



Northumberland
County Council

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

Paul Jones

**Proposed Parking Restrictions,
Parkside Glade, Cramlington**

Cabinet Member: Councillor Glen Sanderson

Purpose of Report

To consider the introduction of proposed parking restrictions on Parkside Glade, Cramlington.

Recommendations

It is recommended that the following parking restrictions are introduced:
No Waiting at Any Time restrictions (Double yellow Lines) on Ringwood Drive.

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. Residents have raised safety concerns for both pedestrians and motorists caused by parked cars in Parkside Glade along Ringwood Drive, Cramlington.
2. The scheme is to be funded by Councillor Dunbar, through her Members Local Improvement Allowance.

Delegated decisions

Background

1. Residents contacted their local Ward member with concerns regarding safety issues for both pedestrians and motorists caused by parked cars in Parkside Glade along Ringwood Drive, Cramlington.
2. Indiscriminate parking on the road is making it difficult for residents to negotiate this road safely.
3. After meeting with Councillor Dunbar, officers proposed that "No Waiting at Any Time" restrictions be introduced in order to alleviate these concerns.
4. A consultation letter was sent to 31 residents and 18 statutory consultees on the proposed parking restrictions. A copy of the consultation letter and plan are attached in Appendix A.
5. 2 responses were received as a result of the consultation letter, with 2 in favour 0 against and 0 neither for nor against the proposal. A summary of the responses is attached as Appendix B.
6. The results of the consultation were discussed with Councillor Dunbar, who agreed that the restrictions should be revised as suggested in the responses and a 2nd consultation carried out. A copy of the consultation letter and plan are attached in Appendix C.
7. 11 responses were received as a result of the consultation letter, with 5 in favour 5 against and 1 neither for nor against the proposal. A summary of the responses is attached as Appendix D.
8. As safety concerns have been raised, the results of the consultation were discussed with Councillor Dunbar, who agreed that the restrictions should be introduced on safety grounds and be revised as shown on the attached plan Appendix E.
9. The scheme is supported by Councillor Dunbar and funded through her Members' Local Improvement Allocation.

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Implications Arising out of the Report

Policy	None
Finance and value for money	Funded through the Members Local Improvement allocation for Councillor Dunbar
Legal	Preparation of Traffic Regulation Orders (TRO)
Procurement	
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
Risk Assessment	
Crime & Disorder	Traffic safety concerns i.e. Obstruction / congestion of the highway
Customer Consideration	Scheme is anticipated to improve road safety for pedestrians, residents and road users in the area
Carbon reduction	
Wards	Cramlington Eastfield

Background papers:

File ref: 2018/080

Appendix Index

Appendix A - Consultation Letter and Plan
Appendix B - Consultation Responses
Appendix C - 2nd Consultation Letter and Plan
Appendix D - 2nd Consultation Responses
Appendix E - Scheme Plan

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

Author and Contact Details

Report Author ***Sarah Hudson Technical Assistant (M.S.S)***
(01670) 624130
Sarah.Hudson@northumberland.gov.uk



Northumberland County Council

The Occupier

Our Ref: 2018/080
Your Ref:
Contact: Ms Sarah Hudson
Direct Line: 01670 624130

E-mail: HighwaysProgramme@northumberland.gov.uk
Date: Friday 28th September 2018

Dear Sir/Madam,

**Proposed No Waiting at Any Time Restrictions,
Junctions of Parkside Glade, Cramlington**

You may recall that some time ago residents were asked for their opinion on a range of parking and traffic movement restrictions in Parkside Glade. It was agreed with Councillor Dunbar that this matter should be put on hold since a new drop off area was established at the Masonic Hall Car Park.

While the situation has considerably improved, unfortunately residents are still reporting instances of indiscriminate parking at school start and finish times to Councillor Dunbar, who has therefore agreed to fund the following parking restrictions subject to favourable consultation in order to alleviate these concerns:-

- 1) No Waiting at Any Time Restrictions (double yellow lines) on Ringwood Drive at its junctions with Romsey Close, Ryde Place and Ranmore Close.
- 2) No Waiting Monday - Friday 8:30am - 9:30am and 2:30pm - 4:00pm (single yellow lines) between 94 and 96 Ringwood Drive.

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 advise you on the proposed introduction of the following:-

- 1) No Waiting at Any Time parking restrictions on Ringwood Drive at its junctions with Romsey Close, Ryde Place, Ranmore Close and Ringwood Drive, Cramlington. (As shown on the attached plan).
- 2) No Waiting Monday - Friday 8:30am - 9:30am and 2:30pm - 4:00pm (single yellow lines) between 94 and 96 Ringwood Drive. (As shown on the attached plan).



Sarah Hudson, Technical Assistant, Highways Programme
County Hall, Morpeth NE61 2EF
T: 01670 624130 E: HighwaysProgramme@northumberland.gov.uk
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If you have any comments or observations regarding this proposal please can you email or write to the Highways Programme Team, County Hall, Morpeth NE61 2EF before the Friday 26th October 2018.

Yours faithfully

S Hudson

Sarah Hudson
Highways Programme Team



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Appendix B

Thoroughfare	Post Code	FOR	AGAINST	NEUTRAL	Other Relevant Comments
					I have received your letter this morning with regards to the proposed parking restrictions around Parkside Glade to attempt to alleviate the problem parking. While I wholeheartedly agree with the proposes suggested, the one area which in my opinion is the most dangerous area has been ignored. The corner of Ringwood Drive around number 82 and directly opposite Ryde Place is a blind bend due to the side of the hedge around said house. The double yellow lines around the corners of Ryde Place and Romsey Close should be extended to meet and there should also be double yellow lines on the opposite stretch around the bend of 82 Ringwood. All these current proposals will do will make people park on both sides of the blind bend, ie in the gap outside the Substation and directly opposite. This section is an accident waiting to happen, I see it all too frequently already
Ringwood Drive		1			This house is, of course, adjacent to the north side of the junction and the effects of crowded parking are very apparent to us. We strongly support the proposal to install double yellow lines at the places indicated in your letter. The improvement in the parking situation along Ranmore Close has only marginally been affected by the new Masonic car park, although the situation now seems to be more variable in that most often it is as busy as ever (at school pick up times) along the 'Close whilst at other times there is but a marginal decrease in the parking problem. It is a fact, however that one of the most serious and potentially dangerous consequences of the indiscriminate parking obvious to us is the obscuring of sight lines at the junction of Ranmore Close and Ringwood drive. There are very frequently, even now, after the provision of the new car park, instances where vehicles are parked on the junction itself and very close to it at both sides of Ranmore Close simultaneously. This parking makes it dangerous to leave and enter the Close. It also blocks the footpath route along Ringwood Drive where it crosses the Ranmore Junction. This also causes much congestion at the junction. We should add that the parked vehicles also invariably mount the pavement making passage by wheelchairs difficult or impossible. We are very aware of the latter point as our daughter is disabled and uses an electric wheelchair when she visits us. We are concerned that the double yellow lines indicated on your map, 5th Sep 2015/ do not extend far enough along Ranmore Close and would urge you to consider extending the lines a further 4 (four) metres along Ranmore Close in addition that shown on your map. This would give drivers exiting Ranmore a clearer sight line of persons walking across the junction on the Ringwood footpath (Western side of the Ringwood drive where pedestrians must cross Ranmore Close). The double yellow lines shown on the map supplied with your letter seem to end at the edge of the Ringwood footpaths described above. This means that anyone crossing Ranmore Close from the Ringwood footpaths would step on to Ranmore Close roadway directly in front of any vehicle parked right up to the yellow line and, then emerge into the moving vehicle stream. Note that it is very likely that the 'pedestrian' as described here at this time of day may well be a running child unaware of the danger. There would be no facility for drivers to see the pedestrian obscured by parked vehicles until they appeared in the roadway. Extending the double yellow lines a few metres further along Ranmore Close would allow a sight line to drivers and crossing pedestrians. We like this arrangement to the zig-zag zone before zebra crossings. Extending the yellow lines would also provide sufficient clear space to properly position a vehicle to stop and view the Ringwood roadway on exiting Ranmore. It would also help relieve the general congestion at the junction. We commend this request to you and hope that you will examine the possibility of slightly extending the double yellow line length.
Ranmore Close	NE21 1NN	1			



Your ref:
Our ref: 2018/080
Enquiries to: Sarah Hudson
Email: Highwaysprogramme@northumberland.gov.uk
Tel direct: (01670) 624130
Date: Thursday 8th November 2018

Dear Sir/ Madam

**Proposed No Waiting at Any Time Restrictions,
Junctions of Parkside Glade, Cramlington**

Following feedback received from the consultation conducted in September/October 2018, requesting your views on the proposed parking restrictions on Parkside Glade, Cramlington. Councillor Dunbar has instructed us to amend the original plans and re-consult the residents affected by these proposed parking restrictions.

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, once again.

A freepost response form is enclosed for you to return your views, or you can email them to HighwaysProgramme@northumberland.gov.uk. I would welcome a reply by **Friday 7th December 2018**. If you wish to respond to this consultation online, please visit the web address <http://trafficconsult.northumberland.gov.uk/>.

Regrettably, it is not possible to reply to all individual comments. You may also wish to note that any comments received may be included in a Decision Report and may be available for public inspection.

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.

Yours faithfully

S Hudson
Sarah Hudson

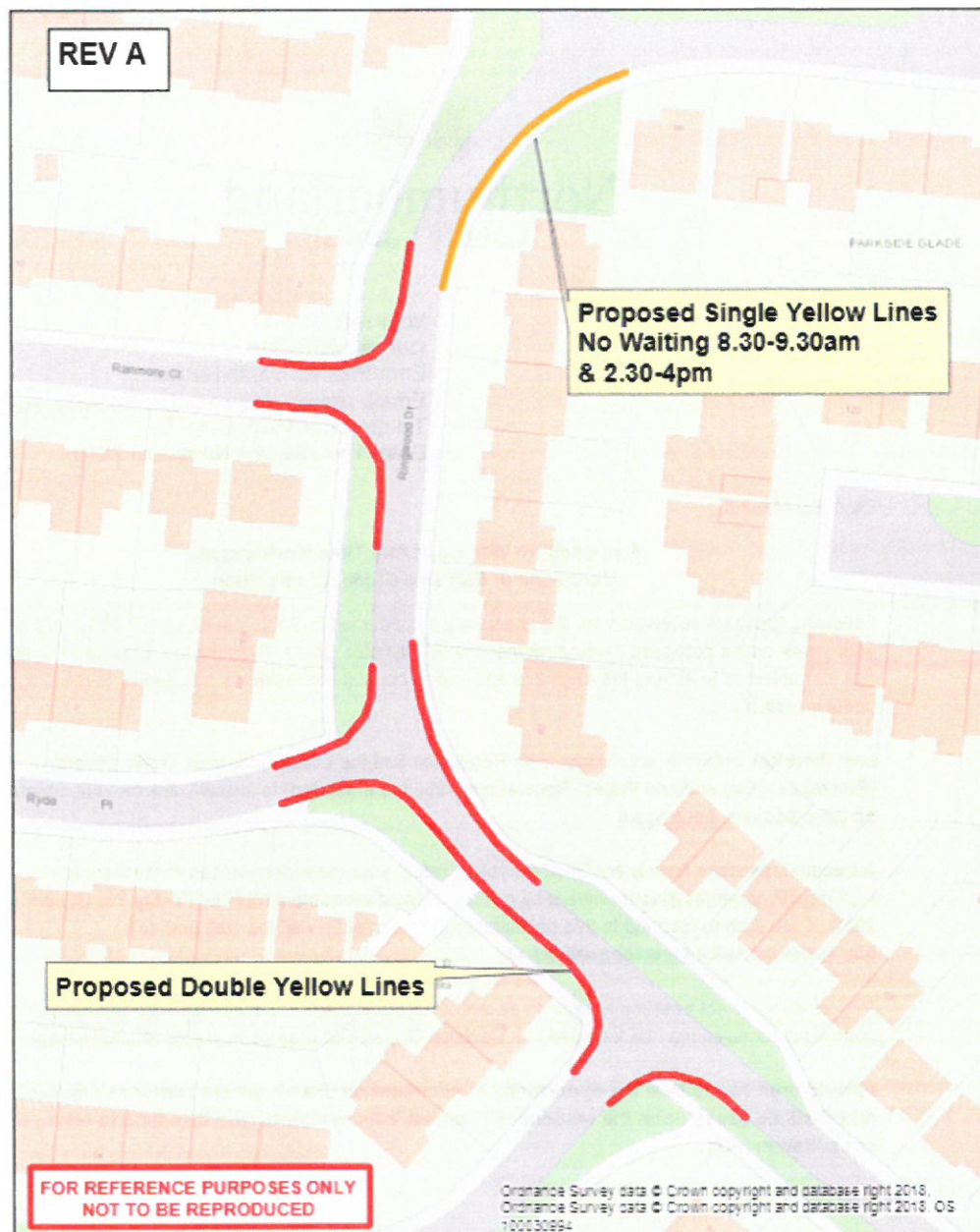
Technical Assistant (Members Small Schemes)



Sarah Hudson, Technical Assistant, Highways Programme
County Hall, Morpeth, Northumberland, NE61 2EF
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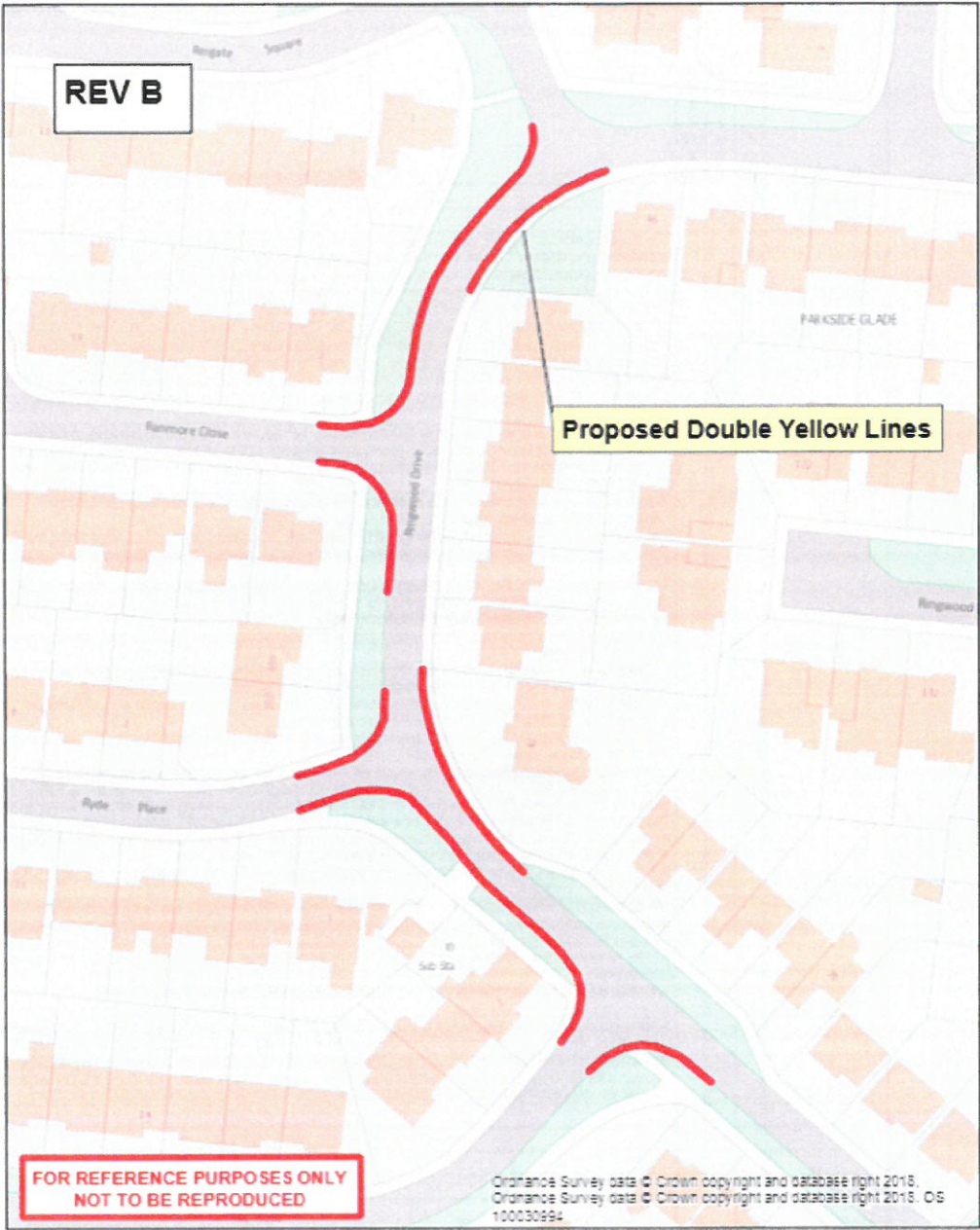


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Appendix D

Post Code	FOR	AGAINST	NEITHER	Other Relevant Comments
NE23 1NF	1			
NE23 1NL	1			
Not known		1		The double yellow and single yellow lines are not where people's drives are and so will cause extra congestion in the streets where the houses are. I do see how this might make it safer for people pulling out of the three streets concerned however it is not going to solve the congestion problem at all. I really don't know what your answer as long as there is a school there, there will always be a problem.
NE23 1NQ		1		Who will police these parking restrictions during the "school run" periods? If these restrictions are enforced this will only force the increase of vehicles into the unrestricted streets causing more problems for residents.
NE23 1NL	1			I live on Ringwood Drive and find it sometimes impossible to exit our drive because of the number of cars parked on bends and corners during school finishing times. In bad weather it is very bad.
NE23 1NH	1	1		My main concern with this is there is nowhere for the traffic. It will just make our street Ryde Place even more congested. I do think something needs to be done as the restrictions of Nain etc. has made our side 10 times worse.
			1	I would inform you that as 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 outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.
NE23 1NN		1		The proposals are supported with the minor amendments detailed in our email sent 15/11/2018: Thank you for your recent letter & map: Rev A dated Nov 2018 We note that this map shows an extension of the previously proposed double yellow lines along the Ranmore Close junction and we thank you for considering our previously communicated request for an extension to the lines. The lines on the current Rev A map seem to extend right across the dropped kerb to our property (Ranmore Close). Also, the double yellow lines drawn for Ranmore Close appear to extend further along Ranmore than the equivalent lines for Ryde place and Romney Close. We should therefore be grateful if you would please consider adopting the following amendments to the November mapplan: Omitting yellow lines along Ranmore Close immediately adjacent to the existing dropped kerb to Ranmore Close i.e. the existing advisory white kerbside lines by the dropped kerb to remain in place. Omitting yellow lines for approx 3 metres immediately to the east of the dropped kerb of Ranmore Close (i.e. in the direction towards the Ranmore/Ringwood junction). It would seem appropriate for these amendments to be mirrored at the opposite side of Ranmore Close also viz: at the kerbside adjacent to Ranmore Close. Apart from the yellow line shortening above, retaining the lines as shown in your November plan. These suggested amendments would still retain the proposed double yellow markings along Ranmore Close for some distance past the road junction and also past the footpath crossing at the end of Ranmore Close. They would thus still address the concerns we raised in our previous email, (junction sight-lines and crossing pedestrians) but would allow normal domestic use of the kerb adjacent to Ranmore which is equivalent to that of all the other premises along Ranmore Close and the nearby estate roads. We thank you once more for the thorough and involving manner in which you and your colleagues are considering this matter.
NE23 1NL		1		We don't support this proposal as we don't see why these traffic measures are being put in place as there doesn't seem to be parking issues. If the restrictions are approved, we feel that the no waiting restriction between 94 and 96 Ringwood wouldn't work as people would just park on the other side of the road where there's no restrictions. Following on from this we would like further information on who would be policing these restrictions? We often have family and friends visit and by adding these restrictions may impact them.
NE23 1NG	1			After speaking to other residents we agree your latest proposal will address the problems we have endured for many years and has been increasing as more parents use their cars to transport children to school. The main problem has always been the long curve of Ringwood opposite Ryde, where parked cars have forced the through traffic to drive on the wrongside of the road for a considerable distance through a blind bend. I hope you get the legislation required to implement your proposals and eliminate this dangerous problem.
	5	5	1	



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DECISION TAKEN

Title of Officer:

Service Director, Local Services

Subject:

Proposed No Waiting at Any Time restrictions
(Double yellow Lines) be introduced on
Parkside Glade, Cramlington.

Consultation

For: 2
Against: 0
Neutral: 0

2nd Consultation

For: 5
Against: 5
Neutral: 1

Decision Taken:

To introduce the parking restrictions as proposed

Signature of Director



Date

23/1/19

