



Northumberland County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR IN CONSULTATION WITH CABINET MEMBER

ALNMOUTH STATION AND SURROUNDING AREA

Service Director: Paul Jones, Service Director - Local Services
Cabinet Member: Councillor Glen Sanderson, Environment & Local Services

Purpose of Report

To consider feedback received following the proposed changes to the on-street parking restriction around Alnmouth Railway Station and the introduction of parking charges within Alnmouth Railway Station (Northbound) Car Park.

Recommendations

It is recommended that the following changes are made to the Alnmouth Station (Northbound) Car Park and the surrounding area:-

- A parking charge of £1.50 per day is introduced to the Alnmouth Railway Station (Northbound) Car Park with a one-off payment of £5,000 from income generated being made to Lesbury Parish Council to support future planning activity and improvements in the area.
- No Waiting, Mon - Fri, 9am - 4pm parking restriction is introduced on both Curly Lane and South View as an experimental Traffic Regulation Order for 15 months.

Link to Corporate Plan

How - "We want to be efficient, open and work for everyone"

Living - "We want you to feel safe, healthy and cared for"

Connecting - "We want you to have access to the things you need"

Delegated Decision Report

Key Issues

1. Two Car Parks located on the northbound and southbound sides of the railway line at Alnmouth Station.
2. The Council managed northbound car park was constructed in 2011 as a result of the increased demand for parking at the Alnmouth Railway Station and the insufficient capacity available at the southbound car park which is managed by Northern Rail Network.
3. In 2015 Northumberland County Council extended the northbound car park and increased the parking capacity from 63 parking places to 100 parking places, increasing the capacity by 37 parking places.
4. Current demand for parking at Alnmouth Station now exceeds the current capacity in both car parks, which results in cars parking in the surrounding streets.
5. Those living in the surrounding streets have complained to Local County Councillors Gordon Castle and Robbie Moore regarding the inconsiderate parking. It has been reported that this is a result of vehicles parking wherever they can when the car park is full to capacity.
6. To alleviate these concerns a number of control measures were consulted upon and a public drop-in session was held where Council Officers were on hand to answer any questions.
7. It is proposed that the on-street parking restrictions are introduced as an Experimental Traffic Regulation Order. This will allow any minor changes to be made easily during the experimental period if necessary.
8. The scheme is supported by Cllr Castle and Cllr Moore. Lesbury Parish Council have been involved in the development of options and are aware of the outcome of the consultation and details of the final scheme for on-street parking restrictions (yellow lines).

Delegated Decision Report

OFF STREET PARKING IMPROVEMENTS - VARIOUS LOCATION

Background

9. It has been reported both Alnmouth Railway Station car parks are continually full to capacity, resulting in the vehicles that can't find a parking place within the car park, parking in the streets surrounding the Railway Station causing both congestion and obstruction issues for residents and road users.
10. Concerns have been raised by Local County Councillors Gordon Castle and Robbie Moore following complaints from residents regarding congestion issues and inconsiderate parking on the streets surrounding the Alnmouth Railway Station.
11. Council Officers have been working with both Local County Councillors and Lesbury Parish Council to develop a proposed highway improvement scheme with the aim of resolving the issues residents and road users are being faced with on a daily basis.
12. The originally proposed scheme consisted of introducing a parking charge to the Alnmouth Railway Station (Northbound) Car Park, resident permit parking and No Waiting, Mon-Sat, 9am-4pm parking restrictions on the surrounding streets. A plan showing the original proposed on-street parking restrictions is attached as Appendix A.
13. Bearing in mind the ongoing road safety concerns in the streets surrounding Alnmouth Railway Station, and the fact that the additional restrictions are required to improve road safety, the on street parking restrictions proposed will be introduced as an Experimental Traffic Regulation Order. An information letter will be sent to all affected parties in the area. A copy of this letter together with a plan of the proposed experimental parking restrictions are attached as Appendix B.

Consultation

14. These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 183 residents and approximately 30 statutory consultees, including the emergency services and various disabled and transport associations/organizations. A copy of the consultation letter is attached as Appendix C.
15. A drop in session was also held on 28th July 2018 in Lesbury Village Hall where Council Officers and County Councillors were on hand to answer any questions relating to the proposals.

Delegated Decision Report

16. The consultation exercise concluded on Thursday 12th July 2018 and responses were received from 72 households with 29 being in favour, 40 did not support the proposal and 3 did not have a preference. The North East Ambulance Service were the only statutory consultee to respond and did not indicate a preference. A summary of consultation responses is attached as Appendix D).
17. Two petitions were also submitted regarding proposals. One was a e-petition which was signed by 13 individuals and the other was a paper petition which was signed by 70 individuals, both objecting to the proposals (it must be note however that some individuals who supported the scheme on their response form, also signed the petition against the proposals).

Comments

18. Some of the comments received from the consultation are as follows:-

- Need additional parking.
- Currently the bus has trouble getting through Curly Lane
- Include Lesbury Road in the permit scheme.
- Provide parking permits for commuters.
- 3 day max stay not long enough.
- Scheme definitely needed.
- Scheme not needed, no parking problem.
- Against charges at the station.
- Proposed parking charge too high.
- Penalises commuters.
- Commuter cars parked on pavement
- Cars can be left parked on-street for days on end
- Against permits/paying for permits.
- Commuters will go back to driving instead of the train.
- Will displace the parking problems.
- Scheme will need regular enforcement.
- Resident Permits essential
- Not enough permit bays proposed on South View.
- 2 permits isn't enough.
- May lead to reduced rail use and threaten services.

19. Following the assessment of the results from the consultation exercise, Council Officers worked with County Councillor Gordon Castle and County Councillor Robbie Moore to agree a compromised scheme which is considered will help reduce congestion and inconsiderate parking, as well as reducing the demand for parking at the Alnmouth Railway Station. The outcome of the consultation exercise and details of the proposed compromise scheme has also been shared with Lesbury Parish Council.

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20. From the outset, the County Council has endeavoured to respond positively to local concerns raised in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. Bearing in mind the current demand for parking at Alnmouth Station outweighs the available capacity, but the reluctance by residents to support the introduction of resident permit parking, it is recommended that a No Waiting Mon - Fri, 9am - 4pm parking restriction is introduced on the north west Side of Curly Lane and on the south side of South View as an Experimental Traffic Regulation Order for a period of 15 months. It is also recommended that a parking charge is introduced to the Alnmouth Station (Northbound) Car Park of £1.50 per day (maximum stay 72 hours). In order to support Lesbury Parish Council's work to develop a Neighbourhood Plan and to consider wider master planning activities, including possible improvements to parking arrangements in the local area, the Council will provide the Parish Council with a one-off payment of £5,000 from income generated from parking charges.
21. 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 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 an inquiry is not held.

Delegated Decision Report

Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	Scheme will be financed through £10M Capital funding allocated within the Medium Term Financial Plan to improving parking capacity in Northumberland market towns.
Legal	None
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	Area consistently suffer from increased demand for parking resulting in increase road safety concerns.
Crime & Disorder	The schemes will promote a safer environment and may reduced any potential antisocial behavior
Customer Consideration	Road users will benefit from the increased turnover of parking places.
Carbon reduction	None
Wards	Lesbury

Background papers:

None

Delegated Decision Report

Report sign off.

Authors must ensure that relevant officers and members have agreed the content of the report:

	initials
Finance Officer	AM
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Director	PJ
Portfolio Holder(s)	GS

Report Author **Dan Fraser – Programme Officer (Highway Safety)**
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DECISION TAKEN

Title of Officer: Paul Jones - Service Director -Local Services

Title of Cabinet Member Councillor Glen Sanderson, Environment and Local Services

Subject: Alnmouth Station and Surrounding Area

Decision Taken: To introduce the following changes to Alnmouth Station and surrounding area:-

- A parking charge of £1.50 per day is introduced to the Alnmouth Railway Station (Northbound) Car Park, with a one-off payment of £5,000 from income generated being made to Lesbury Parish Council to support future planning activity and improvements in the area.
- No Waiting, Mon - Fri, 9am - 4pm parking restriction is introduced on both Curly Lane and South View as an experimental Traffic Regulation Order for 15 months.

Signature of Director



Date

4/9/18

Signature of Cabinet Member







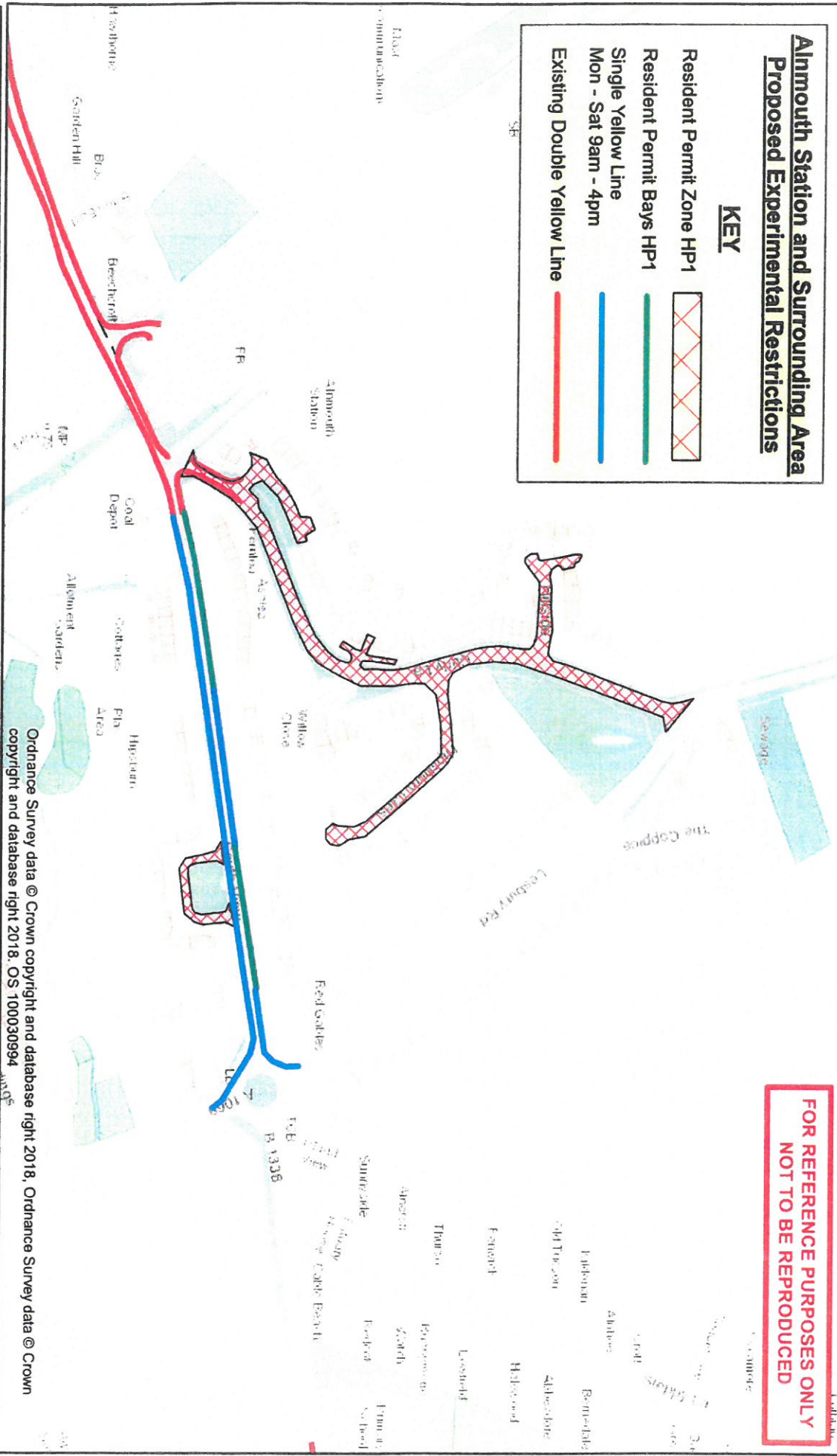
Date

5/9/18

**Alnmouth Station and Surrounding Area
Proposed Experimental Restrictions**

KEY

- Resident Permit Zone HP1 
- Resident Permit Bays HP1 
- Single Yellow Line 
Mon - Sat 9am - 4pm
- Existing Double Yellow Line 



Northumberland
Northumberland County Council

Northumberland County Council
County Hall
Morpeth
Northumberland NE61 2EF Tel: 01670 533000

**Network Management
Information System**

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**Title: Alnmouth Station and
Surrounding Area
Proposed Restrictions**

Dm:

Date:

Scale:

1:1000



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Appendix B
The Occupier

Your ref:
Our ref: HE185325-22
Enquiries to: Daniel Fraser
Email: highwaysprogramme@northumberland.gov.uk
Tel direct: (01670) 624125
Date: 4th September 2018

Dear Resident

Re: Outcome following public consultation on proposed parking restrictions

Over the years passenger numbers using Alnmouth Station have grown from 0.258 million in 2012/13 to 0.312 million in 2016/17. This just shows how popular the area has become in attracting both visitors and tourists, as well as the station being used by an increasing number of residents from the wider area to commute for business and work. Alnmouth Station is very much a gateway for many visitors and its success, seen through increasing passenger numbers, is great news for the wider North Northumberland area. Whilst this increase in rail usage is very welcome, it has resulted in some issues particularly for those residents of Hipsburn living closest to the station where parking can be a problem.

Your County Councillors have worked hard to help find solutions that strike an appropriate balance between the needs of rail users and those of local residents living around the station, and we are very keen to try to help resolve these issues. We have worked with Lesbury Parish Council leading up to the consultation. We came up with some options that would allow the station to continue to flourish, but that also seek to protect local residents from the effects of increased car usage and in some cases thoughtless parking. This includes ensuring that bus routes and access for emergency vehicles are also maintained and are not obstructed by parked vehicles.

We recently carried out a consultation exercise to seek people's views on a proposed scheme that included the introduction of parking charges at the station car park, as well as 'residents only permit' parking zones and other parking restrictions (yellow lines) in the area around the station, and we would like to thank those of you who responded to this.

We have now reviewed and considered the feedback from the consultation exercise, and this letter is to update you on the key findings and to confirm what we now intend to do.

We received 72 letter and email responses to the consultation exercise and a further 26 responses through feedback forms at the public exhibition on the proposals. Of these 34% were in favour of the proposals, with 58% being against and 8% offering comments but not expressing a view either way. The strongest support for the scheme came from those living closest to the station. It was noted that the most common areas of concern raised by those opposed to the proposals were in relation to:-

- the introduction of a residents permit scheme (including comments that two permits were insufficient for some households and objecting to the charge for residents permits should the scheme be made permanent after the trial);
- the proposed £3/day parking charge within the station car park being too high (with impacts on commuters and also increasing the risk of displacing parking into the local area).

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We also received two petitions, one with 70 signatories objecting to the residents permit parking element of the proposal, and an e-petition with 13 signatories that opposed parking restrictions and charges for residents, with the preferred solution being to provide more car park capacity at the station.

Having listened to the feedback it is clear that there isn't currently support for the introduction of a residents permit parking scheme, and therefore we will not proceed with this. However, we will implement new parking restrictions in the form of single yellow lines that will restrict parking from 9am to 4pm Monday to Friday (see plan attached for details of the revised yellow lining scheme). It is possible to park on single yellow lines outside of these times, and the revised scheme aims to ensure that access is maintained for public transport operators and emergency vehicles. This element of the scheme will be implemented under an experimental traffic regulation order that will be reviewed after 12 months.

We have already introduced a maximum 72 hour stay with no return within 6 hours provision at the railway station car park to make best use of the spaces. In order to help manage demand for car parking spaces within the railway station car park we also consider it is necessary to introduce parking charges. However, in light of the feedback that the proposed £3 per day charge was too high, we have reduced the charge to £1.50 per day. Any residual income from the car park will go to ensure that we protect County Council frontline services and to help fund future investment in transport connections and parking provision at the station. We will continue to work with Lesbury Parish Council to help with future plans for parking provision

Finally we will monitor and review the effectiveness of these changes, including a formal review after 12 months that will include asking your opinions again, to help us ensure that we can move forward together to minimise the problems being caused by the success of the station in attracting more rail users.

In the meantime if you have any queries please contact the Highways Programme team on Email: HighwaysProgramme@northumberland.gov.uk or by telephone on: (01670) 624125

Yours sincerely,

County Councillor
Glen Sanderson
Cabinet Member for Environment &
Local Services

County Councillor
Gordon Castle

County Councillor
Robbie Moore



FOR REFERENCE PURPOSES ONLY
NOT TO BE REPRODUCED

KEY

Single Yellow Line

Mon - Fri, 9am - 4pm

Existing Double Yellow Line

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County Hall

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Title: Alnmouth Station and Surrounding Area

Dm:

Date:

Scale: 1:1000

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APPENDIX C
The Occupier

Your ref:
Our ref: HE185325-000
Enquiries to: Dan Fraser
Email: HighwaysProgramme@northumberland.gov.uk
Tel direct: (01670) 624125
Date: 13th June 2018

Dear Sir/Madam

Proposed Parking Restrictions - Alnmouth Station and Surrounding Area

Concerns have been raised by residents of Hipsburn, Local County Councillors and Lesbury Parish Council regarding inconsiderate parking and congestion issues in the streets surrounding the Alnmouth Railway Station, resulting from the demand for parking at the Railway Station. Council Officers have been working with Local County Councillors and Lesbury Parish Council to identify a number of potential on-street improvements alongside control measures at the railway station.

The proposed controls and improvements consist of a number of additional parking restrictions, including a residents only permit parking scheme covering all properties along Curly Lane and the streets leading off it, as well as along South View. The residents' permit scheme aims to restrict the use of on-street parking spaces so they are only available for use by residents within a designated area. Each household within the designated area would be able to apply for a maximum of two permits, one allocated against a specific vehicle registration and the second 'visitor' permit can be used by any vehicle, including family and friends when visiting. The residents' parking restrictions would be enforceable from 9am to 4pm, Monday to Saturday. Normally there is a £15 administration charge per permit per year, however, as this restriction is being introduced as a 12 month trial there will be no charge during the trial period.

In addition to the residents' parking scheme it is proposed that time restricted no waiting (yellow lines) between 9am to 4pm Mon to Sat will also be implemented along parts of Curly Lane and South View to ensure that buses and emergency vehicles are able to pass freely through these areas without obstruction. A plan detailing the proposed areas covered by the residents' permit scheme and extent of yellow line no waiting restrictions is attached for your information.

These changes are proposed to be introduced for a trial period of 12 months as an Experimental Order. Making an Experimental Order as a precursor to a permanent order can have material benefits, as well as being more cost effective and flexible in approach (e.g. allowing for immediate feedback and minor changes), than a permanent or temporary order. At the end of the trial period a further consultation exercise would be undertaken with residents, before a decision is taken on whether to make the arrangements permanent, to refine them before making permanent or to remove all of the restrictions and return to the way things were.

In addition to the parking controls within Hipsburn, the Council is also proposing to introduce parking charges at the railway station car park adjoining the northbound rail line of £3 per day, as well as a maximum 72 hour stay restriction. It is intended that this will help manage demand for parking spaces,

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address problems of vehicles being left for long periods (garaging) in the car park and to prioritise the use of parking spaces for the benefit of daily commuters.

The Council is in discussion with Northern Rail who manage the car park adjacent to the south-bound platform regarding the Council's proposals and to discuss any plans they may have for their car park.

It is proposed that some of the income generated from the parking charges will be used to fund a study into transport and parking capacity requirements at the station so that we can identify and plan ahead for improvements to the facilities to meet future demands, and to undertake further work in the short term to review the current layout and landscaping within the car park to maximise its capacity.

Northumberland County Council would like to invite residents of Lesbury Parish to drop-in to a Public Consultation exhibition to be held at Lesbury Village Hall on Thursday 28th June 2018, between 3:30pm and 7:30pm. The detailed proposals will be on display, there will be feedback forms available for you to fill in with any comments you have on the scheme and Council Officers will also be on hand to answer any questions you may have.

I would urge you to take the opportunity to come along and comment on this important matter as any decision taken will be based upon the responses received from residents and station users who take time to return the feedback form.

Alternatively if you are unable to attend the Public Consultation event, you can submit your comments by either:-

- Returning the attached self addressed response form.
- Emailing: HighwaysProgramme@northumberland.gov.uk
- Or, by visiting www.northumberland.gov.uk, typing in "[Traffic management consultation](#)" into the search bar, then selecting the first option "[2. Traffic management consultation \(more info..\)](#)" then open the drop down box for "[Alnmouth Station & Surrounding Area](#)" and follow the instructions.

All comments subitted after the Public Consultation, must be returned no later than Thursday 12th July 2018.

I thank you for your assistance in this matter.

Yours faithfully

Highways Programme (Highway Safety)



Highways Programmes
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www.northumberland.gov.uk



Appendix D - Summary of Responses

FOR	AGAINST	NEITHER	Other Relevant Comments
1			
1			I support the proposals but as a resident on Lesbury Road, I feel that Lesbury Road should also be included in the proposals. Restricted parking in other areas will only transfer the parking problem as in Shill Close to the station and is easily accessible off the main road for parking. I would like 1 fee ;permit parking enforced here too, as we already encounter problems with non - residents parking here.
1			As we live in the crescent, what will happen to the residents that live at the top porch on the PATH?? they obstruct the exit as it is a resident that lives in the "pre.plats" (curly lane) parks on the grow of the hill, will this be moved? We have our car on our drive, & would we still have to have a permit? I agree with paying to park at station, but what about permits for people that commute everyday? Which they should pay for..... we've put up with the over-spil for years.
1			This is definitely needed! As a resident of Curly Lane (number 6) This is a constant problem with outsiders parking outside our houses. (Sometimes for several days at a time) We also think yellow lines will have to be put on the opposite side of our road and at the turning bay at the top however - as we can certainly imagine people trying to park there and on the grass verge opposite also. So this needs to be considered along with our permits. A sign to state residents / permit only parking at the bottom or top of the road would be another welcome addition. Plus if all of this is to be "policed" in any way wee can point out it is consistantly worse on Tuesdays + Thursdays
1			1. Double yellow lines on south view to be extended to front gate of No1 south view for jusibility purpose when vehicles come out of Curly Lane. 2. 3 days amximum does not appear long enough this should probably be 7-14 days.
	1		I dont think charging community £3 per day is fair. I dont believe in permit parking, won't solve the problem just move it. I dont like all the yellow lines restricting parking and removing parking. reducing spaces will make things worse. I would like to see 20mph in all of Hipsburn for safety of children. Crossing lesbury road can be a nightmare at times especially seeing past parked cars.
1			Will the people who live in Curly Lane need a permit to park in permit zone H.P.I? The person who lives at 19 Curly Lane has no place to park but on the roadside outside of her house. The car park for Willow Close is not big enough as some people have to park on road side which encourage's people to park on the road. Garages only 4 garages are used to keep cars in the rest are used to store things in that should be kept at home, one garage is full of wood (church xxxx xxxxx etc) fire hazard. If these 6 garages were empty they could let to people who would keep cars in. All garages need to be made bigger as modern cars are a lot bigger and wont fit in.
1			
1			
	1		I have been reading the details of the proposed trial of car parking charges at Alnmouth rail station north bound car park. I am unable to attend the drop in session later this month, so I passing on my thoughts via email I totally agree that the congestive parking in Hipsburn is dangerous and must be extremely frustrating for local residents and that local residents permits should be issued. My major concern is the proposed parking tariff. I am a regular commuter to Newcastle however I only travel 3 days a week. This has disadvantages as I am unable to make use of season tickets. So far I have been willing to pay the £13.30 a day to travel to work. If this £3 a day tariff is imposed, my commute will cost over £16 and I will no longer be able to afford to travel by public transport. Having spoken to other regular commuters, they are considering going back to driving into Newcastle as motoring costs will not be as expensive as the train. I am a strong advocate of using public transport when possible but these proposals will unfortunately make me a very unhappy motorist again
	1		You have given this very little thought where do you think the cars are going to go if you stop parking on the streets on your map. They are going to be moving from these winer road to the A1068 main coastal route and service road for fire service, ambulance & police. We have had this problem while the new station parking on the west side was built. You need to get land from Northumberland Estates and build a large parking area on the east side of the station. This is the only answer. We sti;; get cars using the station parking for days on Lesbury road.

		<p>I would like to make the following comments to your letter which I received through the post yesterday regarding proposed parking restrictions at Alnmouth Station and the surrounding areas:-</p> <p>The car park at Alnmouth Station does not have sufficient capacity to cope with the number of rail users embarking and disembarking at Alnmouth Station. Imposing parking restrictions will not alter this fact; regardless of parking restrictions there will still be the same number of vehicles needing somewhere to park at or close to Alnmouth Station. If parking restrictions are imposed then once the station car parks are at capacity where are the additional cars going to park? The most likely place for them to park would be the nearest road without parking restrictions i.e. Lesbury Road. I am sure that this would certainly be the case as was evidenced with the snowfall in March; as part of an 'A' road Lesbury Road was kept clear, Curly Lane however was not and lying snow caused its own parking restrictions and during that time it was evident that station traffic was parking at both ends of Lesbury Road. Just as with Curly Lane, South View and the surrounding estates Lesbury Road is not equipped to deal with an increase in parked cars, in fact I feel that parked cars would present a greater hazard on Lesbury Road than the surrounding roads due to the speed of traffic travelling in both directions. Many cars travel in excess of the 30 mph speed limit on Lesbury Road; I am sure that your Council records will show the number of times that the crash barrier/fence at the bottom of Curly Lane and the stone wall at the end of Lesbury Road have had to be replaced/repared due to speed related traffic incidents. Factor in parked cars which severely reduce visibility together with speeding traffic and you have an accident just waiting to happen.</p> <p>With regard to your proposal to the introduction of a parking charge, I feel that would simply exacerbate the problem and encourage commuters to park elsewhere. If the purpose is to prioritise use of the carpark for commuters then would a resident's permit i.e. a resident of the District of Alnmouth and surrounding areas not be a better solution?</p> <p>I am aware that a handful of 'part-time' residents use the carpark mid-week before vacating their mid-week parking slot for their 'weekend home'. I don't know what the solution to that problem is, but by denying them the opportunity to park at the station are they just not going to park elsewhere, i.e. Lesbury Road?</p> <p>It would appear on the face of it that your proposals are simply shifting a problem from one area to another at Taxpayer's expense, rather than tackling the real root of the problem which is that the Alnmouth Station Car Parks are just not big enough and I can confirm that I am against your proposals for parking restrictions.</p>
1		<p>Having been held up on a bus many times when it couldn't get up or down Curly Lane because of selfish car drivers who just parked where they wanted to I agree with the parking restrictions. My only concern is that if charging is brought in more people will continue to park on the street rather than pay the charge. The charge and restrictions will only be as good as the follow up. For example will traffic wardens be available to issue fines? In the 11 years I have lived in the area I have only seen a traffic warden once!! People will only obey the restrictions if they know they will be hurt financially or get points on their license. Otherwise it will be universally flouted like the dozens of cars that ride around with one headlamp broken, or cars completely taking up pavements like a parking space so people have to walk in the road on an unlit street. These things happen several times a week in this area but nothing is ever done. So make sure you can back up painting a few signs on the road with feet on the ground to administer it.</p>
1		<p>Support the proposals although I don't feel that there is sufficient resident parking on South View. A lot of the houses have private spaces to park in some of which unfortunately aren't used for what ever reason! We have none for station cottages and my feeling is that the "Green" HPI bays would be massively over subscribed and as a result we would be punished should this system come into force. I'm unclear if HPI permit holders can park in the "Blue" single yellow line bays.</p>
1		
1		<p>Suggestions put forward. 1. Daily charging. 2. Parking restrictions on all approach roads. 3. Long term parking. All these are covered by your "Proposed Experimental Restrictions". (13th June 2018) Trial period of 12 months. - Your proposed confeds + improvements may solve the existing problem with parking. We hope it does! Regarding additional car parking facilities should it ultimately be needed - possible suggestion / a two story car park on the 'coal business site!' The lower level is already available on the existing site. Top level would be built level with the existing South View Road. xxx already exists to secure it from residents or trees could be planted. Access might be helped if a "one way system" is introduced around South View - Curly Lane. Landscaping would be essential. It would be crucial that it is acceptable to Hipsburn residents! It would be superb if your initial proposed parking restrictions solve Hipsburn's parking problems.</p>
1		<p>I wholly support these proposals, perhaps the proposal could also include a single yellow line on Curly Lane but apart from that totally in support.</p>
1		<p>A consideration to extend the double yellow lines from the Curly Lane / Station Road junction. At times, cars can be speeding over the bridge and do not have time to brake into space where the existing yellow lines are located. I would suggest that the present double yellow lines are extended in a easterly direction. Alternatively, a 20mph speed limit or speed restrictions could be located to slow cars down.</p>
1		
	1	<p>No 19 & 20 Curly Lane have to park on road side can you cut into bank side then we could park in there?? Why should we have to pay to park outside our house.</p>
	1	<p>1. Residents should not have to pay for the problems created by the station. 2. Parking charges for permits outrageous. 3. The parking problems should be the responsibility of the station, they reap the rewards financially via train ticket sales, they should provide further parking. 4. Charging to park at the station will only make street parking worse. 5. The whole proposal is not thought out and will not help the parking situation its residents who will suffer financially and cause social isolation for elderly residents. I therefore strongly reject these parking proposals.</p>
1		<p>As well as parking permits for residents (although people without drives are going to be penalised having to pay for a permit) it would be good if parking on pavements could be dealt with. It is not only difficult for the disabled and people with small children in prams or pushchairs, but also it breaks up the pavements.</p>
	1	
1		<p>I will need 1 residents permit also 1 visitor permit please. Resident WR60 TVY</p>
1		<p>Many thanks for getting this scheme "off the ground".</p>
1		<p>With regard to residents permit i.e. 92 permits - one for resident specific vehicle, one for family / visitors) what would be the situation if resident does not have a vehicle, but family visit regular with a vehicle?</p>

1		<p>We are residents of 2 South View Lesbury. We have people parking at the front (south view) and the back of us (curly lane). so we agree for residents parking permits for Curly Lane. Double yellow lines extended down south view to opposite coal depot. Yes there should be a charge for parking at the station. At weekends there is parking spaces at station but people still park at South View & Curly Lane there cars can be there for days. If this scheme go's ahead would the parking permits and yellow lines will be in place before the parking charges take place at the station.</p>
1		<p>1. Will this mean there is free parking in the Coffice. Lesbury Road, and Steppy Lane for residents and rail users from the tresticted area. 2. Will Hipsburn village green (off no22, 123 south view) be restricted to vehicles, we are doing planting in that area for Northumbria in bloom and residents, rail travellers and visitors park on the green and are churning it up. 3. You do not need an expensive consultant to tell you what the proiset is when it is a clear as the nose on your face, you need a much bigger station car park.</p>
	1	<p>If you put residents parking bays on South View, people are going to start coming into the lane at Station Cottages to park, When that happens, where are we, the residents supposed to park. Station Cottages should be made resident parking only.</p>
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1		<p>Would it be possible to get the first permit free and only pay for the second one (after the free first years trial)? I fully support the proposals. The sooner the better! Parking is becoming very dangerous around junctions.</p>
1		<p>Through as a household are largely support the residents permit policy and the parking restriction particularly at the station (72 hours), we do however have some severe reservations. Firstly the proposed charge for parking at the station we consider would be counter productive, as it would it would discourage motorists from using the train and lead to a reduction in usage and hence revenue for the operative. this may then lead to timetable reductions. Similarly it would be penalising users especially those who commute daily at a time of severe austerity and hence further disadvantage these users. Secondly there appears to be some uncertainty as to the ability of the scheme to cater for all residence to have at least one off street permit outside their residence, which for some with no off street parking available to them, would seem at best unfair and inconsiderate. Thirdly before this plan can be implemented in any permanent way, a satisfactory agreement would have to be reached with Northern Rail as to the policy to be adopted with their South bound car parking facilities. If not the whole plan of restricted parking on the North bound side would have a serious and detrimented effect on the workability of the solution being proposed, whether or not charging is applied.</p>
	1	<p>wWhilst there are different makes/charges on each side & the rail xxxxx this proposal is understandable. All that will happen is that those for extended periods who are causing a case xxxx & the problem. Why not free for 24 hours (or even 12 hours) and then, say, £5 per day the after. Introducing parking restrictions on Curly Lane and South View could simply push the problem further a field - to Lesbury Road, and even to The Copple and Steppy Lane. These are still within reasonable walking distance.</p>
	1	<p>Dear Mr Castle, On reading Wendy Pattison's county councillor report I wished to contact you about one of the matters raised. I'm very concerned about the new car parking proposals at Alnmouth as I work into London and Manchester sometimes up to 4 or 5 days in a row (if I have a long tribunal) but often 2-3 days in a row and have to take my vehicle as there is no bus in Stamford (7 miles away). This work can be ad hoc and be a number on times each year. I was advised that the station staff see second home owners leaving their vehicles for weeks on end. I do not do this, but for people like myself, where we may be away for up to a week at a time, but normally live and work locally, the new 72 hour rule could have a very negative impact. I wonder if the Council would consider a "primary resident" exemption to the 72 hour rule? I could certainly for example get evidence from my contracts that advises why I may have to stay more than 72 hours in London for work. My home is Northumberland but at times I have to take work elsewhere to make a living, I regularly would fall foul of the 72 hour rule as I am unable to travel to London on the first train in the morning as it gets there too late (after 9.30am when most people have to start work) so I always have to stay in London the night before, So if I have anything over a 2 day case I wouldn't be able to park up under these proposals. I have heavy work commitments on 28th June so do not know if I will be able to make the public meeting but wished to highlight people's circumstances where this rule may have a highly negative impact. Can you advise how I could make formal representations? I fully empathise with the local residents and have witnessed the chaos of bad parking but am concerned that we need to also address a) why enforcement of blocked driveways on public highways is not occurring as this can be achieved easily and should never be tolerated; and b) the issue of parking appears to be one of capacity for the car parks also. Has there been any recent assessment of usage and demand as the volume of vehicles having to park elsewhere suggests the car parking capacity may well be significantly under that which is needed now for our communities?</p>

		<p>lease forgive this being an email sent from a mobile, but I was unable to attend the drop in opportunity to comment today for the very reason I hope you will reconsider the proposals regarding the council run car park at Alnmouth Railway Station. I am a weekly commuter, therefore am unable to attend a Thursday afternoon/evening drop in.</p> <p>However, my commute to work involves being away from home for between 4 to 6 days normally, therefore the proposal to limit parking to 72 hrs would prevent me being able to get to/from my work (in the vicinity of London). I am a member of Hm Armed Forces and the nature of my job (as is also true for many civilian jobs) means I unfortunately do not have the option of coming home every night.</p> <p>I also fail to see how charging commuters to park will solve your street parking issues. By all means make street parking illegal, but stopping commuters using the car park will exacerbate not ease the street parking issue. Charging commuters extra to attend their work is bad enough, and I believe a negative step, as it basically penalises commuters for having a job, but limiting parking to 72 hrs will basically prevent people like me from being able to get to work. That is, unless I spend 12-14 hrs a week driving, plus the significant and unsustainable extra cost to me that would cause and the fact that driving is not an environmentally friendly method of travelling long distances weekly.</p> <p>I agree that street parking is an issue, but you can solve that by banning it. Stopping commuters from attending their work will not.</p> <p>If you wish to stop people going on holiday and leaving their cars, maybe a limit of no more than 6 days could be feasible (holidays are mostly a week), but I am still not sure it really addresses the issues you are trying to address.</p> <p>If people making the odd journey in the middle of the day are concerned that they can't turn up randomly in the middle of the day during the week and get a parking spot, then at least they have the option of taking a taxi or possibly the bus and the extra cost is occasional and optional. For a commuter it is weekly, constant, in no way optional and effectively like a pay cut.</p> <p>Penalising commuters for having a job is not the answer. Public transport is not an option for me, or many others in rural Northumberland, as there is no bus route that will get me to my early AM train departures, that is unless I take a sleeping bag to sleep on the pavement at Alnmouth Bus Station. A taxi both ways, i.e. 2 per week, due to the distance I have to drive to the station is simply not financially viable. Further, that is even if a taxi firm could take on the job, when many taxi firms are fully employed with the rural school run during the relevant time periods.</p> <p>I therefore hope you will reconsider the current proposals I have heard are being considered</p>
1		Seems a practical solution to deal with parking on the roads nearby. Also, it may deter long stay parking at station
1		The increase in use of the station has been a great success for the village, and as an active member of ARUG in the early days we fought hard for the additional parking. We need to monitor the use of the station to ensure that passenger numbers aren't affected/
	1	<p>I would like to pass on a couple of comments about the Alnmouth railway station and surrounding area following the public meeting.</p> <p>I live on Lesbury Road and am concerned that the current proposals will force people to park on Lesbury Road when they are moved away from around the station. The road is the main road between Alnmouth and amble and there have already been occasions when people have left their cars on Lesbury Road and gone off on the train for up to 2 weeks. Under the current proposals I can only see this becoming a more regular occurrence. The service busses now go up and down the street and there are unofficial but well used bus stops on the road too.</p> <p>I am unsure if having single yellow lines with limited parking would be workable and am also unsure if resident parking permits would work, however Lesbury Road should also be considered as there will be a knock on effect if the current proposals are brought in.</p>
	1	There is clearly no quick fix to the problem: As people have become accustomed to free unlimited parking there will be major reluctance to being charged on the North side while the South remains free. The proposed scheme, will it be short term, be likely to make the situation worse, simply displacing the parking problem to neighbouring areas - eg Lesbury Road including knots verges, the cople, steppey lane, hipsburn car park etc. Ultimately there needs to be more parking (there is a great waste of space on the north side. as it was developed) A multi storey could work without being an xxxx because of the existing xxxxx or as even the purchase of made land. P.S I agree with the principle of lowering the amount of time cars can park - 72 hours, my view, exceeding generations.
	1	While we broadly agree on the principle of paying for parking at the station we disagree on the specifics 1. A daily parking charge of £3 is a big additional cost for regular commuters (£60 per month) and could discourage station useage and lead to more cars on the road. A £1 charge would seem more manageable. 2. This could be partially offset by a higher charge for 24hr plus stays (up to the max 72 hrs) eg £10 for 2 days, £25 for 3 days. This frees up spaces, maximises station useage and encourages alternative options eg taxi / bus - more economical. We think that a £15 residents parking scheme is likely to be seen as extremely unfair by those affected. Paying for the consequences of commuter choices and rail company profits. More generally we would like to see a focus on sustainable solutions encouraging station useage whilst reducing cars on local roads eg. Prioritising cycloroutes + pedestrian safety, improved, cheaper bus services and use of opportunities to inform + 'nudge' behaviour change. eg station lift, chair scheme. Taxi prices etc.

		<p>The core issue is that there is insufficient parking available at Alnmouth Station. Consequently, rail users park in nearby residential areas. The ultimate solution must be that adequate parking space is provided at the Station.</p> <p>The NCC letter to residents has suggestions to "manage demand for parking spaces". This is by a mix of charges (£15 per week for a daily commuter) and making parking spaces less available. This is the wrong approach. The increase in rail use is welcome. We should not try to dissuade people from parking at the Station because that will deter some from using rail; they will make a road journey instead. The Station serves a large rural community and many users have no available public transport link to get there.</p> <p>If rail travellers need to park their cars and the Station car parks are full, with all local streets prohibited, then the problem will be displaced to nearby roads just beyond the restriction zone.</p> <p>Much has been made of 'garaging' in the Station car parks. No-one I asked at the public consultation could give the size of this problem, or state reasons why people park there for long periods. If, for example, someone is taking a fortnight's holiday travelling by train then it seems legitimate to leave their car at the Station. Similarly, someone who works in Manchester from Monday to Friday and needs to travel to and from the Station by car, should be allowed to park there. If there is to be a 72 hour limit, then there needs to be an easy system for genuine rail users to get a parking permit to allow them to stay for longer periods.</p> <p>It's wrong that local residents should pay for a rail service problem.</p> <p>Many households have two or more vehicles – their own cars and, often, work vans. Two permits per household will not meet everyone's needs. It also means that for many families visitors will be unable to park within a reasonable distance. In reality there will be no spare second 'visitor' permit.</p> <p>Some properties can accommodate 1 or 2 vehicles off road, depending on the size of the front garden area. Others cannot, so the burden of Parking Permits would fall disproportionately on those without space at the front of their properties.</p> <p>While the first 12 months will be an introductory 'free offer', it's almost certain that charges would then be introduced. After the 12 month Experimental Order it is unlikely that, having invested substantial resources in setting it up, the scheme would then be scrapped.</p> <p>Although there has been a Parish Council meeting on this issue, there has been no formal County Council organised meeting where members of the community can express their views on the actual proposals in a public forum. The recent drop-in 'Public Consultation exhibition' is not an adequate substitute for public discussion. Nor is relying on Council closed-door consideration of local people's written submissions.</p> <p>NCC should vigorously pursue the proper long term solution to these issues – more parking at Alnmouth Station. We need to see firm proposals for that rather than displacing a Rail problem onto the local community.</p>
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	1	<p>I am not in favour of having parking permits to park in my street, Hipsburn Crescent. First of all, i am not paying £15 each year admin charge for each permit, ridiculous. Most families in the street have 2 cars, either works vans or 2nd car, so the visitors permit is taken up already, leaving no permit available for visitors. No doubt there will be a time when my permit is not displayed or something and i am going to get a ticket, i will be furious. If the problem is cars parking overnight / garaging at the station then put up a sign "No overnight Parking between 23:00 and 06:00" or whatever and fine those. if you cannot get a warden to police this that is a different matter</p>
		<p>I do NOT support this proposal. I believe that there is currently little issue with parking in the streets of Hipsburn caused by its proximity to Alnmouth rail station. This is clearly evidenced by frequently walking around South View, Curly Lane and Hipsburn Crescent at various times of the day and night. Most cars parked on the streets are clearly residents' cars. I agree that there are sometimes rail users' parked cars, especially at the upper ends of South View and Curly Lane and maybe some residents here do have issue. Could this be alleviated by extending the existing restrictive yellow lines around the junction of South View and Curly Lane?</p> <p>I live half way down South View, and maybe a couple of times a month a rail user parks on the road outside my house, sometimes overnight. I have no issue with this, and certainly would not want the disadvantage which residents-only parking would bring to the area (difficulty for my visitors, my personal expense)</p> <p>We should be embracing that our part of Northumberland has a main line rail station with all the obvious benefits this brings to the area. There is of course, the added complication that Network Rail does no charge for the carpark on the Southbound platform. I would also like to add that other similarly profiled stations in the UK do not necessarily charge for parking, and even within Northumberland there is free parking close to Hexham and Berwick upon Tweed rail stations. Why should Alnmouth be different? The proposed is a short termism; longer term solutions should be pursued (more carparks - there is no shortage of land around Alnmouth station)</p> <p>In addition, I note that yellow lines are also being proposed for some sections of South View. I concur that a single yellow on the South side of South View would formalise what is already an 'unspoken' rule, that there is almost never any parking on this side of the road. However, the section proposed for the North side of South View is missing the point entirely of where pinch points for buses and emergency vehicles may occur. To put a single yellow line here is unnecessary and counter-productive.</p> <p>I believe that this proposal is ill thought out, and is too big a solution for a minor issue. I ask for the Proposed Experimental Restrictions to not go ahead please.</p>
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		<p>Support daily charge and 72 hour limit - could this be slightly longer at weekends so that it would be possible to park from say Friday to Monday if travelling to London for the weekend? Hopefully there will be an option to pay by phone to avoid fiddling around with coins and paper tickets.</p>

	1	<p>I wish to object to the proposed introduction of a daily parking charge as this penalises the regular commuters. Regular commuters include those travelling each day and also those travelling to longer distance destinations regularly and are away for up to 4 days per week.</p> <p>The current proposal would also push parking to the boundary areas of the scheme (approx. 5 to 10 mins walk from station), including Hipsburn Primary School car park. Use by station commuters would force school parents to park on the local roads thereby increasing risk to children.</p> <p>The already approved free 72 hours parking restriction with no charge should also be evaluated before any further changes are made and also extended to the southbound side car park.</p> <p>If there is to be a charge in future then this should apply to both station car parks, only apply after 96 hours and be at the same cost for all i.e. same cost to residents close to the station and other residents of Northumberland. Annual season ticket holders should be allowed free parking (as per arrangement at Dunbar station).</p>
	1	<p>I am a regular train user, using the station and the car park on average 3 times a week. I am very concerned about this proposal and do not think it will help solve the parking problems. Asking people to pay on one side of the car park will only make the problem worse on the other side. Train fares are already high, and increasing the cost of travel will only discourage people from using the trains, and result in more travellers using cars instead of the train. Surely this is the time to take a step back and think of the bigger picture. Public transport is vital to reduce pollution and congestion on the roads. How about increasing bus / train links to enable people to leave their cars at home? How about a bus meets train scheme, even if only for the morning and evening commuter trains? A car park further away from the station that people can then walk to the station? Or how about a newly built station with new parking facilities? All of these require substantial investment, but surely that is worth pursuing. The amount of public subsidy provided to Greater London Transport is out of all proportion to that given to this part of the country.</p> <p>I completely understand the frustrations of local residents regarding parking spillover and it seems very unfair they should be asked to pay for a permit to park near their own home. This proposal solves none of the current problems.</p>
	1	<p>I cannot understand the logic of doing anything that would discourage Northumberland residents from using the train system and this is ultimately what this recommendation would do. I understood that as a society we were being encouraged to be more environmentally friendly. I expect Northumberland County Council's transport and environmental strategies to reflect this. Making it difficult for commuters to park to catch trains from Alnmouth station, which is what this policy would do, will force commuters to drive to Newcastle. I do not think that this is environmentally friendly nor good for Northumberland's and Tyneside's road systems.</p> <p>I have sympathy for the residents of Curly Lane and think that implementing a residents' only parking scheme would benefit them and general access to Curly Lane. However implementing this will of course put more pressure on the use of both station car parks. You cannot guarantee to get a parking space at Alnmouth beyond the 8am train as it is.</p> <p>I would endorse a limit to parking in both car parks to a maximum of 24 hrs. If people want to travel for longer than this they can leave their car at home and make alternative arrangements to get to the railway station. I understand that the Southbound car park is not the responsibility of the council, but I do not think it is beyond the skills of the council to negotiate this with whoever now owns it. I think the council could implement these two measures and see what impact they have before considering charging for parking.</p> <p>I would also add that the county council should commission a full assessment of the users of the Southbound trains 8.01 and 9.00 trains south and the return trains at approx 17.00 and 18.00 to establish where these users are coming from. If as I suspect, a significant number are coming from Alnmouth, the county could commission a bus service that connected with these trains. This would reduce car usage at Alnmouth and avoid overspill onto Curly Lane.</p> <p>Finally, I would really like not to have to commute to Newcastle for a decent job. The council could help solve the problem by encouraging companies to invest in the county. and companies will only do this when there are is an adequate transport infrastructure, skilled workers and financial incentives.</p> <p>The council should be doing all it can to encourage more efficient use of public transport. This measure does not do that. Instead it feels like a solution that is intended to raise money from commuters. I think that as a commuting resident of Northumberland I deserve the same support from my county councillors as do the residents of Curly Lane.</p>
	1	<p>Your proposed trial solution provides nothing useful. It is simply a "cop out" to avoid tackling the real issue of a lack of sufficient parking spaces at Alnmouth Railway Station.</p> <p>Without any real effort it was possible to determine that the value of the agricultural land to the west of the Coal Depot is quite low. Hence if NCC were to lease 0.3 hectares from the current landowner it ought to be possible to reach a mutually acceptable agreement [0.3 hectares is the approximate parking space in the existing additional parking at the station]. The land is used to graze sheep. Its commercial value is low and the value of the end "product" equally low [circa £80 per lamb]. In essence NCC simply want to duck the issue a apply a "sticking plaster" pretence of a solution in the hope it will go away for another 12 months. It won't.</p>
	1	<p>costs way too high for daily parking. It also won't solve the problem of too little car parking spaces for residents + rail users. It will move the problem somewhere else.</p>
	1	<p>We live at 22 South View we don't see parking overflow from the State as being a problem outside of our house. A problem for us will arise when parking restrictions are imposed. Have you any real evidence of this perceived problem this action is trying to fix? I walk these streets most days and apart from occasional issues at the top of Curly Lane and South View and see few cars parked there never mind elsewhere. This is a sledgehammer to crack a very small nut that will only result is difficulties and unnecessary restrictions for us.</p>
	1	<p>£3 per day charge risks the success of the station (as people are more likely to reduce train use), and risks judicial review. 72 hour restriction may address garaging without harming legit use by 48 hour business visits to London. No confidence that money raised will fund extra spaces!</p>
	1	<p>Please refer to email and attachment dated 09 July 2018 and addressed to HighwaysProgramme FAO Dan Fraser</p>

	1	<p>This proposal will in effect, not solve the problem, but put an extra financial burden on the commuters, it also does nothing to prevent people from parking wherever they see fit, and add to the pressure on parking spaces available. The period of 72 hours is good for daily commuters, but not for weekly commuters, 96 hours should be more than adequate to cover this.</p>
	1	<p>The proposals are too wide-sweeping. Parking at the station is very difficult and forces commuters and other travelers to look for spaces outwith the station. I agree that long term parking at the station must be stopped. Some local residents use the station car park as an additional parking space. Some travelers leave their vehicles when going off for a week or more holiday. An additional long term car park must be introduced within the vicinity of Alnmouth Station. I understand that there was some talk about using the coal yard opposite the entrance (could this be purchased/utilized?) There is land at the end of the Council Car Park - could this car park be extended or is this land not suitable for parking? Charges should be introduced for parking in the station for over 3 days. If a Long Stay car park can be introduced, obviously charges should relate to the length of stay. There is some space adjacent to the bust stop at the station side of curly lane, currently used by approx. 3 cars to park when the station is full. This could be turned into officially designated parking spaces, perhaps with a parking meter attached. However, daily charges for such parking meters should be reasonable. Commuters pay enough for their annual travel and should not suffer too great an additional financial burden.</p> <p>Designated parking spaces could also be painted on South View with only some restricted by times which discourage commuters. South View residents do have drives with off-street parking. On-street designated parking spaces would ensure that parking was not indiscriminate. Alnmouth Station is a wonderful, very well used facility. I am a member of Alnmouth Rail User Group and first travelled in the early 1990's, when the station was not well-used. Alnmouth Station is a success story. For the good of the community, please keep it that way. Rail Companies must not be discouraged from stopping at Alnmouth Station. I could go on!!!!</p> <p>I understand that you have now received an official ARUG response from Murray Davies, ARUG Chair and also from Peter Groves, former ARUG Chair. I, too, have entered my objections on-line. Murray and Peter have put forward several good suggestions. There are so many ideas which can be put forward but I, for one, do not know the possible problems which may lie behind these. I have some personal queries and suggestions to make: Coal Yard Opposite Entrance to Station. One local resident, also a member of ARUG, spoke to me recently and raised the subject of this Coal Yard, which has often been mooted as a possible long term car park for use by Station users. However, I do not know who owns this land, or anything else about it. Could this be a possibility? Network Rail Land at foot of "Old" Station Car Park There is a lot of space here which could be used to extend the station car park. I understand that this is owned by Network Rail. Would the council be willing to approach them with a view to freeing up some of the land for use as a car park extension? "New" - Council owned Car Park There looks to be free land at the foot of this new car park? What is this for? Could the car park be extended? Could this be a long-term car park - with appropriate charges? I do not support the proposed daily car parking charges for this area. Commuters can ill afford this on top of their rail costs. Curly Lane Adjacent to the bus stop on the station side of this road, there is a piece of land which is often used by approximately 3 cars for parking when the station car park is full. Please do not turn this into a Resident's Only area or make it yellow-lined. Perhaps draw parking lines for 3/4 cars - perhaps even apply a small charge for using these? South View I do not agree that this whole road should be either yellow-lined or turned into Residents only. There are ample extra spaces here for residents and travelers alike. Residents have good drive parking space in this road. However, if you again mark out spaces, this should stop indiscriminate parking which can obstruct emergency vehicles and some residents' access to drives. Both Car Parks I do think something needs to be done for those people who park for long periods of time in station car parks, perhaps when they go off on two week's holiday. This is where a long-term car park, with appropriate charges, would be very useful. Also, it is a known fact that some residents use the station car park as a convenient place to park their second cars, thus restricting the number of spaces available for rail users.</p> <p>Basically, I think a lot of problems would be solved with:</p> <ul style="list-style-type: none"> Extensions to both existing car parks Current park spaces being redefined to create more spaces New Long Term car park(s) within reasonable distance of station Defined spaces on Curly Lane and South View Defined restrictions on long term parking with charges applied for additional time, as appropriate
1		<p>I wholly support these proposals, perhaps the proposal could also include a single yellow line on Curly Lane but apart from that totally in support.</p>
	1	<p>Please see my response below as a regular rail user;</p> <p>Firstly, I would ask you to consult with the numerous commuters like myself and the Rail Users Group about these proposals.</p> <p>There are not hoards of people leaving cars at the station but those that are could be targeted individually. Most of the ones who do generally work in London and so commute down on a Sunday evening or Monday morning and return on Friday night. It should be noted that they choose to live in North Northumberland and their wealth will contribute greatly to the area, not just through council tax. Similarly, I choose to live in Alnwick and most of my disposable income is spent in and around Alnwick and North Northumberland thereby helping jobs locally, both public and private.</p> <p>The majority of cars left at the station are by the regular daily commuters like me and I object to having to pay an additional £60 per month which I cant afford and therefore it may force me to drive to work each day again with the resultant pollution and congestion increasing on an already straining roads network.</p> <p>Alternatively, I would park on the Lesbury Road and walk up to avoid the charge as I am sure many others would too and so you are just moving the problem and the last thing we want is to upset the local residents.</p> <p>Also, if you improved the 'Bus meets Train' and kept it affordable then this would be even better for all as currently it is not reliable enough.</p> <p>I feel that you are using a mallet to crack an egg because the perception of the problem is bigger than it actually is so why not use some reverse thinking and increase the car parking again?</p> <p>I very much welcome your views?</p>
	1	<p>I have recently received a letter about a proposal to put road markings at South View due to problems with traffic from the Train Station which is fantastic. However, looking at the map I am unsure if it means as a resident we can only park in front of our home between the hours of 9-4pm?</p>
1		<p>This is a long awaited plan and a much needed development. Curly Lane is the cul de sac frequently used by train travellers for whole day and over night parking (sometimes several nights) Points to consider within teh new scheme 1) designated parking area (s) for each house otherwise the Curly Lane cul de sac may become a convenient parking place for other vehicles. 2) No parking signs on the grassed areas. 3) All relevant residents to fully understand new policy and outcomes because some dont and ha have misunderstood things already!</p>

	1	Further considetation should be made to increase the parking spaces at the station eg parking bays along the left hand side driving down into the NCC station car park and on adjacent land. Parking charges at the station car park would be acceptable as would maximun stay restriction. *Note- parking charges might deter some from using the train which does not support the encouragement of using public transport rather than private cars. It is grossly unfair to expect local residents having to pay to park their own car outside their own house. It is not their fault that train users want to park there. If resident parking permits are required these should be paid for by setting the station car park charges at an adequate level to cover the administration charge.
	1	Absolutely not in favour - strongly oppose. Any charge will result in me (and many others) not commuting by train and reverting to driving to Newcastle, totally against Government policy for reducing pollution and emissions. Stop the people leaving their cars for weeks on end. The southbound car park will become a free for all and those who leave their cars for weeks will just move there. You are creating problems with this proposal, not solving them, please think again.
	1	<p>The proposed introduction of parking charges at Alnmouth station is very unfair to the commuters who use the station every day for the following reasons:</p> <ol style="list-style-type: none"> 1. Cost: The return train to Newcastle already costs £13.50 per day. This cost is already marginal when compared to running my diesel car and driving to Newcastle every day. The additional £3 to park will force me back into my car as a cheaper and more polluting alternative form of transports. Surely this flies in the face of every green initiative the Council already runs? 2. Car drivers who visit Alnwick are not charged to park in the town, why should we be victimised by the council for trying to do the right thing and not drive into the City? 3. £3 per day is not enough revenue to justify the scheme. It will, at best be cost neutral to the council or will actually lose money when the cost of machines and car park attendants are taken into account. £3 will not cover costs so the council will inevitably increase the cost to £5-8 once the charge is in place. As usual with this kind of scheme the £3 is the thin edge of the wedge. 3. This policy is being driven by a minority of NIMBYS who live near the station and complain about the parking. They seem to think that they not only own their properties but the road outside their property as well. The station has always been there so they can't argue that they didn't know that when they bought the house. 4. Only one car park is owned by the Council so you will instantly create a 2 tier parking system with everyone fighting to get into the free car park every morning. This will increase the risk of accidents and the risk to pedestrians as cars make the difficult turns into this car park where there is minimum pavement. 5. The real issue is cars left in the car parks for days at a time. Would it not make more sense to have an agreement with Network rail that limits the parking to 24 hours only in each car park with a penalty for cars overstaying. This would solve the lack of spaces problem instantly. 6. If the council needs revenue so badly then why not charge their own employees £3 to park at the Headquarters building in Morpeth. This would encourage more people to use the train and generate much needed revenue.
	1	I recognise the problem that station parking causes for Hipsburn residents. However I feel the proposal is heavy handed and goes too far too soon. Please could the council first trial introduction of the new parking restrictions in Hipsburn together with the 72 hour limit on use of the station car park and see if this is sufficient to solve the problem, rather than moving straight to a charge. As a daily user of the car park it is clear that a significant proportion of vehicles - perhaps as much as a third - are parked overnight. Introducing the 72 hour limit, or even a 48 hour one, should therefore have a significant impact on the problem, if properly enforced. I'm also concerned that increasing the cost to using Alnmouth station could reduce its attractiveness for commuting and leisure trips, which would impact on the economy of north Northumberland. And when the government is consulting on the future of the cross country train franchise, including options to reduce stops at stations near big cities and at the extremes of the cross country network, it feels quite high risk to take any action which could give the impression the council does not value the station's role in the local economy.
	1	Most families these days have 2 or more cars due to families staying together longer so therefore surely at least two permanent permits should be allowed to each residence as well as a visitors permit. Does this mean that as it would stand that if we had visitors my partnet or I ould have to find somewehre else to park to allow for us to give our visitor a pass? Where else is there to aprk? I have a large family which can sometimes mean n extra 3 cars plus what do we do in that situation? Only get them to visit on a Sunday?
	1	<p>Your letter says the intention is to "manage demand" for parking spaces. I feel that the inevitable outcome of the proposals will be MOVE demand to the nearest available unrestricted road, which is the A1068 (Lesbury Road). This road already experiences a degree of inconsiderate parking (on pavements), and this will likely worsen under the new proposals.</p> <p>The other intention of preventing "garaging" could be better addressed by making station car parking free for one day, but significantly increased charges for stays beyond one day. This would prioritises the use of parking spaces for daily commuters, without penalising them.</p> <p>Clearly the proposals would be seen to have failed if the outcome was empty spaces at the station, with station users' cars parked on roadsides - an inefficient use of space.</p>

	1	<p>The main problem is that there is insufficient car parking at Alnmouth railway station. To suggest nearby residents need parking permits moves the problem of the lack of parking at the station onto nearby residents; which is wholly unfair. We do not want or need parking permits to park outside our own homes. What we want is for the council & the railway to resolve the lack of parking at the railway station itself to suggest parking permits will be free for the first year understates the fact that the council will later charge local residents of Hipsburn to park outside their own homes; This is wholly unacceptable. To reinforce my opinion I conducted a survey of residents who live in the affected area and after only a short while gathered 70 signatures of people wholly opposed to paying to park their cars outside their homes. I am sure that I could have gathered many more signatures if residents had been at home when I called. So please do not think that local residents accept the idea of paying for parking outside their homes as they quite clearly do not. We need to encourage people to use the railway station. It benefited the local economy & helps our tourism industry in Northumberland. We need & want people to visit our beautiful area. What we also need is a well maintained car park. Adequate in size to cater for the growing influx of visitors to our area. We also need a reliable & regular bus service, to help people get to the station & to stem their relying on using cars. This will help the environment & reduce pollution. Resolve the problem of parking overspill by consulting with the railway providers involved & extend the wholly inadequate car park that exists presently.</p>
	1	<p>Many new houses being built in area - infrastructure insufficient! Long term parking, perception that owners of 2nd homes parking for extend periods of time for no charge. Provide long term car park - but time limited. Completion of Aln Valley railway will cause additional need for parking . One side of station to be changeable - network rail owned side - free parking BAD IDEA! All of parking should be charged for. Anyone wishing to catch a later train, i.e. the 11.00am to Newcastle has little or no chance of parking off road. Very much in favour of charging for parking -where else can you park free at a station in this country? Presumably residents permit will generate a parking spot somewhere. Dedicated bus route - more frequent than at present to cut the number of car journeys & need for parking. Park and Ride! maybe the answer!!</p>
	1	<p>The main problem is long term parking at the station. This needs to be stopped i.e. daily parking only. Network rail would also need to be persuaded of this. Single barrier eachside - charge per day say £1.00. It would better people parking at station if £3.00 charged. 1 man employed to check cars still in car park after last train in evening and first in morning. Heavy penalties imposed on those still parking overnight - say £30 a night ??? Thw whole car park would then be free for daily commutes from the first train in the morning, until last train. People who want longer holidays or several days away at work each week, would need to take taxi to station. This will not solve the longer term problem if the volume of passengers daily increases (please consult parish council for local population suggestions for this.) At all costs we do not want to give the railway an excuse to cut a number of trains stopping.</p>
	1	<p>I moved to the area 3 years ago from yorkshire, looking at options up the lyre valley and the cost with sensible commutes by train to central Newcastle for work 9versus nearly 1 1/4 hours by car). I commute daily and £3 per day would effectively add a week's commute costs to me every month, which is material to budgeting. Whilst I understand that there are issues with misuse of the park facilities and congestion on the surrounding streets, I don't think the current proposal is the optimal solution for the following reasons: 1. Additional commute costs will deter people from living here and contributing to the local economy. There aren't sufficient employment opportunities locally to support all of the planned house building, so I can foresee this creating an issue. It would have factured in my budgeting and decision to locate here. 2. The misuse is alleged to be in part down to those who leave can for weeks between visits to their go card / holiday homes. Their likely price insensibly to £3 a day charge might mean they still use the spaces with the regular commutes being hit for cost at the same time (despite greater frequency of ecomic contribution to the local area). I understand the need to cover costs of expanding the parking area but I'd strongly express a view that this shouldn't be in such a manner as to materially discourage Newcastle or Edinburgh comuters from living here. Some form of tie up with train xxxx xxxxxx or an 18 hours free scenario would help to avoid this I'd have no issue with paying a daily charge if I left my vehicle there for longer periods (holidays or longer work trips) but to pay daily when I'm returning to the area to spend locally and get involved in the community that feels a step too far.</p>

1		<p>Alnmouth Rail User Group (ARUG) wish to object to both the proposed introduction of a daily parking charge at the northbound railway station car park and the introduction of parking restrictions, controls and resident parking scheme in the roads around Alnmouth Railway Station</p> <p>We object because the proposals:</p> <ol style="list-style-type: none"> 1. Unfairly discriminate against all rail users who also park their car at the station. 2. Restrict the supply of available road space for car parking for all road users in the immediate vicinity of Alnmouth Railway Station. 3. Have been drafted by Councillors and Northumberland County Council in an attempt to satisfy local residents concerns but with little / no consideration for the wider "knock-on" effects and implications of the proposal. 4. Alnmouth Rail Users were not consulted in any way before their formulation / publication. <p>Discrimination against Rail Users</p> <p>The proposed £3/day car parking charge equates to £15/week or £780/year of disposable income. This is equivalent to circa £1,000/ year before tax - a not inconsiderable portion of most peoples salaries. This contrasts with a proposed residents parking charge of £15/year (£18.75 before tax). The proposed £780 cost to rail users is therefore 52 times more expensive than that proposed for local residents. This is considered extremely unfair and deliberately discriminatory against all rail users utilising the car park.</p> <p>ARUG acknowledge that something has to be done to restrict the long term use of the station car parks for "garage" parking by e.g. 2nd home owners in the area who reverse commute and local residents who park 2nd cars in the north and south bound station car parks. We estimate that around 30 – 40 cars regularly sit in the car parks for more than 5 days at a time. If these long term users were removed from the car parking mix this would significantly free up car parking space for others and also reduce parking in the surrounding neighbouring streets. We therefore endorse a "maximum period of car park use restriction" but believe that this should be for 96 not 72 hours. A "maximum period restriction" should be implemented and enforced by both Northumberland County Council and Northern Rail and the effect on car parking improvement evaluated before any other changes are made.</p> <p>If car parking charges are eventually decided to be implemented for commuters using the Alnmouth Station car park, then those with their principal home residence in Northumberland should be allowed to purchase an annual permit at the same cost as that proposed for the local residents permit.</p> <p>Restricting the Supply of Available Road Space for Car Parking</p> <p>ARUG does not support indiscriminate, inconsiderate parking on local streets which hinders buses, emergency services, wide vehicle access and local residents.</p> <p>However, the effective 100% elimination of any car parking for all rail users with cars (other than local residents in Curly Lane and South View) during the main working day appears very short sighted given that many of the properties, particularly in South View, have drives with off street parking available to them. This proposal again appears to deliberately discriminate against rail users.</p> <p>Additionally, the proposals would push parking to the boundaries of the proposed scheme (approximately 5 minutes walk from the station), including the Lesbury and Hipsburn local roads as well as Hipsburn Primary School car park which is shared with Alnmouth Football Club (this is on private land not owned by NCC). The school car park is over capacity at drop off and collection times, so use by station commuters would push school parents onto the local roads thereby increasing risk to children.</p> <p>Wider "knock-on" effects and implications of the proposal.</p> <p>The imposition of car parking charges and parking restrictions in the roads around Alnmouth Railway Station will :</p> <ul style="list-style-type: none"> - Encourage Northern Rail to follow suit. - Remove the marginal cost difference for commuters between taking the train and driving their cars to their places of work. - Lead to a decline in rail patronage - Lead to an increase in lengthy car journeys. - Add more wear and tear on the road network - Increase pollution. - Decrease the regions "Green" credentials. - Potentially 'back fire' with cuts to train services. Please remember that when ARUG invested considerable time and effort in 2002 and 2003 getting the 14 train services each way that Alnmouth enjoys today, the proviso for those extra services was always that if folk did not use the trains then they would be withdrawn. That has not happened to date because of the growth in rail patronage. Alnmouth has been a success story. However, a decline in patronage sparked off by car parking charges encouraging folk to drive to work, holiday, leisure, etc, rather than take the train could spectacularly back fire and start a reduction in services. Please also remember that there is currently a consultation exercise under way regarding the Cross Country Trains Franchise, with a specific aim of reducing calling points on these trains across the network. Alnmouth is a prime target for this. - Take money out of (what would otherwise be spent in) the immediate local economy. - Potentially reduce Alnmouth, Alnmouth, Lesbury, Hipsburn and Shilbottle House Prices and possibly further afield as well. - Potentially set off a spiralling cycle of decline generally in the local economy. <p>Other Options to Consider</p> <ul style="list-style-type: none"> • Implement an integrated Transport Policy where bus actually meets train. Despite Northern Rail and Cross Country Trains (who operate the majority of the train services from Alnmouth) both being owned by ARRIVA and Northumberland County Council subsidising the local bus services X15, X18 and X20 which are also run by ARRIVA, the buses do not connect with the train! A co-ordinated Transport policy plus the introduction of a well advertised, reliable shuttle bus connecting Alnmouth, Shilbottle and Alnmouth Station would drastically relieve congestion and car impact at Alnmouth Station and the surrounding area. It would also be more environmentally friendly and reduce car journeys. • Consider making part of Curly Lane one way (e.g. from Hipsburn Crescent to South View), with double yellow lines one side and parking spaces on the other (where safe) – similar to the Alnmouth village one way system.
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1		<p>The proposed residents only parking scheme will serve only to penalise residents and shift the problem elsewhere, as talking to those who use the station regularly they state that they'll just have to start parking on Lesbury Road, Lesbury Village, Stepney Lane, cricket club thus the issue then starts to effect even more local residents. The restriction of 1 permanent & 1 Visitor permit is nothing short of joke, if you look at the type of accommodation in Hipsburn there are a majority 2/3 bedroom houses with families that have more than one car - so how on earth is this fair? are households expected to get rid of their vehicles as a direct result of some Station users' inability to park sensibly and because no one @northumberland council can see past this small minded & ineffective proposal. I personally live in a household of 2 working age adults, I am a nurse who works shifts and have to travel to my place of work at Cramlington hospital & my partner also works various hours as a carer so under this proposal what are we supposed to do? Our families live 30 - 40 miles away, some much further so visit us by car (some are disabled blue badge holders)- but under these proposals it seems we'll not be allowed to have family visit when we are both at home on our days off??</p> <p>As for the proposal of parking charges for the northbound station carpark, it seems crazy that the southbound will still be free, so again it is not a total address of the issues; northern rail have started charging at Berwick so why not Alnmouth? (incidentally I have heard that there are people who live nearer to Berwick but choose to travel to Alnmouth station - due to the charges @ berwick and the fact that we have more choice of east coast trains stopping at Alnmouth.) I feel for commuters too as I think £3.00 will be a big financial impact to those who commute on a daily & on a low income. The proposal for a time restriction of 72 hours is too long - 48 hours is again more realistic, there needs to be a focus on regular Local commuters' needs as well as the residents.</p> <p>We need to concentrate on a long term solution - with a number of large residential housing estates in surrounding areas recently been built & future development plans pending, it's clear that there is a need for investment into local infrastructure, not wasting time, effort & money messing around with short term proposals that are unrealistic & ineffective.</p> <p>If we are to encourage young families and hold onto our locally educated young people, then there need to be a shift away from the mindset that permit schemes like this are the answer; Northumberland council, Northern Rail & Northumberland estates need to get together to come up with a realistic long term plan that concentrates on provision of much needed parking directly at Alnmouth station that keeps both residents and rail users happy. There are various areas directly next to the station that could & should be utilised as a new Larger Car parking facilities - I think most of Hipsburn residents would welcome the scrapping of the permit scheme proposal & would love to see the Council, Northern Rail & Northumberland Estates get round a table & come up with something bigger & better. I am e-mailing to comment on the Proposed parking restrictions - Alnmouth station and surrounding area. Firstly, as a Hipsburn resident on Curly Lane I am deeply concerned by the proposed residents only parking scheme as I feel residents needs are being totally overlooked and schemes like these only result in moving the problems onto someone else doorstep without tackling the root cause, which in this case is a severe lack of sufficient parking directly at the station.</p> <p>The restriction of 1 permanent & 1 Visitor permit is grossly unfair and not considerate of the population within Hipsburn where we mostly include 2/3 bedroom houses, with families that have more than one car due to living in a rural area - it makes us feel like we're almost being punished for living near to Alnmouth Station - all because of some Station users' park inconsiderately and, most importantly, it would seem Northumberland Council are unwilling to invest in the local infrastructure to support the large amount of new housing being built in the surrounding areas. Surely if we look at the local demographics and how they are to change, it seems so obvious that if Alnmouth Station Car park is no longer large enough to support the demand then stop wasting time & money with proposals that don't fix the real issue, proposals that appear to be just be a token gesture so it looks if the council are tackling the problems when clearly they are not.</p> <p>My personal situation currently is 2 adults working shifts, we both have a car so under this proposal what are we supposed to do with 1 permanent permit & 1 Visitor permit? As with many families in rural areas, relatives & friends often have to travel to visit but under these proposals it seems we'll not be able to have family visit when we are both at home ??</p> <p>With regards to parking charges for the northbound station carpark, it seems unbalanced that the southbound will still be free, so again it is not really tackling the real issue; it seems strange that northern rail have started charging at Berwick but not Alnmouth? I sympathise with commuters too as I think £3.00 charge per day is quite costly to those who commute daily & are on a low wages.</p> <p>The proposal for a time restriction of 72 hours is too long - 48 hours is more realistic, there needs to be a focus on regular daily commuters' needs as well as the residents.</p> <p>If we are to promote the area as somewhere great to live & bring up families, also to encourage them to stay then there needs to be a change of mentality toward this issue, a permit schemes is not a solution. Northumberland council, Northern Rail & Northumberland Estates need to liase with each other to bring about a realistic long term plan that focus' on adequate parking for the expected increase in demand directly at Alnmouth station, which is more likely to keep both residents and rail users happy. There are a number of areas directly next to the station that could be used for Larger Car parking facilities - many of us Hipsburn residents would love to hear that this permit scheme proposal being dropped, and would rather see the Council, Northern Rail & Northumberland Estates come up with something more proactive - which all comes back round to providing a NEW CAR PARK at Alnmouth Station!</p>
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		<p>I am a current resident of Curly Lane, Hipsburn and wish to share my comments :- I feel strongly that the proposed Residents only parking scheme for Hipsburn residents will serve only to penalise residents and shift the parking problems elsewhere, on talking to those who use the station regularly they state that they'll just have to start parking on Lesbury Road, Lesbury Village, Steppey Lane, the Cricket Club if the proposals are implemented thus the issue then starts to effect even more local residents on a wider scale. The restriction of 1 permanent & 1 Visitor permit is nothing short of joke, if you look at the types of accommodation in Hipsburn there are a majority of 2/3 bedroom houses, with families that have more than one car due to living in a rural area - so how on earth is this fair? Are these households expected to get rid of their vehicles as a direct result of some Station users' inability to park sensibly and because no one in the relevant council departments can see past this small minded & ineffective proposal. I personally live in a household of 2 working age adults, I am a nurse working shifts and have to travel to my place of work at Cramlington hospital & my partner also works various hours as a carer in Alnwick & the surrounding rural areas , so our cars are necessity rather than luxury - so under this proposal what are we supposed to do with 1 permanent permit & 1 Visitor permit ? Our families live 30 - 40 miles away, some much further so most visit us by car (some are disabled blue badge holders)- but under these proposals it seems we'll not be allowed to have family visit when we are both at home on our days off??</p> <p>As for the proposal of parking charges for the northbound station carpark, it seems crazy that the southbound will still be free, so again it is not a total address of the issues; Northern Rail have started charging at Berwick so why not Alnmouth? (incidentally I have heard that there are people who live nearer to Berwick but choose to travel to Alnmouth station - due to the charges @ Berwick and the fact that we have more choice of east coast trains stopping at Alnmouth.) I feel for commuters too as I imagine it adds to the stress of your working day wondering if your going to have to spend an added extra time before your train circling the surrounding streets for somewhere to park. I think a £3.00 daily charge will have a big financial impact to those who commute daily & are on a low income. The proposal for a time restriction of 72 hours is too long - 48 hours is more realistic, there needs to be consideration Local commuters' needs as well as the residents.</p> <p>We need to concentrate efforts on a long term solution - especially with a number of large residential housing estates in surrounding areas recently been built and future housing development plans underway /pending, it's clear that there is a real need for investment into local infrastructure, and not wasting time, effort & money messing around with short term proposals that are unrealistic & ineffective.</p> <p>If we are to encourage young families to live & stay in the area, and hold onto our locally educated young people, then there needs to be a shift away from the mindset that permit schemes like this are the answer; Northumberland council, Northern Rail & Northumberland Estates need to get together to come up with a realistic long term plan that concentrates on provision of much needed parking directly at Alnmouth station that keeps both residents and rail users happy. There are various sites directly next to the station that could & should be utilised as new Larger Car parking facilities - I think most of Hipsburn residents would welcome the scrapping of the permit parking proposal & would love to see the Council, Northern Rail & Northumberland Estates get round a table & come up with something bigger & better.</p> <p>The proposed residents only parking scheme will serve only to penalise residents and shift the problem elsewhere, as talking to those who use the station regularly they state that they'll just have to start parking on Lesbury Road, Lesbury Village, Steppey Lane, cricket club thus the issue then starts to effect even more local residents. 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The proposal for a time restriction of 72 hours is too long - 48 hours is again more realistic, there needs to be a focus on regular Local commuters' needs as well as the residents.</p> <p>We need to concentrate on a long term solution - with a number of large residential housing estates in surrounding areas recently been built & future development plans pending, it's clear that there is a need for investment into local infrastructure, not wasting time, effort & money messing around with short term proposals that are unrealistic & ineffective.</p> <p>If we are to encourage young families and hold onto our locally educated young people , then there need to be a shift away from the mindset that permit schemes like this are the answer; Northumberland council, Northern Rail & Northumberland estates need to get together to come up with a realistic long term plan that concentrates on provision of much needed parking directly at Alnmouth station that keeps both residents and rail users happy. There are various areas directly next to the station that could & should be utilised as a new Larger Car parking facilities - I think most of Hipsburn residents would welcome the scrapping of the permit scheme proposal & would love to see the Council, Northern Rail & Northumberland Estates get round a table & come up with something bigger & better.</p>
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			<p>It's absolutely essential to consider the various components of the proposed plans independently, as follows:</p> <p>1. Residents permit parking. On the face of it, this would clearly be an effective mechanism to reduce on-street parking by rail users. However, any decision to implement this scheme must take into consideration the wishes of local residents. It is my understanding that local residents overwhelmingly voted against a residents parking scheme in the last 5 years. Has their position changed on this?</p> <p>2. Yellow lines. This would also prove to be an effective mechanism to reduce on-street parking by rail users. Curly Lane is particularly affected by on-street parking, making it difficult to pass for cars and buses. My only concern would be to ensure that speed restrictions were tightly enforced if traffic were to move more freely with the addition of yellow lines.</p> <p>4. Parking charges at Alnmouth station. I am struggling to understand how the addition of a parking charge will reduce on-street parking in the local area. Indeed, the likely outcome is that on-street parking will increase, as has been demonstrated in numerous studies looking at this (the evidence is overwhelming). The UK government report on this subject concludes:</p> <p>When changes to parking restrictions, charges or enforcement are made, the evidence suggests that the primary responses are:</p> <ul style="list-style-type: none"> • an acceptance of the new arrangements (in which case people's behaviour broadly remains unchanged); • a change in parking location (people park further away from their destination in an attempt to avoid paying a charge); or • a reduction in the length of stay in order to reduce parking costs. <p>A reduction in length of stay is not an option for daily commuters, so they will either accept the proposals or find alternative on-street parking. Given the considerable additional cost (equivalent to a 22% increase in commuting costs to Newcastle) it is likely that many daily users will seek alternative parking on Lesbury Road and Shilbottle Road (this is what I will do !!). A few minutes extra walk each day will be very cost-effective ! Rail users parking their cars long-term will already be prevented from garaging their cars with the addition of a 72 hour restriction (which I fully support), and so the addition of a daily charge will have no effect on these users. The addition of daily parking charges could also put Alnmouth station at risk by reducing usage and affect viability of what is already a vulnerable station. Commuters, NCC and residents in the mid-northumberland region have worked very hard over the last decade to increase usage and viability of Alnmouth station and any plan that could affect daily use of the station should be strongly resisted. Closure of the station would have a major negative economic impact on the mid-northumberland region, and especially for towns like Alnwick and Shilbottle that are being developed as commuter towns for Newcastle via substantial increases in the housing stock. Moreover, there is a danger that daily commuters discouraged from using Alnmouth station will be forced to use the roads, which are clearly not fit for heavy traffic.</p> <p>In summary, my feeling is that proposals that directly restrict on-street by rail users (yellow lines etc) should be encouraged (contingent on support from local residents), and that proposals aimed at reducing daily commuting from Alnmouth station should be strongly discouraged.</p>
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