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# 1 Introduction

## 1.1 Background

The purpose this work is to review the current loading and unloading arrangements. Effective loading arrangements are important for the local economy and vital for both operators and retailers alike. With limited road space and competing demands, ensuring appropriate arrangements is very challenging. This can be exacerbated further when there is incorrect enforcement, when parking regulations are ignored and when communication between the local authority and delivery companies is inconsistent.

Discussions were held with the local authorities to identify existing problems. This covered registers of complaints made to the local authorities and anecdotal evidence from individual officers. Site visits were then carried and sites were reviewed at different times of day, focusing particularly on early morning, when a high proportion of retail related deliveries are made.

## 1.2 Problem identification

### *North Tyneside Council*

Contact was initially made with the Neighbourhood Nuisance Operations Manager, who considered that the most appropriate people to deal with this issue were the Engineering Services Manager or the Environment Regeneration and Housing Manager. A meeting had already been organised between them the following week, and said that he would bring the subject of the survey into the discussions. The Partnership has not received any feedback but has followed up the matter on a number of occasions.

### *South Tyneside Council*

The Team Leader for Traffic Services for South Tyneside Council was not aware of any problems with loading and unloading other than when the rising bollards in King Street and Ocean Road are faulty and not lifting to seal off the street. Repairs are currently being undertaken which will deter the current infringement of loading restrictions. The authority had received an application to install a loading bay on Fowler Street for a Furniture Retailer. This has now been completed and was working successfully.

### *Gateshead Council*

Two areas experiencing problems were identified by Gateshead Council:

- Low Fell Centre– Durham Road A167; and
- Crawcrook – Main Street.

Low Fell appeared to present an ideal location for a developing a scheme due to the extent of cars parking in loading bays on Durham Road. Until recently, when de-criminalised parking became part of the responsibility of the local authority, cars parked for short and long stays with little enforcement. However, Gateshead Council has been diligent in the enforcement of the bays which has highlighted other issues to resolve in the area prior to any schemes being implemented. Consultation with the retailers has already commenced, but until the analysis is completed a more informed decision cannot be made as to which of the planned schemes to adopt.

Crawcrook was highlighted as an area to investigate by the local authority and subsequently by an operator. The issue is quite small, but it raises health and safety concerns when vehicles are parking on the pavement in the main street. At the Co-op there are cars parking on both sides of Chamberlain Street, restricting access for the HGV vehicles to the delivery point for the Co-op.

### *Newcastle City Council*

Newcastle City Council was consulted to see if there were aware of any issues, but no response has been received.

*Sunderland City Council*

Holmeside was highlighted as an issue due to loading bays not conforming to the standard measurements. Loading bays have recently been withdrawn as a result.

The current policy of the Sunderland City Council is if there are not suitable loading bays for vehicles from a car to a 44 tonne articulated lorry they will not put one in. The minimum measurement standards for loading are 2.7 metres wide and 19 metres long. Waiting restriction standards are utilised through The Traffic Signs Regulations and General Directions 2002 (TSRGD) to sign the loading bays. Other than Holmeside, no other problems have been highlighted.

*Freight Industry*

The Partnership contacted local operators involved in the Partnership to ask if they had experienced problems whilst delivering in Tyne and Wear. This exercise highlighted three areas with issues. Issues at Crawcrook were validated as it was confirmed as a problem by an operator as well as the local authority. The following locations have been identified and are discussed in the following chapters:

- Main Street, Crawcrook.
- Shields Road, Byker.
- Chillingham Road, Heaton.

The Partnership asked for the assistance of the industry trade associations, the Freight Transport Association (FTA) and the Road Haulage Association (RHA). They were asked to add a piece regarding loading and unloading arrangements to their newsletters to members. They both agreed to include the article - the FTA included the piece in their November e-news and the RHA in their November newsletter.

This report reviews the loading and unloading issues at the above sites and identifies measures that could improve the existing situation.

The issues will be discussed with the Tyne and Wear LTP Core Team and with the relevant local authorities. The next stage is to draw up a scheme design - this will be progressed if the local authorities provide agreement in principle to proceed with the identified schemes.

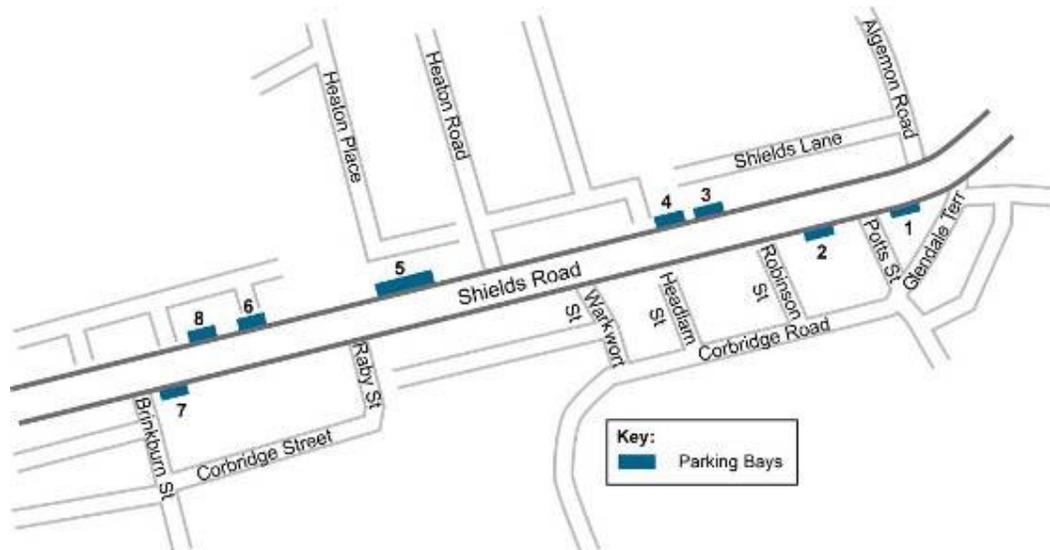
## 2 Shields Road, Byker

### 2.1

#### Introduction

Shields Road (B1312) runs from Byker Bridge, east of Newcastle to Millers Road (A188) to the west. The street hosts a number of retail outlets including charity shops, green grocers, bicycle shops, clothes shops, shoe shops, cafes and numerous public houses. Also located in the street are banks and building societies and a substantial Post Office. Morrison's Supermarket is located at the west side of Shields Road, but has its own loading areas. The location of the store enables large articulated vehicles to access the loading area without the need to access Shields Road (see Fig 1).

Problems arise for deliveries because of the parked cars and capacity issues with the parking bays. HGV vehicles double park to deliver as they cannot access the parking bay for the lack of available space.



**Figure 1 – Map of Shields Road Showing Parking Bays**

Newcastle Shopping Park is located to the east of Shields Road at the junction of Miller Road A188 and the Fossway A187. The larger outlets have located here:

- Argos Extra;
- Asda Living;
- Au Natural;
- Carpet Right;
- JJB Fitness (Gym);
- Marks and Spencer;
- Woolworths;
- Peacocks; and
- TK Maxx.

B&Q is located on the other side of the Fossway on the junction with Union Road B1314. Access to those retail outlets bypass Shields Road in Byker by the A193.

## 2.2

### Parking Bays

There are eight parking bays located along the length of the street, varying in length and capacity. Five are located on the eastbound side of the carriageway and three on the westbound side (see Fig 1). The waiting restriction for the parking bays is 30 minutes in any 1 hour period between the hours of 08:00 and 18:30. There was provision for blue badge holders in the bays (see Photo 2). However, none of the bays were allocated as loading bays.



Photograph 1 – Parking Restrictions



Photograph 2 – Parking Information

### Parking Information

The survey took place on 12<sup>th</sup> November 2008 between the hours of 09:00 to 16:00. The survey of the bays included a total of four counts, in the morning at 09:00 and 10:00, and then at 15:00 and 16:00 in the afternoon. The bays were observed to be near or at capacity, leaving limited space for delivery vehicles. In the majority of cases vehicles were parked in the bays for the entire length of the survey.

This reflects a problem with enforcement which may be addressed when Newcastle take over the enforcement in 2009. The utilisation of the bays was noted whilst walking the length of the street (see Fig 1). During the survey period, no HGV vehicles were observed carrying out a delivery activity on Shields Road. Although vans do not require the same length of bay as the HGV vehicle, they need a place to park outside the retail outlets. A number of vans were seen to be parked during the survey and are shown in Fig 2.

There was a section of the street where inappropriate parking was taking place on the north side of the carriageway, between Heaton Road junction and Headlam Street junction (see Photo's 3 & 4). Inappropriate parking was observed during the whole of the survey period.

Parking Bay	Capacity	Utilisation			
		09:00	10:00	15:00	16:00
1	3	0	1	1	1
2	6	4	5	5	3
3	3	2	2	2	2
4	2	2	2	1	1
5	9	6	8	7	7
6	5	4	5	4	5
7	4	2	2	3	3
8	3	2	2	2	3

Figure 2 – Utilisation of Parking Bays



**Photograph 3 – Inappropriate Parking AM**



**Photograph 4 – Inappropriate Parking PM**

### 2.3

#### **Official Car Parks**

Car parking areas are located at both the west and east end of the street. The west end has two car parks - Clifford Street and Matthew Street. The east end has Algernon Road car park. All are located directly behind the main street within easy walking distance of Shields Road

### 2.4

#### **Loading Areas**

As discussed, there are no specific loading facilities on Shields Road. The back lanes at the rear of the Shields Road are wide enough to accommodate the HGV vehicles, but do not provide facilities for the whole street. The lane between Shields Road and Clifford Street was being utilised by an HGV at the time of the survey, delivering to a car component shop AV Taylor Ltd (See Photo 5).



**Photograph 5 – Vehicle Loading in Lane**

### 2.5

#### **Summary**

As discussed, there is an absence of loading facilities on Shields Road. During the time of the survey there were no visible problems relating to loading and unloading on Shields Road, but this does not mean that there are no issues in the area as they have been raised by an operator.

It was decided that there was not enough evidence of problems for a business case in Shields Road to warrant a large scale design scheme. However, there appears to be a necessity for future expenditure to provide loading bays in specific areas to benefit unloading and loading arrangements to provide safer delivery options.

# 3 Chillingham Road, Heaton

## 3.1

### Introduction

Heaton is to the east of Newcastle with the A1058 to the north end of the road and the A193 at the south end. Chillingham Road runs north to south from Shields Road A193 to the Coast Road A1058 (See Fig 3). It hosts a variety of retail outlets such as furniture shops, cafés, clothes shops green grocers, banks, restaurants, supermarkets, estate and letting agents, car accessories and social clubs and public houses. The area has a large amount of student accommodation and the shops provide an important service to the local community. The particular problem with this area is that there are no official car parks off the main street, so cars park in the side streets and the parking bays, reducing the available space for goods vehicles to park safely off the road to deliver.

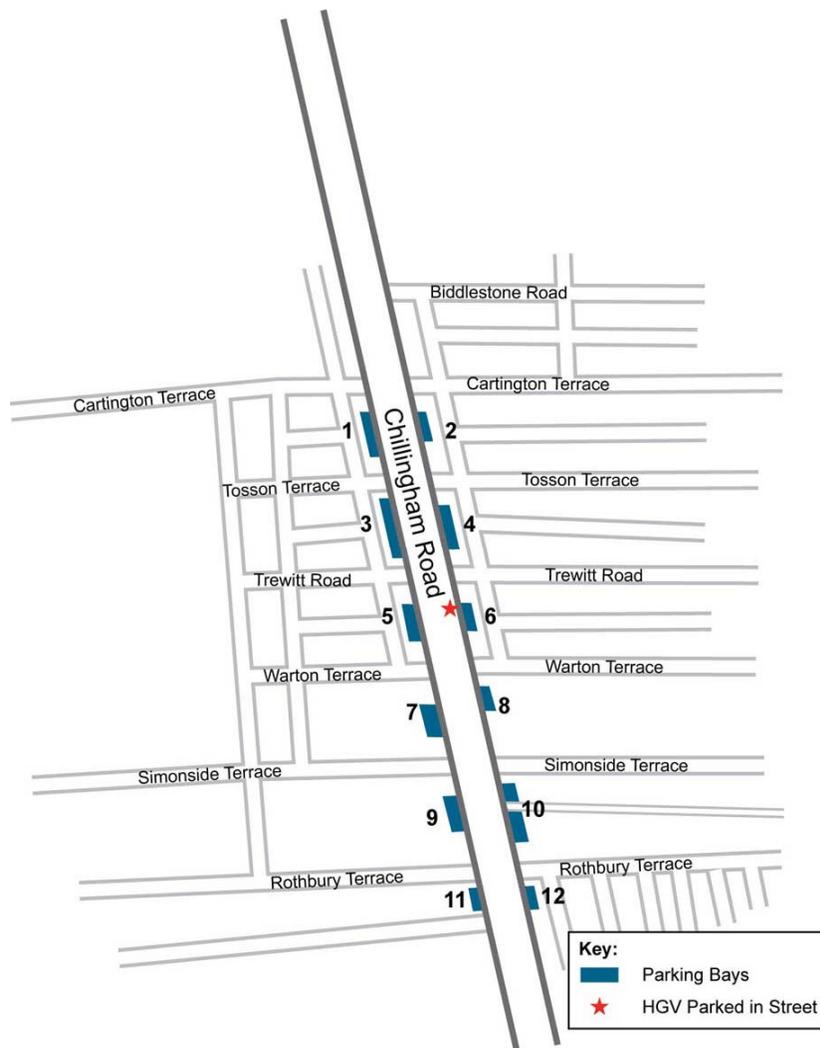


Figure 3 – Map of Chillingham Road Showing Parking Bay Locations

The following outlets are located at the Newcastle Shopping Park, which is located at the junction of Miller Road (A188) and the Fossway (A187):

- Argos Extra;
- Asda Living;
- Au Natural;
- Carpet Right;
- JJB Fitness (Gym);
- Marks and Spencer;
- Woolworths;
- Peacocks; and
- TK Maxx.

B&Q is located on the other side of the Fossway on the junction with Union Road (B1314). Access to those retail outlets bypass Shields Road in Byker by the A193.

### 3.2

#### Parking Bays

There are twelve parking bays located along the length of the street. They vary in length and capacity. Six are located on the northbound side of the carriageway and six on the southbound side.

The waiting restriction for the parking bays was 30 minutes in any 1 hour period between the hours of 08:00 and 18:30. Although there was provision for blue badge holders marked out in the parking bay, unfortunately there was no signage identifying the location of the blue badge bay within the larger parking bay. HGVs were found to be parked in the road, and none of the parking bays were allocated for loading.

At the time of the survey, the bays were observed to be near or at capacity, leaving limited space for delivery vehicles. In some cases vehicles were seen to be parked in the bays for the entire length of the survey contravening restrictions. Until Newcastle City Council undertake the Civil Enforcement in 2009, there will be no changes to the trend of parking indiscriminately in the parking bays.



Photograph 6 – Parking Restriction



Photograph 7 – Parking Information

As can be seen in Photo's 6 & 7, the comparison of the two parking restriction signs shows that not all the signs displayed are to the required standard. Some are indecipherable to a pedestrian, therefore impossible for goods vehicle driver. Although blue badge bays were marked out in the parking bays, not all had signage indicating the location of these bays.

Parking Bay	Capacity	Utilisation			
		08:30	09:30	15:30	16:30
1	6	5	4	5	5
2	4	3	3	4	3
3	6	3	5	6	4
4	8	4	6	7	6
5	5	4	2	3	4
6	2	2	0	2	1
7	3	2	2	2	2
8	3	0	2	2	2
9	2	0	0	2	1
10	4	2	2	3	2
11	3	3	3	3	3

**Figure 4 – Utilisation of Parking Bays**

The survey of the bays was undertaken during the morning at 08:30 and 09:00 and then at 15:30 to 16:30 in the afternoon. The utilisation of the bays was noted whilst walking the length of the street (see Fig 4). The inappropriate method of parking by, the red car indicated in (Photo 8) was not an isolated case in this road. The UPS vehicle (see Photo 9) was parked inappropriately at the pelican crossing to carry out a delivery, obscuring the views of any oncoming vehicle and pedestrian. It was observed that a number of vehicles were parked for the duration of the survey, which suggests that there is an enforcement issue.



**Photograph 8 – Inappropriate Parking AM**



**Photograph 9 – Inappropriate Parking PM**

### 3.3

#### **Official Car Parks**

There are no official car parks in this area. The side streets are found to be up to capacity with residents and inappropriate parking.

### 3.4

#### **Loading Area**

There are no loading bays on the street, although at the times of the survey only light vehicles (LGV) were in evidence.

Due to a single car occupying part of the parking bay, the pictured HGV (see Photo 10) could not access the bay and consequently parked in the road. This meant that the driver was working in an unsafe manner with his back to the traffic utilising the tail gate. He was also parked in an inappropriate way. Asked if conditions were always like this he replied that on Tuesdays he delivers to a few shops and is always unable to park in a bay.



**Photograph 10 – Vehicle Unloading in Road**

### 3.5

#### **Summary**

In view of this analysis, it is considered that action is required to address the loading and unloading issues on Chillingham Road in Heaton. The incident where an HGV vehicle is forced to park in the road because they cannot gain access to the parking bays gives rise to safety issues and impedes the efficient movement of freight.

To implement a scheme to provide goods vehicles with a designated loading area would improve loading and unloading arrangements. It would also add wider benefits, by improving safety. The scheme would also incorporate replacement of the substandard parking information signs as identified in (see Photo 7), and identification of blue badge parking locations.

The arrangement of the current parking bays will provide suitable parking for goods vehicle loading bays. However, the location of these would be addressed in the proposed scheme.

# 4 Main Street, Crawcrook

## 4.1

### Introduction

Crawcrook is a large semi rural village located in the west of Gateshead. The main thoroughfare is Main Street (B6317), which runs through the centre of the village. The route is a single carriageway and this study looks at the area between Greenside Road to the west and Kepier Chare to the east. Main Street is part of the main route from Gateshead to the towns and villages adjacent to the River Tyne, with continuous road traffic passing through. Congestion was not an issue on in this section of Main Street (see Fig 5) at the time of the survey.



Figure 5 – Map of Main Street, Crawcrook

This site was suggested as an area of concern, by Gateshead Council and a local operator as it presents safety issues for goods vehicles whilst delivering on Main Street. To gain access to the loading point of the Co-op and the carpet shop, which is located at the rear of the building for delivery, vehicles are required to reverse up Chamberlain Street, between the cars parked on each side of the street (see Photo 12 & 13). Similarly deliveries to Iceberg cause traffic and pedestrian problems when goods vehicles park on Main Street (see Photo 16).

The village hosts a collection of retail outlets such as Iceberg (frozen food shop) the Co-op, butchers, carpet shop, hardware shop, estate agents, Chinese take-away and a public house and social club. The main street has a pelican crossing, which includes zigzag lines to comply with regulations. The remainder is restricted by a double yellow line. There are two sets of traffic signals, one at the junction of Main Street and Kepier Chare and the second at the junction of Greenside Road and Main Street (see Photo 11).



**Photograph 11 – Main Street**

The Emmaville Primary School is located to the east of the survey location and is discussed in this note because it impacts on parking during the school run. Two schools have merged to create one larger school, with Kepier Chare Primary School closing down. To the west of the survey area there is a Roman Catholic Primary School (St. Agnes). This does not impact on, or create any further problems in the survey area.

The pedestrian traffic on Main Street is quite heavy for a rural village. In peak periods this is mainly due to the two schools being close to each other at each end of survey section of Main Street. This created a surge in the number of cars attempting to park in close proximity to the schools. Parking for the retail outlets caused further problems. It is therefore considered that an unloading and loading plan could add significant benefit.

## 4.2

### **Parking**

There are no parking bays along Main Street, which has double yellow lines along the length of the survey area. Side streets are used to park for longer periods - this includes Garden Terrace, Dale Street, Clifford Terrace and Chamberlain Street. Normally the parking in these areas does not create a problem. However, the quantity of cars increases, as parents ferry their children to Emmaville Primary School in the mornings and pick them up in the afternoon. With limited available parking spaces, parents use any other available space off Main Street to park.



**Photograph 12 – Chamberlain St. AM**



**Photograph 13 – Chamberlain St. PM**

Chamberlain Street is at the side of the Co-op and has recently been adopted and had a metal surface laid down. The first part of the street has a pavement either side; the rest of the street has a private entrance and an un-surfaced road leading to a row of terraced houses. This street is used by vehicles delivering to the Co-op and the carpet shop. The goods vehicles park on this street, as the entrance to the car park at the rear of the building is not sufficient for HGV access. This is exacerbated by cars parking in the first section of the street and during the time of the survey, two cars were observed to be permanently parked from 8:30 to 16:30 (see Photo 2 & 3).

There are a number of broken slabs on either side of the street (see Photo 14 & 15) due to vehicles parking on the pavement indicating that cars park half on the pavement and half on the road to allow space in the middle of the street for access. This is a health and safety issue for pedestrians and is costly for the local authority to maintain. This could also be attributed to HGV vehicles parking on the pavement if cars are parked on one side of the street.



**Photograph 14 – Chamberlain St. Kerb**



**Photograph 15 – Chamberlain St. Kerb**

#### 4.3

##### **Official Parking**

There are no car parks in the immediate vicinity except the car park at the rear of the Co-op for customers of the Carpet shop and the Co-op. During the survey this was seen to be used by the parents taking and picking up their children from the school.

## 4.4

**Loading Bays**

Main Street runs through the centre of the village. The width of the road and pavements do not allow the introduction of loading bays. It is therefore considered that Chamberlain Street (next to the Co-op) or Dale Street (next to Iceberg on the other side of the Street) are the most appropriate places for goods vehicles to load and unload.

Unfortunately with the amount of cars parking in these streets, HGVs find it difficult to reverse into the entrance and negotiate the parked cars. This requires the drivers to park on the pavement shown in Photo 16 & 17. As in the case of the Iceberg delivery, there are definite health and safety issues with the amount of space awarded the pedestrian resulting the vehicle parking on the pavement.



**Photograph 16 – Delivering to Iceberg**



**Photograph 17 – Delivering to Carpet Shop**

One of the issues was pedestrian's passing the vehicle, and where the driver was working in the back of the vehicle. Once the order is ready it is placed on the tail platform lift and lowered to the pavement. The cage is then rolled off the platform onto the pavement and into the shop.

There are major concerns that a pedestrian maybe injured by one of these activities especially a young child or youth who would not be aware of the dangers.

Dale Street is a possible location for parking HGVs delivering to Main Street, as can be seen in Photo 18. Any proposed scheme would need to consider car parking, which should be restricted in this particular street to allow safe reversing into the street. Since the closure of the Post Office on the other side of Dale Street, the street as been used by parked cars.

Goods vehicles parking in Dale Street creates another issue when reversing from Main Street, the driver approaching from the east has to reverse across the one lane of on coming traffic. When approaching form the west, the driver is required to drive into the opposite lane into oncoming traffic and reverse across two lanes. During the survey, one vehicle was observed carrying out this manoeuvre, but the traffic was light at the time. There are significant benefits to health and safety for loading and unloading on Dale Street for pedestrians and the driver.



**Photograph 18 – Dale Street**



**Photograph 19 – Chamberlain Street**

Chamberlain Street is more suited to HGV parking, but the number of cars parked at the time of deliveries creates a navigational problem for the HGV driver reversing from Main Street (see Photo 19). If customers used the car park at the rear of the Co-op, this would leave valuable space for the delivery driver.

It has been known for customers to become very angry when they cannot leave the car park when deliveries are in progress. In one incident a driver drove over the tail lift platform of the vehicle to exit the parking area, scraping her car.

#### 4.5

##### **Summary**

It is considered that a scheme to facilitate effective loading and unloading should be implemented at Main Street in Crawcrook. These schemes will reduce the amount of on street parking in Main Street by the HGV driver, whilst enhancing safety for pedestrians. It is important to encourage the goods vehicle driver to park in a safe location whilst delivering to avoid any potential problems.

The schemes will consider Dale Street parking, where loading restrictions could be implemented on the kerbside. To address the issues on Chamberlain Street, the side of the street nearest the Co-op will require double yellow lines painted on the road, together with an advisory sign on a post or fixed to the Co-op wall. The Co-op should be in agreement with this scheme as this site was suggested as an issue by their transport operation. The scheme will encourage car drivers to maximise the use the Co-op car park.

# 5

## Analysis of Design Scheme

### 5.1

#### **Gain Approval to Design a Scheme**

The local authority is to be consulted regarding the potential schemes before the design work is implemented. Discussions would take place using the report as the basis to start discussion on the practicalities of a scheme. The next stages are as follows:

#### **Traffic Survey**

A survey of traffic will be carried out by an outside contractor between the hours of 07:00 to 19:00. This would count and classify the pedestrians and vehicular traffic. The count will take place on a pre arranged date, normally a Thursday. The pedestrian count would classify in categories of age ranges (0-16, 17-65 and 65+). The vehicle count would consider and classify the type of vehicle.

#### **Site Survey**

This survey will pick up all the highway details of the survey area.

#### **Design Scheme**

#### **Base Drawing**

To put the proposal in a base drawing ready for consultation

#### **Technical Note**

To produce a Technical Note ready for consultation.

#### **Administration Task**

Prepare consultation plan document for the proposed scheme and the existing scheme.

#### **Basic Consultation**

Consult with key stakeholders, council members and the Emergency services to discuss the new scheme design. It may be necessary to amend the proposal in the light of the consultation and the comments received.

#### **Full Consultation**

It will be necessary to consult with the local businesses and residents on the proposal, in conjunction with the Emergency Services.

### 5.2

#### **Installation Cost for Signing and Lining**

After consultation with the engineers in Faber Maunsell Traffic and Technology section a cost of installation was established for the two schemes. An estimated capital cost to the authorities will include the following actions:

#### **Chillingham Road, Heaton**

- Signing and Lining
- To amend Traffic Order
- Advertising change in the press

#### **Main Street, Crawcrook**

- Signing and Lining Dale Street
- Signing and Lining
- Chamberlain Street
- To amend Traffic Order
- Advertising change in the press

# 6 Conclusions

## 6.1 Shields Road

Although there were no delivery problems in evidence during the survey, this does not mean that no problems exist. The location had originally been suggested by an operator, frequently delivering to the area and whose drivers consistently encountered problems with parking. The larger HGV vehicles do not need to access Shields Road for any of the larger outlets as they are located to the east and west of Shields Road. The other vehicles servicing the centre of Shields Road are rigid HGV but mainly LGV's to the smaller outlets. The rear lanes allow deliveries to be made to some of the outlets without the need to utilise the parking bays.

The survey found that a number of vehicles were parked in the bay throughout the day, contravening the restrictions. This did not pose problems as the bays were only occasionally fully utilised to capacity.

It is important to take into account that Newcastle City Council has not yet entered into the decriminalised parking, now known as Civil Enforcement (CE), so the enforcement of the parking is still under the remit of the Police. The Civil Enforcement for Newcastle City Council will not be implemented until 2009.

Shields Road does not pose the same issues as the other two locations, but it is recommended that discussions are held with Newcastle City Council regarding the possibility of allocating bays for loading.

## 6.2 Chillingham Road

It is recommended that loading bays are implemented on Chillingham Road to ensure that deliveries are carried out safely for the driver, pedestrians and the motorist.

The survey identified vehicles, parked throughout the day, thereby contravening waiting restrictions. This did pose a problem as the bays were occasionally fully utilised, which meant that vehicles delivering to a shop were forced to park in the road. Even if there is only one car parked in a bay, an HGV vehicle requires a certain length of bay to navigate the vehicle into the bay and have space at the rear of the vehicle to work the load and tail lift platform.

Parking bay signage was also found to be very poor and sometimes wording is illegible to a driver concentrating on the road.

It is recommended that a scheme is designed to improve loading and unloading arrangements on Chillingham Road, incorporating the provision of designated loading bays. It could be co-ordinated with the new civil enforcement that Newcastle City Council will adopt in 2009.

The design of the scheme would be funded by the Tyne and Wear Partnership, but Newcastle City Council would be responsible for the implementation and installation of the design recommendations, which has been estimated to cost in the region of £12,500. This includes amending the Traffic Regulation Order and the subsequent advertising. The scheme provides a relatively inexpensive solution for the area.

## 6.3 Crawcrook

With the deficiency of loading bays, it is important to consider the safety of the local community and pedestrians. It is of paramount importance that facilities should be provided for the HGV making deliveries to Main Street.

Goods vehicles would be encouraged to park off Main Street, into Dale Street. The street has good access and is wide enough to allow traffic to pass a parked goods vehicle. With the closure of the Post Office at Dale Street this would be an ideal location for lorries to park and deliver. This will negate the necessity for the HGV to park on Main Street. The scheme could include loading restrictions on Main Street, thus creating reducing health and safety issues for the delivery driver and pedestrians.

Chamberlain Street is a bigger concern for HGVs delivering to the Co-op and the carpet centre. If a controlled restriction for cars could be implemented and properly enforced, then deliveries could be made safely and cars could still park for short periods. This scheme would still allow vehicle to park on one side of Chamberlain Street, but give access to goods vehicles on the side nearer to the Co-op building.

The estimated cost of the total scheme is £6,000, which includes the cost of amending the Traffic Regulation Orders. It is considered that the scheme would bring significant benefits. The scheme will provide safe parking for HGVs during their delivery when using the tail platform lift. It will allow car drivers to still park in the area whilst going about their business. Customers using the Co-op will be encouraged to park in the car park at the rear of the building instead of the side street. The scheme will give greater safety for pedestrians walking along Main Street, especially in the area of the Iceberg shop.

#### 6.4

##### **Way Forward**

To enable the implementation of the recommended schemes, meetings will be organised with Newcastle City Council and Gateshead Council to discuss the practicalities of the schemes and agree in principle. Following agreement a scheme will be implemented to address the recommended actions discussed in Chapter 5.