



Northumberland County Council

**RECORD OF DECISION TAKEN BY
ACTING DIRECTOR OF LOCAL SERVICES AND HOUSING**

Paul Jones

**Proposal to make Permanent the current Experimental Traffic Regulation
Orders in the Parkside Chase Area of Cramlington**

9th January 2016

Purpose of Report

To consider the proposal to make permanent three Experimental Traffic Regulation Orders currently operating in the Parkside Chase Area of Cramlington (adjacent to Cramlington Shanklea Primary School). This includes a Resident Parking Zone (RPZ) in Nairn Road. Prohibition of Driving on Needham Place and Northolt Avenue. Waiting and loading restrictions on Newlyn Drive.

Recommendations

It is recommended that the following restrictions are introduced:

- I. Resident Parking Zone Mon-Fri 8:00am-6:00pm U9555 Nairn Road, Cramlington
- II. Prohibition of Driving Except for Access to off street premises, U9555 Needham Place and U9555 Northolt Avenue, Cramlington.
- III. No Waiting and Loading at Any Time, U9555 Newlyn Drive at the junctions of - Needham Place and Nairn Road, Cramlington.

Key Issues

1. Concerns were raised by residents of Nairn Road area of Cramlington about indiscriminate parking caused by the morning and afternoon school runs to Shanklea Primary School.
2. The Scheme is funded and supported by Councillor Barry Flux

Background

1. Concerns had been identified to Councillor Flux by residents on a number of occasions with regard to obstruction of junctions and driveways and general congestion caused by the inconsiderate parking of vehicles during the drop off and pick up times of pupils attending the nearby school.
2. Councillor Flux canvassed local residents on the issues raised.
3. In July 2015 residents were informed of the three Experimental Traffic Regulation Orders that were to be introduced in the area, Prohibition of Driving (TROM_005) on Needham Place and Northolt Avenue, Cramlington. - No Waiting at any time (TRO_011_28) on two junctions adjoining Newlyn Drive, Cramlington. Residents Parking Zone (RPZ) (TRO_012_11) on Nairn Road, Cramlington.
4. The experimental order was originally to be in place for one year, with a review to take place after six months. During this period feedback was encouraged and collated to assess the impact of these changes.
5. Making an experimental order as a precursor to a permanent order can have material benefits. As well as be more cost effective and flexible in approach (allowing e.g. for immediate feedback and minor changes) than a permanent or temporary order. This approach has proved beneficial on this occasion allowing an increase to the waiting and loading restrictions to be made.
6. In July 2016, residents were informed that the experimental order was to be extended by six months. This was primarily to allow additional time to carry out further investigation of the scheme and for wider consultation.
7. In September 2016 the residents were canvassed for their opinion of the experimental orders which are due to end on the 28th February 2017.

Consultation

1. From September 2015 to November 2016 the County Councillor and officers of the County have been involved in an information gathering and engagement exercise with the residents, school and interested bodies, the feedback received has helped shape and amend the design to satisfy the needs of the majority of residents, culminating in a canvassing exercise and a 'drop in' meeting at the school on the Thursday 13th October 2016.
2. The residents were canvassed by letter on the 9th September 2016. This involved the delivery of a questionnaire to 717 residential properties. A plan showing the proposals is attached together with a copy of the canvass letter (see Appendix A). This was designed to assess the impact of the restrictions on the wider area of Parkside.
3. The canvassing exercise ended on 30th September 2016 and responses were received from 125 consultees. The direct responses

- to Question D(ii) in the questionnaire (Would you like to see this order made permanent?) resulted in 75 in favour, 33 against and 17 neither. The coverage of responses is represented in the attached Appendix C.
4. The response form consisted of a number of questions relating to parking issues and the possible solutions. Section D of the response form, focused on the effectiveness of the experimental order in the Parkside Chase area and whether or not the order should be made permanent.
 5. Following the consultation, the feedback from both the canvassing exercise and the drop in meeting was analysed and discussions took place between Councillor Flux and Council Officers. Councillor Flux considers there is sufficient support within the community to proceed with making the Traffic Regulation Order permanent.
 6. Discussions also took place between Council Officers, Councillor Flux and Councillor Pidcock (who represents the adjoining constituency) on the wider impact of the restriction in the Parkside Area. These discussions contributed to the final recommendations.

Recommendations

1. To make permanent three Experimental Traffic Regulation Orders currently operating in the Nairn Road area of Cramlington. To include a minor amendment to the Waiting and Loading restrictions on Newlyn Drive and Newham Place as a result of comments received from residents during the experimental period. This is shown in attached Appendix E.
2. The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

File References

S:\Highways\PROJECT\15\HO15 Members
Schemes\HO155896_CRAMLINGTON U9555 Nairn Road _FLUX

Appendix Index

Appendix A – Information Letter July 2015
Appendix B – Canvass Letter and Plan
Appendix C – Coverage of Canvass Responses
Appendix D – Canvass Responses (Extract)
Appendix E - Minor Amendments to the Waiting and Loading Order

Implications Arising out of the Report

Policy	None
Finance and value for money	Funded through the Member's Local Improvement Programme allocation for Councillor Barry Flux
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	To make permanent the experimental traffic regulation orders currently operating in the Parkside Chase area of Cramlington.
Crime & Disorder	Traffic safety concerns i.e. obstruction
Customer Consideration	Scheme is anticipated to improve road safety for residents in the area
Carbon reduction	
Wards	Cramlington West

Background papers:

None

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 **Terry Luck - Programmes Officer (Member Schemes)**
(01670) 622588
Terry.Luck@northumberland.gov.uk

DECISION TAKEN

Title of Officer(s) and Portfolio Holder Director of Local Services and Housing

Subject: Make permanent TRO - 'Resident Parking Zone', on Nairn Road.
Make permanent TRO - Prohibition of Driving, on Needham Place and Northolt Avenue.
Make permanent TRO - No Waiting At Any Time restrictions (Double Yellow Lines) on Newlyn Drive and two adjacent junctions.

Consultation

(Response to Question D (ii) - Resident Parking Zone (RPZ))

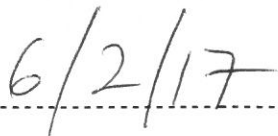
125 Responses
75 For
33 Against
17 Neither for nor against

Decision Taken: To make permanent the experimental traffic regulation orders currently operating in the Nairn Road area of Cramlington.

Signature of Director



Date



Appendix A



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The Occupier

Our Ref: HE141320
Your Ref:
Contact: Terry Luck
Direct Line: 01670 624128
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk
Wednesday 22nd July 2015

Dear Sir/Madam

Experimental Traffic Regulation Orders in the Nairn Road Area of Cramlington

Concerns have been raised by residents of Nairn Road area of Cramlington about indiscriminate parking. Councillor Flux has also expressed his concerns and has agreed to fund the introduction of an Experimental Traffic Regulation Order in this area; its aim is to aid traffic flows and allow enforcement.

Summary of Restrictions

A summary of the restrictions to be introduced is enclosed, together with a scheme plan. This details; the streets affected, the restriction to be imposed, responsibility for enforcement and further information on the restriction to be introduced

Timescales

Legal Notices will be advertised in the coming weeks, with scheme to be introduced for September 2015.

Prior to the introduction of the Order, Parking Services will write to all household eligible for a Resident Parking Permit, this will be free of charge for the duration of the Experimental Order.

The Experimental Order will be in place for a minimum of 12 months (subject to feedback received).

What is an Experimental Order?

Making an experimental order as a precursor to a permanent order can have material benefits. As well as be a more cost effective and flexible in approach (allowing e.g. for immediate feedback and minor changes) than a permanent or temporary order.



Feedback

Unlike a Permanent Order where a formal consultation is undertaken, the experimental order is, as detailed above a more flexible approach. In this case we would welcome your views and feedback throughout the duration of this experiment. In order to collate information and make an informed decision at the end of this experiment.

Please either email to HighwaysProgramme@northumberland.gov.uk or write to:

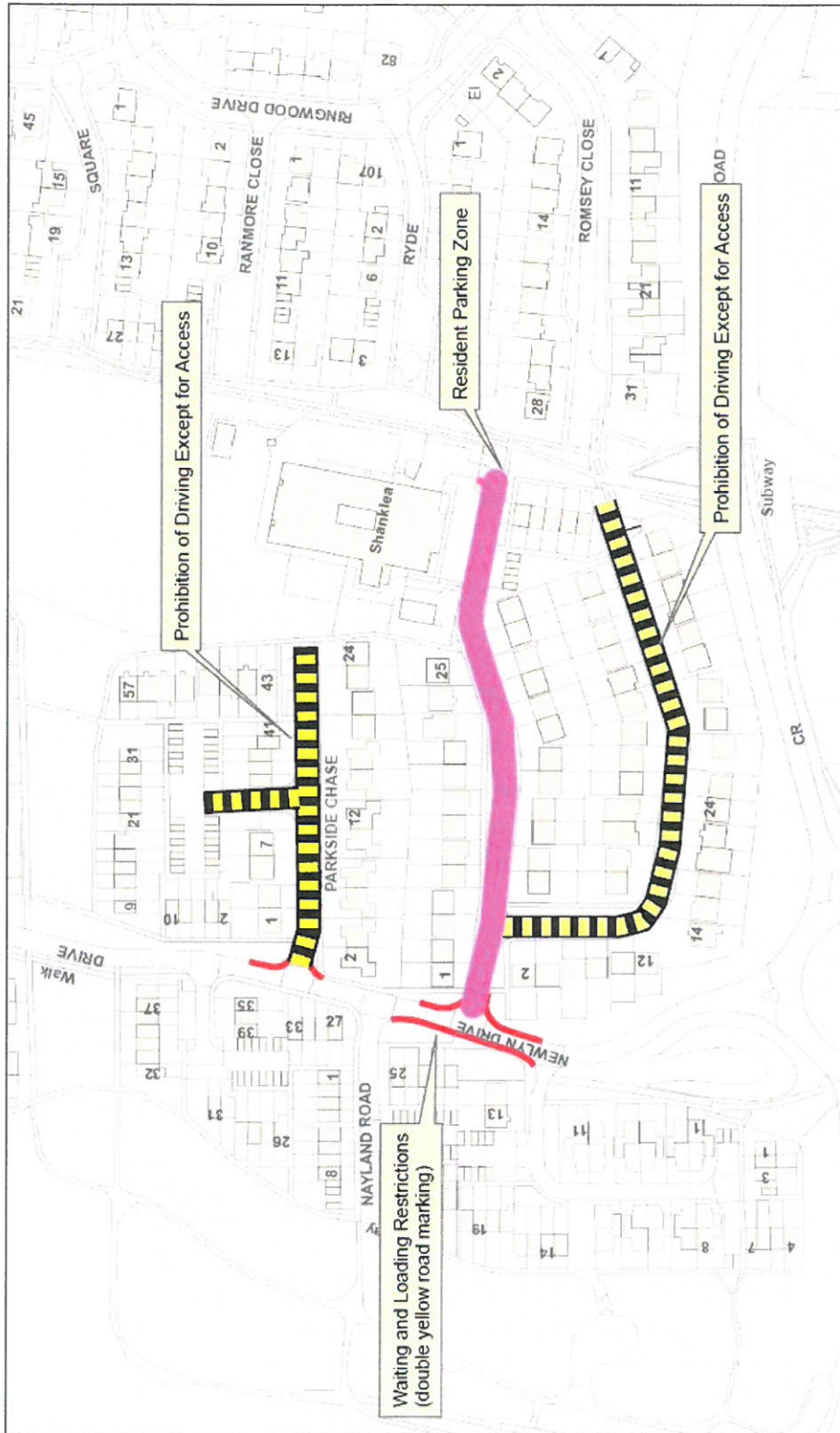
Northumberland County Council, Programme & Production Team, Technical Services, Local Services Directorate, Sustainable Transport (Nairn Road Experimental 2015), County Hall Morpeth NE61 2EF.

Regrettably, it is not possible to reply to individual comments.

Yours faithfully



Terry Luck
Programme Officer



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<p>Northumberland Northumberland County Council</p> <p>Northumberland County Council County Hall Morpeth Northumberland NE1 2EF Tel: 01670 233000</p>	<p>Network Management Information System</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100049241 (2007).</small></p>	<p>Title: Experimental Traffic Regulation Orders in the Naim Road Area of Cramlington</p> <p>Dm: Date: July 2015 Scale:</p>
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CONTRACT
DRAWING No. 1 OF 2
A3

Northumberland
Northumberland County Council

NOTES

- 1.0 GENERAL
1.1 ALL DIMENSIONS IN [MM] U.N.O.
1.2 REFER TO DRAWING 2 OF 2 FOR
DETAILED INFORMATION ON TRAFFIC
SIGNS AND ROAD MARKINGS

Client
Northumberland County Council
County Hall, Wetherby
Northumberland NE17 2DF

Job Title
NAIRN ROAD

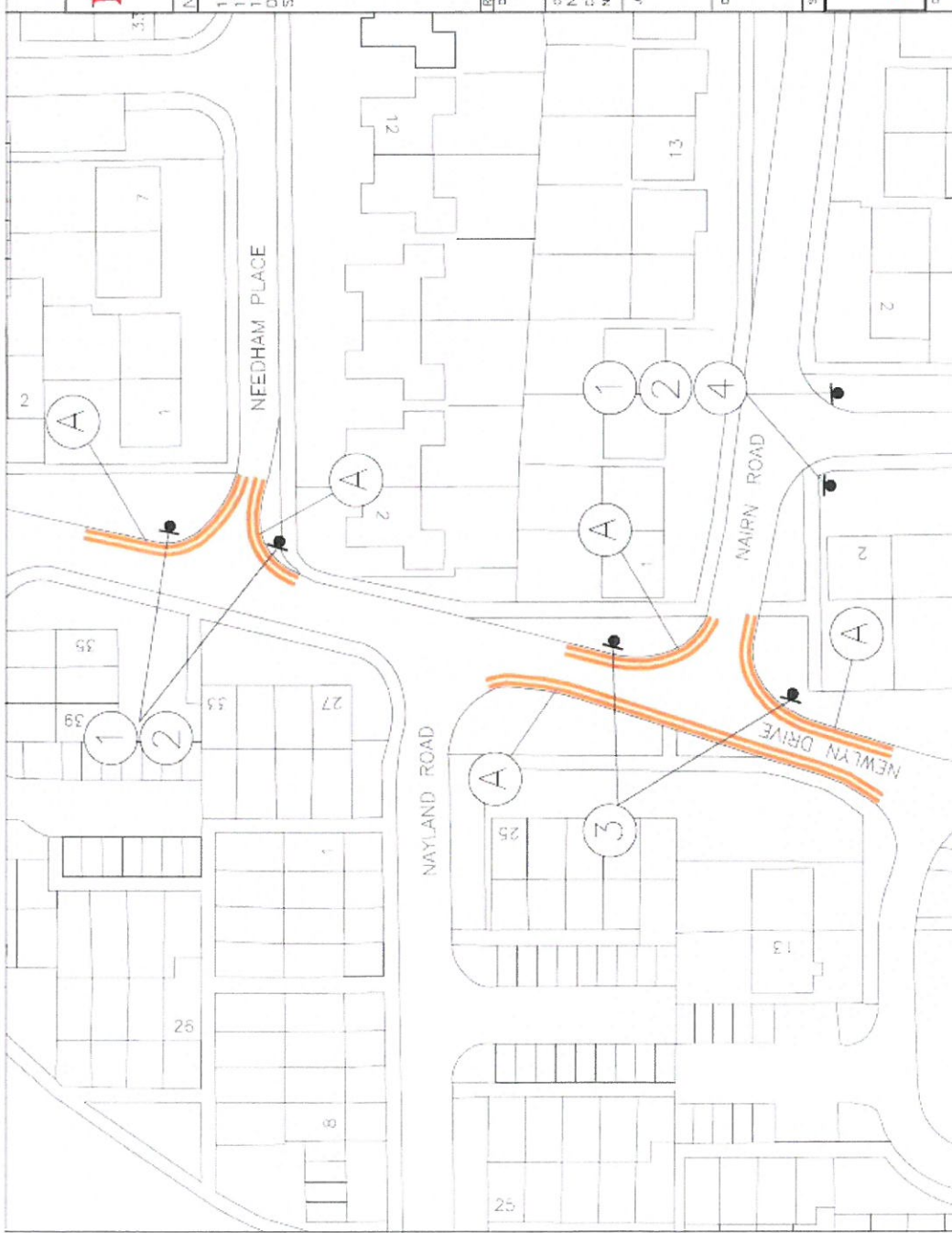
CONTRACT

Drawing Title
PROVISION OF NO WAITING
RESTRICTIONS

Scale: 1:500

Northumberland
Northumberland County Council
HIGHWAYS & NEIGHBOURHOOD SERVICES

Rev	By	Date	Checked	Approved
1	C.K.	MAY 15	G.M.	G.M.
2	HE141320			
3	HE141320			



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Appendix B

NORTHUMBERLAND

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The Occupier

Our Ref: HO155896
Your Ref:
Contact: Terry Luck
Direct Line: 01670 624130
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk
Date: Tuesday 27th September 2016

Dear Sir/Madam

Parking and Highway Issues in the Parkside Area of Cramlington

I am writing with regard the parking and highway issues surrounding Shanklea Primary School in Parkside, Cramlington.

In order that we can fully appreciate the issues and gain a fuller understanding of the traffic movements and parking behaviour in the Parkside area we want to fully engage with local residents so that we may obtain their views, analyse the feedback and use this information, along with other information gathered from traffic surveys, to establish a range of options to help improve road safety in the area for residents, businesses and road users.

The community engagement activity will be done in two parts:

1. Your Opinion – Return Form

The attached response form is designed to gather feedback on the current position in the area and what improvements can be made, and includes consideration of the current experimental parking order.

Please return your Opinion Form by Friday 21st October 2016.

2. A 'Drop in' Session – has been arranged at the Shanklea Primary School on Thursday 13th October 2016, between 3:45pm and 7pm, which will give residents an opportunity to discuss issues and provide feedback with Councillors and Officers.

Unfortunately we cannot reply to individual responses, but your feedback will be used to consider issues raised, what if any further actions should be taken and what decisions should be taken in relation to existing restrictions.

I cannot over emphasise the importance of taking the time to put forward your views on these issues.

Thank you for your consideration in this matter.

Yours faithfully

Terry Luck
Programme Officer (Member Schemes)





Northumberland County Council

**Your Opinion on
Parking and Highway issues in the Parkside Area of Cramlington**

A. Current Situation: - When thinking about Parking and Highways in the Parkside Area, what issues are most important to you?

▪

▪

B. Which are the locations/streets which are of most concern?

C. Why do you think these issues occur i.e. what causes the problems?

D. An Experimental Traffic Regulation Order has been in place in the Nairn Road, Northolt Avenue and Needham Place for the past 12 months.

(i) In your opinion what effect has this had?

(ii) Would you like to see this order made permanent? Yes/no

What are the reasons for this?

E. Suggested improvements: - What solutions do you think could be made to improve Parking and Highways in the overall Parkside Area?

Please Tick	Suggestion	Where & Why?
	Parking restrictions (double yellow lines)	
	Resident only parking scheme	
	Prohibition of driving order	
	Encouraging cycling &/ walking	
	Other (Please specify)	

F. Any Other comments

Please ensure you include your name and full address (*including postcode*)

Name:

Address:

Postcode:

E mail:

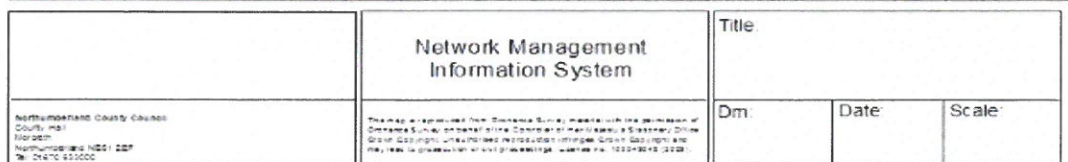
Please Return by **FRIDAY 21st October 2016**
Please return the response form in an envelope marked

FREEPOST
NCC LOCAL SERVICES (*in capitals*)

=====

Thank you

Coverage of Canvass Responses (to Question D(ii) in the Questionnaire)



Key - Green = In Favour, Red = Against, Orange = Neither

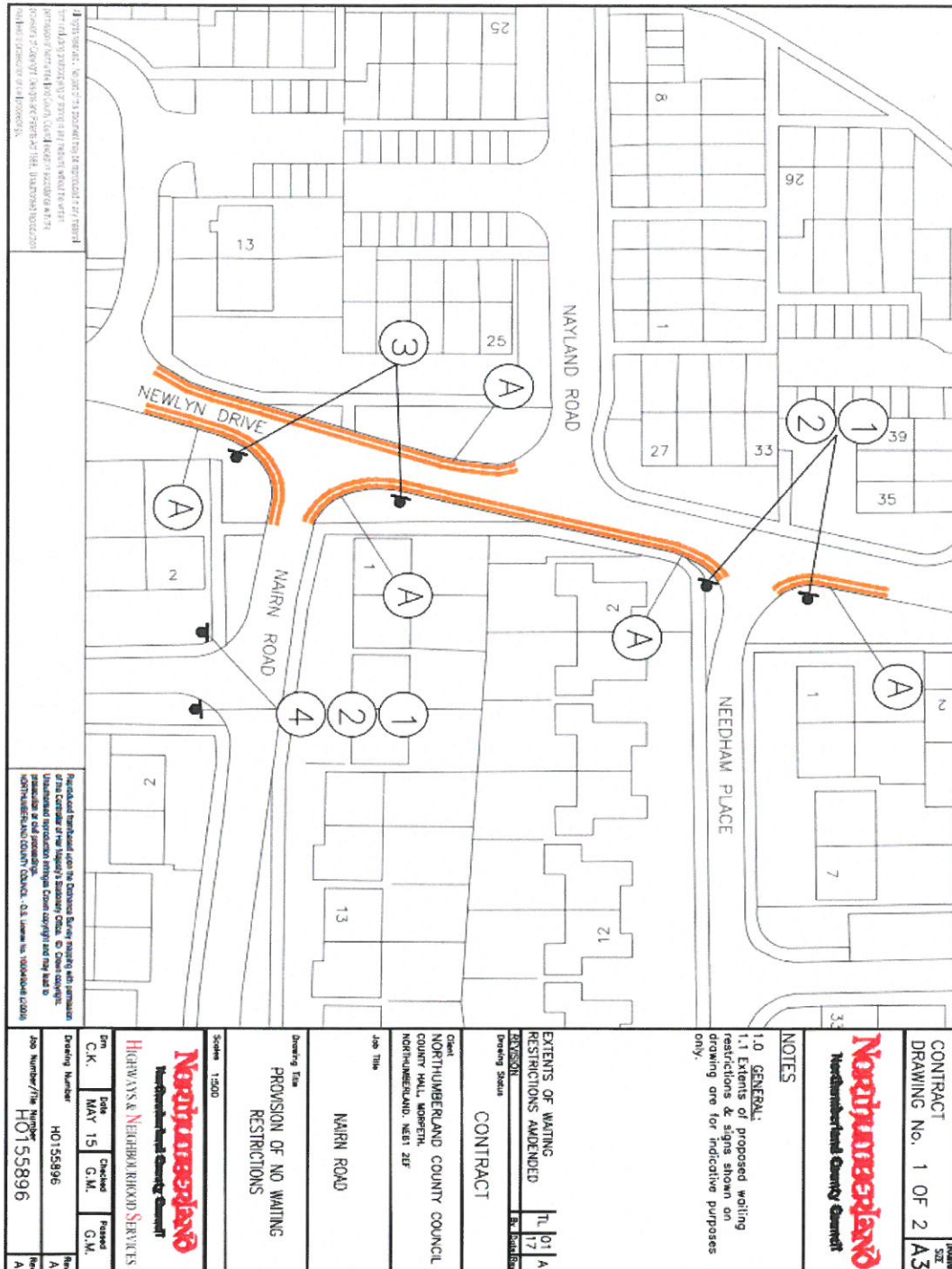
Appendix D

Canvass Responses (Extract)

A. Current situation - When thinking about Parking and Highways in the Parkside Area, what issues are most important to you?	B. Which are the locations/streets which are of most concern?	C. Why do you think these issues occur i.e. what causes the problems?	D.1. In your opinion what effect has this had? (Experiment TRO)	D.2. Would you like to see this order made permanent?	D.2. What are the reasons for this?	E. Suggested improvements	E. Where and why for suggested improvements	F. Any other comments
Inappropriate parking - eg on pavements, across junctions, blocking driveways. On main road, reducing to one lane.	Newlyn Drive - main road down/up estate.	Block one side of road, despite 20mph limit drivers speed and do not give way where road is reduced to just one side due to parking.	Unsure - does not apply to me.	Neither	does not apply to me.	Parking Restrictions (DYL), Resident only parking scheme	DYL - Down Newlyn Drive. RPZ - As long as it is free - No Permits.	Enforcement of parking measures, fines for failure to comply.
		Speed restrictions of 20mph in force yet motorists still exceeding these limits. Parking of cars halfway down Newlyn Drive which causes one side of road to be blocked and only a single part of the road to get through with a car. Either off street parking required or new parking bays. Motorists wouldn't see if a child ran out because of parked cars.	Generally good but there are still the odd car which does not adhere to the restriction s.	Yes	Safety of children going to and from Shanklee school.	Other	Newlyn Drive - Off street parking needed for cars see my comments on previous questions.	The restrictions placed in NaimNortholt and Needham are good but have noticed parents now parking their cars to take their children to school on the other side of Newlyn Drive in various streets.
Safety. Speed of traffic. Being able to park near to home. I live in Fareham Way so we only have 1 parking area behind the houses. The area gets very parked up with vans and cars. Being able to drive to and from home safely - which in the winter sometimes is impossible due to people parking on Newlyn Drive. Some people do not give	Newlyn drive.	People parking their cars on the road instead of parking on proper parking areas.	I can't really give an opinion because I don't live in that street.	Neither		Parking Restrictions (DYL)	Newlyn Drive because residents park on the main road instead of parking in allocated parking areas behind houses.	Unfortunately people don't use garages anymore for parking their cars in, many families have 2 cars which obviously causes problems! My main problem is Newlyn Drive - as I've said especially in the winter months when the roads are slippery, I personally have had many near misses due to inconsiderate drivers not giving way to oncoming

Appendix E

Minor Amendments to the Waiting and Loading Order



Minor Amendments

1. Waiting and Loading restriction reduced Junction Needham Place/Newlyn Drive
2. Waiting and Loading restriction increased on Newlyn Drive (eastside) between junction Nairn Road and Needham Place

