

RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR OF LOCAL SERVICES

REVIEW OF RESIDENTS AND RESTRICTED PARKING – STATION ROAD AND OSBORNE TERRACE, CRAMLINGTON

Purpose of report:

To consider the results of a recent canvass exercise which review the recently introduced Residents and Restricted Parking Scheme at Station Road and Osborne Terrace in Cramlington. Additional proposals will also be considered.

Recommendations:

It is recommended that the unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury's goods entrance) is included within the Residents Parking Scheme, together with No Waiting at any Time Restrictions to protect the existing bus stop.

Key issues

- 1) Since the scheme has been introduced residents have raised concerns over the following:-
 - The area of unrestricted parking spaces within the scheme – staff who work at the nearby Manor Walks Shopping Centre and Sainsbury's use this section of road to park all day.
 - The number of permits available to residents.
- 2) Scheme is being funded by Councillor Kathy Graham

Report Author

Neil Snowdon – Senior Programmes Officer
(01670) 624128
Neil.Snowdon@northumberland.gov.uk

REVIEW OF RESIDENTS AND RESTRICTED PARKING – STATION ROAD AND OSBORNE TERRACE, CRAMLINGTON

BACKGROUND

- 1) Following the introduction of the above scheme in April 2014, anecdotal evidence has indicated that the scheme has allowed for safer turning of large vehicles into the retail park opposite Osborne Terrace, a steady flow of traffic along Station Road and a number of spaces available in the new residents parking spaces. However, there has been opposition from some residents to certain aspects of the scheme. These include:- the area of unrestricted parking spaces within the scheme and the number of permits available to residents.
- 2) Given these concerns, Councillor Kathy Graham requested that officers canvass residents opinions on the following two initiatives:-

	Proposal	Advantages
A.	Include the unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury goods entrance) within the Resident Parking scheme – See attached plan	<ul style="list-style-type: none">• Creating more spaces for residents and their visitors• Exclude anomaly of unrestricted parking within the scheme
B.	Change the existing Resident Parking Scheme into a dual use scheme. i.e. Resident Parking At any time and limited waiting Scheme e.g. 3 hours no return 2 hours	<ul style="list-style-type: none">• This would allow visitors to park without permits• Allow spaces to be used for a limited period to members of the public.• Enable more controlled enforcement.

- 3) These proposals were the subject of a canvass exercise that involved the delivery of a consultation letter to the same 39 households previously consulted on this scheme. Plans showing the proposals are attached together with a copy of the canvass letter (see Appendix 1).

CANVASS EXERCISE RESULTS

- 4) The canvass exercise ended on 3 November 2014, and responses were received from 25 households, 19 favoured Proposal A, 3 favoured Proposal B and 3 did not express a preference. A summary of these responses is attached as Appendix 2.
- 5) It is clear that the majority of residents who have responded are in favour of Proposal A – Including the unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury goods entrance) within the Resident Parking Scheme.
- 6) Following concerns raised by Parking Services and nearby residents regarding safety at the existing bus stop within this section of unrestricted

highway, additional No Waiting at Any Time Restrictions will be provided on Station Road from its junction with Sainsbury goods entrance to the eastern end of the bus stop, and at the western end of the bus stop for a distance of 5 metres. This will improve safety in this area by allowing buses to easily access the bus stop.

- 7) The remaining area of unrestricted highway will be included within the Resident Parking Scheme.
- 8) Following the introduction of the scheme, various residents have raised concerns about the number of permits available to residents. Evidence indicates that there is capacity to offer residents one additional permit, which must be allocated to a particular vehicle. If residents wish to purchase an additional permit (currently £15 a year per permit) they should contact Parking Services.
- 9) Residents of 8 – 11 Osborne Terrace have raised concerns about their situation and the fact that there is no parking provision available outside their property. Residents of 1 – 7 Osborne Terrace are able to park in the back lane. Councillor Kathy Graham has requested that consideration be given to introducing a residents parking zone outside 8 – 11 Osborne Terrace to assist in improving this situation. A consultation exercise will be undertaken within the next month involving residents of Osborne Terrace only.

RECOMMENDATIONS

- 10) From the outset, the County Council has endeavoured to respond positively to local concerns raised in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached.
- 11) Following the recent canvass exercise, it is clear that the majority of residents who have responded are in favour of Proposal A – Including the unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury goods entrance) within the Resident Parking Scheme.
- 12) However, following concerns raised by Parking Services and nearby residents regarding safety at the existing bus stop within this section of unrestricted highway, additional No Waiting at Any Time Restrictions will be provided to protect the bus stop, therefore allowing safer access. The remaining area of unrestricted highway will be included within the Resident Parking Scheme. A revised scheme is attached as Appendix 3.
- 13) It is therefore recommended that the Executive Director for Local Services agrees that the unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury's goods entrance) should be included within the Resident Parking Scheme, however in order to protect the existing bus stop within this section of highway, No Waiting at Any Time Restrictions should also be introduced.

- 14)The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

APPENDIX INDEX

Appendix 1 – Canvass Letter and Plan

Appendix 2 – Summary of Canvass Exercise Responses

Appendix 3 – Plan Showing Revised Restrictions

BACKGROUND PAPERS

Road Traffic Act 2004

Local Government Act 2000

File Ref: TRO_012_04

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Consistent with existing policies
Finance and value for money	Scheme will cost approximately £3,000 and will be financed from Councillor Graham's Local Members Small Schemes Budget (LTP)
Human Resources:	None
Property	None
Equalities	Correct lines and signs will help improved enforcement
Risk Assessment	Residential and shopping area, sited in town centre, route to school.
Crime & Disorder	None
Customer Considerations	None.
Sustainability	None
Consultation	Cramlington Town Council, Parking Services, the emergency services, all affected residents and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Cramlington Village

DECISION TAKEN

Title of Executive Member or Officer(s)

Executive Director of Local Services, Barry Rowland

Subject:

Review of Residents and Restricted Parking, Station Road and Osborne Terrace, Cramlington

Canvass Exercise:

25 Responses
19 Proposal A
3 Proposal B
Three responses did not express a preference

Decision Taken:

The unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury's goods entrance) should be included within the Resident Parking Scheme, however in order to protect the existing bus stop within this section of highway, No Waiting at Any Time Restrictions should also be introduced.

Signature of Executive Director

Barry Rowland

Date

28/1/15

APPENDIX 1 – CANVASS LETTER AND PLAN

The Occupier

Our Ref: TRO_012_04
Your Ref:
Contact: Mr Neil Snowdon
Direct Line: 01670 624128
Fax: 01670 626136
E-mail: Neil.Snowdon@northumberland.gov.uk
Friday 19th September 2014

Re: Residents and Restricted Parking – Station Road and Osborne Terrace

Dear Resident

Following the introduction of the above scheme recently, anecdotal evidence has indicated, that the scheme has allowed for safer turning of large vehicles into the retail park opposite Osborne Terrace, a steady flow of traffic along Station Road and a number of spaces available in the new resident parking spaces. However, there has been opposition from some residents to certain aspects of the scheme these include: the area of unrestricted parking spaces within the scheme and the number of permits available to Residents.

With the support of local Councillor Kathy Graham, we would therefore like to canvas opinion on the following two initiatives. A freepost response form is attached to facilitate this process.

	Proposal	Advantages
A.	Include the unrestricted section of highway at the east end of Station Road (south side adjacent to Sainsbury goods entrance) within the Resident Parking scheme – See attached plan	<ul style="list-style-type: none">• Creating more spaces for residents and their visitors• Exclude anomaly of unrestricted parking within the scheme
B.	Change the existing Resident Parking Scheme into a dual use scheme. i.e. Resident Parking At any time and limited waiting Scheme e.g. 3 hours no return 2 hours	<ul style="list-style-type: none">• This would allow visitors to park without permits• Allow spaces to be used for a limited period to members of the public.• Enable more controlled enforcement.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a report, to the Executive Director of Local Services and may be available for public inspection. The closing date for any comments you may wish to make is Monday 3rd November 2014.

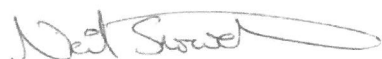
I would urge you to take the opportunity to comment on this important matter



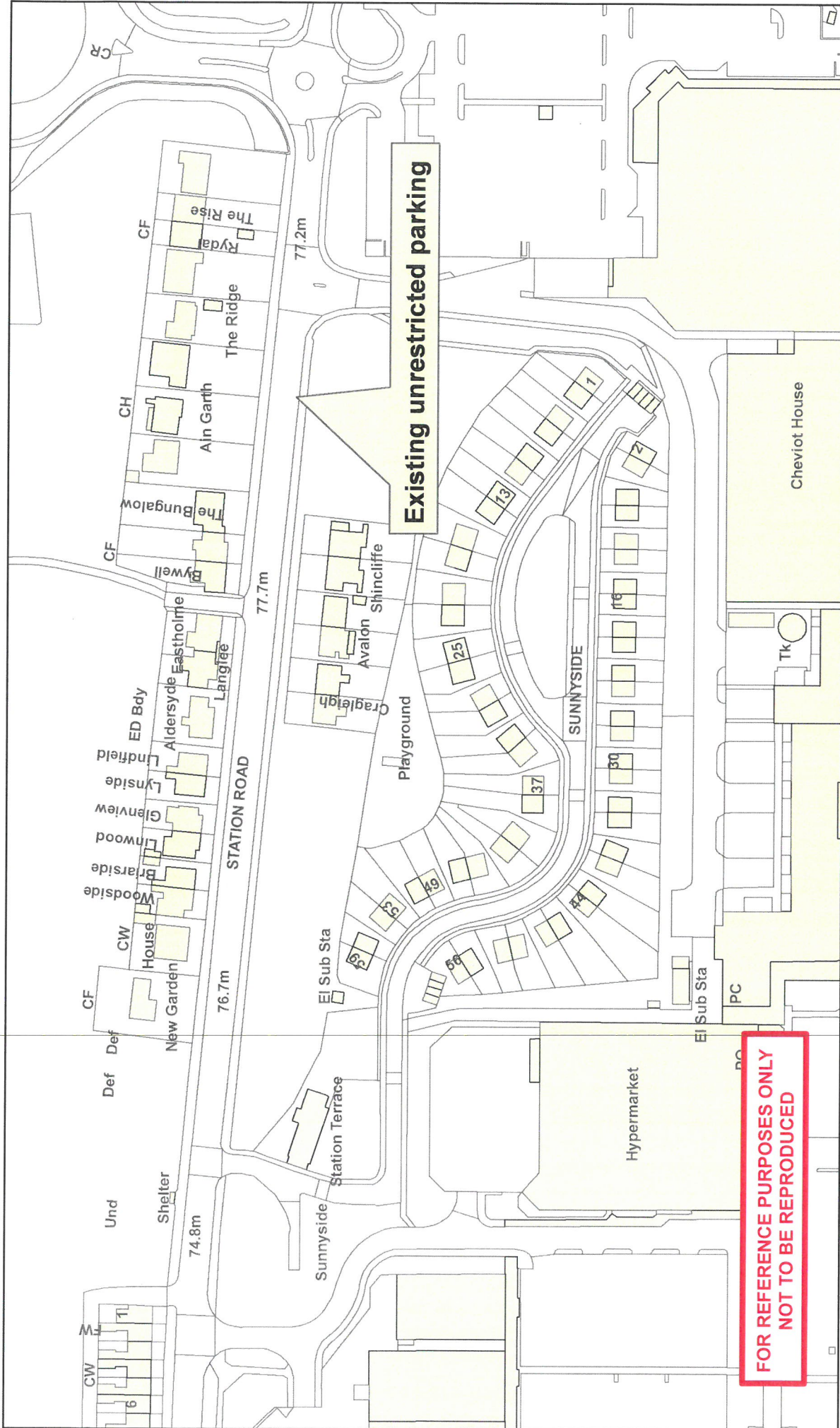
as any decision taken will be based upon the responses received from residents who take time to return the consultation form. If no comments are received by the closing date it will be assumed that you do not wish to make any representations, and are happy with the restrictions currently in place.

I thank you for your assistance in this matter.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Neil Snowdon', with a long, sweeping horizontal stroke extending to the right.

Neil Snowdon
Transport Projects Officer



<p>Northumberland Northumberland County Council</p> <p>Northumberland County Council County Hall Morpeth Northumberland NE61 2EF Tel: 01670 533000</p>	<p>Network Management Information System</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2009).</small></p>	<p>Title: Station Road Cramlington</p> <p>Dm: Date: Scale:</p>
---	---	---

APPENDIX 2 - SUMMARY OF CANVASS EXERCISE RESPONSES

Thoroughfare	Post Code	For Proposal A	For Proposal B	NEITHER	Other Relevant Comments
Osborne Terrace	NE23 1EP		1		Residents at Osborne Terrace do not have enough car parking space for themselves never mind if there are any visitors. This is creating stress and tension between neighbours as we have to fight for a parking space! I would be grateful if this matter could be looked into as if feel that we need to come us with a solution sooner rather than later. The back lane is small and there isn't enough space for residents to park without causing an obstacle for the other cars trying to get passed/parked/ Although I agree that the single yellow line at the front of the street has helped improve visibility dramatically, I do feel that it is unfair that we have been left without a guaranteed parking space and not given the opportunity to purchase a permit.
Station Road	NE23 1EN	1			
Station Road	NE23 1EN	1			A) Proposal B is absurd it defeats the whole rational of residents only parking, because so much of Station Road is now no waiting it means that daytime parkers from the shopping centre will fill up the resident only spaces more than ever. B) Allowing dual user, will make it more difficult for residents to drive safely onto Station Road because of obstructed vision caused by the daytime parking. C) How on earth would it be possible to enforce dual use, what is your answer to that?
Station Road	NE23 1EN	1			
			1		We do not want people parking on this street that work in the shopping centre this means parking while at work for 8-10 hours daily.
Station Road	NE23 1EN	1			Commercial way is opposite our house. All the wagons delivering to the shops not just Sainsbury's. The yellow double lines should continue round the corner to the bus stop bay. There is always one car parked there and the wagons have to swing nearly into the middle of the road to get past. It is an accident waiting to happen.
Station Road	NE23 1EN	1			Re A: it would be good to know that additional parking would be available for residents/visitors when needed (for special occasions * such as weddings, funerals, birthday celebrations) as there is nowhere else to go. Re B: we cannot support this potion for the following reasons. 1. it could only enable "more controlled enforcement" if traffic warden are on duty here full time, as residents, visitors and members of the public would be competing for spaces on Station Road, just as they had to before the resident parking scheme was introduced. Therefore visitors (+residents) would not be assured of a space. 2. It does not allow for visitors who wish or need to stay for longer periods (eg for illness or holidays). 3.it would be paying to park on Station Road when others would be allowed to park free! 4. We have fought for 2 years for a parking system which would allow safer access to and from our property. Indiscriminate and inconsiderate parking by shoppers and employers of the town centre created hazardous conditions for us and our family. We wish to retain the new safer system. We suggest: either residents be allowed to borrow each others visitors permits for a special occasions (see * above) or that NCC introduce a scheme of temporary visitor permits which could be applied for in advance when more visitors are expected.
Station Road	NE23 1EN	1			
			1		No help to Osborne Tce. Visitors wont walk from X (marking on the map) to the 4 semis at the far end of Osborne Tce. Where are our parking permits!!
Station Road	NE23 1EN	1			Option B just restarts the parking problems which started this scheme. People will park at Manor Walks for 4 hours then move their cars back onto Station Road. The steady flow of traffic along Station Road also includes increased speeding which is worse at night when day time monitoring is not taking place. Large wagons skidding and screeching their brakes has also increased.

Osborne Terrace	NE23 1EN		1	These proposals do not apply to our property once again the focus seems to be on the residents of Station Road! Osborne Terrace does exist!!!
Station Road	NE23 1EN	1		I did mention this to Mr McKenna at the time he was measuring road, but he said he was not going to include this space??? Why? It should always have been included - why also should we pay and others park free? Also! Why when at Northumberland has stopped parking charges why are we parking for BAD planning one person needs to take on responsibility for Cramlington, but listen to residents a meeting would have been the way to go. Start again - look through fresh eyes open New road being North side Station Road
Martin Lindores (Senior CEO) Parking Services			1	Should the no return not be more than the stay? Yellow lines are required around the bus stop at the east end south side. Cars are parking around this bus stop at present. This prevents buses from being able to access the stop easily. They literally have to squeeze in and out of the stop. These items were discussed by me (SCEO 33), the Network Manager, Terry Luck and Alison McCaffery on 12 September 2014.
Station Road	NE23 1EN	1		It is clear from the NCC letter dated Friday 19th Sept that the current residents parking scheme has not been sufficiently well thought through by the council and despite many valid objections raised by residents at the time it was rail roaded through as the council believed they knew best! It appears to me that the proposals after the fact are evidence of that and the on going complaints regarding number of permits per household and narrowing of the highway further support that theory. Of the two proposals above, my preference would be for 'A' as I don't believe that the council will have considered the unpleasantness of proposal 'B' i.e., how to implement charges for limited waiting - I'm assuming as residents are currently paying then so would random members of the public? or refund the residents on current permits, how to avoid conflict with residents and public regarding parking, i.e. permits we have paid for and limited parking they have not??
Station Road	NE23 1EN	1		We object to the fact that we have paid £15 for a residents permit and £15 for a visitors permit and people can park opposite our house for free.
Station Road	NE23 1EN	1		
Station Road	NE23 1EW	1		Dear Ms/Mrs/Miss SHARP, I "Steady flow" interrupted when rush hour is past and/or no community police in pairs have long since left later a pitch at 10am with light traffic) is OBVIOUS. Racing beyond speed limits then occurs, as it does from W-E railway roundabout area. For many trader professionals, eg. engineers as well, It three hours quoted is not satisfactory for painters trade orators, tree work, as much weather dependent work needs very close attention for competition Monday to Friday.
Station Road	NE23 1EN	1		Option B is a bit 'bonkers'. The parking restrictions were introduced to stop shoppers parking outside our homes and option B will just re-introduce this, coming congestion once again. Option B would in no way be enforceable by anybody and its introduction would be about with cars left their all day and no action taken. Option B is a backward step and goes against enforcement currently in place.
		1		In favour of option A as it will allow easier access and egress from my drive.

Station Road	NE23 1EN	1		<p>I feel that you have restricted residents to only 2 choices there should have been at least a 3rd option, which is to leave the scheme as it is. As I only have 2 choices I reluctantly choose proposal A. Proposal B is utterly ludicrous. The argument from NCC in the introduction of this scheme was to stop people other than residents parking on Station Road. Option B reinstates the opportunity for the public to park on Station Road for free! Whilst the residents have to pay for the privilege. why would I agree to this. I can foresee that I would not be able to park outside my house because of the public parking. if you want this why have a scheme at all as to the comments that it would enable a more controlled environment surely you cannot get more controlled than you have a permit and if you don't you are parking illegally. This option would cause more confusion not less. As for you opening statement re anecdotal evidence - I want you to know that people still park outside my house, without a permit and are not ticketed or moved on some have stayed a short time, some for hours this scheme does not work. Can I ask why we could not have sent this in electronically email is easier than they type of written response.</p>
Station Road	NE23 1EN		1	<p>This is misleading we do not have to choose options. I have a situation at home which is unique to myself basically I have three vehicles, one in the garage, one on the drive and one on the road, if I have a visitor or relative call I cannot access any car from garage or drive. Your head warden Mr Martin Lindores has seen this situation first hand. Every persons situation on the street is different but allowances have not been made to reflect this. I personally do not object to the six spaces used by the public, if they pay the same as us. Their is ample space on the street for residents just not enough permits for particular situations. Option B just reverts back to the status quo and is unenforceable. Kindly read this letter and report back, but preferably not via Kathy Graham.</p>
Station Road	NE23 1EW	1		<p>Not planned for beg. When no car parked in bays cars speed up and then have to pull out, not enough space to overtake. When cars parked in bays opposite not enough space to over take. This was a residential area not a car park or race track.</p>
Station Road		1		<p>For the attention of Mr Neil Snowdon, Following your letter showing the two proposals dated 19 September 2014, we as residents of Aldersyde, Station Road wish to support Proposal A. Proposal B, is a total none starter as this almost returns the street to the same situation as it was before the scheme started. There is no way that a parking warden could possibly know if someone had parked illegally to go to the shops, or if the parked car was a visitor. Part of the reason for the need for some kind of a scheme was due to staff and shoppers parking outside residents houses and preventing residents parking at, or even near their own doors. This gets even more problematic as the car parks become really busy before Christmas. The scheme has only just come into force and already there is this document looking for some form of change, and once again supported by a local Councillor, who does not live in the street and has no idea of the problems residents in the street have. There are a number of issues which could have other answers. In the plan up to 2 permits were to be made available for each residence. Say 30 residences were in the scheme, there was the possibility of 60 permits, if only 40 permits have been taken, there would be 20 permits still available, this being the case why not allow households who would like more, to have more? None of the residents of Station Road (or a least the ones I have spoken to recently) can understand why the South side of Station Road was marked with double yellow lines where the bollards are situated. This has always been the one area of the road where people other than residents could park without causing a nuisance or inconvenience to anyone, yet the Council has chosen to restrict this area and include it as part of the scheme. Kind Regards, Tony Dane</p>

Station Road	NE23 1EN	1		Having the anomaly of un-restricted parking in the first place when residents are being forced to pay for visitors is an absolute disgrace. What were you thinking when doing this???
Station road		1		<p>Dear Terry.</p> <p>After speaking to my neighbour this morning, he mentioned a letter that he has to respond to by Monday regarding the parking on Station Road Cramlington. Can I please make my views known through this email as I have not received a letter. My views would be that only residents should be allowed to park. The cars still using Station Road (around the bus stop and dangerously parked on the corners) should no be allowed to park. The residents are now having to pay to park outside their own homes so I do not think its fair to us that members of the public can park. Can I also raise that its really dangerous getting in and out of the car the traffic is so heavy that's it's impossible to be able to get out safely. I am really concerned that someone will be killed. I do not support any one parking for 3 hours on the street at all. Please consider a link road or Station Road closure as proposed a few years back</p>
Station Road	NE23 1EN	1		<p>Neither of these proposals will resolve the visitor/family/contractor parking issues caused by the one visitor permit per household scheme introduced by Northumberland County council against the wishes of 66% of residents in the affected location. 'A' will cause more spaces for holders of Resident Parking permits but it appears that there is now no shortage of spaces which we cannot use on account of us having insufficient permits. 'B' will simply return Station Road to being an extension of Manor Walks car park by allowing shoppers and employees, who do not have staff parking permits, to park for 3 hours on Station road followed by up to 4 hours in the Manor Walks car park followed by a further 3 hours on Station Road, if needed to cover their 7 to 10 hour shifts. How this will 'Enable more controlled enforcement' is beyond my comprehension. Residents need adequate numbers of FREE visitor parking permits to accommodate friends, visitors and contractors. We cannot understand why Councillor Graham is supporting these proposals when she is fully aware of our petition, supported by 66% of residents, against this scheme and has failed to discuss, with the residents, at any time, the many issues concerning Station Road. Anecdotally, we have observed that everything we forecast in our petition has materialised: the great inconvenience experienced by a large proportion of the residents, the difficulties experienced by residents in Osborne Terrace, the costs of permits borne mainly by those residents who benefit least from this scheme and are most inconvenienced, the establishment of unofficial car parks used by Town Centre employees, while the Town Centre and residents with adequate on site space have benefitted most, but above all, STATION ROAD IS NOW A SPEED TRACK with a significant number of vehicles travelling at speeds greatly in excess of 30mph speed limit. We now need Station Road to be declared a 20mph zone with the installation of speed monitoring equipment, before a serious traffic/parked vehicle. pedestrian incident occurs. (For your information accidents have occurred at both the Station and Sainsbury's roundabout in the last two days).</p>
				I expect that these constructive comments will be included in a report, brought to the attention of Councillors and the Executive Director of Local Services and implemented.
		19	4	3

CONTRACT
DRAWING No.

DRAWING
SIZE
A4

Northumberland
Northumberland County Council

REVISION LINE 1 BY DATE

CHECKED : PASSED :

REVISION Drawing Status By Date Rev.

CONTRACT

Client
NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL, MORPETH.
NORTHUMBERLAND. NE61 2EF Tel. 01670 533000

Job Title

B1326 STATION ROAD, CRAMLINGTON

Drawing Title
APPENDIX 3 - AMENDED
RESTRICTION IN UNRESTRICTED
SECTION OF HIGHWAY

Scales AS SUPPLY

Northumberland
Northumberland County Council

Drn NS Date JAN 15 Checked Passed

Drawing Number

H0125437

Job Number/File Number

Moynise No. 00043767

Reproduced from based upon the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. NORTHUMBERLAND COUNTY COUNCIL - O.S. License No. 100049048 (2009)

All rights reserved. No part of this document may be reproduced in any material form (including photocopying or storing in any medium) without the written permission of Northumberland County Council except in accordance with the provisions of Copyright, Designs and Patents Act 1988. Unauthorised reproduction may lead to prosecution or civil proceedings.

\\p01map\Products\1430714\Northumb_Schemes\H0125437_Cramlington\Station Rd_030416\Drawings\Contract\Appendix 3 - road restrictions in unrestricted section.dwg

