



# Northumberland

## County Council

### RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

**Paul Jones**

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#### **PROPOSED 'NO ENTRY' BURNSIDE, LONGHOUGHTON**

**Cabinet Member: Councillor Glen Sanderson**

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#### **Purpose of Report**

To consider the results of the consultation exercise regarding proposals to provide a 'No Entry' restriction in Burnside, Longhoughton.

#### **Recommendations**

It is recommended that the proposed 'No Entry' restriction should be provided on an experimental basis for 12 months.

#### **Link to Corporate Plan**

Living - "We want you to feel safe, healthy and cared for"

Enjoying - "We want you to love where you live"

#### **Key Issues**

1. The County Council has received concerns from residents of Burnside via the local ward member and Parish Council over the amount of traffic using the street as the main access to the wider estate and to local facilities.

## Delegated decisions

### Background

1. The County Council has received concerns from residents of Burnside via the Local Ward Member and Parish Council over the amount of traffic using the street as the main access to the wider estate and to the local Co-op food store.
2. Burnside is a residential street of 29 properties. It is one of two access points to the wider residential area to the north west. In common with the wider area traffic calming has been provided in the form of a speed hump. Its location is shown in Figure 1.



Fig.1 Burnside location plan.

3. This area of Longhoughton also includes a local Co-op food store, a community centre, a nursery and sports facilities. This means that the area is subject to a significant amount of visiting traffic.

## Delegated decisions

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4. Residents have pointed out that much of this traffic is currently using the Burnside entrance to the area, when the northerly entrance near the Co-op is more appropriate, as it is shorter, more direct and only passes one residential property.
5. Following discussions with Longhoughton Parish Council it was decided to consult residents on providing a 'No Entry' restriction to prevent traffic from entering via Burnside. The street will remain 2-way, but residents will have to enter from the north.
6. Although traffic would still be able to exit via Burnside, it is likely that the majority of vehicles leaving the area would exit via the northern route which provides a quicker and more direct way out to the main road.
7. Residents and statutory consultees were therefore consulted on this proposal. A copy of the consultation plan is shown in Appendix A.
8. 9 responses were received. The results were:
  - For: 6 (67%)
  - Against: 2 (22%)
  - Neutral: 1 (11%)

A summary of the responses is shown in Appendix B.

9. The neutral response is from Cycling UK requesting an exemption for cyclists at the proposed No Entry. This will be included if it can be done so safely.
10. If the neutral response is removed, leaving only responses from residents, 75% are in favour.
11. Although the responses show a significant majority in favour, only 8 out of 29 households replied. The results were therefore discussed with the local ward member.
12. It was agreed that the 'No Entry' restriction could be implemented on an experimental basis for 12 months, so that its impact can be assessed and residents have the opportunity to try it out and feedback on its success or otherwise.
13. It is therefore recommended that the proposed 'No Entry' restriction should be implemented on an experimental basis for a period of 12 months, after which residents are reconsulted to establish whether it should be made permanent or not, including whether alternatives should be considered.

## **Delegated decisions**

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### **Implications Arising out of the Report**

<b>Policy</b>	
<b>Finance and value for money</b>	None
<b>Legal</b>	None
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Consideration</b>	Local residents and statutory consultees have been consulted.
<b>Carbon reduction</b>	None
<b>Wards</b>	South Tynedale

### **Background papers:**

**File ref: HE185325**



## **Delegated decisions**

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### **Report sign off.**

***Authors must ensure that relevant officers and members have agreed the content of the report:***

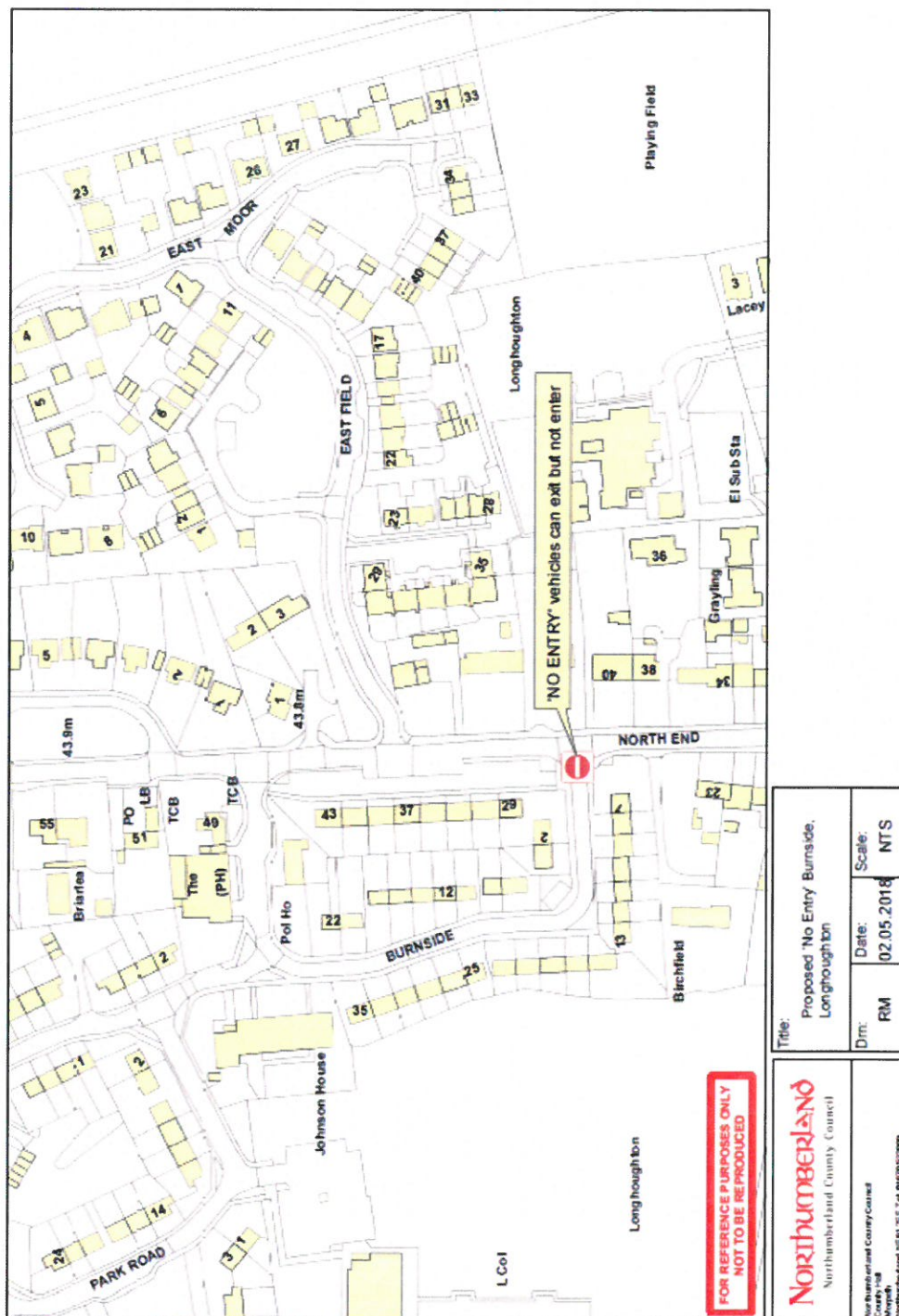
	initials
Finance Officer	n/a
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Director	
Portfolio Holder(s)	

### **Author and Contact Details**

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## Appendix A - Consultation Plan



## Delegated decisions

### Appendix B - Consultation Responses

F O R	A G A I N S T	N E I T H E R	Other Relevant Comments
1			I think it's a brilliant idea, but for it to work you will have to stop all the double parking at the co-op end of the street. Big cars, ambulance, fire brigade etc cannot get past the double parked cars.
1			The no entry will stop some traffic but will not stop the using of the road as a rat run after people have been to the co op or quarters or at West Field park and most do still speed through the street.
1			I think Burnside should be "residents only" traffic. It is a good idea for a "no entry" sign but traffic will still come through Burnside when leaving the co op or coming from "the RAF Quarters" as they do now. I have lived in Burnside 35 years and have never seen as much "through traffic" as there is currently. Burnside is like a "rat run" at times, from both directions. Please consider making our street "Residents Only" and also double yellow lines down one side to stop double parking across paths and blocking across for pushchairs / prams / wheelchairs / elderly residents with walking frames. As well as blocking the road for emergency vehicles by double parking.
		1	Is there an exemption for cyclists?
1			No exit at southern end. At northern end residents only sign. Room for turning circle inside southern end
1			
1			Agree with 'No Entry' at southern end of Burnside. I would like to propose that a 'Residents Only' sign be situated at Northern end just past junction with Trenchard Way so that Co-Op traffic would not come through Burnside as that is also a problem.
		1	As much as we agree the street needs to be one way, the proposal "NO ENTRY" sign from the southern entrance wont make any difference in my opinion. This may stop cars entering the southern entrance however cars exiting from the north i.e delivery vans, co-op users and members using west field park facilities. So how is this reducing any traffic / making a difference to Burnside Street? Residence only signs are needed and street needs same exit as entrance previously was and worked well.
		1	The road opposite the Co-Op is already congested without additional traffic and the addition of new housing will only add to this. Parking on pavements is common and kerbs are breaking up (large vans and trucks). The Co-Op has a car park but few use it.
6	2	1	

## DECISION TAKEN

**Title of Officer(s) and Portfolio  
Holder (where appropriate):**

Paul Jones - Service Director - Local Services

**Subject:**

PROPOSED 'NO ENTRY' BURNSIDE,  
LONGHOUGHTON

**Consultation**

- For: 6 (67%)
- Against: 2 (22%)
- Neutral: 1 (11%)

**Decision Taken:**

The proposed 'No Entry' restriction should be  
provided on an experimental basis for 12 months.

Signature of Director/  
officer/Portfolio Holder where  
appropriate)\*

**Date**



20/7/18

\* delete as appropriate