



Northumberland

County Council

RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Paul Jones – Director of Environment and Transport

**PROPOSED PEDESTRIANISATION & ONE-WAY SYSTEM, U6508 REAR of
LINTONVILLE TERRACE/WOODHORN ROAD, ASHINGTON**

Cabinet Member: Councillor John Riddle

Purpose of Report

To consider a proposal to implement a one-way system in the lane at the rear of Lintonville Terrace/Woodhorn Road and to pedestrianise the section adjacent to number 1 Lintonville Terrace, Ashington, as part of wider regeneration proposals for the town centre.

Recommendations

It is recommended that the proposed one-way system and pedestrianisation should be implemented.

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

- Improvements to highway infrastructure are a key element of the Ashington Regeneration Programme, including better connections for pedestrians.
- The existing link between Station Road and Portland Park has been identified as a key route that requires improvement.

Delegated decisions

Background

1. The Ashington Regeneration Programme is an initiative aimed at revitalising the town centre, building on the opportunities created by the new railway station and a proposed new campus for Northumberland College.
2. One of the specific elements of the programme is to *“improve pedestrian routes and connectivity between the high street, the new rail station and the wider town destinations.”* The main route is shown in the Figure 1, below:



Fig 1: Pedestrian Route through the town centre.

3. The existing link between Station Road and Portland Park via Lintonville Terrace has been identified as a section that requires improvement for pedestrians. The route (see Figure 2, below), uses the rear lane that runs alongside number 1 Lintonville Terrace. This section is poorly lit and has a poor surface condition. It is currently used by vehicles accessing the lanes to the rear.
4. A new footpath is planned across the currently vacant plot behind Lintonville Terrace. This area is to be cleared and landscaped, creating a direct link for pedestrians between Lintonville Terrace and Portland Park. The proposals to improve the lane therefore form part of a new route for pedestrians.

Delegated decisions

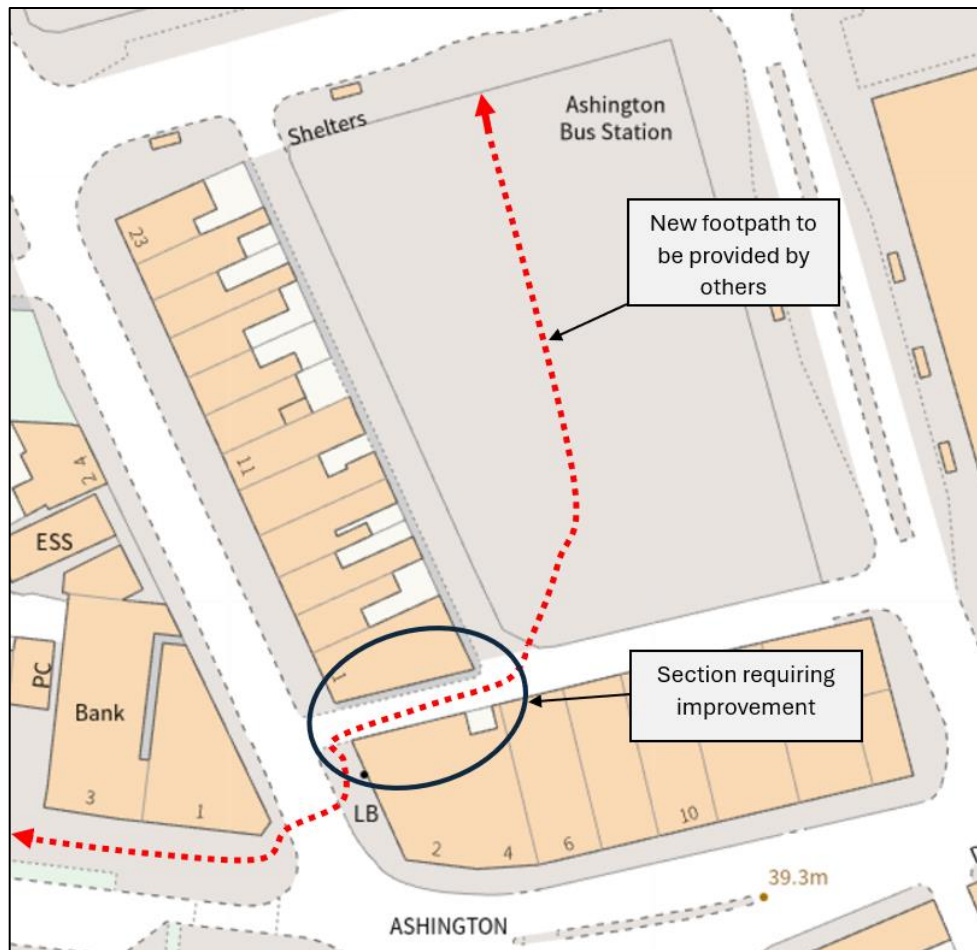


Fig.2. Area for improvement and wider route, including proposed new footpath.

5. The lanes to the rear of Lintonville Terrace and Woodhorn Road can currently be accessed in 3 places. This means that the entrance from Lintonville Terrace can be closed to vehicles without adversely affecting access. This has the added benefit of removing a vehicular junction in the vicinity of the 'Grand Corner' signal-controlled road junction which is subject to a separate project to make the area more suitable for pedestrians and less dominated by vehicles.
6. Pedestrianising this section therefore provides a safe route for pedestrians and complements efforts to simplify and improve the operation of the Grand Corner junction area.
7. Loading and unloading takes place in the back lanes which are narrow, making it difficult for two vehicles to safely pass each other. It is therefore proposed to implement a one-way system to improve traffic flow. The system will work anticlockwise, with traffic entering from the north. This avoids vehicles exiting between stationary buses at the stops to the north which obstruct visibility.
8. All affected properties and statutory consultees were consulted on these proposals, as shown in Figure 3, below.

Delegated decisions

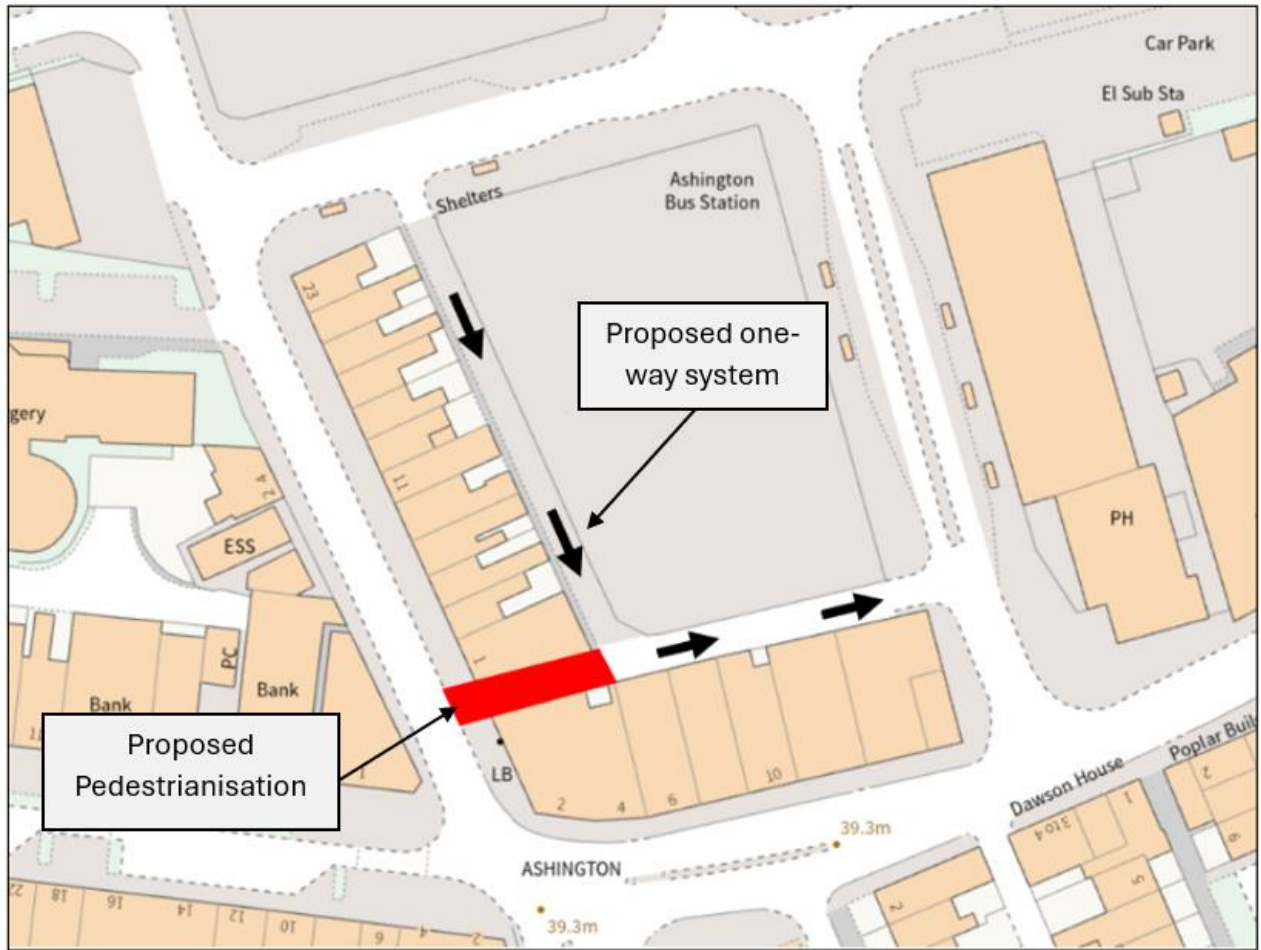


Fig 3. Consultation Plan

9. No responses were received to the consultation. A follow-up letter was also sent to all those who had been consulted to ensure that all the affected properties had the opportunity to comment. One response was received to the follow-up letter from a trader on Lintonville Terrace who raised concerns over loading and unloading. Officers subsequently visited the trader to discuss the scheme, and the trader has confirmed they can load and unload from an alternative location.
10. At a briefing on 17th July 2024, elected members were briefed on the proposals, as part of a wider update on Town Centre projects, and confirmed their support.
11. The proposals were also supported by Ashington Town Board at their meeting on 19th July 2024. The Board is made up of representatives from key public, private and community sector organisations. Its role is to steer the vision and objectives for the town, to oversee the creation of the Ashington Investment Plan, and the delivery of projects, of which this is one.
12. The local ward Member supports the proposals.
13. The proposals set out in this report are an integral part of the wider regeneration proposals for Ashington Town Centre. There were no objections to the

Delegated decisions

consultation and the project is supported by Elected Members and the Town Board. It is therefore recommended that the proposed pedestrianisation and one-way system should be implemented.

Implications Arising out of the Report

Policy	The proposal is in accordance with relevant guidance.
Finance and value for money	The proposal will be funded via the Ashington Town Centre Regeneration project.
Legal	Motorists will be required to comply with the Traffic Regulation Order.
Procurement	None
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	None
Crime & Disorder	None
Customer Consideration	Statutory consultees and affected properties have been consulted.
Carbon reduction	None
Wards	Ashington Central

Background papers:

File ref: CE220002

Report sign off.

Delegated decisions

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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Delegated decisions

DECISION TAKEN

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

**Paul Jones - Director of Environment and
Transport**

Subject:

**PROPOSED PEDESTRIANISATION & ONE-WAY
SYSTEM, U6508 REAR of LINTONVILLE
TERRACE/WOODHORN ROAD, ASHINGTON**

Consultation

No consultation responses received.

Elected Members, including local Ward Member, in
favour.

Decision Taken:

The proposed pedestrianisation and one-way system
should be implemented.

Signature of Director



Date

27th November 2024
