about which most of us are agreed. CA</p>
1		<p>1) The line should commence further up Ordley terrace, at the end of No 13 by No 14 to allow for residents to park at least 2 cars by the gate. 2) I am one of the few "one car only" residents and probably the oldest, it's difficult sometimes to find parking on Kingsgate, just a comment. 3) Can I stop and pack or unload my car on double yellow lines? As mentioned above, I am well into my 70's and have a chronic illness, so I need to be able to do this. 4) This will cause further problems on Kingsgate, but will be safer for pedestrians. 5) Signage could be clearer, drivers drive at speed down the road ignoring the No Entry sign, this is dangerous.</p>
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Summary of Responses - Cockshaw Hexham

		<p>We support the proposals with some changes</p> <p>We agree parking is an issue. There are 2 problems, the specifics of these need to be defined to solve the problem while also allowing resident parking. The problem is mainly a daytime one.</p> <p>1) Parking up Ordley Terrace - which means cars go on the pavement</p> <p>2) Cars parking on the cobbles either side of the Cockshaw Court entrance - which means cars and specifically large vehicles can not turn in/out of Cockshaw Court.</p> <p>To solve Problem 1</p> <p>We agree that double yellows should go up Ordley Terrace, both sides of the road. However, there is a point at the bottom beside Ordley Terrace gate where the road is wide enough for 2 cars to be parked. Starting the double yellows at a point that allows these two cars to be parked would mean 2 less resident cars trying to find a place.</p> <p>Photograph emailed separately to demonstrate this.</p> <p>To solve Problem 2</p> <p>Double yellows on the cobbles either side of the Cockshaw Court entrance is a good idea. However, allowing them to go over only half of the cobbles, would allow back wheels on the cobbles. If you were to allow front wheels on the cobbles outside no. 7 Dunwoodie Terrace, 4 not 3 cars could be parked. This would ensure residents can park. NB this would need enforcing.</p> <p>An alternative idea which we think would be best, is a bollard or plant container on the cobbles. When we put our garden waste bin here it works effectively and no enforcement would be needed! Photo emailed separately to demonstrate this!</p> <p>Issue Specific to Cockshaw House.</p> <p>The double yellow line outside Cockshaw House garage does not help solve either of these problems. Double yellow lines outside our garage would make loading/unloading and access impossible. NB Cockshaw Court is a private road. http://map.northumberland.gov.uk/adoptedHighways/ I have emailed my comments for the proposed changes to Cockshaw Hexham. Although I put no to agreeing - we do agree to them but with some key changes. Detailing these changes online I refer to emailing you two photos, these are attached.</p>
1		<p>Support aspects of the proposal with some modifications.</p> <p>1. Agree double yellow lines on both Dunwoodie and Ordley Terrace sides of the road but starting where 13 Ordley Terrace meets 14 Ordley Terrace. Thin yellow lines if possible to reduce visual impact.</p> <p>2. Double yellow lines on the Dunwoodie Terrace side to stop at the point where 7 Dunwoodie meets 6 Dunwoodie - i.e. half way along the cobbled area.</p> <p>3. Double yellow lines on either side of Cockshaw Court to end at apex of the curves of each of the cobbled areas on either side of the Court access - i.e. to the point where they are closest to the far side of the road and not continuing around into the parking bays either side as currently shown on the plan.</p>
	1	NCC'S Building Conservation support this proposal subject to details of any proposed signage being kept to a minimal to protect the visual amenity of the Conservation Area
1		Bollards put on the cobbles on the entrance to Cockshaw court will stop parking on the proposed yellow lines (inside)

Summary of Responses - Cockshaw Hexham

1	<p>While I agree that parking restrictions (double yellow line) should be implemented along Cockshaw where the road is narrowest, the residents are in desperate need of parking spaces. Also with the traffic for the school and parents trying to park I feel some amendments could be made to the proposals which could help alleviate inconsiderate parking and provide much needed extra spaces. Myself and other residents feel that two spaces could be kept on at the start of Ordley Terrace before the road narrows. Myself and other residents also feel there is room for another couple of spaces where the road is widest along the existing single yellow line. There is a railing to stop children from running into the road from the footbridge and if there was concern about putting spaces near this the railing could be extended. I hope you will give my suggestions serious thought as while I agree double yellow lines are needed where the road is narrowest the current proposals are going to cause residents and school users much difficulty.</p> <p>My support to the proposal is to be considered, and where possible the proposals amended, to reflect the following:</p> <ol style="list-style-type: none"> 1. Double yellow line along the southern channel of Cockshaw should be truncated at the front window of 13 Ordley Terrace, thereby retaining current parking capacity for at least two vehicles between 13 Ordley Terrace and the private access (timber field gate). This arrangement works well and is at least the same width as the narrowest point of Cockshaw and poses no width restriction for passing vehicles. 2. Junction of Cockshaw Court and Cockshaw - the double yellow line should be terminated at the tangent point of the build outs and not continue along the parking bay splay. 3. Double yellow lines proposed along Cockshaw Court is misleading since the road is not public highway, therefore NCC have no jurisdiction. 4. A site inspection with attendees from NCC Highways and residents should be conducted PRIOR TO ANY WORKS BEING INSTRUCTED to agree the full extent and layout of the restrictions. 5. Pedestrian's safety could be enhanced further at the junction of Cockshaw and Kingsgate through slight extension of the double yellow lines to the tangent points, ie encapsulate the full build out to the southern channel with no parking. Apply double yellow lines to the northern channel, ie immediately outside a private garage. 6. Marking width should match existing, ie 100mm 			
1	<p>The proposals re very welcome in principle as they address anti-social parking on Dunwoodie Terrace/ Ordley Terrace. The proposals would benefit from on-site discussion/fact finding as the details of the proposal are currently not the most effective. Small adjustments should include 1. Assessing the 7 day week current yellow lines and the length. 2. Creating space for more safe parking on the street by (i) replacing re aligning existing physical footpath promontions. (ii) limited new yellow lines to where the road is very narrow. Thank you for both picking up this issue and for the consultation exercise.</p>			
1	<p>Generally speaking we support the proposal for parking restrictions, with some amendments. Parking in this area is a major problem for residents, so we would like you to consider the following 1. the double yellow line on Ordley Terrace side to start higher up, around the door of No.13. This would allow 2 possibly 3 cars to park. 2. The double yellow lines to only go halfway around the cobbled areas outside 5/6 Dunwoodie Terrace and the Cockshaw Court entrance. This could enable 2 extra cars to park (1 in each parking area.) 3. The existing single yellow line adjacent the burn to have a gap in the middle to enable 2, possibly 3 cars to park (this is the widest part of the road) the single yellow left opposite Cockshaw Court entrance to become double yellow, as access/egress into there is a problem. The only time safety is an issue is around 09.00 and 15.00 when the school starts/finishes and to a small extent around midday due to the nursery. During these times nobody takes any notice of the single yellow restrictions, so can we assume that any parking on this single yellow and the new double yellow will be acted on. Please see marked up map for clearer explanation.</p>			
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