



# Northumberland

## County Council

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

**Paul Jones - Service Director - Local Services**

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#### **PROPOSED PARKING RESTRICTIONS, STOTT STREET, ALNWICK**

**Cabinet Member: Councillor Glen Sanderson**

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#### **Purpose of Report**

To consider a proposal to provide parking restrictions in Stott Street in Alnwick.

#### **Recommendations**

It is recommended that the proposed parking restrictions are implemented.

#### **Link to Corporate Plan**

Living - "We want you to feel safe, healthy and cared for"  
Enjoying - "We want you to love where you live"

#### **Key Issues**

A complaint was received via the local Ward Member about parked cars preventing turning manoeuvres in Stott Street.

## Delegated decisions

### Background

1. A complaint was received via the local Ward Member about parked cars preventing turning manoeuvres in Stott Street.
2. Stott Street is a residential cul-de-sac with a small turning area at its southern end.
3. The complaint stated that parking in the turning area was preventing other vehicles from turning safely so that they can exit the street in a forward facing direction.
4. It was therefore decided to consult residents to find out their views on the problem and whether they felt parking restrictions were necessary. A copy of the consultation plan is shown in Appendix A.
5. 25 responses were received, (80%) of those consulted. 17 of the responses (68%) were in favour of parking restrictions, the remaining 7 were against (32%). A summary of the responses is shown in Appendix B.
6. Although a majority were in favour of keeping the turning area clear, the residents who live in the adjacent properties were concerned about the impact on their ability to park close to their home and difficulty for access by the elderly.
7. Only part of the turning area is adjoined by houses, so it is proposed to provide double yellow lines as shown on the plan below. This will keep part of the area clear for turning, whilst still allowing parking outside properties.



8. The local ward member supports this proposal.
9. It is therefore recommended that the proposed alternative parking restrictions are implemented.

## Delegated decisions

### Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	None
<b>Legal</b>	Motorists will be required to comply with the Traffic Regulation Order.
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Consideration</b>	Residents and Statutory consultees have been consulted.
<b>Carbon reduction</b>	None
<b>Wards</b>	Alnwick

### Background papers:

File ref: HE203423

### Report sign off.

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

## Delegated decisions

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

## Author and Contact Details

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Report Author     ***Richard McKenzie – Senior Programmes Officer***

## Delegated decisions

### Appendix A

#### Consultation Plan



## Delegated decisions

### Appendix B

#### Consultation Responses

F O R	A G A I N S T	N E I T H E R	Other Relevant Comments
1			<p>The proposal seems reasonable, we often observe the regular turning of delivery vehicles. Houses on the opposite side of the road often use the turning head to park their and visitors vehicles making these manoeuvres quite tricky.</p> <p>Stott St is very narrow with vehicles parked on both sides of the road. Some vehicles (eg the refuse collection lorry) cannot make it to the bottom of the street. It may be worth considering a "restricted access" sign at the entrance to the street to discourage large vehicles even attempting to enter. Indeed, previously we have advised building materials trucks to not enter and instead "hand-trolley" items to the bottom of the street.</p> <p>Also, please note that the land beyond the building line is private property (there are 3 x parking spaces marked out for use by Nos 25 and 27 only). The yellow lines should not encroach beyond the building lines accordingly (see extra red line in diagram below) The turning head is adopted highway, but please confirm that the cost of painting and maintaining the yellow lines will be at the sole expense of the Highways Department.</p> <p>On another matter, the whole street surface is in extremely poor condition with pothole upon pothole and a patchwork quilt of temporary repairs. Please can the road be scheduled for a full resurface?</p>
1			I Support the proposal
1			<p>I am opposing the yellow liens as shown because this makes it appear as a turning area for the street. The land behind belongs to number XX and XX, At the momnet I am not supposed to park outside my house on whose authority I am not sure so I advised my helpers to park behind my car on land which belongs to the two houses. My helpers had been met by a lady claiming they were restricting her turning and who was very abusive. Not many visitors have been using this area because of the coronvirus but parking behind both cars in normal times happens frequently. It has become assumed that tis is a turning point. We have never objected to cars turing but if this becomes a problem I suppose some kind of barrier could be constructed. Having yellow lines outside my house means I have no access to my house because to get to the back entrance I have to go on a narrow footpath form the frond. This makes me the only perosn on Stott St who is unable to park when necessary at the house. I feel these yellow lines are unnecessary. All that is needed is commonsense.</p>

## Delegated decisions

1		<p>I do not support the proposed restrictions to the turning area as indicated on your plan. There has not been a problem to my knowledge with regard to vehicles either abusing the space and neither being unable to turn. It is not a road safety hazard left as it currently is. The area is totally adequate for vehicles to turn even if there are other vehicles temporarily parked there. This happens from time to time usually at night by residents who work land, long after delivery vans have stopped, and are gone early in the morning. This issue seems to have arisen from one incident which itself caused the Police to waste time and issue antisocial parking letters to the street and has now escalated into totally unnecessary and wasteful effort. Double yellow lines will need to be placed and in my view this would be a total waste of public resources which in these already difficult and strained times for public services is frankly totally wasteful. Our public servants have better things to do, so I hope. There is already a dead end sign at the top of the street at the junction with Prudhoe Street, so we do not encounter lots of vehicles attempting to turn. There is no need to waste time and resources.</p>
1		I fully support the proposal
1		No surprises here, I am in favour of said proposal. Thank you for opening up the consultation to the whole of Stott Street.
1		The proposed "no waiting at anytime" restrictions seems reasonable. I note there is still parking available for the bottom two houses. We don't have any objections
1		I support the application for double yellow lines at the bottom of our Street. I would go further and request residential parking only. The street is very overcrowded with people's cars for free parking whilst working in Alnwick
1		Please let it be known that myself and X of X Stott Street support the proposed parking restrictions on Stott Street Alnwick. Many thanks.
1		<p>We wholeheartedly support the suggestion to provide double yellow lines in the turning area at the bottom of Stott Street. When the area known as The Old Creamery was developed for housing, I was one of the representatives for the residents of Stott Street at planning meetings when the proposals were discussed. One of our concerns was that whereas at that time we could use the waste ground linking the creamery buildings with Stott Street for turning, there was no provision for a turning area in the plans. Such an area then created on the plans and we were assured at the time that the hammerhead turning area would be established and maintained so that vehicles, especially large vehicles, could safely drive into the street, turn and exit. The alternative was the very unsafe procedure of reversing out of the street onto Prudhoe street. Since then, the number of parked vehicles has increased and has encroached on the turning area. On numerous occasions delivery vehicles have had to reverse back up the street and out onto Prudhoe street because there has been no space to turn at the bottom of the street. The proposed double yellow line would considerably ease the situation and provide a definite degree of safety. I repeat, my wife and I strongly support the proposal. We would also support any more to establish a residents permit approach to parking in Stott street and we hope that this is on your agenda.</p>

## Delegated decisions

1		<p>I have been asked to share my views regarding the double yellow line proposal at the bottom of Stott Street. I live at number XX, I feel as if there is no need for this and to be honest it is taking away a perfectly good parking space. We currently have one car and we struggle quite a bit of the time to park outside our house due to other vehicles from the top of the street parking there and the area suggested is a good overflow area. I have had a number of contractors, deliveries and family member who have all have vans, large cars who have said there is plenty of space to turn around without using that "turning circle". There are plenty of houses who have two or even some cases 3 cars so the street becomes heavily populated, leading to cars moving down the street to park, leaving ourselves and neighbours with nowhere to park. I would also take into account that there are two camper vans on the street who take up 2 car spaces each, narrowing the road width, which I believe is also an issue for the street and something for you to consider. I would suggest have parking badges to park on the street, maybe 2 per household or even setting out car parking spaces for each house would be a better solution to placing double yellow lines on the street. Placing double yellow lines will cause more conflict within the street and is a poor solution to the ongoing issue with parking on Stott Street. As someone who lives at the bottom of the street and has to turn around every day, I feel the current solution will only cause more disruption around parking but more conflict between neighbours parking outside each other's houses. I have lived here for over 4 years and this has never been an issue, I believe the proposal has been driven via a neighbour who tried to turn a big campervan (unsuitable for the street, also takes up 2 car parking spaces plus his car as well) around and misjudged the turn and hit the wall. This is the first incident that I have noted to have occurred on the street since I have been here.</p>
1		<p>Proposed no waiting at any time parking restrictions. I am contacting you to support this proposal. Stott street is a narrow cul-de-sac with cars parked on either side most of the time. This makes it difficult for larger vehicles to access the lower end of the street and even more difficult for them to return if there is no space for them to turn around due to cars being parked in the turning area. Most residents are aware of the difficulty but there are houses which are now holiday lets so visitors may not be aware. The yellow lines would make it clear to all those needing to park in the street. Thank you.</p>

## Delegated decisions

1		<p>Many thanks for your letter -outlining the plan to add double yellow lines to the turning area at the bottom of Stott Street. Our view on this is that it will be of little/negligible benefit. There isn't much space for parking on Stott Street as it is, and this reduces the space even more. We notice on the plan that the proposed double yellow lines only stop half way at the end of the street - and gather this is because the plot of undeveloped land adjacent to it is ducal property and owned with a view to it becoming an access point in future. If that portion of the street can't have double yellow lines then we don't really see the point of it all - it's merely a token gesture. We much prefer the idea of resident parking permits, one or two (not three) per household. As a household with two adults, we only own one small car and there are times when we struggle to park near our home. It is a cause of some frustration to us that there are people on the street (such as XX) who are one adult households and yet own one car (or more) and a large motorhome. These motorhomes (there at present) are enormous and take up too much of the parking space and it is our view that if you can afford something like that, you can also afford to pay for it to be stored elsewhere. The problem is not so much the turning area itself but the lack of on street parking because of the reasons explained above.. Many thanks for your time.</p>
1		<p>Thank you for your letter HE203423 outlining the proposed double yellow lines at the bottom of the Stott Street. My wife and I live in number X Stott Street at the top of Stott Street and are well aware of the increasing volume of traffic the street now carries, including numbers of delivery lorries and vans. We are both in absolute agreement that the street requires a turning area at the bottom of the street as the hill in the middle of Stott Street makes reversing of large vehicles both dangerous to the vehicles themselves and hazardous to the many parked cars we now have all the way down the street on both sides. Your proposed double yellow lines would go a long way to ensuring that large vehicles can turn to come back up the hill though wonder whether the lines at the end of the street need to be extended a little further? We look forward to seeing this project to fruition.</p>
1		<p>I have read your proposal and accept the proposed "Double yellow lines" to be painted in the cul de sac of Stott Street as per your diagram. This should allow Health and Safety in the turning circle area.</p>
1		<p>I support the above proposal.</p>
1		<p>I write on behalf of myself and my wife X. 1)It is our wish to change parking on our street to "Residents Only". Far too many people use our street as a car park. 2) We do not support the double yellow lines at the bottom of the street as proposed by Mr XX. If the double yellow lines were to cover the entire region of the bottom of the street we would support that.</p>

## Delegated decisions

1		<p>Following the additional communication on the above, I have discussed with my neighbour at No 27. As the yellow lines are outside her house, she won't be able to park there. She is in her senior years, so the proximity of her vehicle to her front door is very important (for unloading groceries, visitors, etc). I have included a modified sketch below removing the yellow lines from in front of No 27 accordingly.</p> <p>Also as way of reminder, the yellow lines must not encroach past the building line - the face of the buildings - as beyond is private property. Therefore the yellow lines must be bounded by the blue end lines marked below.</p> <p>Over and above this, and as mentioned previously, Stott St is very narrow especially with residents parking on both sides - some with substantial workvans/campervans. There should be a restricted access sign (see below) at the entrance to the street warning that vehicles of a certain width should not enter. Also, any resident with an off-street option should be encouraged to use it - and every property has a rear access to space via a vehicle alley. 1. Revised yellow line layout bounded by the blue marks. Removed from in front of No27 entirely. 2. Restricted width sign to be installed at the entrance to Stott St.</p>
1		<p>Rather than double yellow lines, I'd suggest a polite notice at the end of the street with the message PLEASE KEEP CLEAR TO ALLOW FOR VEHICLES TO TURN.</p>
1		<p>Further to Stott Street resident XX efforts to secure partial parking restrictions at the bottom of Stott Street, Alnwick to ensure the reliable facilitation of vehicles turning in this cul de sac, I wish to register my support for such a step. As XX has previously expressed, the increase in number of commercial delivery companies and their associated vehicles periodic presence in Stott Street ( and elsewhere), the use of other larger vehicles for routine delivery of furniture, white goods etc on behalf of retail outlets, plus those privately owned vehicles such as 4x4 pickup trucks, people carriers and motorhomes, means that a constrained turning area in a cul-de-sac of Stott Street's nature can at times prove problematic, when combined with the presence of residents and visitors vehicles, also parked in the street. If XX suggestion should it be implemented, can secure a way to definitively manage any such potential vehicle-turning problems, then his proposals certainly has my approval, together, hopefully, with that of our fellow Stott Street residents</p>
1		<p>This email is to register my support of the proposal summarized in your letter for double yellow lines for the turning area in Stott Street</p>
1		<p>I would like to vote for the turning area in Stott Street to be double yellow lines as proposed by XX</p>
1		<p>No comments</p>
1		<p>I am writing concerning the proposed no waiting at any time parking restrictions, ref HE203423. The proposal is to put double yellow lines on one side of the turning area at the bottom of Stott Street. My wife and I both think that the double yellow lines should be placed all round the turning area. Any parking in that area of the bottom of the street is a severe hindrance when it comes to turning any vehicle. With cars almost always parked at both sides of the road all the way down Stott Street, it is impossible to turn a vehicle without presenting a danger to both people and vehicles.</p>

## Delegated decisions

1			Regarding the proposal to provide double yellow lines at the end of Stott Street, I am in complete agreement with the proposal as indicated in your letter. This is needed to ensure that vehicles ( particularly emergency and delivery vehicles) have a clear path to turn around in. Not to ensure this provision would continue an existing serious problem. I note in a letter to XX delivered on the same day as yours, that he raises issues regarding the parking problems generally in Stott Street. This is not surprising considering that several households in the street have as many as three+vehicles, including camper vans. There is at least one business in the street which operates a service which often involves clients visiting the premises in vehicles which are parked. In the summer it is not uncommon for visitors to park in the street rather than in paid for parking. I am sure I agree with Mr XX comment on this and would suggest that any solution would need a discussion of the options and implication with all the residents
17	8	0	

**Delegated decisions**

**DECISION TAKEN**

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

**Paul Jones - Service Director - Local Services**

**Subject:**

**PROPOSED PARKING RESTRICTIONS, STOTT  
STREET, ALNWICK**

**Consultation**

∅ For: 17

∅ Against: 8

**Decision Taken:**

The proposed parking restrictions should be implemented.

Signature of Director



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**Date**

15 April 2021

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\* delete as appropriate