



Northumberland County Council

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TYNEDALE LOCAL AREA COUNCIL

DATE: 14 JANUARY 2020

PETITION - REMOVAL OF DOUBLE YELLOW LINES, BEECH GROVE,
PRUDHOE

Report of: Service Director - Local Services, Paul Jones

Cabinet Member: Councillor Glen Sanderson, Environment & Local Services

Purpose of report

To update the Tynedale Local Area Council following the report to the meeting held in May 2019, regarding the petition requesting the removal of double yellow lines at Beech Grove in Prudhoe.

Recommendations

It is recommended that the Local Area Council notes the contents of this report and the recommendation that no changes are made.

Link to Corporate Plan

How - "We want to be efficient, open and work for everyone"

Enjoying - "We want you to love where you live"

Connecting - "We want you to have access to the things you need"

Key Issues

1. A petition was received requesting the removal of double yellow lines at Beech Grove, Prudhoe in order to improve the availability of on-street parking for residential properties along this road.
2. At the Tynedale Local Area Council meeting in May 2019 it was resolved that further investigation of potential options be carried out.

Introduction

A petition of 60 signatures requesting the removal of double yellow lines at Beech Grove in Prudhoe was reported to the May 2019 meeting of the Tynedale Local Area Council.

The petition states:

“Myself (lead petitioner) and residents would like the yellow lines removed from Beech Grove, Prudhoe, Northumberland, NE42 6HU.”

“The Council should remove the yellow lines to enable residents to park outside their own houses and to enable residents to receive visitors to their property. The residents also think that by removing yellow lines and allowing people to park on the road will prompt other drivers to slow down as people drive very fast along the road, also parts of the same road do not have yellow lines and they have parking facilities behind their property whereas Beech Grove does not and according to highways the width of the road is 6.8 metres the same width as parts of the road that do not have yellow lines.”

At the Local Area Council meeting it was resolved that, in addition to undertaking a new traffic survey to update the data from the last survey in 2015, the following potential options be investigated:

- 1) The relaxation of 24 hour restrictions, for example, to allow parking between the hours of 18:00 and 08:00.
- 2) The grassed area opposite Beech Grove be converted and utilised for residents parking.
- 3) The removal of double yellow lines from one side of the road.

Background

Beech Grove is a terrace of 29 residential properties located on the north side of the B6395 in Prudhoe. This is the main road into the town from the west. Double yellow lines have been in place along the entire frontage of the properties for many years. Most properties have created parking spaces for at least one car within their curtilages, though some do not have any off-street parking. There is no vehicular access to the north side of the terrace. A view looking east along Beech Grove is shown in Figure 1, below.



Fig. 1. Looking east. Beech Grove is on the left.

The double yellow lines have been in place for many years, at least since the 1970's, and pre-date the construction of the Prudhoe bypass. The section in front of Beech Grove is part of a wider system of double yellow lines, on both sides of the road, that extend 1km from Woodburn Terrace to the town centre at Front Street. Figure 2 shows the extent of the lines highlighted in red.

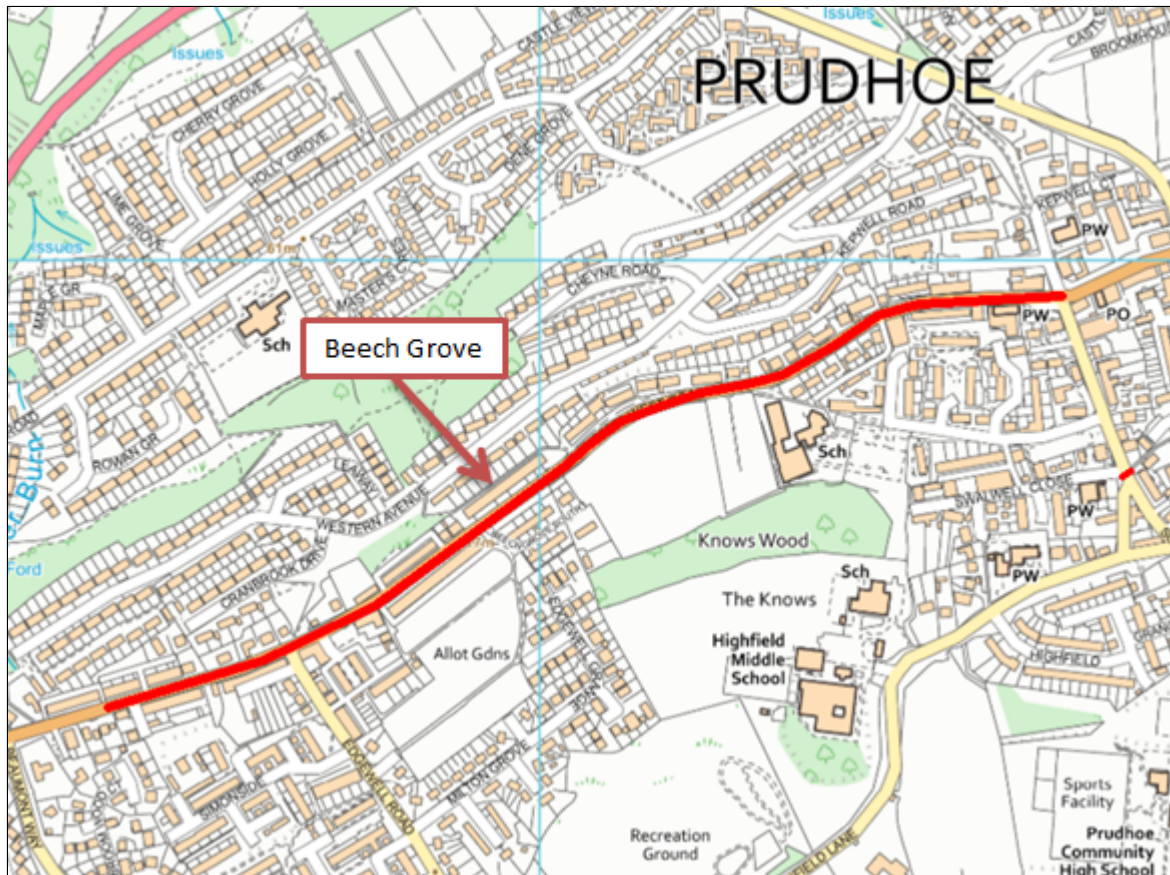


Fig.2. Extent of double yellow lines, B6395 West Road, Prudhoe

The B6395 West Road is the main route in and out of Prudhoe to and from the west. As such, it carries significant volumes of traffic. The road is approximately 6.8 metres wide which is below the desired standard of 7.4m for this type of route. The route is also a strategic bus route with buses running from approximately 6am to 11pm. The double yellow lines therefore keep the route clear, enable free flow of traffic and prevent congestion.

Officers appreciate that the majority of the properties along the route are terraced houses with little or no off-street parking. If the double yellow lines were removed there is a strong likelihood that parking will begin to take place at the roadside. This could interrupt the flow of traffic, create difficulties due to obstructions for larger vehicles in particular public transport operators, and give rise to traffic safety issues on this 6.8m wide road, as vehicles manoeuvring around stationary vehicles could meet oncoming traffic head-on.

Potential Options

- 1) The relaxation of 24 hour restrictions, for example, to allow parking between the hours of 18:00 and 08:00.

This option would replace the existing double yellow lines with a single yellow line. Parking would be prevented between specific times but would be permitted outside these times. As traffic levels are lower in the evenings, parking could be prevented during the day but allowed during quieter times. However, parking before 8am and after 6pm would still cause traffic safety issues for larger vehicles including buses travelling on this busy route and therefore this option is not recommended.

- 2) The grassed area opposite Beech Grove be converted and utilised for residents parking.

There is a grassed area on the south side of Beech Grove which is part of the public highway which has been suggested as a possible parking area. However, due to the sloping nature of the site there is a significant difference in height between the road and the adjacent houses. This means that a retaining wall in excess of 50 metres long would need to be constructed in order to create a parking area, the cost of which would be prohibitive and would not offer value for money.

- 3) The removal of double yellow lines from one side of the road.

These lines were introduced to help with road safety and this option would simply remove a section of double yellow lines to allow parking on one side of the road. Parked cars could be present at any time of day which could lead to traffic issues and an increase in road safety concerns, particularly with buses using the route and therefore this option is not recommended.

Traffic Survey

A new traffic survey was undertaken in September 2019. The daily average number of vehicles has increased to 5,592 (from 3,000 recorded in 2015).

The survey recorded average speeds of 27.1mph (eastbound) and 29.6mph (westbound). The 85th percentile speeds which are used by the Police to determine whether enforcement is necessary, were 30.9mph (eastbound) and 34.7mph (westbound). The westbound figure is only just below the Police threshold, suggesting that speeds are a concern in this area.

It should also be noted that, since the construction of a car park at the nearby Prudhoe West school, parent parking which used to take place in this area no longer occurs.

Review and Recommendation

Given all the background data, officers have reviewed the concerns that have been raised alongside each of the potential options that were suggested. Following this review officers are not in a position to recommend making any changes to the current parking restrictions.

Implications Arising out of the Report

Policy	The response to the issues raised in this petition is consistent with LTP Policies.
Finance and value for money	None
Legal	None
Procurement	None
Human Resources	None

Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	None
Risk Assessment	It is anticipated that the removal of the double yellow lines would increase the road safety risks at this site.
Crime & Disorder	None
Customer Consideration	The petitioners views have been carefully considered in preparing the response to the petition.
Carbon reduction	None
Wards	Prudhoe North

Background papers:

Speed survey ref TS/18/158
Tynedale Local Area Council Report & Minutes 14th May 2019.

Report sign off

	Full name of officer
Monitoring Officer/Legal	n/a
Service Director Finance & Interim S151 Officer	n/a
Relevant Director	Paul Jones
Chief Executive	n/a
Portfolio Holder(s)	

Report Author

Richard McKenzie – Senior Programme Officer