



**Novo55** CONSULTING  
Highway and Structural Engineering

Experimental traffic regulation order (ETRO)  
prohibition of driving except for access,  
Craster, Northumberland  
*Report on the efficacy of the ETRO.*









Client: Craster Parish Council

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**14/09/2021**

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## 1 EXECUTIVE SUMMARY

- 1.1 Novo 55 Consulting Ltd (Novo 55) has been appointed by Craster Parish Council to assess the efficacy of an experimental traffic regulation order (the restriction) introduced by Northumberland County Council to prohibit driving into Craster, except for access to off-street premises.
- 1.2 We were asked to comment on the signs that have been erected to give force to the experimental traffic regulation order. It is the case that these signs are appropriate. However, enforcement of the restriction is likely to be limited.
- 1.3 We have carried out surveys on two days in the school summer holidays to quantify the problem of traffic entering and leaving Craster and on-street parking.
- 1.4 Some abuse of the experimental traffic regulation order was evident. The volume of traffic entering Craster may be classified as low, but this needs to be considered in the context of Craster being a village with a relatively small population and also the context of the need for Craster to remain a viable community.
- 1.5 Some roads in Craster were fully or nearly fully parked up during the early afternoons and this could create difficulty for residents and their visitors. There was a steady stream of motorised traffic on Dunstanburgh Road. This creates conflict with the high volume of pedestrians on Dunstanburgh Road.
- 1.6 Heugh Road was also heavily parked and the verge parking on Haven Hill near St Peters' church was parked up, creating potential problems for church goers.
- 1.7 Any objections to the experimental traffic regulation order need to be lodged with the County Council by 29 September 2021. Notwithstanding this and that residents may have a view on the appearance of the village entry, there appears to be no reason why the experimental traffic regulation order and layout at the village entrance should not be made permanent.
- 1.8 A Residents' Parking Zone, if introduced, would be enforced by the County Council's enforcement officers and would probably help reduce the number of vehicles entering the village searching for a parking space and may reduce the conflict on Dunstanburgh Road and improve the environment for non-motorised traffic. Nevertheless, a Residents' Parking Zone would not guarantee a space for residents or their visitors.
- 1.9 In summary, there appears to be no reason why the experimental traffic regulation order should not be made permanent and further benefit to residents may derive from reduced motorised traffic and availability of kerbside parking space from the introduction of a suitable Residents' Parking Zone. Without the prohibition of driving restriction, the number of drivers driving into Craster to look for free parking spaces may increase.

## 2 INTRODUCTION

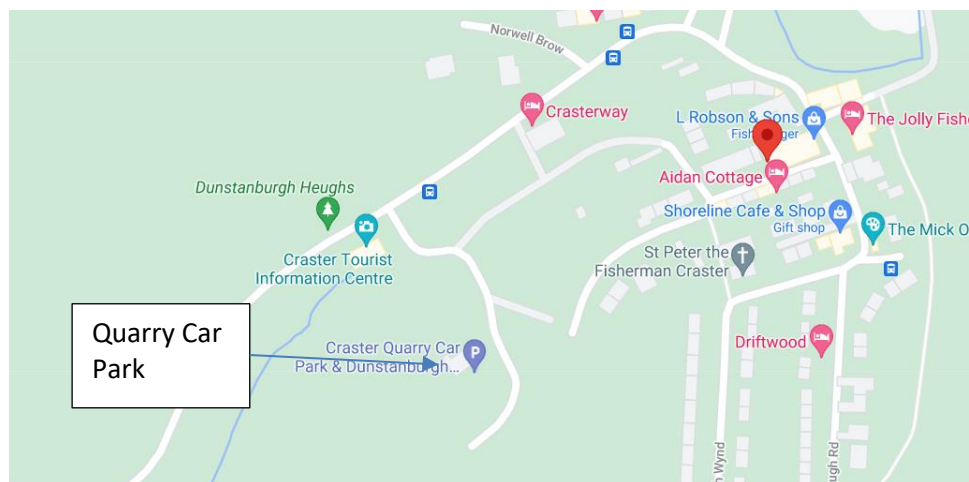
### 2.1 Scope of the study

- 2.1.1 Novo 55 Consulting Ltd (Novo 55) has been appointed by Craster Parish Council to assess the efficacy of an experimental traffic regulation order (the restriction) introduced by Northumberland County Council to prohibit driving into Craster, except for access to off-street premises. The experimental order came into operation on 29 March 2021 until 29 March 2022 and affects the roads Listed in Schedule 1 of the order, see Appendix A.
- 2.1.2 This study seeks to quantify the level of abuse of the restriction and the extent to which any abuse results in parking difficulties for residents. The scheme signing is reviewed. Comment is provided on whether improvements to the scheme are likely to deliver additional benefits and consider whether a Residents' Parking Zone (RPZ) would be appropriate for Craster.
- 2.1.3 The posted speed limit in Craster is 20mph.

### 2.2 Craster

- 2.2.1 Craster is a small fishing village in Northumberland about 7 miles North-East of Alnwick. Craster has a population of 305 according to the 2011 census. However, it is a popular tourist destination and many properties are holiday lets. During the summer months the population increases as well as traffic, parking and footfall. The increase in tourist traffic may have been exacerbated in 2020 and 2021 due to the effects of the corona virus pandemic.
- 2.2.2 There is a pay and display car park, the Quarry car park, beside and behind the Tourist Information Centre, see Figure 1. On busy days an overspill car park on the approach road to the village is opened. There are few parking spaces for visitors in Craster beyond (to the east of) the Quarry Car Park.

Figure 1: Craster Quarry Car Park



## **2.3 Experimental traffic regulation orders**

- 2.3.1 An experimental order is like a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The Experimental Traffic Order can also be used to change the way existing restrictions function.
- 2.3.2 An experimental order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether to continue with the changes brought in by the experimental order on a permanent basis.
- 2.3.3 It is not possible to lodge a formal objection to an experimental traffic regulation order until it is in force. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force. If feedback or an objection is received during the period that suggests an immediate change to the experiment that change can be made and the experiment can then proceed. If the experimental order is changed, then objections may be made within six months of the day that the experimental order is changed.
- 2.3.4 Should residents wish to object to the experimental traffic regulation order introduced in Craster, they need to do so before 29 September 2021.

## **2.4 Enforcement**

- 2.4.1 Enforcement of an experimental TRO is carried out by the same enforcing authority were the TRO a “permanent” TRO, which in the case of this prohibition of driving would be the Police.

## **2.5 Methodology**

- 2.5.1 We have used a number plate recognition device on two days, tracking traffic entering and leaving Craster. The device was placed to the east of Quarry car park on 18 and 22 August 2021. The data was retrieved and interpreted to identify the number of vehicles entering Craster, east of the Quarry car park and the duration of stay.
- 2.5.2 Vehicles entering without a match in the opposite direction are assumed to be the vehicles of residents or people staying in holiday lets.
- 2.5.3 The camera surveys were supplemented by a walk-over survey for 2 hours in the early afternoon of each day. The walk-over survey was intended to give a view of the availability of on-street parking within the village and note any traffic problems observed.
- 2.5.4 Wednesday 18 August 2021 was very warm and sunny throughout the survey period. The overspill car park was open when I arrived in Craster at around 12.45. The overspill car park was already almost full.
- 2.5.5 There was a duller start to Sunday 22 August 2021, however, the sky cleared somewhat and it was relatively warm when I arrived in Craster at around 12.15. I parked in the Quarry car park which was almost full by then. The overspill car park did not open on that day.

### 3 RELEVANT TRAFFIC REGULATION ORDERS

#### 3.1 The Experimental Traffic Regulation Order

- 3.1.1 The experimental traffic regulation order (ETRO) subject of this report is reproduced as Appendix A to this report. Appendix B is a copy of the County Council's drawing which shows the extent of the order and the accompanying signing scheme.
- 3.1.2 The order prohibits all traffic, except for those shown in Article 5 of the order, from entering or driving along those lengths of highway detailed in Schedule 1 of the order. Supplementary Provisions are set out in Article 6 of the order.
- 3.1.3 In general terms, the order permits drivers to enter and proceed along the streets in Schedule 1 to access off-street premises.

#### 3.1 Waiting Restrictions

- 3.1.1 The road into Craster has double yellow lines, supported by a traffic regulation order. The waiting restrictions run from west of the village entry sign, along both sides of the carriageway at West End, Haven Hill to the junction with Heugh Road. The double yellow lines on Haven Hill continue westwards up to the junction with Heugh Wynd.
- 3.1.2 The double yellow lines on Haven Hill wrap around the junction of Church Street and are on both sides of the carriageway of Whin Hill.
- 3.1.3 The harbour entrance has double yellow lines and "Keep Clear" road marking.
- 3.1.4 Dunstanburgh Road has double yellow lines on the west side of the carriageway and around its junction with West End and then both sides of the carriageway at its north end beyond the harbour.

#### 3.2 Signing

- 3.2.1 Signs that may be erected on the public highway and their sizes are controlled by the Traffic Signs Regulations and General Directions (TSRGD). Signs that do not comply with TSRGD may be considered illegal obstructions. Highway authorities have some scope with information signs.

Figure 2: Entry signing



3.2.2 Figure 2 shows the signs that have been erected at the entry to Craster to give force to the ETRO. The entry sign is the appropriate sign for the ETRO that has been introduced. The ETRO has the advantage that any driver driving a vehicle on any of the streets in Schedule 1 and not accessing on off-street property may be subject to enforcement action by the Police. The disadvantages are that the sign is not necessarily well understood by drivers and the enforcing authority would have to make appropriate observations to determine if the occupant of a vehicle accessed an off-street property. Therefore, enforcement is relatively labour intensive.

Figure 3: Craster Entry Signage



- 3.2.3 The prohibition of driving includes cycles, but is only signed at the entrance to Craster, near the Information Centre.
- 3.2.4 While a “No Entry” sign to Diagram 616 of TSRGD may be more easily recognised, a supplementary plate with a legend “Except for Access” is not permitted under the current regulations.
- 3.2.5 As part of the scheme, the layout of the road into Craster has been altered. The layout provides some further encouragement to drivers to turn into the Quarry car park, see Figures 2 and 3.
- 3.2.6 There are further signs such as those shown in Figures 4 and 5 and these appear to be intended to deter parking by non-residents. As far as I am aware, these signs are not supported by a parking scheme and are not enforceable and probably have little effect.

Figure 4:



D\_20210822\_125800

Figure 5: Restricted Parking Zone Sign



## 4 SURVEY

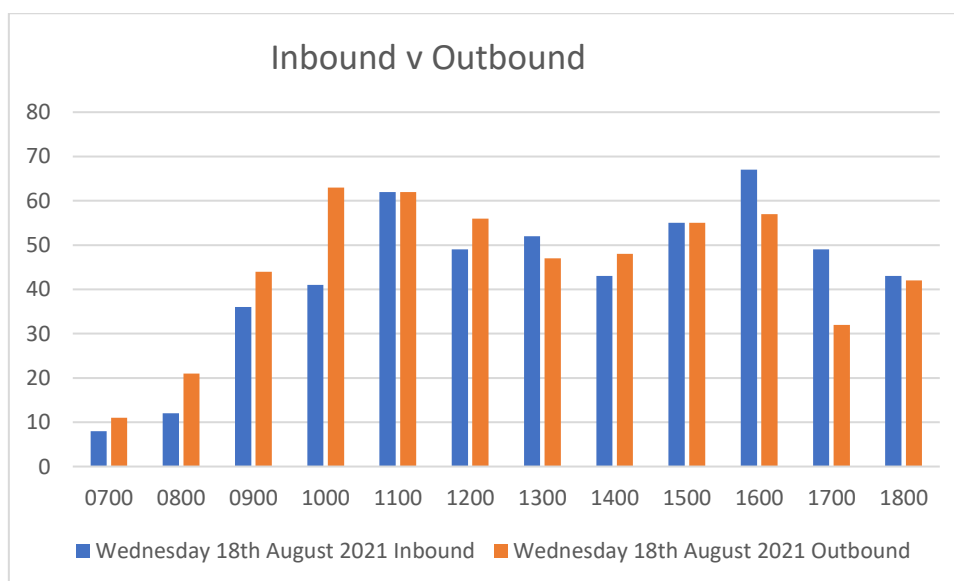
### 4.1 Introduction

- 4.1.1 The data from the numberplate recognition camera is reproduced in Appendix C. Data is shown from 7am to 7pm. Table 1 shows for Wednesday, 18<sup>th</sup> of August 2021, the number of vehicles that entered Craster within a 15-minute period, i.e., drove east of the prohibition of driving signs, and left within 5 minutes, 5+ to 15 minutes, 15+minutes to 1 hour and those staying longer than 1 hour, but leaving before 7pm.
- 4.1.2 Table 2 shows the same information for Sunday 22 August 2021.
- 4.1.3 Table 3 shows traffic volume entering and leaving Craster in each 15-minute period, 7am to 7pm.
- 4.1.4 Drivers of those vehicles entering and leaving within 15 minutes have probably not been parked up in Craster.

### 4.2 Traffic Flows

- 4.2.1 Traffic levels were generally quite low with the highest two-way flow being 124 vehicles in the hour beginning 11am on Wednesday, 18 August and 126 vehicles in the hour beginning 12 noon on Sunday, 22 August. Maximum traffic flow is just over 2 vehicles per hour and this would generally be considered to be a low flow at least in relation to the capacity of the road. There was less traffic on Sunday than Wednesday, possibly due to weather, but also probably fewer buses and service vehicles on the Sunday (1055 vehicles on Wednesday and 920 vehicles on Sunday, 7am to 7pm).

Figure 5: Wednesday, 18 August 2021

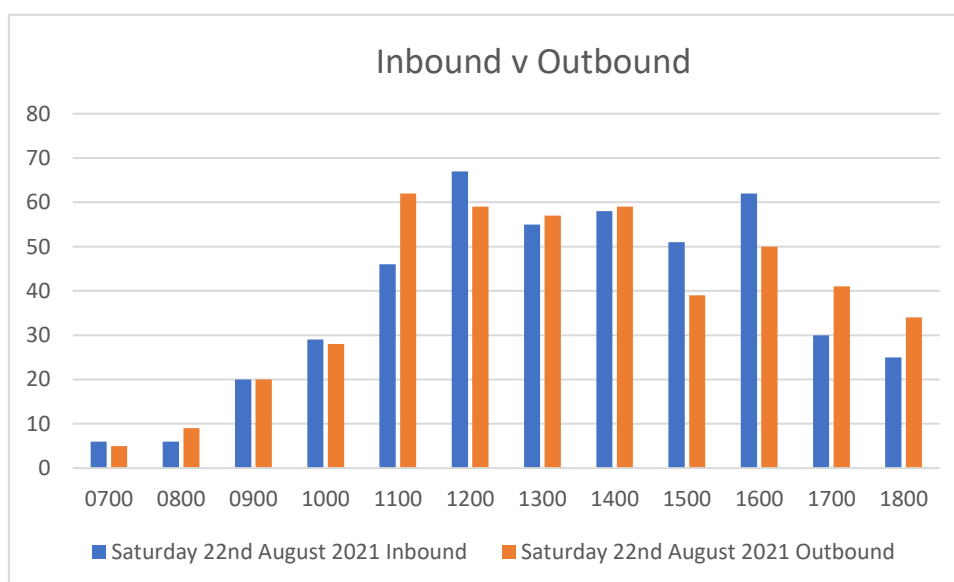


- 4.2.2 It is likely that most vehicles that are matched are day-trippers, however there are also buses and service vehicles. There are around 2 buses per hour. There are relatively few premises in Craster that require servicing, however, home deliveries are now popular. Therefore, the number of matched registrations shows the maximum possible number of day-tripper type movements.
- 4.2.3 On Wednesday the maximum number of vehicles matched within the 12 hours was 54 entering Craster during the hour commencing 11am and the number of matched vehicles was 40 plus until round 5pm (36 for 3pm). However, deducting the number of vehicles that left within 15 minutes shows the number of vehicles parked in

Craster. So, for instance, 22 vehicles entered Craster in the hour commencing 3pm and stayed for a period greater than or equal to 15 minutes.

- 4.2.4 On Sunday the maximum number of vehicles matched within the 12 hours was 55 entering Craster during the hour commencing 12 noon and the number of matched vehicles was 40 plus (35 for 2pm) until round 5pm. However, deducting the number of vehicles that left within 15 minutes shows the number of vehicles parked in Craster. So, for instance, 23 vehicles entered Craster in the hour commencing 12 noon and stayed for a period greater than or equal to 15 minutes.

Figure 6: Saturday, 22 August 2021



### 4.3 Supplementary Observations

Wednesday, 18 August 2021

- 4.3.1 I arrived in Craster at 12.45 on Wednesday, 18 August 2021. It was a warm sunny day, with the temperature in the low 20s<sup>o</sup>C. I parked in the overflow car park, which was nearly full.
- 4.3.2 I commenced my first walk-over survey at **13.00**. There was no on-street parking in Park Burn Court or Norwell Brow. There was no on-street parking on the road into Craster from the Quarry car park, past the harbour until Heugh Road.
- 4.3.3 Dunstanburgh Road was fully parked up on the east side, but there was a steady coming and going of vehicles along the road, drivers looking for parking spaces, turning at the north end and driving back along the road. There were vehicles parked off Chapel Row, but no on-street parking.
- 4.3.4 There was no on-street parking on Whin Hill. On Church Street there was 1 vehicle parked next to a property and may have been the car of a resident or visitor in one of the off-street premises.
- 4.3.5 There was no on-street parking on Haven Hill up to St Peter's Church, however there were 5 cars parked on the north verge next to the church.
- 4.3.6 There was 1 vehicle parked on-street and another on the footway at the top of Haven Hill where it meets Heugh Wynd. Then 5 vehicles parked on the verge parking near the junction and a further 8 vehicles along the north/south section of Heugh Wynd, all parked on the verge. I was informed by a resident that some of the vehicles near the

junction, Heugh Wynd/Haven Hill, belonged to pub staff. In any case it seems likely that some of the parking on Heugh Wynd belongs to pub staff or day trippers.

- 4.3.7 At the south end of Heugh Wynd the road turns to the east. There were 4 cars parked on the road/footpath. These could belong to residents as there is limited in-curtilage parking here.
- 4.3.8 There were 22 vehicles parked on-street along the west side of Heugh Road between Haven Hill and South Acres, leaving kerbside space free for drives and 3 possible parking spaces.
- 4.3.9 At South Acres there were 2 cars parked on the west side of the loop and 3 vans parked on the east side of the loop.
- 4.3.10 I commenced my second walk-over at **14.30**. No vehicles were parked on-street on the road into Caster up to Heugh Road. No vehicles were parked on-street in Park Burn Court or Norwell Brow.
- 4.3.11 Seven vehicles were parked on Dunstanburgh Road up to the "Keep Clear" road marking and 5 beyond. Again, there was a steady coming and going of vehicles along Dunstanburgh Road, with vehicles turning at the north end of the road. There was no on-street parking on Chapel Row.
- 4.3.12 There was no on-street parking on Whin Hill and 2 cars parked on Church Street, but these could belong to residents or visitors to premises in Church Street.
- 4.3.13 There were 2 vehicles parked on the verge parking on Haven Hill west of Heugh Road and no on-street parking. This suggests that some of the verge parking noted on my previous walkover may have been day-trippers.
- 4.3.14 There were 13 vehicles on the north/south part of Heugh Wynd, all parked on the verge parking, except 2 vehicles at the junction of Heugh Wynd and Haven Hill. One vehicle was parked on the carriageway and one on the footway.
- 4.3.15 There were 19 cars parked on the west side of Heugh Road and 9 vehicles parked on South Acres, 3 cars and 6 vans.
- 4.3.16 I returned to my car in the overflow car park at 15.15. This car park was beginning to empty.

Sunday, 22 August 2021

- 4.3.17 I arrived at the Quarry car park at 12.15. The car park was almost full and the overflow car park was not open. I commenced my first walk-over survey at **12.30**. There was no on-street parking in Park Burn Court or Norwell Brow. Other than one vehicle waiting on Haven Hill between Church Street and Whin Hill, there was no on-street parking on the road into Craster from the Quarry car park, past the harbour until Heugh Road.
- 4.3.18 There was kerbside space for up to 4 vehicles on Dunstanburgh Road on the east side.
- 4.3.19 There were vehicles parked off Chapel Row, but no on-street parking.
- 4.3.20 There was no on-street parking on Whin Hill. On Church Street there were 4 vehicles parked next to a property and these may have been the cars of residents or visitors to one of the off-street premises.
- 4.3.21 There was no on-street parking on Haven Hill up to St Peter's Church, however there were 7 cars parked on the north verge next to the church.
- 4.3.22 There was 1 vehicle parked on the footway at the top of Haven Hill where it meets Heugh Wynd. There were 8 vehicles along the north/south section of Heugh Wynd,

all parked on the verge. At the south end of Heugh Wynd the road turns to the east. There were 3 cars parked on the road/footpath. These could belong to residents as there is limited in-curtilage parking here.

- 4.3.23 There were 26 vehicles parked on-street along the west side of Heugh Road between Haven Hill and South Acres, leaving little or no kerbside space free.
- 4.3.24 At South Acres there were 5 cars parked on the west side of the loop and 4 vans parked on the east side of the loop.
- 4.3.25 I commenced my second walk-over at **14.00**. Other than one vehicle waiting on Haven Hill between Church Street and Whin Hill, there were no vehicles parked on-street on the road into Craster up to Heugh Road. No vehicles were parked on-street in Park Burn Court or Norwell Brow.
- 4.3.26 Six vehicles were parked on Dunstanburgh Road up to the "Keep Clear" road marking and 6 beyond. Again, there was a steady coming and going of vehicles along Dunstanburgh Road, with vehicles turning at the north end of the road. There was no on-street parking on Chapel Row.
- 4.3.27 There was no on-street parking on Whin Hill and 3 cars parked on Church Street, but these could belong to residents or visitors to premises in Church Street.
- 4.3.28 There were 7 vehicles parked on the verge parking on Haven Hill west of Heugh Road and no on-street parking. Some of the verge parking may have been day-trippers.
- 4.3.29 There were 11 vehicles on the north/south part of Heugh Wynd, all parked on the verge parking, except 1 vehicle at the junction of Heugh Wynd and Haven Hill. This one vehicle was parked on the footway. Where Heugh Wynd turns eastwards there were 3 vehicles parked on the footway/carriageway.
- 4.3.30 There were 27 cars parked on the west side of Heugh Road and 10 vehicles parked on South Acres, 4 vehicles on the east side of the loop and a further 6 around the remainder of the loop.
- 4.3.31 I returned to my car in the Quarry car park at 15.00. This car park was beginning to empty. The overspill car park was not open when I left Craster at around 15.00 and thus did not appear to have been open on that day.

## 5 SUMMARY AND CONCLUSION

### 5.1 Summary

- 5.1.1 We have been asked to consider the efficacy of the Experimental Traffic Regulation Order that prohibits the driving of vehicles on the roads in Craster listed in Schedule 1 of the order. We have also been asked to consider the appropriateness of the signing, whether the existing scheme can be improved and whether a Residents' Parking Zone would be better.
- 5.1.2 Traffic surveys have been carried out by camera registering vehicles entering and leaving Craster on Wednesday, 18 August 2021 and Sunday 22 August 2021 between 7am and 7pm. The camera can recognise vehicle registration numbers and the associated software can match the vehicles entering Craster, with those leaving. It is likely that most of the vehicles entering and leaving Craster within 15 minutes have been searching for a parking space. Those staying for more than 15 minutes have probably been parked in Craster for a period. Unmatched vehicles are likely to belong to residents, or those occupying holiday lets.
- 5.1.3 We supplemented the camera surveys with four walk-over surveys, noting the extent of on-street parking and whether drivers looking for parking spaces caused any obvious traffic problems.
- 5.1.4 The surveys only give a snapshot of the situation. Nevertheless, we make the following comments on the experimental TRO and parking in Craster.
- The double yellow lines were well observed.
  - The signage, prohibition of driving except for buses and for access (to off-street premises) is the correct sign for the order that has been introduced. Traffic signs that may be erected on the public highway and their sizes are controlled by the Traffic Signs Regulations and General Directions. I consider that there is sufficient signage in place at the entrance to Craster for drivers to understand that there is a prohibition in place and that they should take note of the signage. Despite this, some drivers are ignoring (possibly wilfully given the signage) the signage and the prohibition of driving restriction.
  - The amended layout at the entrance to the Quarry car park leads drivers naturally to the car park and is likely to reinforce the aims of the ETRO.
  - Signs advising that Craster is a "Restricted Parking Zone" appeared to be unenforceable and probably have little effect on parking.
  - The prohibition of driving order does seem to be ignored by some drivers, even when the car parks are not full, although traffic flows into the village would still be described as low.
  - Depending on the weather and school holidays, the Quarry car park can fill by around noon. The overflow car park is not necessarily opened when the quarry car park is full, but even when the car parks are not full, there is evidence that some drivers seek to avoid the charges by looking for free parking space within Craster.
  - Dunstanburgh Road and Heugh Road appear to be the roads where day-trippers are most likely to search for parking spaces outside of the car parks and it appears likely that residents and visitors in these streets may struggle to park in them. This could cause difficulties for health visitors, tradesmen and people with a mobility difficulty. It may sometimes be difficult for drivers to access or egress drives on Heugh Road. Dunstanburgh Road has a high volume of pedestrians, including children, walking to the castle or along the

coast. The speed and volume of motorised vehicles was generally low, therefore the risk of collision and injury appears to be low. Nevertheless, the environment for residents, visitors and non-motorised traffic on Heugh Road and Dunstanburgh Road would benefit from reduced motorised traffic. A Residents' Parking Zone would be likely to reduce the volume of motorised traffic.

- Without data from before the ETRO was introduced it is not possible for me to say what the effect of the ETRO has been.
- Enforcement of the ETRO would be by the Police who would need to ascertain whether a driver has legitimate business in relation to the TRO. This places a burden on the Police that due to other pressures may limit the amount of time that can be given to enforcement. We have submitted a Freedom of Information request to Northumberland County Council asking for a copy of any consultation with the Police, but have not, at the time of writing this report, received a reply.

5.1.5 In relation to Residents' Parking Zones (RPZ) we have the following comments.

- RPZs do not usually guarantee that a resident may park outside of his or her house, but allow a resident to park within a zone or sub-zone if a space is available. This may provide only limited improvement for people with a movement limitation for instance.
- There is usually a charge for parking permits.
- RPZs tend to require considerable consultation to determine the best form of restriction, considering the needs of visitors and businesses for instance, so the implementation process can be lengthy.
- RPZs tend to push parking into other streets not covered by the scheme and may cause worse problems elsewhere.
- Enforcement would be by the council's enforcement officers. Enforcement officers carry out enforcement in the Quarry car park from time to time and the existing waiting restrictions, so it may be relatively easy to add the relevant streets to the officers' beat. However, enforcement may still be occasional.
- A RPZ would probably help reduce the number of drivers searching for free parking within Craster, but does not need to be an alternative to the prohibition of driving restriction and could complement the restriction.

## 5.2 Conclusion

5.2.1 Wherever there is moving traffic there is some danger of collision. The volumes and speed of motorised traffic in Craster do not give rise to particular concerns in relation to the risk of collisions and injury. However, the volume of motorised traffic and conflict with non-motorised traffic may be detrimental to the environment of residents and non-motorised traffic.

5.2.2 It is for Craster Parish Council to decide on how to proceed with the issue. However, we have some recommendations that we believe would be likely to reduce the amount of casual parking in Craster.

5.2.3 It is clear that on occasions, sunny days, weekends, holidays, that some drivers ignore the prohibition of driving signs and enter Craster searching for free parking despite the availability of spaces in the car parks. Enforcement of the prohibition of driving restriction may be sparse. The "abuse" of the driving restriction may be

exacerbated on occasions where the car parks are full, or the overspill parking is unavailable. **It is recommended that the arrangement with respect to the overspill car park is strengthened.**

- 5.2.4 Due to lack of data on traffic flows for a similar period before the prohibition of driving restriction was introduced it was not possible for me to reach a conclusion on what effect the order has had. Notwithstanding the views of residents and any objections, **there seems to be no reason why the experimental traffic regulation order and the amended layout at the entrance to Craster should not be made permanent.**
- 5.2.5 There are likely to be occasions when residents have difficulty accessing or egressing their drives. **It is recommended that Northumberland County Council be requested to introduce “H” marking across drives, particularly on Heugh Road.**
- 5.2.6 A Residents’ Parking Zone could be introduced covering many of the same streets covered by the Prohibition of Driving and it would deliver some benefits to residents and their visitors. A Residents’ Parking Zone for most of Craster would be likely to reduce casual parking by day-trippers and the volume of motorised traffic and so, in my opinion, would be complementary to the Prohibition of Driving Order. I observed vehicle/pedestrian conflict, particularly on Dunstanburgh Road. **It is likely that this conflict on Dunstanburgh Road would be reduced if this road was within a Residents’ Parking Zone.** Care would need to be taken in the design of any Resident’s Parking Zone in order not to push casual parking into streets where such parking is currently not a problem. **I would suggest that a residents’ parking scheme be pursued as a complementary measure to the prohibition of driving.**
- 5.2.7 **If residents wish to object to the experimental traffic regulation order they need to do so before 29 September 2021.**

# **Appendix A The experimental traffic regulation order**

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**NORTHUMBERLAND COUNTY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
CRASTER VILLAGE  
PROHIBITION OF DRIVING  
(EXCEPT FOR ACCESS TO OFF-STREET PREMISES)  
EXPERIMENTAL ORDER 2021  
(Ref: TROM\_211)**

Northumberland County Council, in exercise of their powers under Sections 1 and 9 and Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and all other enabling powers and after consultation with the Chief of Police in accordance with Part III of Schedule 9 of the Act, hereby make the following Order:

**1. Commencement and Citation**

- 1.1. This Order shall come into operation on 29<sup>th</sup> March 2021 to 29<sup>th</sup> March 2022 and may be cited as the "Northumberland County Council Craster Village Prohibition Of Driving (Except for Access to Off-Street Premises) Experimental Order 2021".

**2. Interpretation**

- 2.1. In this Order, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:
- 2.1.1. "Council" means Northumberland County Council
- 2.1.2. "The Act" means the Road Traffic Regulation Act 1984
- 2.1.3. "the Regulations" means the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- 2.1.4. "Proper Officer" means any officer of the Council for the time being appointed for the purposes of approving modifications or suspensions of Experimental Orders under section 10(2) of the Act.
- 2.2. Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent re-enactment

**3. General**

- 3.1. The restrictions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any Regulations made or having effect as if made under the Act or by or under any other enactment.
- 3.2. Where an Act of Parliament referred to in this Order or any Regulation, Direction or Order made under it is repealed and new provisions enacted (with or without modifications) new provisions shall be substituted in this Order where relevant.

- 3.3 Except where otherwise stated, any reference in this Order to a numbered article or schedule is a reference to the article or schedule bearing that number in this Order.
- 3.4 The Interpretation Act 1978 shall apply to this Order as it applies to an Act of Parliament

**4. Introduction of Prohibition of Driving (Except for Access to Off-Street Premises)**

- 4.1 Save as provided in Article 6, no person shall cause any vehicle to enter and proceed along, those lengths of highway detailed in Schedule 1 of this Order, except for access to off-street premises.

**5. Exemptions**

- 5.1 Nothing in Article 4 shall render it unlawful to cause or permit any vehicle to enter or proceed along those lengths of highway detailed in Schedule 1 annexed to this Order so long as may be necessary to enable:-
- (1) Access to off-street premises;
- (2) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations:-
- (a) buildings, industrial or demolition operations;
  - (b) the removal of any obstruction to traffic;
  - (c) the maintenance, improvement or reconstruction of the said lengths of road;
  - (d) for fire and rescue, police, ambulance or special forces purposes;
  - (e) the laying, erection, alteration or repair in or on land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in the Communications Act 2003, and
- (4) the vehicle if it cannot conveniently be used for such purpose on any other highway, to be used in the service of a local authority in the pursuance of statutory powers or duties.
- (5) Local Services Buses as defined in Section 2 of the Transport Act 1985

**6. Supplementary Provisions**

- 6.1. The operation of this Experimental Order or any provision of it may be modified or suspended by the Proper Officer if it appears to him essential -

- 6.1.1 in the interests of the expeditious, convenient and safe movement of traffic;
- 6.1.2 in the interests of providing suitable and adequate on-street parking facilities, or
- 6.1.3 for preserving or improving the amenities of the area through which any road affected by the order runs.
- 6.2. This power shall be exercised only after consulting the appropriate chief officer of police and giving such public notice as the Secretary of State may direct

**7. Revocations**

None

**GIVEN** under the Common Seal of the Northumberland County Council this 10<sup>th</sup> day of March 2021.

The **COMMON SEAL** of **NORTHUMBERLAND COUNTY COUNCIL** was hereunto affixed in the presence of:

Duly Authorised Officer.

**SCHEDULE 1**  
**ROAD TRAFFIC REGULATION ACT 1984**  
**NORTHUMBERLAND COUNTY COUNCIL**  
**CRASTER VILLAGE**  
**PROHIBITION OF DRIVING**  
**(EXCEPT FOR ACCESS TO OFF-STREET PREMISES)**  
**EXPERIMENTAL ORDER 2021**  
**(Ref: TROM\_211)**

<b>USRN</b>	<b>Street</b>	<b>Town</b>	<b>Description</b>
400525	HEUGH WYND	CRASTER	For its entire length
400524	HEUGH ROAD	CRASTER	For its entire length
400599	HAVEN HILL	CRASTER	For its entire length
401244	DUNSTANBURGH ROAD	CRASTER	For its entire length
401650	CHURCH STREET	CRASTER	For its entire length
401757	CHAPEL ROW	CRASTER	For its entire length
402768	WHIN HILL	CRASTER	For its entire length
402870	WEST END	CRASTER	For its entire length
405116	SOUTH ACRES	CRASTER	For its entire length
405160	NORWELL BROW	CRASTER	For its entire length
418067	C74 WEST END TO DUNSTAN	CRASTER	A point 190 metres south west of its junction with Dunstanburgh Road to its junction with Dunstanburgh Road
450329	THE SKERES	CRASTER	For its entire length

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**NORTHUMBERLAND COUNTY COUNCIL**

**CRASTER VILLAGE  
PROHIBITION OF DRIVING  
(EXCEPT FOR ACCESS TO OFF-STREET PREMISES)  
EXPERIMENTAL ORDER 2021  
(Ref: TROM\_211)**

**STATEMENT OF THE COUNCIL'S REASONS FOR  
MAKING THE ORDER**

The Order is required on an experimental basis of twelve months to assess the impact of reducing the number of vehicles entering Craster Village and encouraging greater use of existing car parks and promoting walking. It is anticipated that these restrictions will improve road safety in the village for all road users.

**Appendix B**

**TRO Drawing**



# Appendix C

# Traffic Data

Table 1

Craster, August 2021						
Matched Registrations						
Wednesday 18th August 2021						Total Vehicles
TIME	< 5 Minutes	5 - 15 Minutes	15 Minutes - 1 Hour	> 1 Hour	TOTAL	Inbound
0700 - 0715	0	0	0	2	2	2
0715 - 0730	0	0	0	0	0	0
0730 - 0745	1	0	0	0	1	3
0745 - 0800	1	0	0	2	3	3
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>8</b>
0800 - 0815	0	0	3	2	5	5
0815 - 0830	1	0	0	0	1	1
0830 - 0845	0	0	1	0	1	1
0845 - 0900	0	1	2	1	4	5
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>12</b>
0900 - 0915	0	1	1	2	4	4
0915 - 0930	2	4	0	3	9	11
0930 - 0945	4	0	3	1	8	9
0945 - 1000	5	1	4	2	12	12
<b>Hourly Total</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>33</b>	<b>36</b>
1000 - 1015	1	0	1	2	4	4
1015 - 1030	3	1	2	2	8	9
1030 - 1045	8	3	0	3	14	15
1045 - 1100	10	1	0	1	12	13
<b>Hourly Total</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>38</b>	<b>41</b>

1100 - 1115	9	2	0	3	14	15
1115 - 1130	7	3	3	2	15	20
1130 - 1145	5	2	0	1	8	9
1145 - 1200	10	2	0	5	17	18
<b>Hourly Total</b>	<b>31</b>	<b>9</b>	<b>3</b>	<b>11</b>	<b>54</b>	<b>62</b>
1200 - 1215	6	1	0	3	10	11
1215 - 1230	5	1	2	3	11	12
1230 - 1245	5	0	3	0	8	8
1245 - 1300	8	3	0	5	16	18
<b>Hourly Total</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>45</b>	<b>49</b>
1300 - 1315	5	2	3	1	11	11
1315 - 1330	9	1	2	2	14	17
1330 - 1345	6	2	2	5	15	15
1345 - 1400	3	4	1	0	8	9
<b>Hourly Total</b>	<b>23</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>48</b>	<b>52</b>
1400 - 1415	1	2	3	1	7	11
1415 - 1430	5	0	0	1	6	6
1430 - 1445	6	3	5	1	15	17
1445 - 1500	2	2	3	0	7	9
<b>Hourly Total</b>	<b>14</b>	<b>7</b>	<b>11</b>	<b>3</b>	<b>35</b>	<b>43</b>
1500 - 1515	4	0	5	3	12	15
1515 - 1530	6	1	0	1	8	10
1530 - 1545	4	2	4	5	15	17
1545 - 1600	1	4	3	1	9	13
<b>Hourly Total</b>	<b>15</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>44</b>	<b>55</b>
1600 - 1615	3	1	1	2	7	13
1615 - 1630	6	0	3	2	11	19
1630 - 1645	5	3	4	2	14	20
1645 - 1700	7	2	0	1	10	15
<b>Hourly Total</b>	<b>21</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>42</b>	<b>67</b>
1700 - 1715	1	0	0	3	4	8

1715 - 1730	4	1	4	1	<b>10</b>	17
1730 - 1745	3	0	0	0	<b>3</b>	15
1745 - 1800	1	1	0	0	<b>2</b>	9
<b>Hourly Total</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>19</b>	<b>49</b>
1800 - 1815	7	0	1	0	<b>8</b>	12
1815 - 1830	3	0	1	0	<b>4</b>	11
1830 - 1845	6	0	0	0	<b>6</b>	11
1845 - 1900	2	0	0	0	<b>2</b>	9
<b>Hourly Total</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>43</b>
<b>Session Total</b>	<b>191</b>	<b>57</b>	<b>70</b>	<b>77</b>	<b>395</b>	<b>517</b>

Table 2

Saturday 22nd August 2021					Total Vehicles
< 5 Minutes	5 - 15 Minutes	15 Minutes - 1 Hour	> 1 Hour	TOTAL	Inbound
0	0	0	0	<b>0</b>	0
0	0	0	0	<b>0</b>	0
0	1	1	1	<b>3</b>	3
0	1	0	2	<b>3</b>	3
<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>6</b>
0	0	1	1	<b>2</b>	2
0	0	0	0	<b>0</b>	1
1	0	0	0	<b>1</b>	1
1	0	0	0	<b>1</b>	2
<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>6</b>
0	1	0	1	<b>2</b>	3
2	1	0	1	<b>4</b>	6
0	1	1	3	<b>5</b>	5
2	0	0	2	<b>4</b>	6
<b>4</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>15</b>	<b>20</b>
2	1	0	1	<b>4</b>	7
1	0	0	0	<b>1</b>	2
6	1	0	5	<b>12</b>	14
3	0	3	0	<b>6</b>	6
<b>12</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>23</b>	<b>29</b>
7	4	1	3	<b>15</b>	16
2	2	2	2	<b>8</b>	9
5	1	1	1	<b>8</b>	9
3	4	2	2	<b>11</b>	12
<b>17</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>42</b>	<b>46</b>
5	0	4	3	<b>12</b>	16
5	3	4	3	<b>15</b>	15
3	3	1	3	<b>10</b>	16

9	4	2	3	18	20
<b>22</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>55</b>	<b>67</b>
6	1	0	1	8	11
8	3	2	5	18	18
4	3	1	4	12	13
3	3	0	5	11	13
<b>21</b>	<b>10</b>	<b>3</b>	<b>15</b>	<b>49</b>	<b>55</b>
4	1	1	1	7	11
6	3	1	1	11	14
8	5	1	3	17	23
5	1	1	1	8	10
<b>23</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>43</b>	<b>58</b>
6	2	1	5	14	15
3	1	3	1	8	11
5	0	0	2	7	13
2	1	3	1	7	12
<b>16</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>36</b>	<b>51</b>
10	0	2	3	15	20
8	1	0	2	11	13
3	2	1	1	7	13
7	1	0	2	10	16
<b>28</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>43</b>	<b>62</b>
2	0	1	1	4	5
4	1	0	0	5	7
6	2	0	0	8	9
3	1	0	1	5	9
<b>15</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>30</b>
4	2	0	0	6	10
0	0	1	0	1	6
1	0	0	0	1	3
1	1	0	0	2	6

<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>25</b>
<b>166</b>	<b>63</b>	<b>42</b>	<b>77</b>	<b>348</b>	<b>455</b>

Table 3

Craster, August 2021					
<b>Total Collected Registrations</b>					
	Wednesday 18th August 2021			Saturday 22nd August 2021	
TIME	Inbound	Outbound		Inbound	Outbound
0700 - 0715	2	3		0	0
0715 - 0730	0	3		0	2
0730 - 0745	3	3		3	1
0745 - 0800	3	2		3	2
<b>Hourly Total</b>	<b>8</b>	<b>11</b>		<b>6</b>	<b>5</b>
0800 - 0815	5	3		2	2
0815 - 0830	1	6		1	0
0830 - 0845	1	5		1	3
0845 - 0900	5	7		2	4
<b>Hourly Total</b>	<b>12</b>	<b>21</b>		<b>6</b>	<b>9</b>
0900 - 0915	4	6		3	4
0915 - 0930	11	6		6	6
0930 - 0945	9	19		5	2
0945 - 1000	12	13		6	8
<b>Hourly Total</b>	<b>36</b>	<b>44</b>		<b>20</b>	<b>20</b>
1000 - 1015	4	13		7	4
1015 - 1030	9	13		2	5
1030 - 1045	15	19		14	12
1045 - 1100	13	18		6	7
<b>Hourly Total</b>	<b>41</b>	<b>63</b>		<b>29</b>	<b>28</b>
1100 - 1115	15	16		16	15

1115 - 1130	20	18		9	20
1130 - 1145	9	9		9	16
1145 - 1200	18	19		12	11
<b>Hourly Total</b>	<b>62</b>	<b>62</b>		<b>46</b>	<b>62</b>
1200 - 1215	11	21		16	12
1215 - 1230	12	6		15	13
1230 - 1245	8	13		16	15
1245 - 1300	18	16		20	19
<b>Hourly Total</b>	<b>49</b>	<b>56</b>		<b>67</b>	<b>59</b>
1300 - 1315	11	15		11	21
1315 - 1330	17	15		18	15
1330 - 1345	15	13		13	11
1345 - 1400	9	4		13	10
<b>Hourly Total</b>	<b>52</b>	<b>47</b>		<b>55</b>	<b>57</b>
1400 - 1415	11	15		11	12
1415 - 1430	6	12		14	11
1430 - 1445	17	11		23	19
1445 - 1500	9	10		10	17
<b>Hourly Total</b>	<b>43</b>	<b>48</b>		<b>58</b>	<b>59</b>
1500 - 1515	15	21		15	11
1515 - 1530	10	10		11	9
1530 - 1545	17	14		13	10
1545 - 1600	13	10		12	9
<b>Hourly Total</b>	<b>55</b>	<b>55</b>		<b>51</b>	<b>39</b>
1600 - 1615	13	13		20	11
1615 - 1630	19	13		13	15
1630 - 1645	20	14		13	10
1645 - 1700	15	17		16	14
<b>Hourly Total</b>	<b>67</b>	<b>57</b>		<b>62</b>	<b>50</b>
1700 - 1715	8	12		5	12
1715 - 1730	17	9		7	6

1730 - 1745	15	6		9	16
1745 - 1800	9	5		9	7
<b>Hourly Total</b>	<b>49</b>	<b>32</b>		<b>30</b>	<b>41</b>
1800 - 1815	12	16		10	16
1815 - 1830	11	10		6	7
1830 - 1845	11	11		3	4
1845 - 1900	9	5		6	7
<b>Hourly Total</b>	<b>43</b>	<b>42</b>		<b>25</b>	<b>34</b>
<b>Session Total</b>	<b>517</b>	<b>538</b>		<b>455</b>	<b>463</b>



