



Northumberland County Council

**RECORD OF DECISION TAKEN BY
CORPORATE DIRECTOR OF LOCAL SERVICES**

Corporate Director of Local Services - Barry Rowland

***PROPOSED NO WAITING & RESIDENT PERMIT PARKING
STATION ROAD & OSBORNE TERRACE – CRAMLINGTON***

Purpose of report:

To consider introducing 'Resident Permit Parking' and 'No Waiting' restrictions on Station Road and Osborne Terrace in Cramlington

Recommendations:

It is recommended that the Corporate Director of Local Services agrees the proposals set out in the report relating to;

1) The provision of 'No Waiting' Restrictions and 'Resident Permit Parking' on Station Road and Osborne Terrace in Cramlington

Key issues

- 1) Staff who work at the nearby Manor Walks Shopping Centre and Sainsburys use this section of road to park all day
- 2) Residents often have their driveway access blocked or visibility impaired when exiting onto Station Road
- 3) The access into Manor Walks opposite Osborne Terrace causes problems in maintaining the free flow of traffic

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**PROPOSED NO WAITING & RESIDENT PERMIT PARKING
STATION ROAD & OSBORNE TERRACE – CRAMLINGTON**

BACKGROUND

Introduction

- 1) The B1326 Station Road is a busy through route forming a link between Cramlington Station and Cramlington Village. On the South side it provides access to Manor Walks Shopping Centre and Sainsbury's Supermarket. The recent development of the cinema and associated restaurants has seen an increase in the volume of traffic using Station Road. To cater for this however, there are a number of public transport links also operating in the vicinity. The rest of Station Road is taken up by residential housing set back from the road.
- 2) Looking at the existing restrictions and street furniture, 'No Waiting' restrictions are provided at the junction with Sunnyside only. Bollards have been introduced in some areas to prevent parking, whereas the footpaths have been reinforced to avoid maintenance issues associated with parked vehicles. A system of street lighting is in operation indicating a 30 mph limit is in place. Bus Stop clearways are provided as well as central islands to act as pedestrian refuge when crossing the road. A dedicated lane is provided into Manor Walks Shopping Centre due to the volume of traffic entering and for Heavy Goods Vehicles await safe crossing.

Consultation

- 3) In 2012, the elected Council Member at that time asked County Council representatives to investigate the possibility of 'Resident Permit Parking' for residents of Station Road only. 'No Waiting at Any Time' restrictions would be provided at various sections to prevent parking and improve visibility where necessary. A section to the west of the access to the supermarket would be left free to allow some level of unrestricted parking as shown on the consultation plan in Appendix 1.
- 4) 58 Consultation letters were sent out to those affected and to associated statutory bodies in January 2013. Of those that responded 16 were in favour, 6 were against and 2 neglected to state a preference either way (see Appendix 2). Splitting the residential locations into 3 distinct areas it was clear that those living between Bywell and Two Trees were all in favour. All but one was in favour on the south side, therefore the majority of those against stemmed from properties between Eastholme and New Garden House. The

overriding source of frustration was borne out of the necessity to pay for permits, especially since the problem was created by those who operate the off-street car parks. Incidentally, the timings currently operating on the off-street car parks have been discussed with the owner of the shopping centre, who has stated that various trials will take place over the Christmas period including staggered parking and car sharing. The concern regarding traffic speeds was also emphasised and speed surveys have since been requested.

- 5) The results were assessed as part of discussions held with the new elected member Councillor Graham. Concerns were raised that if the scheme was implemented in two sections only it would exacerbate the parking issue in front of properties between Eastholme and New Garden House. Additionally, the problem of parked vehicles in front of Osborne Terrace causing obstruction when vehicles are turning into Manor Walks was highlighted, particularly as deliveries take place throughout the day and therefore HGV's regularly use this access. A second consultation was agreed as the best course of action, making it clear that pressure would increase for parking in areas where the Resident Permit Scheme would not be imposed.
- 6) The Re-consultation took place in July 2013 and included provision for a 'No Waiting Every Day 8am – 6pm' restriction in front of Osborne Terrace (see Appendix 3). Although Osborne Terrace residents would be prevented from parking in front of their properties, there is access available to the rear via a back lane. Four of the properties also have driveways. The results were similarly spread once again with 18 in favour and 10 against (see Appendix 4). Those on Osborne Terrace requested a permit system for themselves but there is insufficient space to provide the bays and this would not solve the problem. The option of leaving a section clear for parking in front of the semi-detached properties with driveways was considered. Unfortunately, from a road safety perspective this cannot be accommodated as vehicles would enter the red hatched area separating the two lanes which is illegal.
- 7) With regard to the proposed Resident Permit Bays on Station Road, residents have been afforded the opportunity to air their views on two occasions, the second reiterating the consequences of not partaking in the scheme. Leaving a gap where a section of residents are not in favour would be detrimental to the overall scheme. As such, it is recommended that the permit bays are introduced on all sections as shown in Appendix 5 and feedback will be sought from residents over a 12 month period to gauge the success or otherwise of the scheme. The concerns of Osborne Terrace residents are noted, however the main priority is road safety and such parking should not be permitted during the day at a busy junction when the volume of traffic is at its most prominent. Parking can still take place on an evening.

APPENDIX INDEX

Appendix 1 – Consultation Plan

Appendix 2 – Consultation Summary

Appendix 3 – Re-Consultation Plan

Appendix 4 – Re-Consultation Summary

Appendix 5 - Proposal

BACKGROUND PAPERS

Northumberland Parking Strategy - July 2011

File Ref: M/A/1/107/2

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	None
Finance and value for money	To be financed by the Members Local Improvements Scheme Fund
Human Resources:	None
Property	None
Equalities	None
Risk Assessment	Residential Use and business use
Sustainability	None.
Crime & Disorder	None
Customer Considerations:	Motorists and residents will be required to comply with the restrictions imposed.
Consultation	Emergency Services, Road User Organisations, County Councillor for the area.
Wards	Cramlington Village Ward

DECISION TAKEN

Ian Swithenbank

Title of Executive Member: ~~Deidre Campbell~~; Policy Board Member
Streetcare and Environment

Subject: *PROPOSED 'NO WAITING' & 'RESIDENT
PERMIT PARKING' STATION ROAD &
OSBORNE TERRACE – CRAMLINGTON*

Consultation: 24 Responses
16 For
6 Against
2 Neither

Re-Consultation 30 Responses
18 For
10 Against
2 Neither

Decision Taken: *TO APPROVE THE PROPOSAL FOR 'NO
WAITING' & 'RESIDENT PERMIT PARKING'
STATION ROAD & OSBORNE TERRACE –
CRAMLINGTON AS SHOWN IN APPENDIX 5*

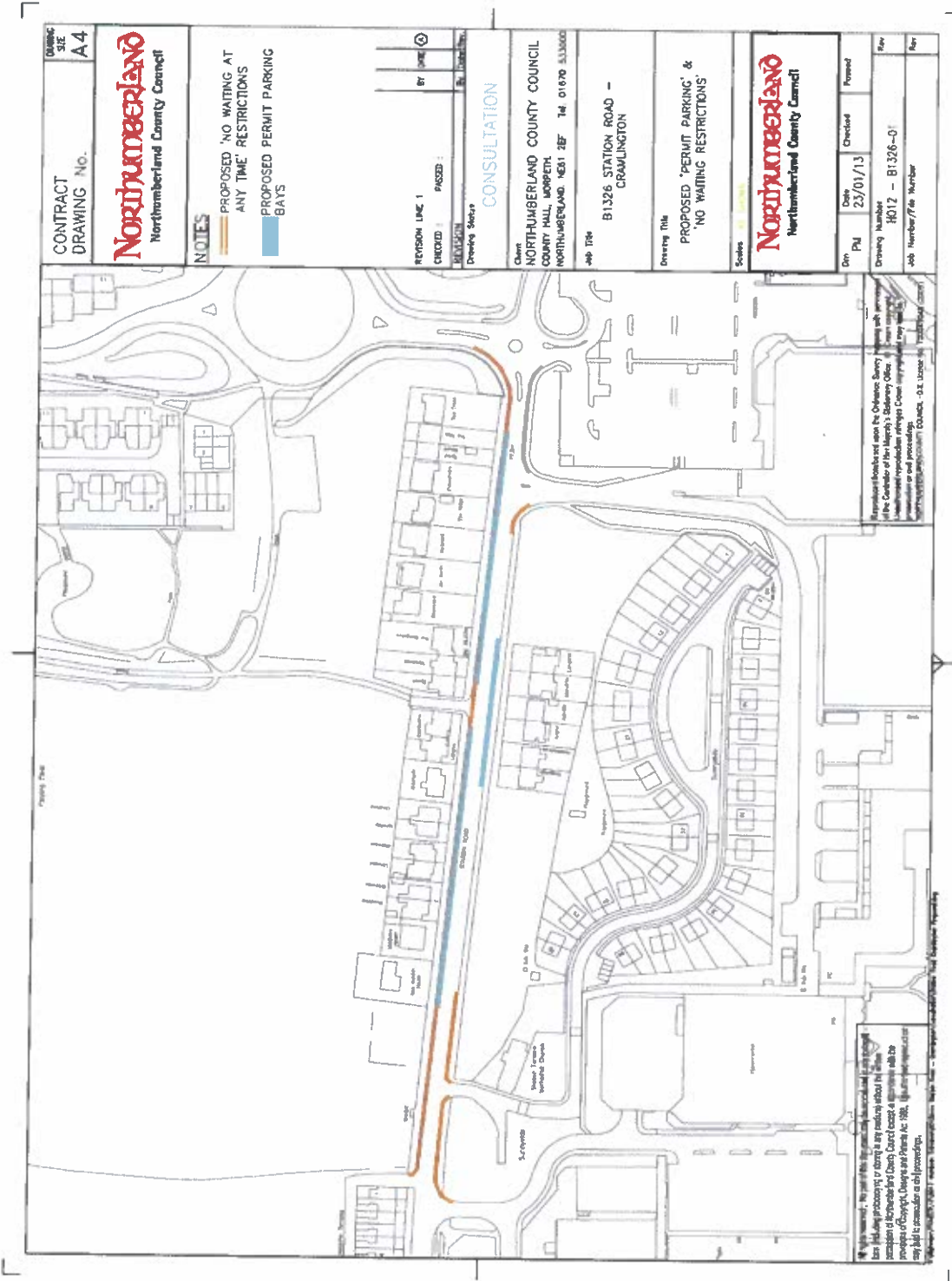
Signature of Corporate Director

Benny Rowland

Date

14/11/13.

Appendix 1 – Consultation Plan – Station Road



Appendix 2 – Consultation Summary Station Road

FOR	AGAINST	NEITHER	APPENDIX 2 - CONSULTATION SUMMARY - STATION ROAD
1			In general terms I am in support of the parking permits, however I do have some reservations. These are as follows. Will the introduction of permits not simply chase the parking problem elsewhere? Causing another area of hazardous parking. IT is obvious that the 'time bar' on parking in the areas currently available impacts on people who work in the village/shopping mall areas. Why should residents of Station Road have to pay for a parking permit to park outside of their property - does anyone else in Cramlington have to pay for this 'privilege'. How does the parking permit restrictions impact on visitors to residents in Station Road - in the event of a family occasion/celebration. Do relatives and friends have to park away from the residence they are visiting? Are permits to be issued to residents with vehicle registration specified or just to the residence address. Address only is my assumption?
1			Extend the double yellow lines from the Manor Walk delivery road up to the bus stop as this causes a problem for delivery vehicles.
1			Good idea, I live in Birchwood and find it very difficult to get my car out of the drive because of parked cars all along the street.
1			We are very pleased that this is to be actioned. It will make ourselves feel a lot safer when driving to and from our home at Two Trees, Station Road. As our drive has parking for at least 4 cars we think that we will not need parking permits. Thanks for your help in this matter.
1			
1			At times its not possible to see traffic coming from Sainsbury's roundabout, because of level of parking all the way up street. We find we are backing on to a main road hoping that the traffic sees us slowly trying to leave our drive. We try to back onto our drive but the level of traffic is so busy we are unable to do this. We would appreciate parking restrictions as people park at and on the road all day from 8am - 8pm.
		1	I would inform you that as an emergency service we may be required to use the above road for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1			Thank you for undertaking to resolve the parking and access problem on Station Road. However what will happen if some residents object to the plans? Will a decision be taken on a majority vote? I know that the residents from 'Two Trees' to Felsenheim definitely wish the plan to go ahead and would pay for parking permits as they are most affected by the parking outside their houses.
	1		I do not want to pay to park outside my own house. Not do I want to pay for visitors arriving as well. I am happy with the way things are and I do not want bays erected outside my house. If they do get erected - residents should be provided with free permits and not made to pay. Alternatively, lift the 4hr restriction in Manor Walks car parks and do pay and display instead of free parking. I object the proposal because you have not advised how the non permitted cars will be managed/removed. The residents of Woodside do not own a car and I do not want these spaces outside the house as they will degrade the street and ultimately show future buyers that there is a parking problem which may put them off. The majority of the properties have driveways anyway.
1			In the event of an odd few in objection to this proposal, will still be considered and approved on a majority situation?
	1		I don't support your present parking proposals on a number of accounts. Decades ago in the 1970's we were to have an east/west bypass link road with no through road on Station Road. The present development proposals again show a link road and still to be no through road on Station Road. I am an elderly pensioner with no car but needing much care and attention which is given me by my two daughters at varying times from different directions and can be together or singly.
1			Would welcome permit parking. Access and visibility is a real problem. No one is happy to allow you out (speed!) travelling east/west. Would be better without cost. I do think staff of Manor Walks need a car park although have heard some do have them and don't use them.
1			
	1		
1			
1			The proposal for a permit system for Station Road should be approved to go ahead due to the following reasons. Primarily there is a very serious safety concern to all resident reversing from their respective drives onto the flowing traffic that is apparent on this busy road. When a car or sometimes a 4x4 vehicle is parked either side of the residents driveway, which is most days, then, it is impossible to see clearly for oncoming vehicles until the residents car is in the middle of the road. There has been many times whilst reversing onto Station Road that the manoeuvre has been likened to a game of "risk" due to the afore mentioned parked cars. The parking of the vehicles on Station Road also causes pedestrian concern especially those who have small children in pushchairs, as most of the parked vehicles along Station Road have 2 or sometimes 4 wheels on the pathway making it very difficult and in a couple of cases impossible to continue walking on the pathway. The buses that use Station Road as their route are often required to stop in the middle of teh road whilst passengers board and alight, this again a is due to the closely parked cars either side of the 'bus stop' markings. This also should be classed as a serious safety concern for the

		public.
	1	Feel very strongly that we should not pay for parking outside our own homes but will pay £15 to stop other users. I think this should be fixed price as we could end up paying more just to keep stop people parking. What happens if we didn't pay - will that mean council will sell to others or even other neighbours who want extra. "Eastholme" stored on the map has three parking spaces opposite my home, next door only has 1 how's that going to work. Parking bays = are they being marked on the path/kerb or on the road, if on the road what about traffic. Neighbours has three cars and two daughters who visit at weekends how that going to work for them. Can we sell our parking bay because that's what's going to happen with the elderly on the street.
1		
1		We strongly support these proposals and would be quite happy to pay for 2 permits every year. Some residents do not have a dedicated driveway and with reference to ours it is on such a steep incline that it is risky to leave a car hanging on the handbrake. Even those residents with their own driveways often find them blocked or with insufficient space to get in and out safely.
	1	The reasons that I do not support the proposal are as follows. I do not understand why the residents of Station Road should be penalised by having to pay for a permit when the problem is not caused by the residents parking. Residents are allocated only two permits, this will limit the number of guests at a home to one car, again this seems unfair on residents as we are not the cause of the problem. parking by shop staff is only a problem between the hours of approximately 9am till 6pm - the permit idea is a blanket solution and does not take into account times when parking is not an issue. A solution to the problem may be to give parking permits to the staff of Manor Walks which would enable them to park in the shopping car parks, charge staff the£15 and that will limit the numbers who take up the offer. When I come to work I park on the company's land I do not park in the surrounding streets. The problem is caused by staff from Manor Walks not by residents, therefore the solution should be focussed on the Manor Walks staff.
	1	Whilst I agree to the proposal to restrict non-resident parking on Station Road, I strongly object to the imposition of a charge to park my car. I garage my car and use my driveway for parking. I see the proposed charge as another tax and have no doubt some excuse will be formulated for a year on year increase.
	1	Based on the limited information available I believe this proposal for permit parking is unacceptable, an insult and a slap in the face for the residents of Station Road. It is unlikely to resolve the problems but simply move them elsewhere along the road. Since the advent of Cramlington new town in the 1960's the expansion of Cramlington has created profits for the builders and developers and increased council revenues, while we, the residents of Station Road have suffered in excess of 40 years of inconvenience from traffic and unfulfilled promises of road closures and a Station Road bypass. Prior to approval, the recent planning application for the current phase of town centre expansion, (cinema etc.) should have addressed and resolved the Station Road traffic and parking issues. The current town centre car parking time restrictions will without doubt create additional problems for visitors, customers and residents once these new facilities are opened. They need to be reviewed urgently. The proposed parking permit scheme should have been discussed with ALL residents of Station Road prior to becoming a formal proposal. Having talked to several of my neighbours I have detected annoyance against these proposal, the implicated charges and space limits. I firmly believe the only solution to the problems of parked vehicles and to provide residents wit the standards promised during the past 40 years is to close Station Road to through traffic and provide access for residents only and DO IT NOW.
		I am vehemently against the proposal for permit parking on Station Road, Cramlington. No councillor or council employee should tell any resident how many visitors may park outside a property or expect the property owner to pay for the privilege to park outside their own property. Residents on Station Road have for many years raised issues concerning traffic on Station Road, subjects including: volume of traffic creating noise, vibration and dirt on what is only a 'B' class road; traffic speeds greatly in excess of 30mph creating dangerous conditions when attempting to cross over the road and access parked vehicles; and more recently parked vehicles generally belonging to lazy town centre employees and shoppers who wish to spend more than 4 hours enjoying the facilities in Cramlington, causing physical and visual obstructions, making access into and out of driveways both difficult and unsafe. While half-hearted speed checks on Station Road have taken place, no long term solutions have been implemented, unlike Dudley Lane dual carriageway where frequent speed checks are in force. Councillor Armstrong promised a flashing speed indication would be provided but it never happened. Since the earliest days of Cramlington new town development back in the 1960's/1970's residents have been promised two improvements, neither of which have happened. 1, a Station Road bypass to the north of Station Road behind the existing properties as a direct link between the roundabouts at the Station Road / Crowhall Lane junction and Sainsbury's where provision already exists for this additional branch. 2, the closure of Station Road to through traffic, with landscaping. This was to be similar to the village bypass and closure (which happened many years ago) and both schemes were to take the ever increasing traffic volumes away from Old Cramlington. I have argued at various stages of the growth in Cramlington that further expansion should not proceed until the problems on Station Road have been resolved (by the construction of the bypass) but my requests have always been ignored by those who do not understand Station Road and believe expansion to be more desirable.

			<p>They have insisted that the bypass can only be built and funded by the development of the central zone. I believe that the infrastructure of roads should have been provided first and this bypass should have been funded from developments already completed. However I am firmly of the opinion that there are sufficient alternative routes around Cramlington town centre to allow Station Road to be closed NOW, to through traffic, while allowing residents access from both ends. I therefore suggest the following as a fully workable alternative to the proposed residents parking scheme. 1, erect two barriers across Station Road giving access for one vehicle width only, at both Sainsbury and ASDA ends (like Weatslade, Dudley). 2, Limit traffic speed to 20mph between Railway Station, ASDA car park and Sainsbury's (as in Tynemouth). 3, erect 'no entry with access to off street premises only' signs (as is already at the entry to Sunnyside). In fact their signs could be relocated as access to the Sunnyside estate will be from within the Station Road residents only section. Reroute the few buses that now use Station Road for the greater benefit of passengers. Emergency vehicles would still be able to access the properties and travel along Station Road at times of emergency. The few houses at the east end which would be outside the restricted area could be issued with parking permits, something the residents seem desperately keen to have. Everyone in Station Road villas will then be satisfied. I would be delighted to discuss these Station Road issues with you and invite you to visit me here to observe the situation first hand. I understand councillor Armstrong has told some of my neighbours that the residents parking permit scheme will go ahead regardless of any opinions and objections expressed by residents. If this is true than I am disappointed in the democratic process employed by NNC and believe your consultation to be a sham and waste of council tax.</p>
1			<p>These proposals leave blank sections on the south side of Station Road. This would seem to indicate parking allowed. However, part of the western section is bordered by bollards which have acted as a deterrent to parking. New parking restrictions on the north side of Station Road will encourage people to park by the bollards on the south side unless NCC works that stretch with double yellow lines. Double yellow lines from the Sunnyside exit to the east should form part of a logical solution to the above by being extended to the bus stop opposite Garden House / Middleton House. In order to reduce problems of access and visibility and associated hazards i.e. damage to residents vehicles by through traffic being forced to pass too close to parked vehicles to negotiate the narrow stretch left between the central island 15 metres to the west of Garden House and cars parked on the north side. Double yellow lines should be marked between Osborne Terrace and Garden House. The residents parking permit area should as indicated commence immediately to the west of Garden House. The long suffering residents of Station Road have waited in vain, for a solution to the increasing problems of traffic speeding and parking. The ideal solution would be to close the road to all but residents and visitors. We would welcome further discussions on that possibility. In the meantime, however, we support the proposals - but would have wished for greater detail about how the proposals would work in practice.</p>
1			<p>The Town Council's Planning Committee has considered the proposals for Station Road. The Committee supports the proposals which it feels will go some way towards resolving parking and traffic issues in the area. Additionally Councillors suggested that: 1. there should be some relaxation of measures in respect of the Chapel to allow parking for funerals and weddings. This, of course, would be a temporary relaxation specifically at the request of the Chapel. 2. the proposed "no waiting" zones in some respects do not go far enough; it was felt that the proposals could result in the current parking problems simply moving further down the road to the west of the junction behind Halfords. It may be preferable for the whole of station road (with the exception of the resident only parking areas) be a no waiting zone. 3. The area to the East of Langdale House should also be included in the "No waiting area" as currently a bus stop is located here and permitted parking would result in a hazard. The Committee further referred to the need for frequent monitoring and enforcement of the regulations to ensure the changes are effective.</p>
16	6	2	

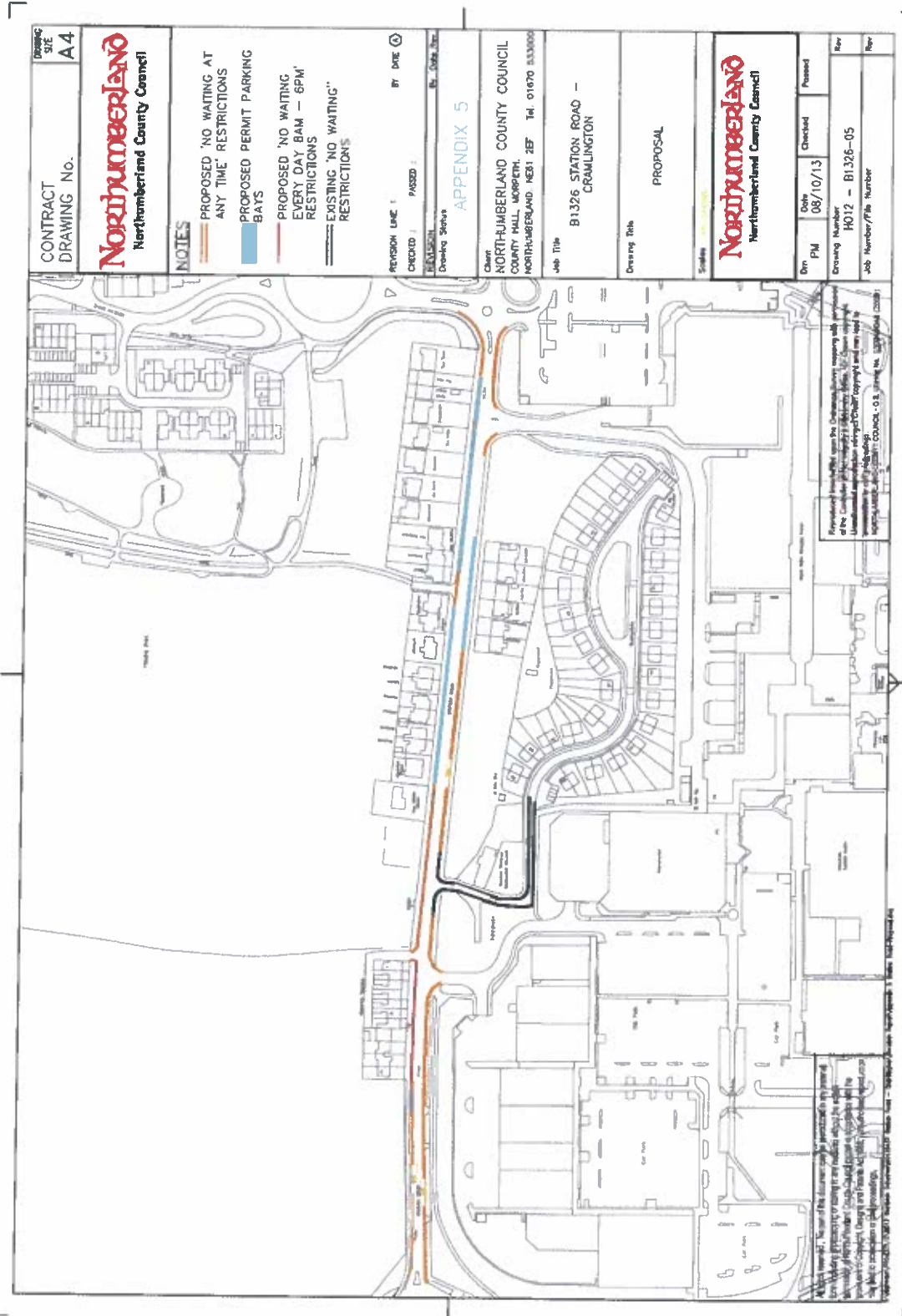
FOR	AGAINST	NEITHER	APPENDIX 4 RE-CONSULTATION SUMMARY - STATION ROD & OSBORNE TCE
	1		Firstly we have never previously been consulted on this matter although your letter says re-consultation! Osborne Terrace is proposed to be no parking between 8am and 6pm so if we have visitors where are they supposed to park?? In a telephone conversation my husband had this morning with a gentleman in your office we apparently have a back lane that can be used! If anyone had bothered to come out to the area they will have seen that the terraced houses on Osborne Terrace have a back lane but the 4 semi-detached houses do not!! Why have we not been given the opportunity to have parking permits?? We have suffered just as many problems with shop workers and shoppers parking outside our house and we fully appreciate that something has to be done but why should we suffer??
1			This is a very important issue and it must be resolved.
	1		I note the 70% in favour of the scheme and understand that providing some restricted areas to residents in favour and not others is not a viable option. Glad to see the speeding issue is being addressed and look forward to your findings. Permit payments - I understand that this may be a system that is in place throughout the county where other such schemes exist, but still wish to register my objection to have to pay to park outside my own home. Also what assurances do the residents of Station Road have that permit fees will not be escalated without consultation or acceptance in the coming years? I still don't believe the issue of additional parking for family events / visitors has been fully considered - the available open parking now left on the road is the small area adjacent to commercial lane which I'd assume would be occupied most days by those people visiting and working in and around Manor Walks shopping mall. Has any survey been done to establish what the real requirements are for the residents so that any visitors they may have are not inconvenienced by having to park some distance from the family home they are visiting?
1			
1			This proposal has attempted to provide a comprehensive solution to the long standing problems of parking on Station Road and I support it, subject to the following. If my neighbours to the east of Garden House decide not to accept the offer of resident permit parking, then I would like to see double yellow lines in front of Garden House - at least as far as the west gatepost. This would make reversing onto Station Road much less hazardous. However, if my neighbours agree to resident permit parking, then I would wish to join them and would be prepared to pay for a permit for visitors parking, to the east of the gateway, but still with double yellow lines to the west gatepost to allow less hazardous egress onto Station Road.
1			The map shows unrestricted parking on the south side between Commercial Road and only house Langside. This would continue vision restriction from my drive and is the only unrestricted part of Station Road. Why is this?
1			
	1		I have answered NO because no consideration has been given to the 4 semis in Osborne Terrace, namely 8, 9, 10 & 11. We have need of parking in front of our houses for visitors. We have no access to the rear of our houses. Despite phoning to explain, the council seem to think we have. The first 7 houses in Osborne Terrace do have rear access but I emphasise the 4 semis do not. I think someone from the council traffic dept. takes the time to visit the 4 semis to check the details before making a decision. I do appreciate the safety aspect needs to be considered but feel the 4 houses mentioned have been forgotten, and as they have been here since 1936 should be on the council map as backing onto a field no a back lane.
1			We live on Osborne Terrace and can hardly ever park our car at the front of our home. There is nearly always a car parked there - either shoppers or staff from Manor Walks. The back lane is extremely difficult to park in. There is no room to manoeuvre a vehicle safely as it is too narrow. I see on the map that the proposal is no waiting 8am-6pm. Does that include residents? AS the proposed permit parking starts further up Station Road. We would be more than willing to pay for permits to park at our front door. Could you please explain to me how these 'zones' can be enforced? If there is someone other than ourselves parked at our front door, what happens?
1			I do hope the scheme goes ahead, as every time I leave my residence by car is a nightmare as my sight down Station Road is blocked. I also feel that the council road sweeper will be able to sweep the road in a proper manner. I also hope the speeding will be taken into account.
1			Object to having to pay as we are pensioners and pay £133 a month council tax. But something needs to be done, however having 39 homes pay for congestion measures in Cramlington with too little parking isn't right. Bottom line - I would pay as having cars park at your door for 8 hours, not allowing family members to visit is bad. Also road safety, this is an accident waiting to happen. Measures of some sort need to be put in place asap.
1			I would inform you that as an emergency service we may be required to use the above road for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I do appreciate however the need for restrictions to improve road safety. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1			Could you clarify if the permit parking outside of Royal Mount is a permanent restriction. If a car parks there without a permit who will manage this?
1			

1		Carry out the work asap. When you are about it kindly tidy this street up it is a disgrace.
1		Would welcome. Difficult getting out of drive have to be able see through all cars down street, when attempting to get out and they do pull up the car behind then overtaking dancing with death. They park up to drive you have to think of.
	1	In reply to your letter dated the 15 July regarding parking restrictions on Station Road I would like to express my concern regarding the parking in front of Osborne Terrace. At present the proposal 'no waiting every day between 8am-6pm'. I would like to propose the following changes to this proposal. I believe as a residence of Osborne Terrace we should have a similar right as the rest of Station Road for a 'permit parking bay'. I do understand when I phoned and spoke to you the concern about the width of the road and the heavy traffic we have especially the heavy vehicles, for that reason I suggest to have the parking bay part of it on the road and other part on the kerb similar to what we see in Tyne & Wear. This will give the residence at Osborne Terrace the chance of parking in front of their property instead of parking in the back road which will end up causing a congestion and prevent any easy access to emergency vehicles.
	1	Our planning committee raised no objection to the revised proposals for parking restrictions at Station Road. They did, however, ask for an assurance that Osborne Terrace was included in the consultation. A member reported that a resident here had requested the removal of double yellow lines outside his property (opposite the entrance to Manor Walks). The committee decline to support this request.
1		As a household we fully support the permit parking laid out by the street plan.
	1	This is the first I have heard of these proposals and have never been consulted. (Proposals for no parking/waiting south of Osborne Terrace). As parking at the rear of 1-7 and front of 8-11 are limited to 1 or 2 vehicles where do residents park second and third vehicles, larger vehicles such as work vans would find it virtually impossible to park at the rear of the terrace when other vehicles are parked due to the width of the lane a brick wall and street lighting or if larger vehicles are parked would block access. There would be absolutely nowhere for family's, friends, health visitors, maintenance vehicles etc to park, if cars are tightly parked it would cause problems for some residents to get wheelie bins to the end of the street to be emptied. You are limiting Osborne Terrace to one or two vehicles while giving the rest of Station Road extra parking. I would like to ask as Osborne Terrace is part of Station Road why they cant have the same opportunities for permit parking or if not create extra parking on nearby waste land to teh east of Osborne Terrace. Problem parking on Osborne Terrace is not because of resident but staff and visitors to manor walks shopping centre. I find these proposals unfair and strongly object.
	1	I am in total disagreement with the proposed parking restrictions on Station Road. Firstly it would cause havoc for Osborne Terrace. It would restrict me to one visitor at anytime, as I have a 16 month old daughter I get a lot of visitors, the parking restrictions could potentially stop people from visiting, and cause serious parking problems for those who are a necessity (including my daughters father and health visitors). The majority of parked cars on Osborne Terrace are belonging to people at work in Manor Walks and nearby shops, most of these cars are parked dangerously and illegally, which in my view no resident has ever done nor would ever do. Not one resident on Osborne Terrace is agreement with the proposal, as it would cause problems for everyone.
	1	The only way I may consider supporting the proposal is if the space outside my house was guaranteed for my visitors to park, not potentially half way down the street. I know that this has all transpired from the employees of Manor Walks not being able to park longer than 4 hours so what I suggest you do is abolish the 4 hour parking restriction and introduce pay and display which I believe would generate more 'funds' for the council as well. I have to pay over £1000 per year to park at my place of employment so why not abolish the 4 hour restriction at Manor Walks and make the workers pay hourly to park and likewise for the customers but perhaps allow the customers to take their receipt to teh shop to get a refund if they have used the shops. Similar to what they have introduced in Morpeth, i.e. they pay to park but then get a refund after they have purchased something from a shop. I believe that Osborne Terrace residents are exempt from the consultation process which is ludicrous! What is teh reason for not including them in the consultation process when that are only metres away from the rest of the residents or are you considering putting 'no waiting at any time' parking in place at Osborne Terrace? The Manor Walk employees are simply going to park outside 'Osborne Terrace'!! I believe that each permit will cost £15 per year but what do you predict the cost of the permits in 5 and 10 years time to be? They are without question going to increase year in and year out. If you do have to put these permits in place then they should be at least free of charge each year. I am fully aware that shops in Manor Walks provide their workers with 'free parking' permits but then your proposal is to charge us and our victors to park outside our own house. Its is simply disgusting and unacceptable, I am sure you would be just as un-happy and against this if it was at your home! Out of interest, do you/your visitors have a permit to park at your home?

		<p>The most important and crucial reason for objecting to this ludicrous project is due to the fact that my elderly mum has dementia and has several home visits from various age uk, mental health teams and nhs staff who arrive in their vehicles. I also have to be present and need to park so our home will without question require the need to have more than two visitor permits if this proposal is approved. If this is not considered, then I will be taking this further as this is essential care that we need on hand each week. Also, during the festive season and other family gatherings throughout the year, residents of Station Road would without question require sometimes up to 7 visitor permits. So you are suggesting and instructing us not to have any more than one visitor on Christmas Day and during the rest of the festive season or other family gatherings?! It is a disgrace and I will simply not accept this and will indisputably take this further if it is enforced upon us. I will not be asking the other residents in the streets, nor will I expect my mum with dementia, to ask to borrow their visitor permits as it puts pressure on how long you can visit using their permit and they may not be in so that is out of the question and inappropriate for us to be told to collaborate with the other residents, most of whom are complete strangers. I notice that you have not offered a meeting for residents to gather to discuss and provide their comments face to face with the council which I suggest you do as a matter of courtesy and consideration. I believe there are 28 houses included in the proposal.</p> <p>I would be most grateful if you could provide me with the details of what percentage of responses the council take into account to make the decision to go ahead with council projects (this project) and also what percentage of objections would make the council decide not to go ahead with the proposal? i.e. what statistics will determine the outcome of the project, i.e. if it will go ahead or not. I believe that the council provide a configuration where even if one stakeholder objects then the project cannot go ahead as the residents overall decision has to be unanimous. Therefore, as our house, amongst others have clearly objected I expect no further action will be taken from this money making racket which is to re-coupe essential funds lost in government cuts! The freedom of information act provides me the right to ask for the recorder information you have on any subject. Therefore, I would be grateful if you could provide me with the answers to my questions as soon as it becomes available after 11 March after the close of the consultation period. If you require me to fill in a form for this then please do email it through. Just as a reminder and to re-cap I require answers to my question which are as follows. What is the reason for not including Osborne Terrace residents in the consultation process? Are you considering putting 'no waiting at any time' parking in place at Osborne Terrace? When are you going to arrange and offer a meeting for the residents? The final statistics that determines the outcome of this project following the consultation process, i.e. how many were for and how many were against out of the 28 houses? Predicted cost of the permits in 5 and 10 years time? How much space will be allowed between driveways and the nearest parking bay either side of driveways to allow for manoeuvring and swinging car in and out of our own drive? How will this scheme prevent / alleviate visibility issues that you highlighted in your letter, as cars are still going to continue to park outside houses? Who do we contact with any issues 'out of hours' or if there is no space at all?</p>
	1	<p>More of the same. More yellow lines. More restrictions. More inconvenience. More division amongst neighbours, for which we will be charged extra over and above our already exorbitant council tax. We do not want your proposal. You ignored my invitation to visit me to discuss the situation on Station Road. You ignored the perfectly feasible, sensible and practical alternative scheme of closing Station Road to through traffic, as was promised over 40 years ago and never happened. A solution suggested by myself and several of my neighbours, and one which could be implemented now at little cost, and would provide benefits to the residents and to the town centre users, by greatly improving access into the Asda and Sainsbury car parks. You continue to insist that residents of Station Road must pay for permits. Pay for the councils incompetence in allowing this situation to develop by it agreeing to the growth of Cramlington without an adequate infrastructure of roads and car parks. we have insisted for many years that Cramlington expansion should be curtailed until the problems of traffic on Station Road are resolved; but no one listened. Why are the residents of Station Road to be penalised and singled out by this proposal, when the majority of residents in NCC area are not charged to park at their front doors? As your latest proposal for permit parking on Station Road is more of the same as proposed in your first scheme, we expect that all previous communications to you and ex. Cllr Armstrong from myself, my neighbours and Messrs. Johnston, Dunn and Stothard are included in full in your presentation / submission documents and for public inspection. At least speed check has been carried out on Station Road in recent weeks, by a highly visible police vehicle, which slowed down the traffic by its very presence. Any results from this survey are therefore meaningless and speeding vehicle continue along Station Road on a daily basis. In case you have any doubts, we do not want you proposal. It is the wrong attempted solution to a problem created by the council incompetence, and suggested by people who do not live on Station Road and who do not understand the diverse needs of the residents.</p>
	1	<p>For the same reasons as in my last letter to you I do not support your proposed parking restrictions for Station Road, Cramlington and having to pay to park at my own front door this is after 46 years of residency this is on top of council tax. Most of my reasons are due to the council not carrying out the intentions needed for a growing new town centre and driving shoppers and employees to cause this problem when originally Station Road was to be closed to through traffic. When speed checks were carried out the readings could be deemed suspect when a police car was nearby. Another concern of mine is that my daughters who act as my carers would not be exempt from the restrictions. It is not too late for you to rectify these faults. My daughter has spoken to Councillor Kathy Graham who advises her that I should opt out of the restrictions proposals and this therefore allowing my daughters to park free at any time of day.</p>

	1		I once again refer to the above proposals. It is beyond belief that residents on Station Road are to be expected to pay for parking permits when the problem is with restricted parking for workers in Manor Walks, these people have limited parking and have decided to park along Station Road thus causing problems for residents parking. Station Road was originally going to become an access only road many years ago and again some 20+ yrs. ago when an elderly resident was knocked down and killed, of course this was priority but never happened. I stand by everything in my original letter and hope you re-address issues. I recently spoke to one of your colleagues who advised that even a permit didn't mean that a person was able to park exactly where required but anywhere within the length of Station Road. And parking on the drive was another issue because space is limited especially when car doors are required to be wide open allowing a disabled person, my father, space to get in and out of a car. My father, an elderly gentleman, who requires his family as carers is not been catered for in you proposals! As a blue badge holder it has been suggested that you may provide a disabled parking bay outside his door, is this possible??
1			
1			Osborne Terrace never received previous letter about permits.
1			
	1		<p>I reside in Osborne Terrace, Cramlington and will be seriously affected by the proposal to mine and my neighbour's detriment. The proposal is for "no waiting" between 8 and 6 outside my house. I like a few of my neighbours also work shifts so couldn't park out the front during those times. I try not to 99 % of the time choosing to park out the rear lane. But if I return and persons are parking there I have no recourse but to park in the front. I would like to amend the proposal to have it as a restricted number of permit holder only bays out the front of the house, and the rear lane which is a road maintained by the council to be residents only. I realise that the front bays will need to be half on the road and half on the very wide pavement but looking at the dimensions I think it will fit and be of no detriment to road safety or the safety of pedestrians. This can be done with alterations to the current road lines. I know that Northumberland Council in the past have avoided this type of system but it has been used successfully in other parts of the north east. My reasons for asking for this amendment are as follows. A) my neighbours and I have always parked responsibly outside the front of our houses. Never causing any issues for the 13 years I have lived there. Prior to the parking changes at the shopping centre and Sunnyside there was no issue with the parking on Station Road. B) when the parking restrictions were consulted upon us on Sunnyside, I stated then that it would be human nature that the displaced cars would create the parking issue onto Station Road, I was correct. C) there are eleven households on Osborne Terrace , all of whom have at least one car.</p> <p>Eight of them have access to the one entrance / exit rear lane. There is only one point to turn around in the rear lane (behind number one on the ninety degree bend.) there are eight garages that need at least two car lengths to get out of the garage due to the tightness, many residents have given up trying to use them due to the problem when someone parks close to the garage. Most of the households have at least two adults driving. If all eight households are forced to park in the rear lane then it will be chaos. D) added to this chaos everyone who doesn't reside in Osborne terrace will also try and park in the rear lane as there are no restrictions. These people include shop workers from across the way. (the main cause of the chaos that now reigns) Also the dog walkers who abandon their cars in the turning bay mentioned in point B. The residents of Osborne Terrace are not the problem with parking on Station Road it is the persons who park there from elsewhere. We should not be penalised for living there. By placing "no waiting restrictions" outside of our homes; it will seriously reduce the quality of our life. It will seriously reduce our freedom of movement. It will seriously reduce our right to a family life. It will punish us for living there when we are not the ones causing the problems. It will reduce the value of our homes due to the restricted parking.</p>
1			This cant happen quickly enough as we are having confrontations about 5 times a week with mostly ignorant people who insist in parking outside our property and obstructing our view when leaving and returning to our home.
18	10	2	

Appendix 5 – Proposal Station Road and Osborne Terrace



CONTRACT
DRAWING No.

Drawing
SITE
A4

Northumberland
Northumberland County Council

NOTES

- PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS
- PROPOSED PERMIT PARKING BAYS
- PROPOSED 'NO WAITING EVERY DAY 8AM - 6PM' RESTRICTIONS
- EXISTING 'NO WAITING' RESTRICTIONS

REVISION LINE 1 BY DME

CHECKED PASSED

APPENDIX 5

Client
NORTHJMBERLAND COUNTY COUNCIL
COUNTY HALL, NORPETH,
NORTHJMBERLAND NE31 2EF Tel 01670 533000

Job Title
B1326 STATION ROAD -
CRAMLINGTON

Drawing Title
PROPOSAL

Northumberland
Northumberland County Council

Day	PM	Date	Checked	Passed
		08/10/13		
Drawing Number		H012 - B1326-05		
Job Number/File Number				

Approved in accordance with the Council's Planning Policy Framework (PPF) and the Council's Planning Policy Statement (PPS) 1: Planning for the Future. The Council has considered the proposal and is satisfied that it is in accordance with the Council's PPF and PPS 1. The Council has granted planning permission for the proposed development.

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