



Northumberland

County Council

CABINET

Date: 13th November 2018

IMPROVEMENTS AND INVESTMENT IN PARKING PROVISION

Report of the Executive Director of Place, Paul Johnston

Cabinet Member: Councillor Glen Sanderson, Environment and Local Services

Purpose of Report

To provide an update on the progress being made against the parking Action Plans that have been agreed for each of the 4 main market towns of Hexham, Berwick, Alnwick and Morpeth, and on progress with other works to improve parking provision across the County.

To detail the proposed means by which the Council will fund its investment in car parks, including through a combination of increasing existing charges and introducing new charges at a number of tourism and railway station car parks.

The report seeks approval to the list of car parks, proposed tariffs, consultation arrangements and outlines the process and timetable for implementation should the proposal be approved by Full Council when setting the MTFP in February 2019.

Recommendations

It is recommended that Cabinet:

1. Notes the good progress being made against the action plans for each of the four main market towns of Hexham, Berwick, Alnwick and Morpeth, and the progress with other works to improve parking provision across the County.
2. Approves the allocation from the £10m capital funding provision made in the MTFP for parking improvements, of:-

- a. £25,000 to enable scheme design and planning application submission to be progressed for the proposed development of a long stay car park on land adjacent to the railway lines on the north side of Berwick Railway Station;
 - b. £50,000 for the implementation of on-street parking improvements in the area under / near to the Royal Tweed Bridge, Tweedmouth to deliver an additional 16 long -stay spaces including 3 disabled bays at a cost of £50,000.
3. Approves the proposed tariff structures for the coastal tourism and railway car parks as outlined in the report, including an increase to the annual parking pass, subject to consultation.
 4. Notes the proposed approach to consultation regarding the parking charges and implementation timetable.

Link to Corporate Plan

This report is relevant to the following key themes in the draft Corporate Plan for 2017-2021:-

- 'Enjoying' - We want you to love where you live
- 'Connecting' - We want you to have access to the things you need
- 'Thriving' - We want to attract more and better jobs

Key Issues

The County Council is making good progress with the implementation of the parking action plans for the four historic market towns of Alnwick, Berwick, Hexham and Morpeth and also with the general parking improvements being undertaken to address other parking issues at communities throughout the county.

The MTFP includes a £10m capital allocation to assist in the delivery of these and other parking improvements.

There is a need to meet the revenue implications arising from the Council's investment in new and improved car parks across the County. The Council already has to find £27m revenue budget savings over the 3 year period 2019/20 to 2021/22 and is therefore considering the introduction of car parking charges at the busier tourism and railway station car parks, whilst retaining free parking in the town centres to support the local economy.

The introduction of charges will help to manage demand in busy car parks, make the maintenance and management of parking services more financially sustainable and generate income that will assist in financing future investment

in parking services whilst helping safeguard key front-line services that ensure the county remains an attractive place to live, work in or visit.

The impact of charges on local residents and short-stay visitors will be mitigated by 'first hour free' provision for those car parks that have the greatest level of regular short stay use by local residents for daily recreation / dog walking etc.

It is estimated that income of £404,000 (net of VAT) will be generated.

The upfront cost of implementing the charges is estimated to be ~£120k and it is proposed this is met from the 'invest to save' reserve that the Council has created to support the revenue budget over the medium term.

It is also necessary to review the charge for an annual parking pass given the proposed changes to car parking tariffs, and it is suggested that this be increased from £130 to £225 per annum. This still offers a significant cost reduction for regular commuters when set against daily parking charges.

It is envisaged that it will take around 5 months to fully implement the parking charges from the point at which the Council agrees its budget in February 2019. This allows for the lead-in times for undertaking statutory processes relating to Traffic Regulation Orders, as well as procurement and installation of ticket machines and production of signage.

Consultation will be undertaken on the proposals during an 8 week period from mid Nov to early Jan 2019, this will include direct correspondence with all town and parish councils, tourism organisations and other key stakeholders, and an offer of face to face meetings with those parish councils and organisations directly affected by the proposals.

1. Background

Northumberland County Council commissioned studies into the existing car park capacity and usage in the four main historic market towns of Alnwick, Berwick, Hexham and Morpeth. The consultants' findings and recommendations were published and were subject to comprehensive consultation and engagement activity, including detailed face to face dialogue with each of the four Town Councils and key local stakeholders. The feedback received from the consultation activity was then used to develop four individual action plans for each of the market towns that have been formally agreed by the County Council and Town Councils.

The action plans describe the specific measures to be implemented and the County Council has allocated £10m in its Medium Term Financial Plan to fund a programme of improvements to parking provision in the county.

Good progress is being made with the implementation of all of the parking action plans and general improvement activity, and an update summarising the current position against the actions and other improvements schemes is given in Section 2 below. A more complete review of the four market towns' car parking action plans is provided in Appendix 1.

In addition to the planned improvements in these four market towns, the Council is also progressing parking improvements in a number of other locations across the County. These are summarised in Section 3.

Details of those parking improvement schemes which now require capital funding to progress to the next stage of either development or delivery are summarised in Section 4 of this report.

In order to help fund the additional costs arising from the proposed investment in improved parking provision and to provide additional income towards the £27m savings being considered in the Council's MTFP for 2019/20 - 2021/22 and help safeguard key frontline services, proposals have also been developed that seek to generate income from coastal / tourism and railway station car park facilities in the county. These proposals are set out in this report along with the consultation and implementation arrangements.

2. Update On Implementation of Parking Action Plans

The Parking Action Plans produced as a result of car parking studies in the market towns of Alnwick, Berwick, Hexham and Morpeth were agreed in April 2018, following consultation with Town Councils and local stakeholders.

A review of progress against each Action Plan has been undertaken and is attached at Appendix 1. This shows some revisions to estimated delivery dates in a number of plans, but reflects good overall progress. Highlights include:

Alnwick

- Conversion of short stay bays on Bondgate Within from 2 hours to 30 mins to increase turnover has been implemented, while in Pottergate extra on-street parking is being provided by changes to existing double yellow line scheme.
- A total of 72 spaces at Greenwell Road "A" have changed from long stay to short stay while at Greenwell Road "D" the conversion of 4 hour stay bays to 3 hours has increased turnover.
A usage survey of car park "A" is currently being arranged to help establish the impact of the changes on people employed in the town centre and the availability of long stay places.
- A park and ride study for the town is also due to take place later this year.

- A study is underway to review the pros and cons and car park usage in winter/summer, to establish whether seasonal time limits in Alnwick town centre would be appropriate. This will include reviewing arrangements in Whitby and Cumbria where there are established arrangements for use of seasonal time limits over peak tourism periods.
- Discussions are also ongoing with the Alnwick Forum over potential new car park sites at the old Duchess High School site, St Michael's school field and other possible locations.

Berwick

- Schemes to provide a further 120 spaces in Berwick, at the railway station and at West End, Tweedmouth.
- The former coach park in Chapel Street is now converted to a short stay car park with additional on-street parking and EV point.
- At Castlegate, planning approval has been secured for temporary use of the extension area for a further three years. Costings are being sought for the installation of barriers to prevent use during the winter period. Consideration is also being given to identify the most appropriate option for repairing the surface to make it safer and more hardwearing.
- Work is also about to start on the development of a scheme for the permanent use of Castlegate.
- Discussions are ongoing to see whether the library car park being could be left open at weekends to enable access for a limited number of residents/visitors. There are currently 13 bays plus 2 disabled bays, with approximately 10 required for staff at weekends. If public use can be facilitated at weekends then suitable signage will be provided at the entrance.
- Also in the town, discussions will continue with Advance Northumberland to see if they are able to open up their development site at the GWA Building on Walkergate for informal long stay parking by their tenants/visitors to help reduce pressure on the Council's town centre long stay car parks.
- Coach drop-off and short stay bays are also being regularly used and signage to the long stay parking bay at the Swan Centre has been put in place. Further promotion of the coach parking facilities being undertaken with tour operators to encourage visits to Berwick.

Hexham

- We are pursuing a number of options to secure additional parking capacity within Hexham, with plans under development for an additional 250+ long stay spaces, which would also enable the reconfiguration of parking at Wentworth Leisure Centre. Further details are subject to commercial confidentiality.
- The removal of HGV parking at Wentworth will be carried out to provide additional car parking capacity and reduce health and safety issues associated with HGV and pedestrian movements in the car park.
- Improved direction signs are also being developed for the town.

Morpeth

- At Morpeth Railway Station, detailed design work for extra parking is ongoing to deliver a new 30 space long stay car park by summer 2019. A maximum 72 hours stay restriction has also been implemented at the existing station car park to help release capacity for daily commuters.
- Options are under consideration to mitigate the effects of displacement from the railway station car park, particularly in Stobhill, including extension of on-street parking restrictions.
- Design work is underway for a 150 space car park on the site of Goosehill School and discussions are on-going to see how the Gas House Lane site can be brought into use as a private car park.
- The former library site is being well used and the council is working to ensure it's maintained for as long as is possible as a carpark, pending alternative capacity being made available.

3. Update on Other Parking Improvement Activity

Countywide

To ensure that town centre car parking spaces are not 'blocked' by people parking for an extended period maximum stay periods of 24 hours in town centres and 72 hours in all other areas are to be implemented from 1st December 2018.

Electric Vehicle (EV) charging - the Council is committed to extending EV charging facilities to support and encourage low carbon travel. Current provision is being reviewed in order to identify gaps and investment priorities. Once completed a business case will be prepared seeking approval for capital funding to increase EV charging provision.

Alnmouth Railway Station

Max 72 hour stay restrictions already in place. Scheme for introduction of on-street parking restrictions in Hipsburn and parking charges at the station has been agreed and programmed for implementation by December 2018.

Amble

We are pursuing a number of options to secure additional parking capacity within Amble, but for reasons of commercial confidentiality it would not be appropriate at this time to highlight the work that is taking place behind the scenes.

Ashington

Town centre parking provision is being considered as part of the Portland Park regeneration scheme.

Blyth

Parking study and town planning exercise to be undertaken to help inform the economic regeneration of the town. Works to improve the surfacing of the Ranch car park to be undertaken early in 2019/20. Plans to improve the Mermaid Play Area are also being considered.

Corbridge

Long stay car park extension

Positive discussions are taking place with Landowners regarding an extension to the long stay car park south of the river Tyne.

On-street parking

Additional bays on Hill Street and Main Street have been identified and will be delivered through line marking scheme. Further consideration being given to two other sites due to the presence of utility apparatus and diversion costs.

Cramlington

Advance Northumberland are progressing improved parking provision as part of their asset management strategy for the Manor Walks site.

Investigations on-going to identify potential sites for provision of additional long stay parking capacity within reasonable walking distance of Manor Walks and the village centre.

Craster

Planning application due to be determined on the 6th November 2018, if successful it is intended to start on site as soon as possible following approval. Scheme delivers an extra 48 spaces and still aiming for completion by February 2019.

Cresswell

Investigations on-going to secure additional visitor parking capacity within reasonable walking distance of the village.

Ponteland

Works commenced 20th August 2018 and are progressing well on expanding the Merton Way car park. Main car park open and new on-street bays being excavated.

Agreed with Town Council that disc parking will be introduced for both on and off street bays. Town Council to canvass local businesses to find out who is willing to sell discs.

Seahouses

Works to improve the extension area are due to start 5th November 2018. This will include the proper marking out of bays so that the overall car park is more effectively used to maximise its capacity, the extension area will have 160 parking spaces.

4. Parking Improvement Schemes - New Capital Funding Requirements

Railway Station, Berwick

Initial dialogue has been undertaken with LNER regarding the proposed development of a ~102 long stay car park on a 'yard area' on land adjacent to the railway lines on the north side of the station. Further meetings are being arranged to progress the proposed redevelopment of this area as a car park to support the growing use of the rail station and associated parking requirements, and to help alleviate the displacement of parking issues into surrounding residential areas. The scheme also offers the potential to improve access to and interpretation of the castle keep. Approval is therefore sought to allocate £25,000 from the £10m capital provision in the MTFP for parking improvements in order to progress the design and planning application for this scheme.

West End Tweedmouth

A scheme has been developed for the reconfiguration, lining and signage to improve on-street parking capacity in the area under / near to the Royal Tweed Bridge that will secure an additional 16 spaces including 3 disabled bays at a cost of £50,000. These will allow long stay parking and are within reasonable walking distance of both the nearby shops/businesses at Tweedmouth as well as providing pedestrian access across the Berwick Old Bridge to Berwick Quayside and town centre. Approval is therefore sought to allocate £50,000 for the implementation of this scheme.

5. Charging Proposals at Tourism and Railway Station Car Parks

It is proposed that the revenue implications associated with the Council's significant investment in parking will be mitigated by the introduction of charges in a number of the County's car parks. This is also important to support future investment in further improvements and to protect front line services.

The package of charges set out in sections 5.1 to 5.3 below will generate an estimated net £404k additional revenue for the Council. Implementation costs of £120k will be met from the 'invest to save' reserve that the Council has created to support the revenue budget over the medium term.

5.1 Proposed Increase to Existing Parking Charges

At the present time there are currently 6 coastal / tourism car parks and one railway station car park where car parking charges are already in place. It is proposed that the existing tariffs at these sites (other than Berwick Railway Station) will be increased as detailed in table 1 below.

The Council has previously operated the Chare Ends car park at Holy Island under the terms of a lease. The landowner has expressed an intention to take over the direct management of the car park in preference to renewing the lease with the Council. The Council's future involvement in the management and operation of this car park is therefore uncertain, and it is not possible at this stage to confirm what the tariffs will be at this site. If the Council is not successful in renewing the lease then this would represent a budget pressure of ~£100k in lost income.

It should be noted that it is proposed to extend the capacity of the car park at Craster by an additional 48 spaces, with the planning application for this scheme being considered on 6th November 2018 and, if successful, with the scheme being implemented by Feb 2019. The parish council is supportive of increasing the capacity of the car park and the principle of increased tariffs to support this investment.

TABLE 1 - Proposed Increase to Existing Parking Charges		
Parking Place	Current tariff	Proposed tariff
Chare Ends, Holy Island	3 hours - £2.40 All Day - £4.40	Subject to negotiations regarding renewal of lease
Green Lane, Holy Island	4 hours - £4.00 (coaches) All Day - £6.00 (coaches)	4 hours - £6.00 (coaches) All Day - £8.00 (coaches)
Station Yard, Seahouses	1 hour - Free 2 hours - £1.80 3 hours - £2.40 4 hours - £3.00 All Day - £3.50 4 hours - £4.00 (coaches) All Day - £6.00 (coaches)	1 hour - Free 3 hours - £3.50 All Day - £5.50 4 hours - £6.00 (coaches) All Day - £8.00 (coaches)
Craster	1 hour - £0.50 2 hours - £1.00 3 hours - £1.50 All Day - £2.00	3 hours - £3.00 All Day - £4.00
Newton Steads, Newton by the Sea	1 hour - £0.50 2 hours - £1.00 3 hours - £1.50 All Day - £2.00	1 hour - £1.00 2 hours - £2.00 3 hours - £3.00 All Day - £4.00
Low Newton, Newton by the Sea	1 hour - £0.50 2 hours - £1.00 3 hours - £1.50 All Day - £2.00	1 hour - £1.00 2 hours - £2.00 3 hours - £3.00 All Day - £4.00
Berwick Rail Station	All day £3.50	No change

5.2. Proposals for Charging at Car Parks that are currently free

An assessment of the off-street main tourism car parks along the Northumberland coast has been undertaken to determine which of them would be suitable for the introduction of car parking charges. Factors considered include the location, size, estimated level of usage throughout the year (based on feedback from Civil Enforcement Officers/Countryside staff) and the financial and operational viability of charging given the likely income levels, cost of installing, maintaining and emptying ticket machines and security. As a result of this assessment 7 of the 16 sites subject to evaluation are considered to be suitable for the introduction of charges. Details of these 7 sites and the proposed tariffs are given below in Table 2.

Table 2: Charging Proposals at Coastal/Tourism Car Parks that are Currently Free	
Parking Place	Proposed Tariff
Links Road, Bamburgh	3 hours - £3.50 All day - £5.50 4 hours - £6.00 (coaches) All day - £8.00 (coaches)
Beadnell (including Overflow)	3 hours - £1.50 All Day - £3.00
Beachway, Blyth	1 hour - Free 3 hours - £1.50 All Day - £3.00
Mermaid, Blyth	1 hour - Free 3 hours - £1.50 All Day - £3.00
The Ranch, Blyth	1 hour - Free 3 hours - £1.50 All Day - £3.00
Fountain Head, Seaton Sluice	1 hour - Free 3 hours - £1.50 All Day - £3.00
Cresswell	1 hour - Free 3 hours - £1.50 All Day - £3.00

The proposed tariff at Bamburgh car park reflects that which is proposed for Seahouses as these are two of the main visitor destinations in the county and as such have the highest level of demand for parking services. It should be noted that Seahouses car park retains its current provision of having a 'first hour free' in recognition that this town centre car park, whilst heavily used by tourists, is also used by local residents shopping and using the town centre services. A first hour free provision is also included in the proposed tariffs for the more urban coastal car parks in the south east of the county, which have a greater level of regular short stay use by local residents for daily recreation / dog walking etc.

In addition to the coastal car parks it is also proposed to introduce car parking charges at the railway station car parks operated by the Council and at Tyne Riverside Country Park. Details of the proposed tariffs at these sites are shown below in Table 3.

Table 3 - Charging Proposals for Railway Station Car Parks and Tyne Riverside Country Park	
Parking Place	Proposed Tariff
Alnmouth Railway Station (Northbound)	£1.50/day
Morpeth Railway Station (South)	£3/day
Haltwhistle Railway Station	£3/day
Prudhoe Railway Station	£3/day
Tyne Riverside Country Park at Prudhoe	1 hour - Free 2 hours - £1.60 All day - £3

It should be noted that arrangements for the introduction of charges at Alnmouth Railway Station car park have already been agreed as part of a range of measures to help address parking issues in the area surrounding the station and are due to come into effect in December 2018. Consideration was given to a charge of £3/day, but given the very rural nature of the catchment for the railway station and the limited availability of alternative transport options to get to the station, it was considered that the charge should be reduced to £1.50 per day due. The proposed charges at Haltwhistle, Prudhoe and Morpeth rail stations of £3/day are based on the existing charge at the Northern Rail car park at Morpeth Railway Station.

In Morpeth plans are also being progressed to develop a new 30 space long stay car park adjacent to the station building, the introduction of charges

therefore helps support the case for this capital investment to improve parking facilities for commuters.

The charges proposed at Tyne Riverside Country Park match those already implemented at Bolam Lake, Plessey Woods and Druridge Bay Country Parks. The full day charge of £3 also aligns with the proposed rate at the nearby Prudhoe railway station car park to avoid displacement of commuters into the Country Park.

5.3 Annual Car Park Pass

At the present time residents can purchase an annual pass for £130 year that is valid at all NCC car parks. This is a legacy issue from when parking charges were more prevalent across the county and is now mainly used by commuters who regularly park at the Berwick Railway Station car park. It is considered that as part of the savings proposals it would be appropriate to review the charge for the annual pass.

It is estimated that regular daily commuters using railway station car parks are likely to incur a cost of ~£690 per year based on the daily rate of £3/day (~£395 if using Alnmouth). It is proposed that the charge for an annual pass should be increased to £225, offering a substantial discount on the daily charge and representing excellent value for money for regular commuters.

5.4. Implementation Arrangements

In order to implement the proposed parking charges it will be necessary to publish Traffic Regulation Orders (TRO's) to detail which car parks will be affected and the range of tariffs to be used. It takes 12 weeks to go through the process of changing the orders before they are enforceable.

It will also be necessary to design and erect new signage at the car parks and to purchase and install ticket machines. Where possible it is proposed to install ticket machines that can take card payments, as well as pay by phone and cash - as this not only offers greater choice for users but helps to reduce the frequency of cash collections and associated security issues with the machines and the cash collection activity. Card payment machines require a mains power supply and good connectivity to mobile phone networks and therefore are not a viable option in all car parks in the county. The lead-in time for supply and installation of ticket machines can be significant with recent experience indicating up to 16 weeks.

As the final decision on the MTFP savings will not be agreed by Full Council until February 2019, and taking into account timescales for TRO's and lead -in times for machines and signage it is anticipated that the full implementation of

the proposed car park charges is likely to take around 5 months with implementation by July 2019.

5.5. Planned Consultation Activity

The proposals will be the subject of reports to the Local Area Councils and will be referred for consideration by the Chair of the Communities and Place Overview and Scrutiny Committee. It is also proposed that a circular letter will be issued to all County Councillors, and Town and Parish Councils to advise them of these proposals and to signpost them to the details, which will be published on the Council's web page. The offer of a face to face meeting to discuss the proposals will also be made with each of the Parish and Town Councils that are directly affected. Any known interest groups/key stakeholders, such as the AONB, National Trust, English Heritage, Tourism Association, and Northumberland Tourism will also be contacted directly via letter so that they are aware of the proposals and have the opportunity to provide feedback prior to the Full Council meeting to set the MTFP.

It is envisaged that this consultation activity will cover a range of savings proposals across the Place Directorate rather than being solely limited to the car parking charges so that Town and Parish Councils receive joined-up information and are made aware of the wider context and financial pressures facing the Council that necessitate these difficult budget decisions.

The consultation activity would start following approval by Cabinet of the proposals for consultation and close on 7th January 2019. This will enable responses to be evaluated and any changes to the proposals to be considered prior to the Full County Council meeting to agree its revenue budget savings in February 2019.

6. Implications Arising out of the Report

Policy	The policy in relation to car parking has been that it should be free unless the local Town or Parish Council has requested that parking charges are required to assist in managing demand and the impact of parking on their community. Several of the main tourism destinations along the Northumberland coast already have charges in place as a result of this approach, as well as Berwick Railway Station. The introduction of charges targets the busier tourism car parks as well as railway station car parks, whilst retaining free parking in the town centres to support the local economy. The introduction of charges at these parking facilities will assist in helping to manage demand, make the maintenance and management of parking services more
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	financially sustainable and generate income that will assist in financing future investment in parking services and help safeguard key front-line services that ensure the county remains an attractive place to live, work in or visit.
Finance and value for money	A capital allocation of £10m to fund car parking improvements has been provided within the Capital Strategy. The cost of implementing charges is estimated to be £120k and it is proposed that this would be met from the 'invest to save' reserve that the Council has created to support the revenue budget over the medium term. These proposals will deliver additional income of £404,000 net of VAT in support of the Council's proposed £27m savings target in the MTFP,.
Legal	Statutory processes for the making of Traffic Regulation Orders will be followed to ensure they are enforceable.
Procurement	Procurement procedures will be followed for any equipment, services or specialist advice required to implement the action plans.
Human Resources	None at this stage.
Property	Acquisition of land for additional parking capacity is required at various locations in the county, along with significant capital investment to improve our existing parking facilities for the benefit of users.
Equalities (Impact Assessment attached) Yes No X N/A <input type="checkbox"/>	An equalities impact assessment is being prepared and will be available during the consultation period and reviewed in light of any feedback received and prior to any final decision being made regarding the charges.
Risk Assessment	It is not considered that the implementation of these charging proposals will have any significant impacts on the growth of the tourism industry in the county or on the growth in rail travel. However, it is acknowledged that the introduction of parking charges is likely to meet some public opposition and carries a risk of reputational damage for the Council.
Crime & Disorder	All of the parking charges will be enforceable. The remote location of some of the ticket machines is a security concern, this will be mitigated where possible through use of machines

	that offer the option of card payment/phone payment and regular emptying of cash.
Customer Consideration	<p>The proposed fees are considered to be reasonable and are similar to parking charges at other tourism destinations and railway car parks in the region.</p> <p>The provision of a first hour free at the car parks in the more heavily populated coastal towns ensures that local residents who regularly visit the sites for short walks/dog walking should not be significantly affected by the proposals.</p> <p>Any displacement of parking into adjoining areas will be monitored and if causing issues for local residents will be addressed through introduction of parking restrictions (single yellow lines/permit schemes etc).</p>
Carbon reduction	<p>Introduction of charges encourages use of more sustainable forms of transport. The introduction of charges at railway stations will assist the Council to invest in additional parking capacity to help support increased rail use and the availability of an annual parking pass helps reduce any financial burden. A number of additional electric vehicle charging points will be introduced.</p>
Wards	All

Background papers:

Alnwick Car Parking Action Plan

<https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Roads-streets-and-transport/Parking%20studies/Alnwick-parking-action-plan.pdf>

Berwick Car Parking Action Plan

<https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Roads-streets-and-transport/Parking%20studies/Berwick-Parking-Action-Plan.pdf>

Hexham Car Parking Action Plan

<https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Roads-streets-and-transport/Parking%20studies/Hexham-Parking-Action-Plan.pdf>

Morpeth Car Parking Action Plan

<https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Parking-documents/Parking%20studies/Morpeth-Parking-Action-Plan.pdf>

Report sign off.

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