



Northumberland County Council

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

**PAUL JONES**

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**CRAMLINGTON TRAFFIC MANAGEMENT IMPROVEMENTS**

**Cabinet Member: Glen Sanderson**

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**Purpose of Report**

To consider the proposed introduction of additional parking restrictions at strategic locations throughout Cramlington as part of an Experimental Traffic Regulation Order.

**Recommendations**

It is recommended that the following restrictions are introduced as an Experimental Traffic Regulation Order following requests made by Cramlington Town Council and Local County Councillors:-

- Introduce No Waiting (double yellow line) on Forum Way and Dudley Lane
- Introduce No Waiting (double yellow line) and Disabled Blue Badge Holder Bays on Smithy Square
- Introduce No Loading (double yellow line with kerb blips) on Dudley Lane and School Access Road and West Farm Court
- Introduce Time Limited Waiting Bays Monday - Friday 8am - 5pm 20 mins, No return within 1 hour on School Access Road
- Introduce Time Limited Waiting Bays Monday - Saturday 8am - 5pm 3 hours, No return within 4 hours on Church Street

**Link to Corporate Plan**

How - "We want to be efficient, open and work for everyone"

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

Connecting - "We want you to have access to the things you need"

## **Delegated Decision Report**

### **CRAMLINGTON TRAFFIC MANAGEMENT IMPROVEMENTS**

#### **Background**

1. Council Officers have been working with Cramlington Town Council and Local County Councillors to introduce a number of parking restrictions, following the submission of a petition to South East Area Committee in March 2017. The petition claimed the Cramlington Village was suffering from non residential and commercial parking in the Old Village of Cramlington.
2. The issues raised in the petition have been discussed with Cramlington Town Council, Local County Councillors and NCC Officers. As well as those highlighted in the petition, further locations where indiscriminate parking is a problem were identified, notably at Cramlington Learning Village.
3. Cramlington Town Council have been working proactively with the Council to support additional Traffic Regulation Orders and reduce antisocial behavior. Following concerns regarding dog fouling, littering and inconsiderate parking within Cramlington, they have entered into an agreement with the Council to fund a Civil Enforcement Officer who has the powers to enforce all three elements of anti social behaviour mentioned.
4. There is a high demand for parking at Manor Walks Shopping Centre and surrounding outlets and facilities in Cramlington Village. This is due to the lack of available parking places for visitors and workers during busy periods resulting in any unrestricted parking spaces being utilised when there are no parking places available.
5. There is a high demand for parking around Cramlington Learning Village and Sporting Club due to the popularity of facilities offered by the Sporting Club. There is a car park within the grounds which can be utilized by both the School and Sporting Club, but quite often visitors choose to park on the highway nearer the facilities, even when there is space available in the car park.
6. Further to the above, a set of proposed experimental parking restrictions have been agreed with Local County Councillors and Cramlington Town Council, for a period of 12 months with feedback being welcomed until 1st March 2019. This will allow a decision to be made on the future of the scheme before the experimental period expires. Plan showing the proposed experimental parking restrictions are attached as Appendix A.

## Delegated Decision Report

### Implications Arising out of the Report

<b>Policy</b>	Consistent with existing policies
<b>Finance and value for money</b>	Scheme will be financed by 2018/19 LTP
<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>	Both areas suffer from inconsiderate parking during busy periods resulting in increase road safety concerns.
<b>Crime &amp; Disorder</b>	The schemes will promote a safer environment and may reduced any potential antisocial behavior
<b>Customer Consideration</b>	Road users, school children and pedestrians will benefit from parking restrictions
<b>Carbon reduction</b>	None
<b>Wards</b>	Cramlington Village

### Background papers:

None

## Delegated Decision Report

### DECISION TAKEN

**Title of Officer:** Paul Jones - Service Director -Local Services

**Subject:** Cramlington Traffic Management Improvements

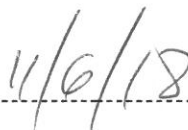
**Decision Taken:** The restrictions below are introduced as an Experimental Traffic Regulation Order

- Introduce No Waiting (double yellow line) on Forum Way and Dudley Lane
- Introduce No Waiting (double yellow line) and Disabled Blue Badge Holder Bays on Smithy Square
- Introduce No Loading (double yellow line with kerb blips) on Dudley Lane and School Access Road
- Introduce Time Limited Waiting Bays Monday - Friday 8am - 5pm 20 mins, No return within 1 hour on School Access Road
- Introduce Time Limited Waiting Bays Monday - Saturday 8am - 5pm 3 hours, No return within 4 hours on Church Street

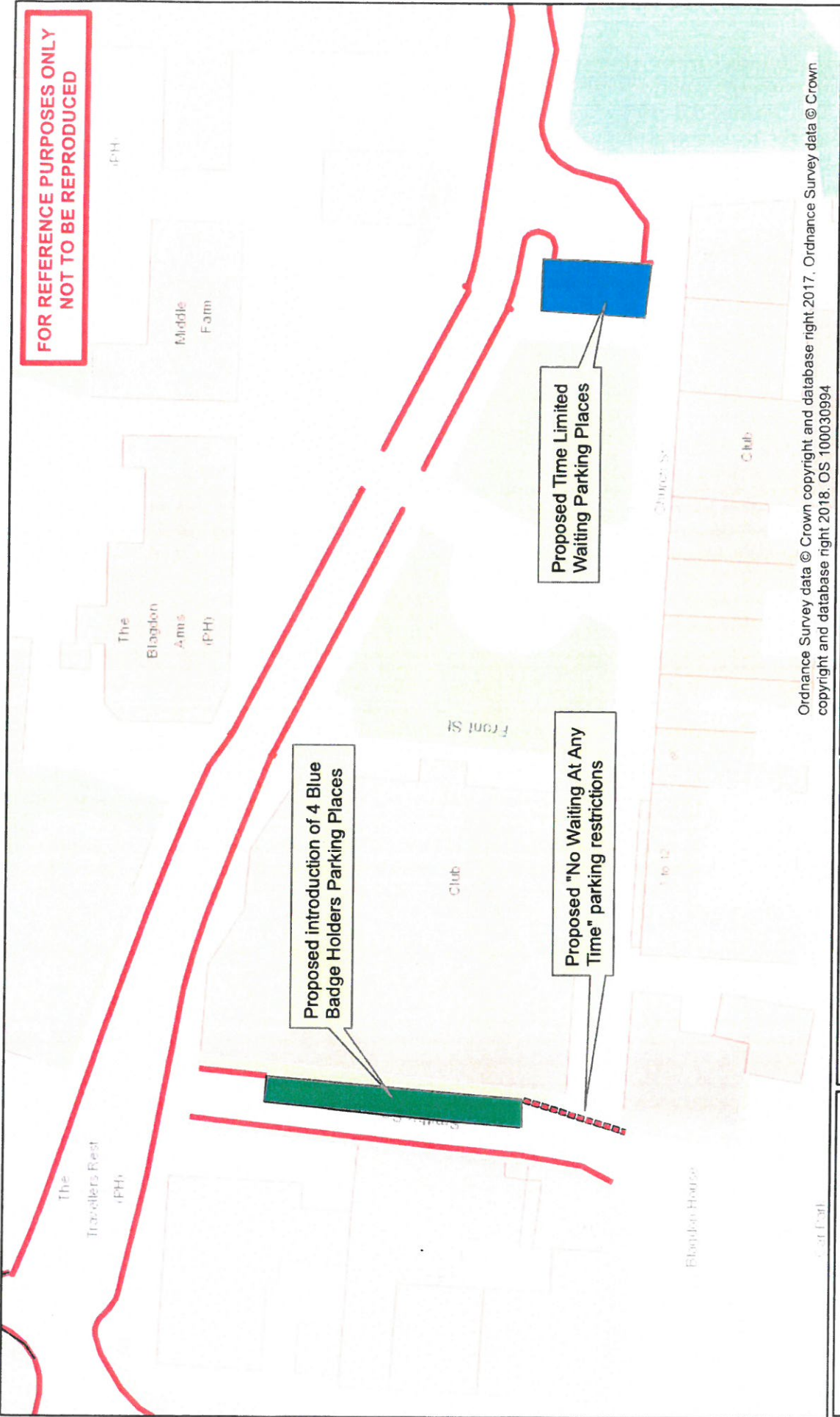
Signature of Director




Date









**Northumberland County Council**  
County Hall  
Worleith  
Northumberland NE51 2EF Tel: 01670 533000

**Network Management Information System**

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**Title: Cramlington Village  
Proposed Parking Restrictions**


**Dm:**


**Date:**

**Scale:**  
1:1000

**KEY**

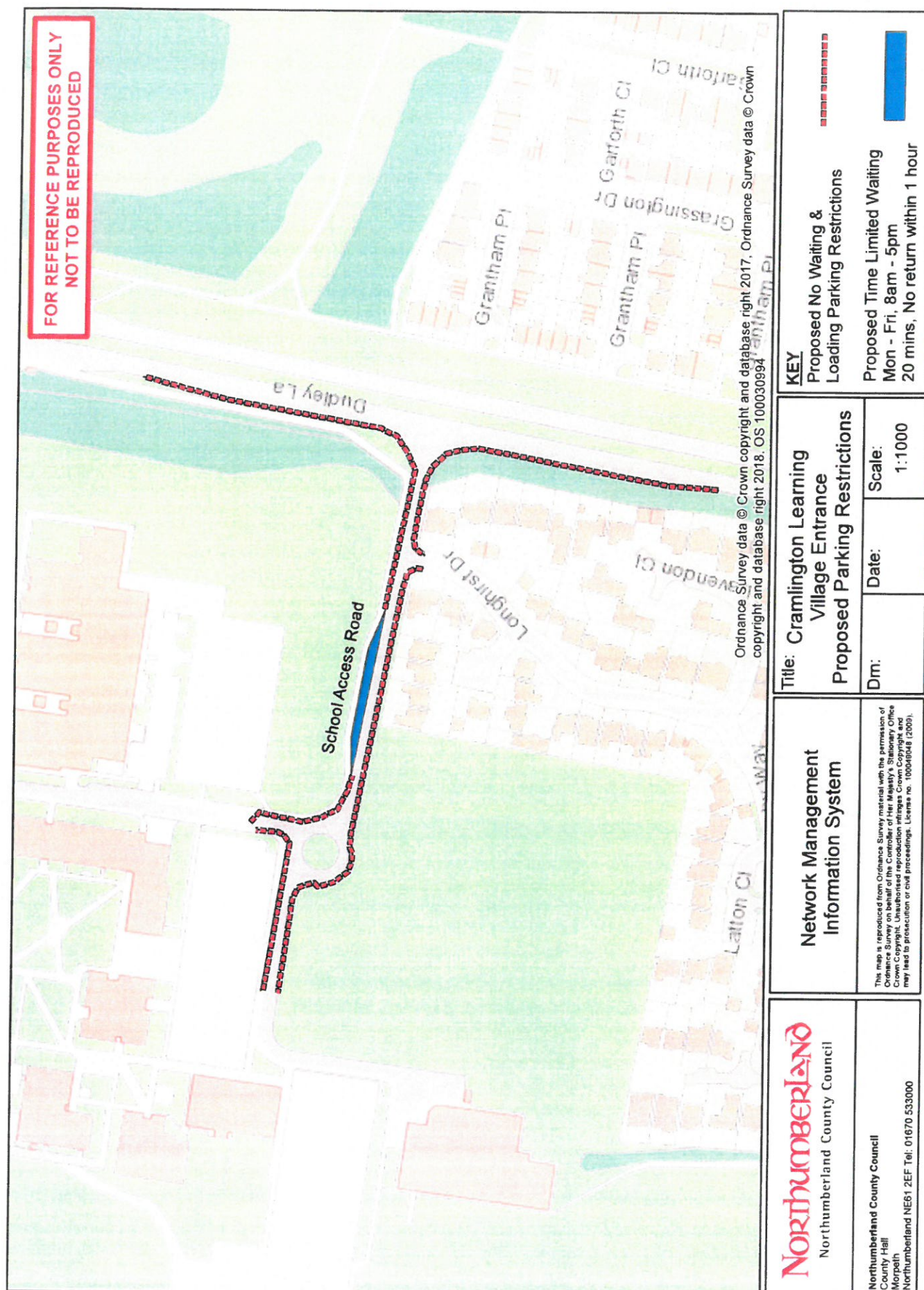
 Proposed No Waiting At Any Time

 Proposed Blue Badge Holders Parking Place

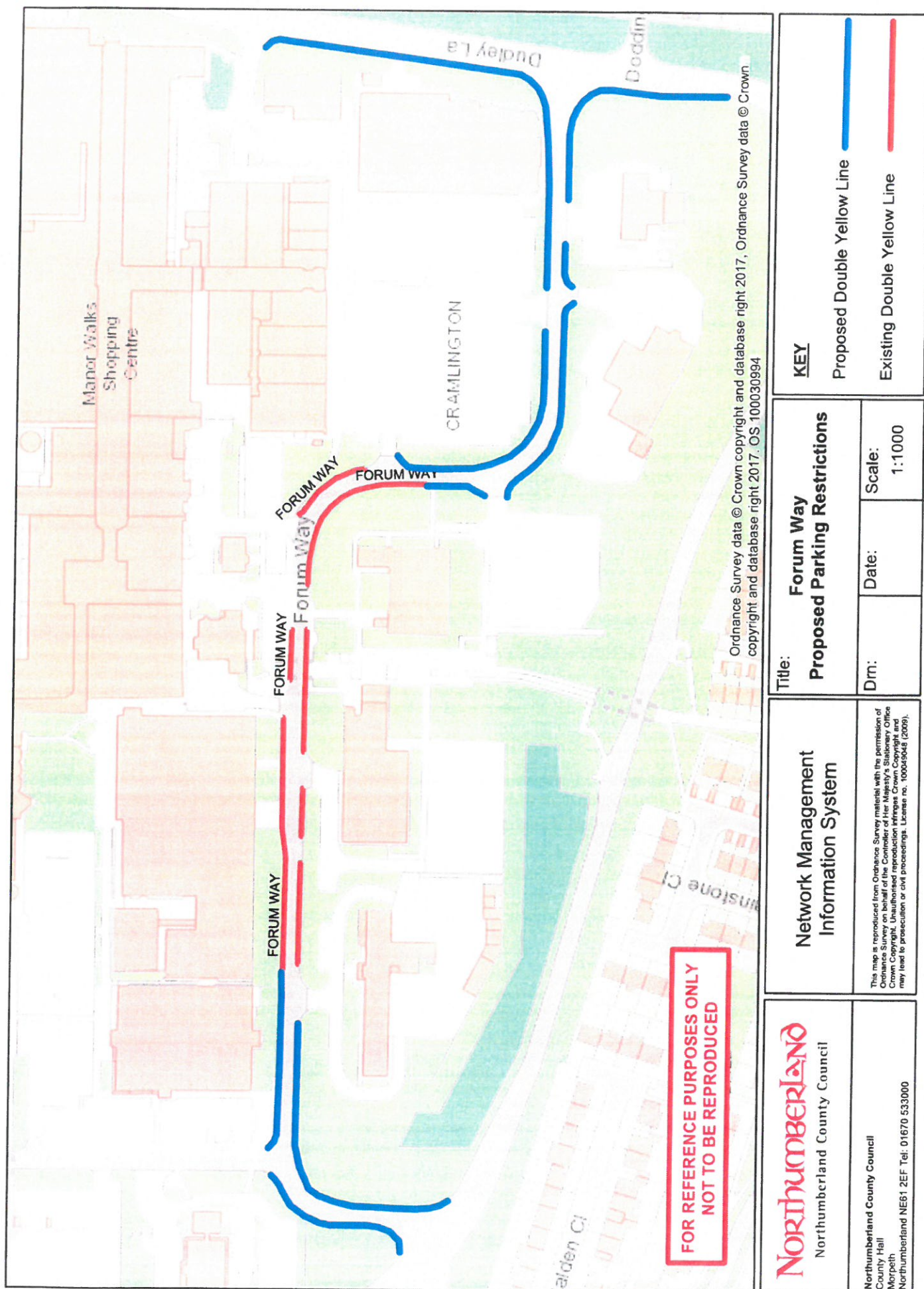
 Proposed Time Limited Waiting Mon - Sat, 8am - 5pm 3 hours, No return within 4 hours

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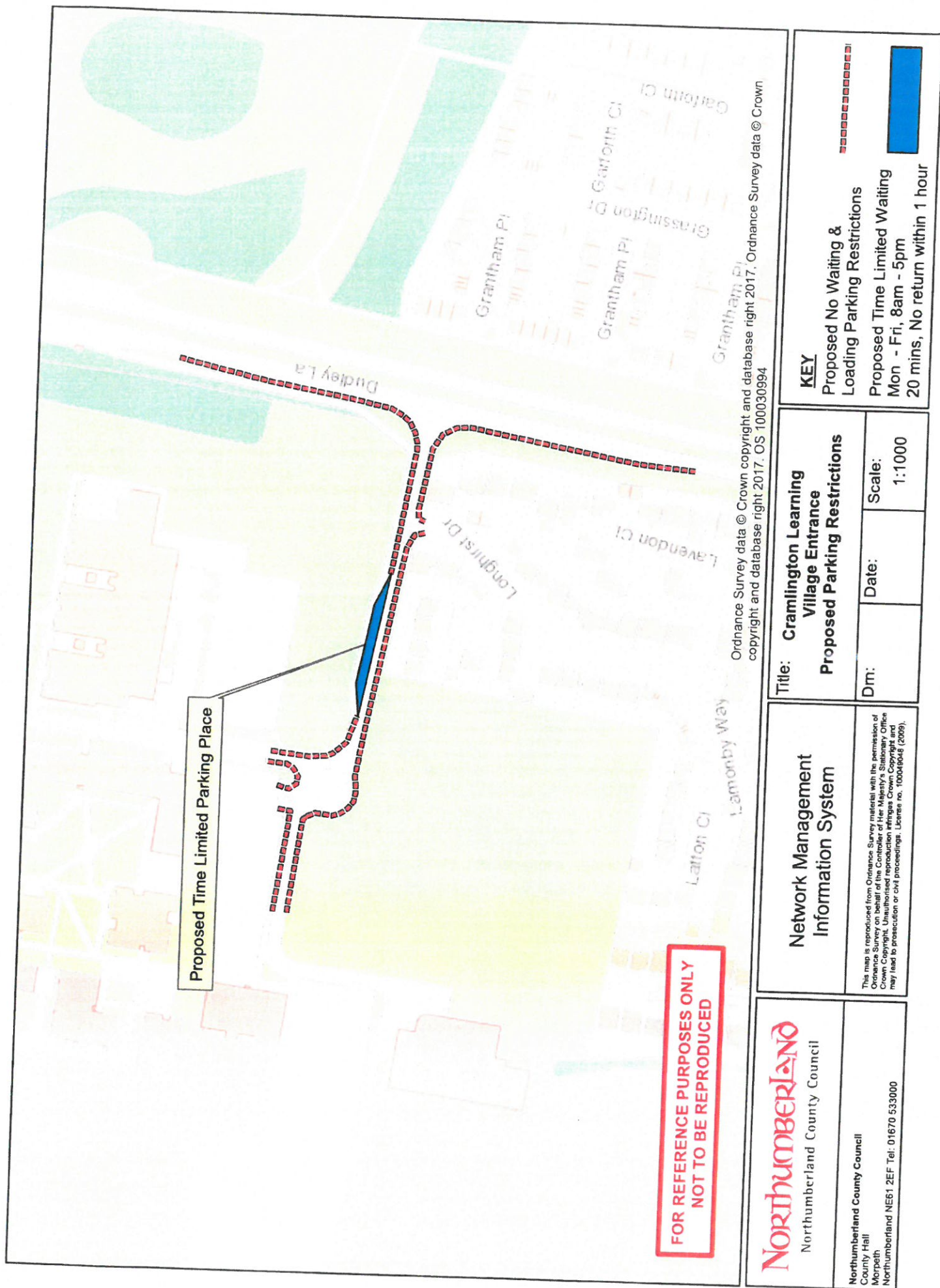




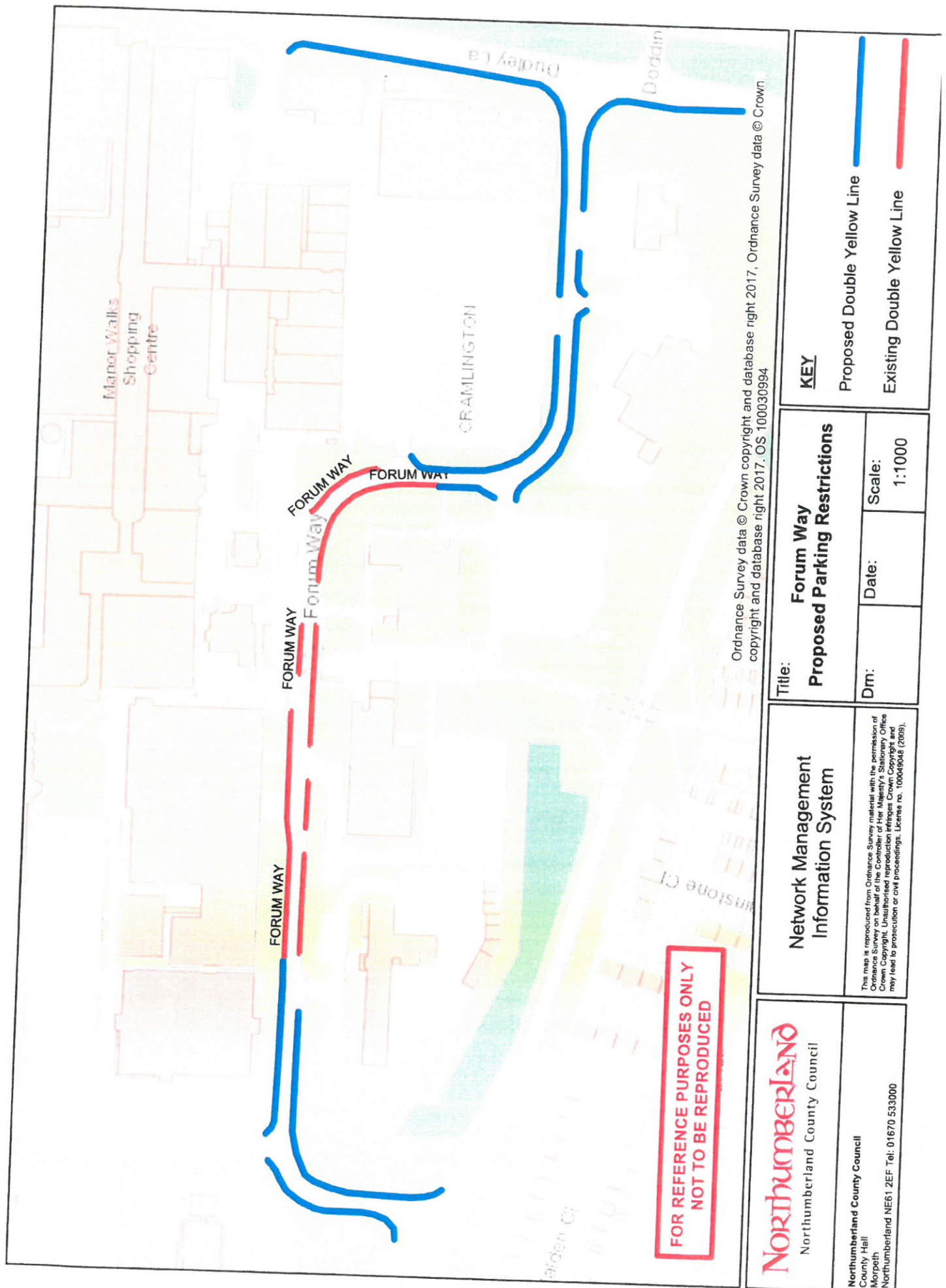


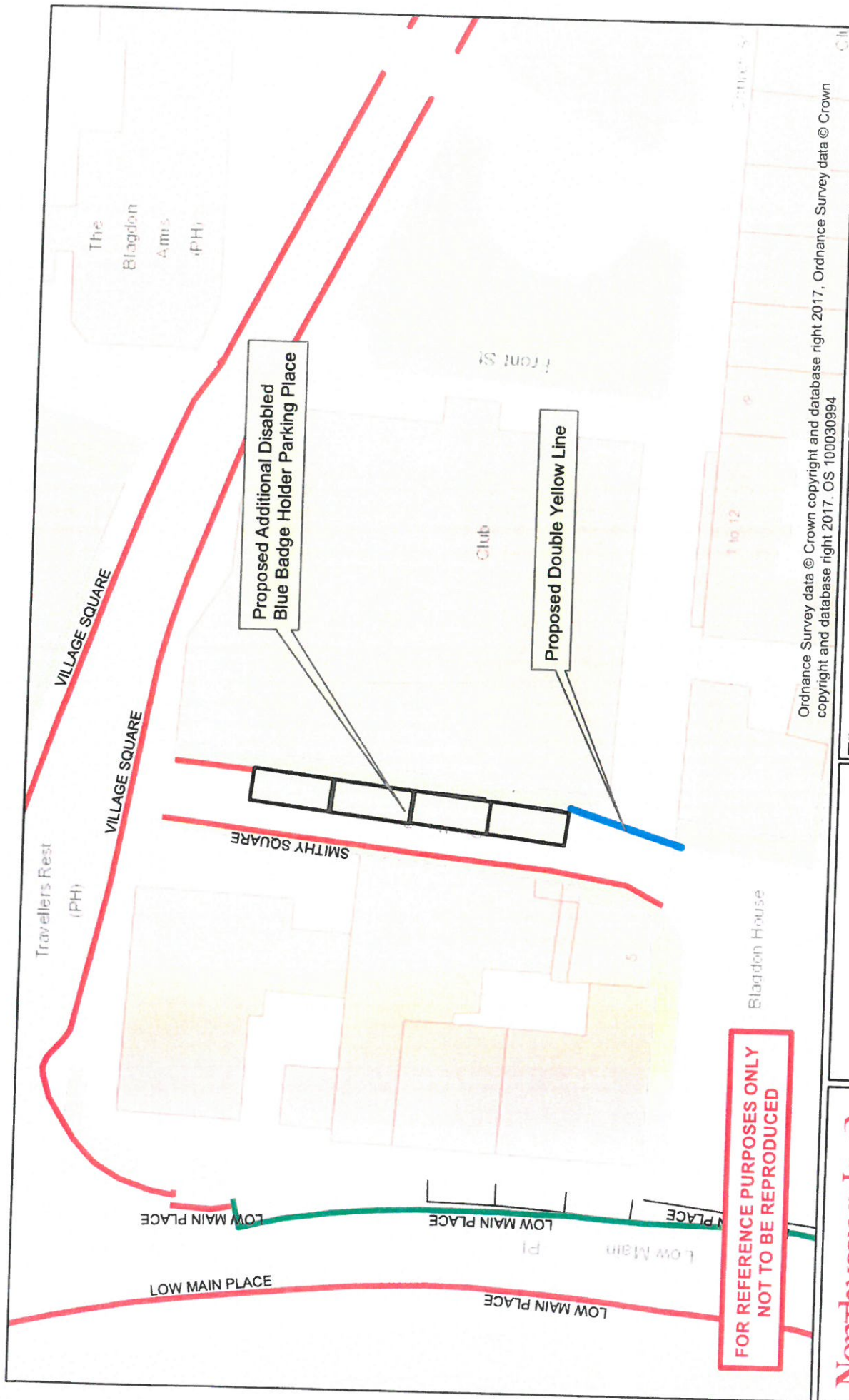












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# KEY

Proposed double Yellow Line

Proposed Blue Badge  
Holder Parking Place

Title: **Smithy Square, Cramlington  
Proposed Parking Restrictions**

Dm: Date: Scale: 1:1000

Network Management  
Information System

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**Northumberland**  
Northumberland County Council

Northumberland County Council  
County Hall  
Morpeth  
Northumberland NE61 2EF Tel: 01670 533000