



# **Northumberland**

## **County Council**

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

**Paul Jones**

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### **Introduction and amendments to Traffic Regulation Orders, inclusive of Experimental 20 MPH Speed Limits and Parking Restrictions**

**1st February 2019**

**Cabinet Member: Glen Sanderson - Environment & Local Services**

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### **Purpose of Report**

This report sets out the background to the requirement to introduce and amend Traffic Regulation Orders (TRO's) on an experimental basis, which will facilitate the redevelopment of the Ashington North East Quarter (NEQ) known as Portland Park. The required TRO's associated with these Section 278 works are to introduce a '20 MPH Zone' and 'Restricted Parking Zone' within the extents of Portland Park.

### **Recommendations**

It is recommended that both the 'Restricted Parking Zone' and the '20 MPH Zone' are introduced within the extents of Portland Park on an experimental basis - for a period of 12 months (reviewed after 6 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"

Learning - "We want you to achieve and realise your potential"

### **Key Issues**

1. The NEQ/Portland Park forms a key component of the regeneration process for Ashington Town Centre.
2. The proposals seek to promote reduced congestion, road safety and pedestrian and cycle use, as well as encouraging stronger links between the north eastern part of the Town Centre and Station Road.

## **Delegated Decision**

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3. A Restricted Parking Zone and 20 MPH Zone closely aligns with the constructed urban street design concepts where street clutter (inclusive of traffic signs and road markings) is minimised where possible.

### **Background**

#### **Portland Park Development**

The Portland Park Development aims to expand and improve the Town Centre environment. The area currently provides access to Ashington Leisure Centre and ASDA Supermarket. Once complete, the area is likely to attract additional leisure and retail units including a cinema and various restaurants. The surrounding infrastructure will consist of public realm specific improvements, connected walkways, bus links and parking spaces.

Sections of the North East Quarter road infrastructure are still under development. Therefore the proposed TRO's will be introduced on an experimental basis in the first instance which will allow flexibility to make changes to the TRO once various aspects including road names are fixed.

#### **Introduction of a 'Restricted Parking Zone'**

To effectively manage parking, the NEQ will be covered by a 'Restricted Parking Zone' stating 'No Loading except in signed bays'. Signs at each available access to the zone will denote where the restriction applies. Parking will only be permitted within the zone where traffic signs and markings clearly delineate the possibility to do so. The zone negates the need to apply 'No waiting' restrictions in the form of yellow lines. From an enforcement perspective, any vehicle parked or loading outside of designated bays within the zone could be liable to receiving a penalty notice.

#### **Introduction of a '20 MPH Zone'**

To compliment both the 'Restricted Parking Zone' and the Public Realm specific improvements to the area, a '20 MPH Zone' will be introduced to reduce potential conflict between Non-Motorised Users (NMU's) and vehicular traffic negotiating the route.

Details of the proposals are shown on the plan at Appendix A.

These works form part of the Advance Northumberland Ashington NEQ project which has been well publicised.

Northumbria Police, other emergency services and relevant statutory consultees will be notified of these amendments as part of the process for making the experimental Orders.

## Delegated Decision

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### Implications Arising out of the Report

<b>Policy</b>	Consistent with existing policies
<b>Finance and value for money</b>	The Traffic Regulation Order Making process and all associated works for this scheme will be financed by Galliford Try as contractor for the scheme.
<b>Legal</b>	Traffic Regulation Orders (reference TROM_148 and TRO_11_78) Experimental Order for 12 months.
<b>Procurement</b>	Signage and road markings to meet Regulations for Traffic Regulation Orders
<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"/>	N/A
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	Regulations in place to carry out enforcement.
<b>Customer Consideration</b>	Town Centre improvements, investment and regeneration, positive environmental and health impact.
<b>Carbon reduction</b>	Maintaining the free flow of traffic assists with carbon reduction. Speed reduction assists with carbon reduction.
<b>Wards</b>	Ashington Central

## **Delegated Decision**

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### **Background papers:**

File reference - S:\Highways\PROJECT\16\TDI Internal Design\TDI160012 -  
Ashington NE Quarter\TRO's\Decision Report

Appendix A – Scheme Plans - Experimental TRO

### **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**

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                                 **Paul.mckenna@northumberland.gov.uk**

## **Delegated Decision**

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### **DECISION TAKEN**

**Title of Officer:** Service Director, Local Services

**Subject:** Proposed 'Restricted Parking Zone' restrictions covering Portland Park in Ashington.  
Proposed '20 MPH Zone' covering Portland Park in Ashington.

**Consultation:** These works form part of the Advance Northumberland Ashington NEQ project which has been well publicised.

**Decision Taken:** To introduce a 'Restricted Parking Zone' restrictions and a '20 MPH Zone' on an experimental basis at Portland Park in Ashington.

Signature of Director



Date

13/2/19

**Delegated Decision**

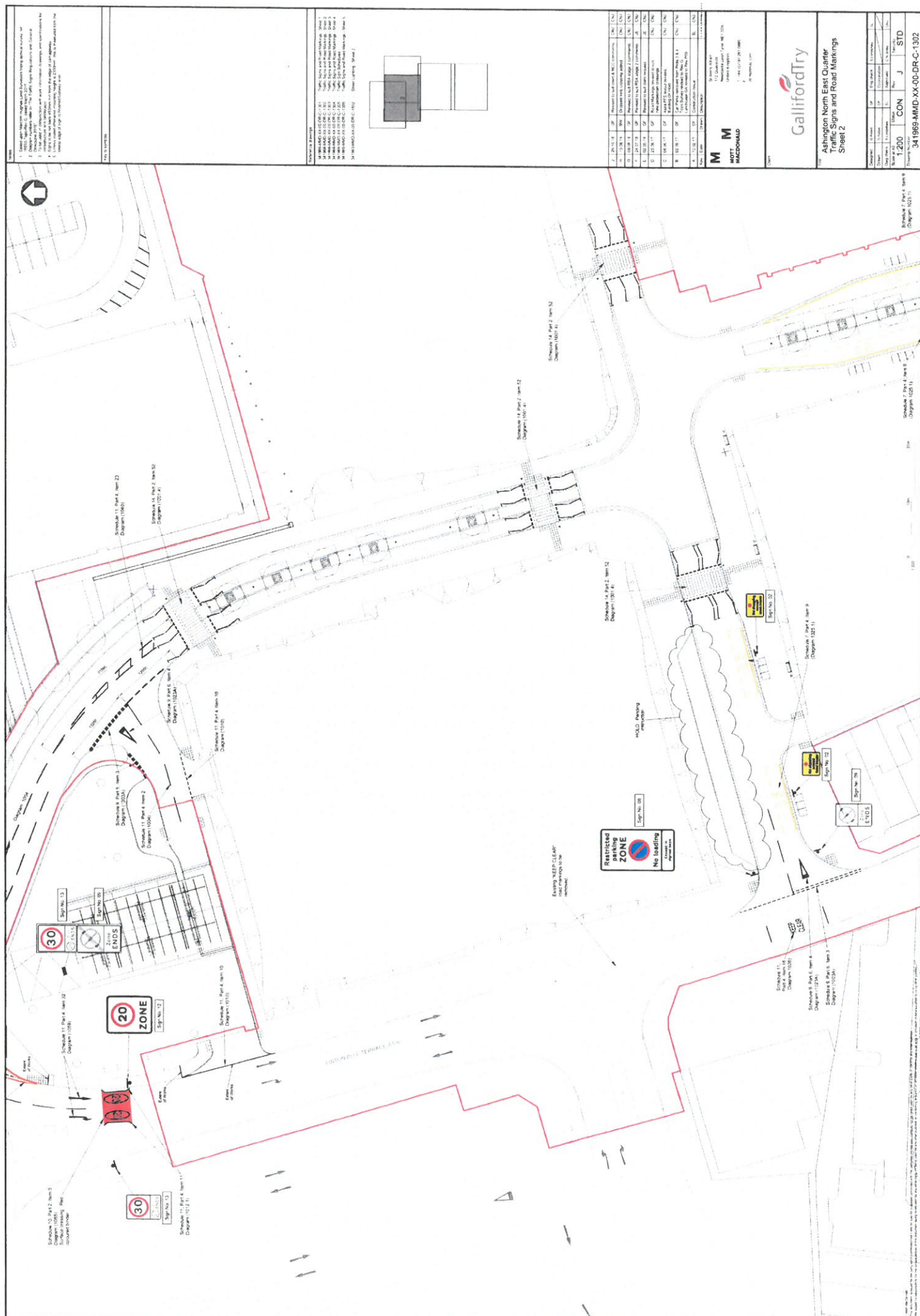
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Appendix A

Scheme Plans











1. Existing site layout, including all buildings, parking areas, and other features, shall be shown as they are, or as they may be, at the time of the survey. 2. The proposed layout, including all buildings, parking areas, and other features, shall be shown as they are, or as they may be, at the time of the survey. 3. The proposed layout shall be shown in accordance with the requirements of the relevant legislation. 4. The proposed layout shall be shown in accordance with the requirements of the relevant legislation. 5. The proposed layout shall be shown in accordance with the requirements of the relevant legislation.

Table with 2 columns: Item, Description

1	Proposed layout, including all buildings, parking areas, and other features, shall be shown as they are, or as they may be, at the time of the survey.
2	The proposed layout shall be shown in accordance with the requirements of the relevant legislation.
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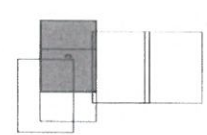


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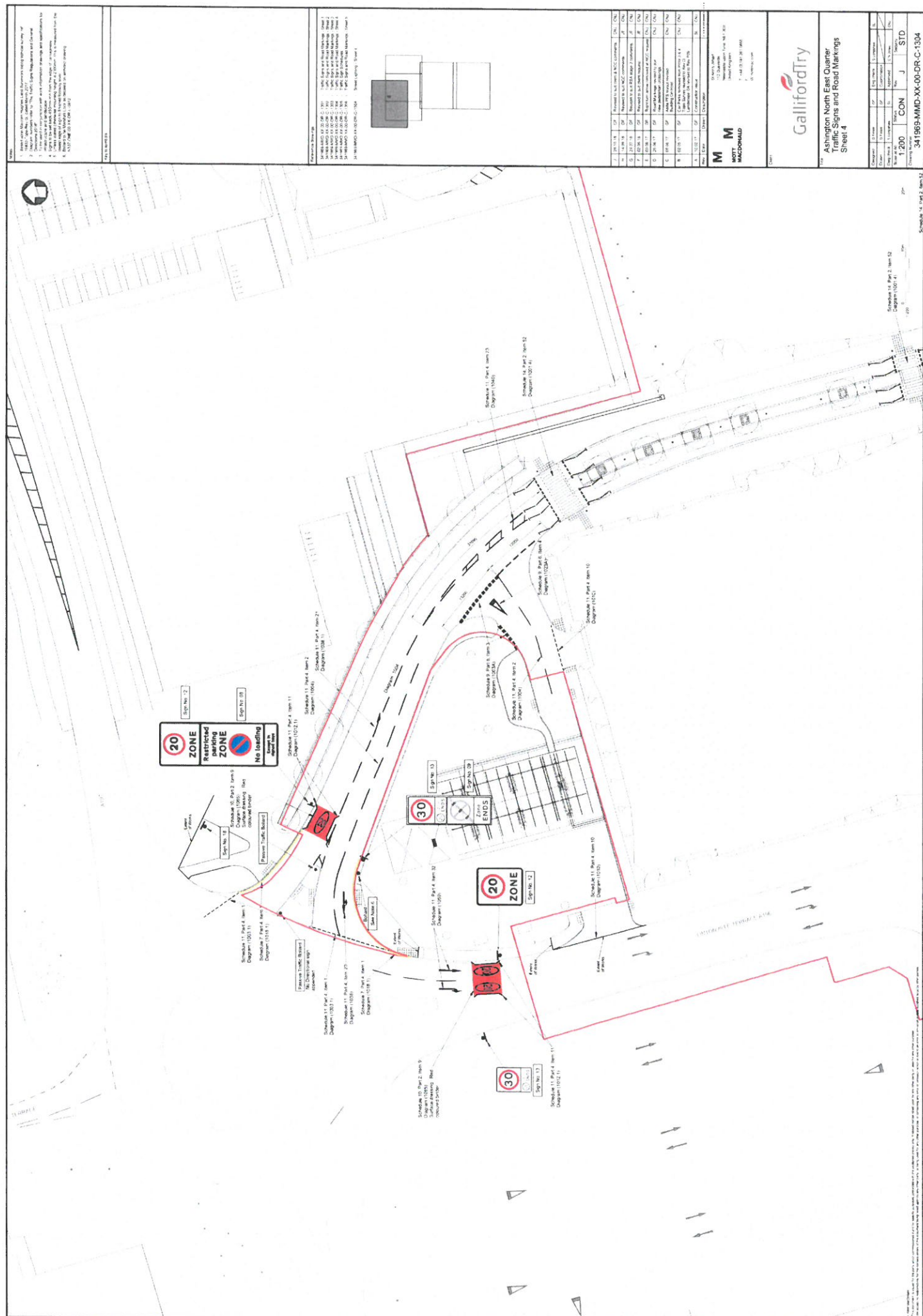
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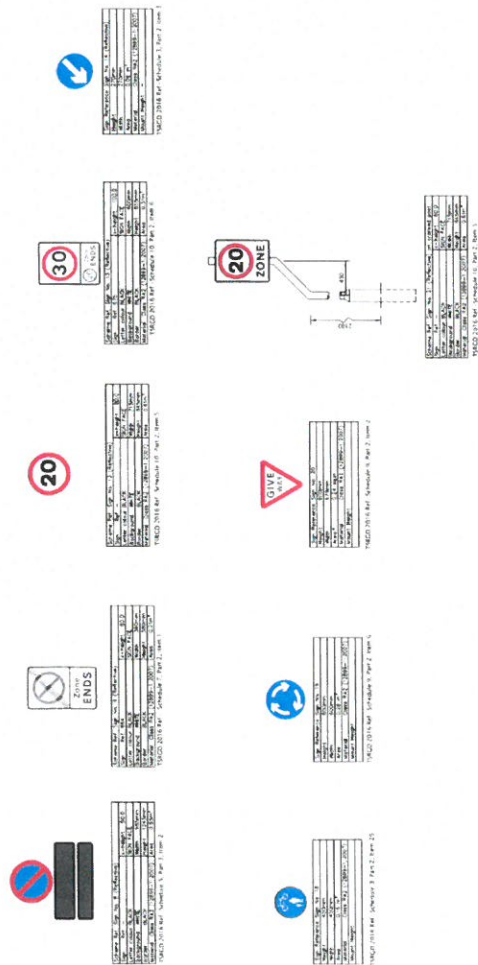
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**GallifordTry**  
Ashington North East Quarter  
Traffic Signs and Road Markings  
Sheet 3

Table with 2 columns: Item, Description

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ID	200.10.14	Q1	Ratio: solved/surveying length increased	CNU	CNU
F	1.38.16.18	Q1	Applying for job 21 initial	E	CNU
B	24.07.18	Q1	Returned to back office stage 2 comments	E	CNU
C	24.07.18	Q1	Applying larger initial	E	CNU
C	24.07.17	Q1	1.5 hours' meeting in 2/3 of way again	CNU	CNU
B	24.06.17	Q1	By the 10th anniversary	CNU	CNU
A	15.07.17	Q1	Conducting a survey	BL	CNU

**M M**  
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**Ashington North East Quarter  
Traffic Signs and Road Markings  
Sign Schedules**

Drawing Number		CON		G		STD	
Title or No.		Shaded	Not	Shaded	Not	Shaded	Not
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