



Northumberland County Council

**RECORD OF DECISION TAKEN BY DIRECTOR  
OF LOCAL SERVICES AND HOUSING**

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**PROPOSED PARKING RESTRICTIONS  
LOW MAIN PLACE, CRAMLINGTON**

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**Purpose of Report**

To consider the results of the public consultation exercise, regarding revised parking restrictions on both the west and east side of Low Main Place in Cramlington

**Recommendations**

**It is recommended that:**

- 1) A "No Waiting at Any Time" parking restriction (double yellow line) is introduced on both sides of Low Mains Place together with an extension to the taxi rank on the eastern side as proposed.

**Key Issues**

- 1) Scheme to be funded by the LTP
- 2) Current restrictions are no longer relevant to the town's needs.
- 3) Parking on the single yellow line has highlighted safety concerns.
- 4) There is insufficient capacity within the current taxi bay to facilitate the town's needs.
- 5) An all-day car park is available adjacent to Low Mains Place at Smithy Square.
- 6) A 4 hour maximum stay car park is available adjacent to Low Mains Place at Manor Walks.
- 7) The scheme was supported by Cllr Cathy Graham.

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Report Author

**Dan Fraser - Programmes Officer (Highway Safety)**  
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## **Background**

1. Concerns have been raised by local businesses about the current parking restrictions on Low Mains Place in Cramlington. It has been reported that the existing "No Waiting, Thursday - 8am - 6pm" restriction is causing an obstruction on the carriageway from Fridays to Wednesdays. It has also been reported that an extension to the taxi rank is required to ensure that the transport needs within the town are met. The current restrictions were put in place to facilitate the old market which was held on a Thursday and bare no relevance to the needs within the town at present. It has been requested that officers consult residents/businesses on the possible introduction of a "No waiting at any time" parking restriction (double yellow line) on both sides of Low Main Place together with an extension of the taxi rank.

## **Consultation**

2. There were 2 proposed options which were subject of a consultation exercise and option 1 was the preferred option. The consultation involved the delivery of a consultation letter to 10 residents/businesses and approximately 30 statutory consultees, including the emergency services and various disabled and transport associations/organisations. A plan showing the proposals is attached together with a copy of the consultation letter (see Appendix A).
3. The consultation exercise ended on 29<sup>th</sup> September 2015 and responses were received from six consultees, with four in favour, one against the proposals. One response did not express any preference. A summary of the responses is attached an appendix B.
4. The North East Ambulance Service was the only statutory consultee to respond. They indicated they supported the proposals.

## **In Favour**

5. One consultee suggested that since the hospital has opened, 50% of all fares received from the taxi rank are going to the new hospital. This is due to visitors traveling to Cramlington by bus and then commuting to the hospital by taxi. This would suggest that since the hospital has opened, more people are commuting to Cramlington and using transport links.
6. Another consultee stated that "Taxis park randomly in Smithy Square until a warden turns up and then they move on". Increased capacity on the rank will help to remove any indiscriminate parking by taxis from within the car park.

## **Against**

7. One consultee objected to the proposal commenting that there are insufficient parking places for staff that work in Smithy Square at present without removing more spaces. There are currently two car parks within Cramlington Village that allow for all day parking with additional short stay parking available at Manor Walks. Alternative, sustainable ways to travel to work should be promoted in the workplace such as cycling, park and stride, park and ride, car sharing and public transport. Not only could this improve the health of staff, but it is more beneficial for the environment.

## Recommendations

8. 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. The result of the consultation exercise shows that the majority of consultees who responded support the proposals.
9. On reflection it has also been decided to make the single yellow lines south of the crossing point "No waiting at any time" also. These additional changes will remove all purposeless restrictions from Low Main Place and keep the section of highway between the pedestrian crossing and the bus stop clear from obstruction by parked cars. It is therefore recommended that the proposed parking restrictions be introduced as shown in Appendix C.
10. 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 A – Consultation Documents
- Appendix B – Consultation Responses
- Appendix C – Revised Proposal

## Implications Arising Out of the Report

|                             |   |
|-----------------------------|---|
| Policy                      | None  |
| Finance and value for money | Funded by LTP   |
| Human Resources             | None  |
| Property                    | None  |
| Equalities                  | None  |
| Risk Assessment             | Inconsiderate parking issues.   |
| Crime & Disorder            | Scheme will remove inconsiderate parking in the area, promoting a safer environment.  |
| Customer Considerations     | None  |
| Sustainability              | None  |
| Consultation                | Cramlington Town Council, 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 Cabinet Member or Officer(s):**

Director of Local Services and Housing

**Subject:**

Proposed Parking Restrictions Low Main Place, Cramlington

**Consultation**

6 Responses  
4 For  
1 Against  
1 Nether for nor against

**Decision Taken:**

"No Waiting at Any Time" parking restriction on both sides of Low Main Place and the extension of the taxi rank to be implemented as proposed

**Signature of Director**



**Date**

28/01/16.



# NORTHUMBERLAND

## Northumberland County Council

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• Web: [www.northumberland.gov.uk](http://www.northumberland.gov.uk)

The Occupier

Our Ref: HE152316-08  
Your Ref:  
Contact: Mr Dan Fraser  
Direct Line: 01670 624125  
Fax: 01670 626136  
E-mail: [HighwaysProgramme@northumberland.gov.uk](mailto:HighwaysProgramme@northumberland.gov.uk)

Date: Thursday 23<sup>rd</sup> July 2015

Dear Sir/Madam

### **Proposed Parking Restrictions – Low Mains Place, Cramlington**

Concerns have been raised by local businesses about the current parking restrictions on Low Mains Place in Cramlington. It has been reported that the “No waiting, Thursday - 8am - 6pm” restriction is causing an obstruction on the carriageway from Fridays to Wednesdays. It has also been reported that an extension to the taxi rank is required to ensure that the transport needs within the town are met. The current restrictions were put in place to facilitate the old market which was held on a Thursday and bare no relevance to the needs within the town at present.

Two options are therefore being proposed to alleviate these concerns.

1. A “No Waiting at Any Time” parking restriction (double yellow line) and the extension of the existing “No Waiting at Any Time except Taxis” (bays) as shown in Plan 1
2. A “No Waiting at Any Time” parking restriction (double yellow line) and the extension of the existing “No Waiting at Any Time except Taxis” (bays) with the addition of a 2 hour time limited bay as shown in plan 2

It is anticipated that the introduction of either of these restrictions will improve road safety by removing obstructions and improving visibility throughout the day.

I am therefore writing in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) to formally ask for your comments on the proposals at Low Mains, as shown the attached plans.

The County Council is seeking your views on the proposals and a freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that comments received will be carefully considered.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision 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 Tuesday 29<sup>th</sup> September 2015. If you wish to respond to this consultation online, please visit the web address <http://trafficconsult.northumberland.gov.uk/>.

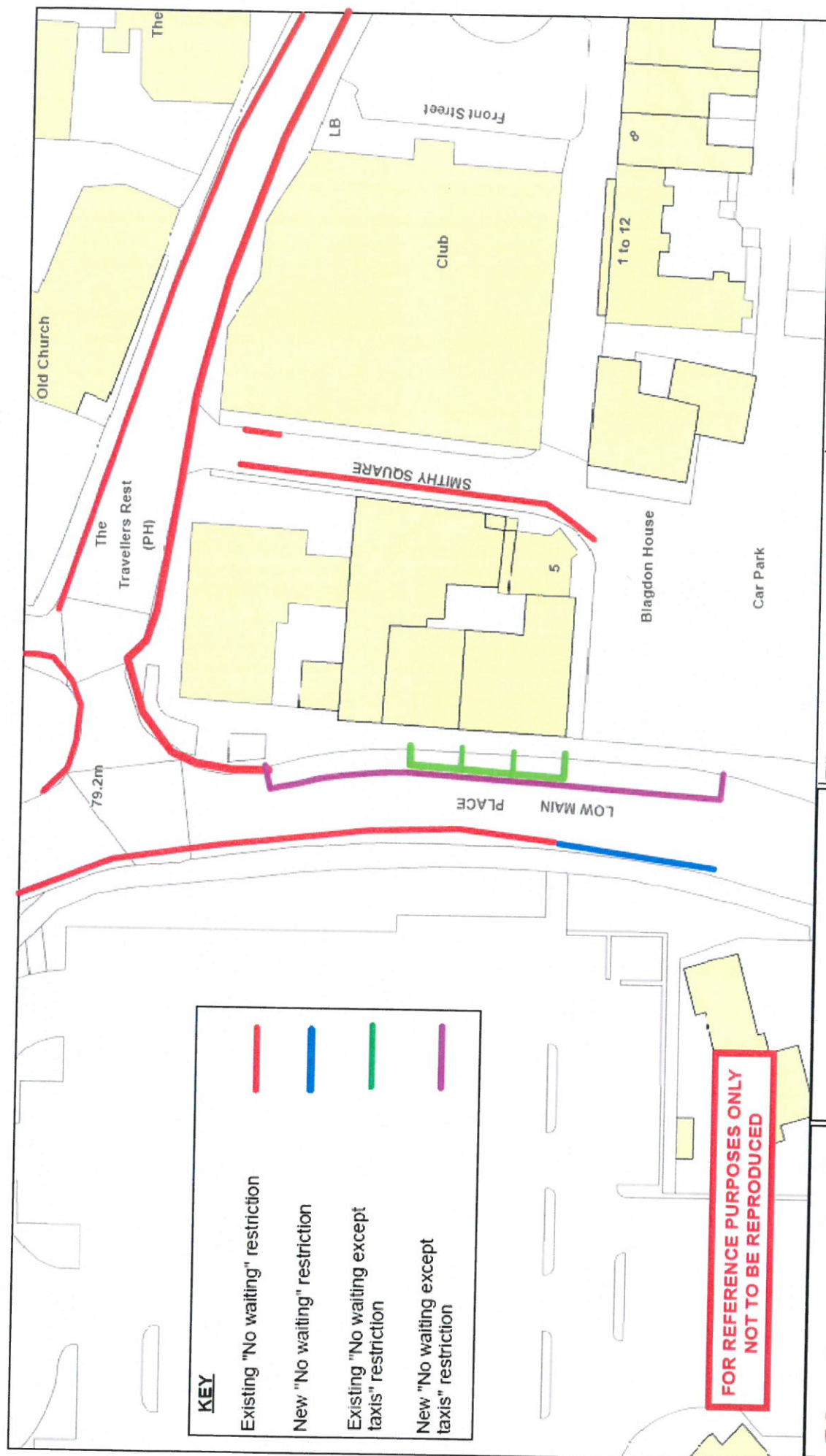
**I would urge you to take the opportunity to comment on this important matter as any decision taken will be based upon the responses received from residents who take time to return the consultation form.**

I thank you for your assistance in this matter.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Dan Fraser', with a stylized flourish at the end.

Dan Fraser  
Programmes Officer (Highway Safety)



**Northumberland**  
Northumberland County Council

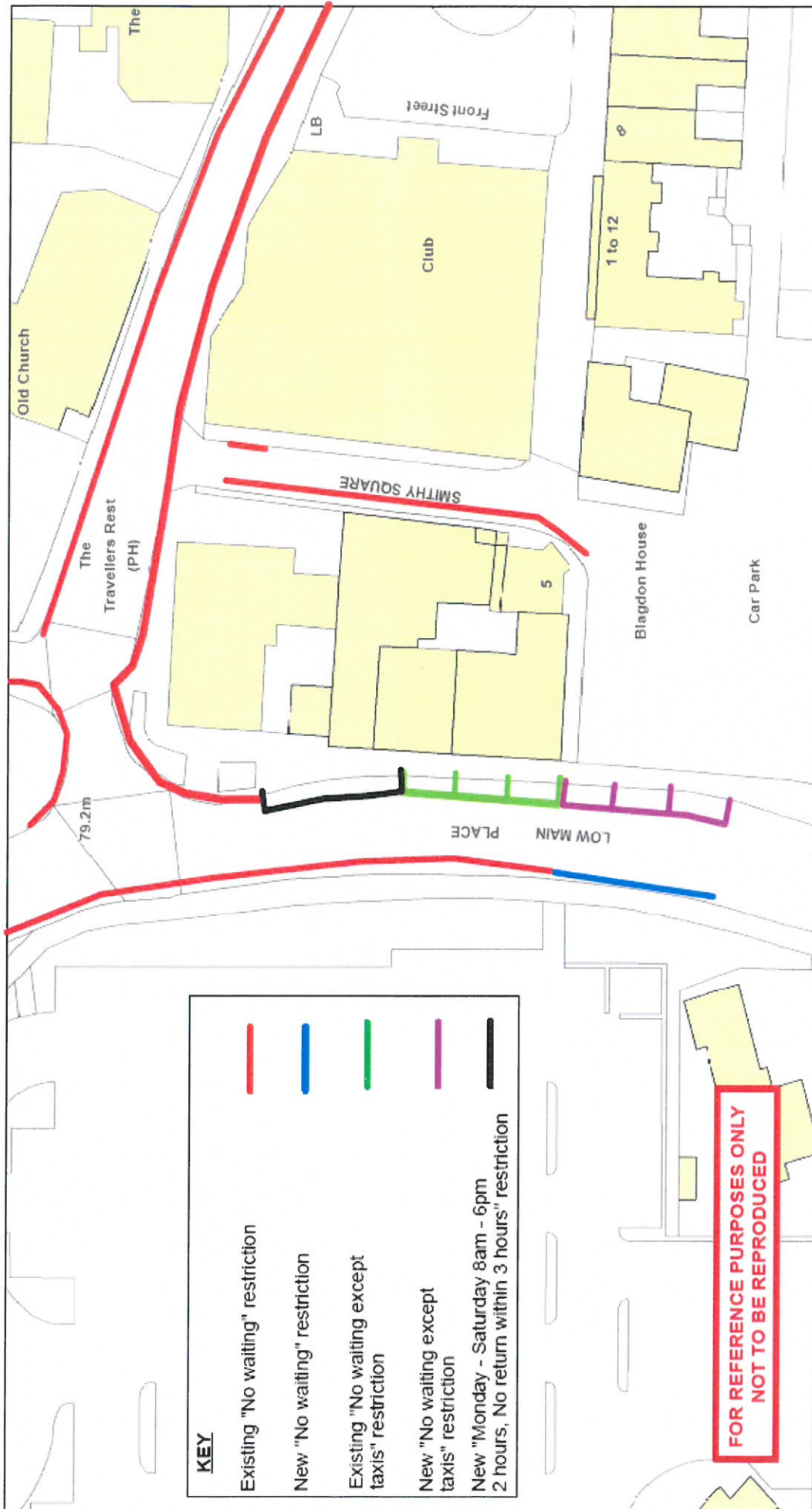
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**Network Management  
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| Title: Low Main Place, Cramlington Plan 1 |       | Scale: |  |
| Dm:                                       | Date: |        |  |





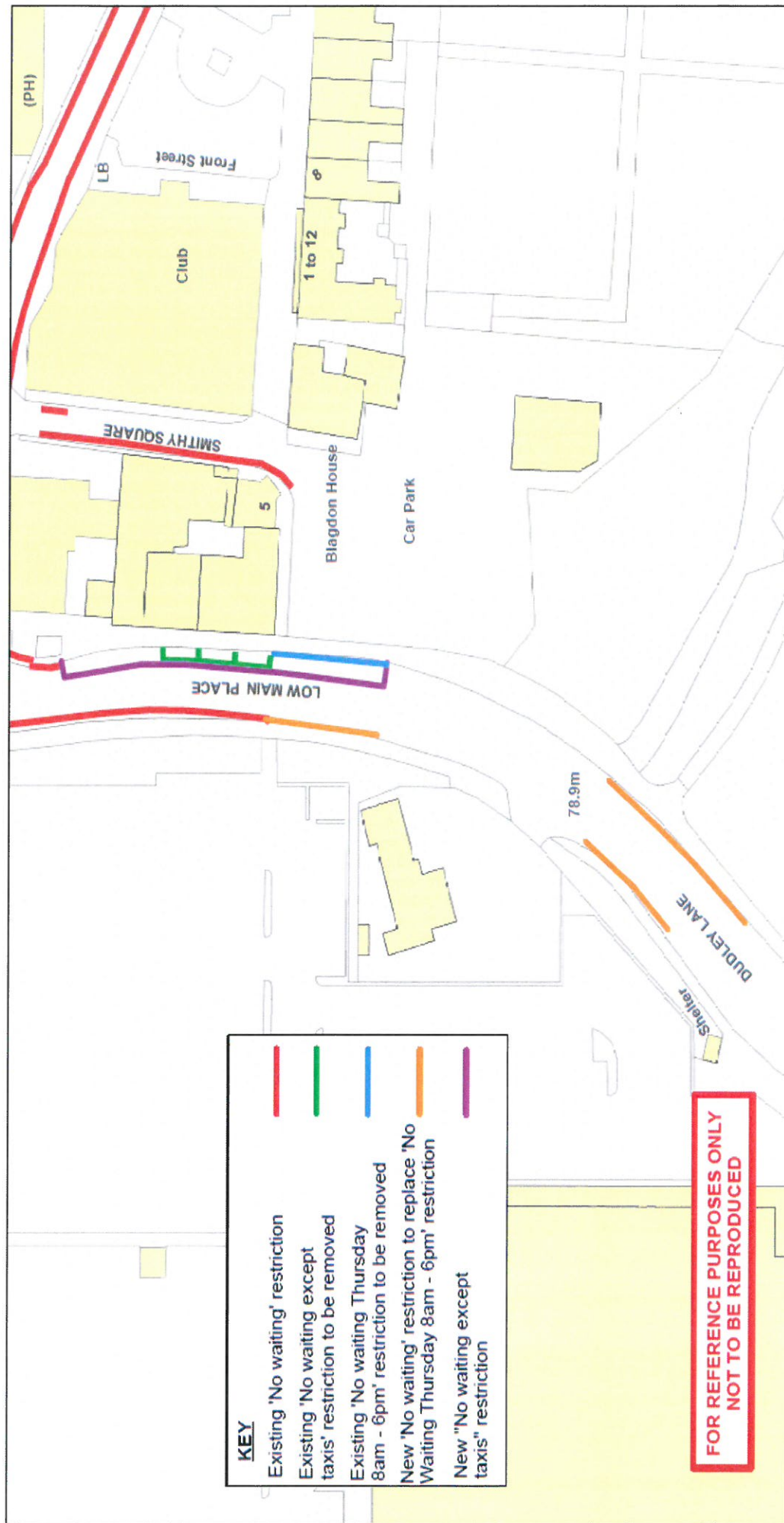
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| <p><b>Northumberland</b><br/>Northumberland County Council</p> <p>Northumberland County Council<br/>County Hall<br/>Worship<br/>Northumberland NE1 2EF Tel: 01670 533000</p> | <p><b>Network Management<br/>Information System</b></p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. Ordnance Survey is not responsible for any errors or omissions, or for any consequences arising from the use of the information. Ordnance Survey Licence No. 100045048 (2009).</small></p> | <p><b>Title:</b> Low Main Place,<br/>Cramlington<br/>Plan 2</p> | <p><b>Drm:</b></p> | <p><b>Date:</b></p> | <p><b>Scale:</b></p> |
|--|--|---|--------------------|---------------------|----------------------|



# Appendix B – Consultation Responses

| FOR OPTION 1 | AGAINST OPTION 1 | FOR OPTION 2 | AGAINST OPTION 2 | NONE | Other Relevant Comments  |
|--------------|------------------|--------------|------------------|------|--|
|              | 1                |              | 1                |      | The employees of Patterson's Cramlington (5) do not agree with this proposal. The five employees of this branch find it very difficult to get parked at all times of the day, currently. If this restriction is put in place then this situation will be worse. the smithy square car park is mainly used by people leaving cars to get buses to work from across the road leaving no spaces for people who work in Smithy Square. Sainsbury's has a 4 hour restriction on parking and we cannot use that as it for Sainsbury's customers only. Where are the staff here expected to park??  |
| 1            |                  |              |                  |      | Cramlington is becoming a very busy town centre with many more people visiting from other areas we have noticed an increase in trade from the current taxi rank spaces '3' and believe an increase in spaces which are in a good position could help transport links around Cramlington. In the past few weeks 50% of the customers we have taken from the rank have gone to the new hospital and have arrived at Cramlington shops by bus from other areas so this link is vital for hospital visitors and staff. Signage for the rank needs to be better as the public continue to park on the rank.   |
|              |                  |              |                  | 1    | Thank you for your letter dated 18th August 2015 in which you invite us to offer our comments on the above proposal. I would inform you that as an Emergency Service we may be required to use the above road(s) 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            |                  |              |                  |      | may I first xxxx that the majority of 'Taxis' are xxxx private hire cars that have to be pre-booked. Either proposal will not really make a difference. I would prefer that the restriction on xxxxx be removed. It does no good as it is. As a xxxx business owner I have great xxxxx about the lack of parking off the Manor Walks site. It is near impossible to get parked in the village or Smithy Square as it is jammed with town centre employees prevented from using Manor walks by the time restriction. As far as i know there have not been any accidents or incidents due to the current parking on Low Main Place. "Taxis" park randomly in Smithy Square until a warden turns up and then they move on.  |
| 1            |                  |              | 1                |      | <p>I support proposal one as I see no justification or reason why there should be restricted public parking at the rear of the taxi rank? If parking is granted then this would effectively turn the rank from a 6 taxi bay into a 5 taxi bay as it would be impossible or at best be very difficult to join the rank and become the 6th taxi waiting, expecting taxi drivers to continually reverse park to join as the 6th taxi on a very busy bending road is dangerous even if there is sufficient taxi parking space given. Also there are already plenty of public spaces within close proximity to the rank that are rarely used and if encouraged to use instead would not affect our ability to make a wage or serve the public and provide Cramlington with its transportation needs.</p> <p>Smithy Square – Distance from rank = 1 ½ metres – 56 parking unrestricted bays + 2 disabled bays<br/> Sainsburys – Distance from rank = 10 metres – 369 parking bays (4 hours max) + 27 disabled bays<br/> Cramlington Youth Project - 43 unrestricted bays + 3 disabled bays<br/> Cramlington Village - (Blagdon Terrace/ Church Street etc) = 100 + unrestricted parking spaces<br/> Cinema – 317 parking bays (4 hours max) + 21 disabled bays<br/> Total –<br/> Unrestricted parking = 200 + and 5 disabled bays<br/> 4 hour max parking = 686 and 48 disabled bays</p> |
| 1            |                  |              | 1                |      | Mr Steve Trett who you have been working with regards to the taxi spaces at Low Mains Place is a member of the Blyth Valley Taxi Drivers Association. On the evening of the 21-9-15 he brought this matter to our attention. It was debated by our members and Mr Trett answered all the questions raised during the debate. It is seen by our members that options 1 is the one that they would like to support. So all of the members of the BVVTD support you if you go for option 1. Some of our members work that rank in Cramlington. I hope these comments help you in your to help with the promotion of Cramlington and help the general public if they need taxis.   |
| 4            | 1                |              |                  | 1    |  |

# Appendix C – Revised Proposal



|   |   |   |   |
|---|---|---|---|
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|---|---|---|---|