

RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR

DIRECTOR OF LOCAL SERVICES AND HOUSING: PAUL JONES

PROPOSED PARKING RESTRICTION CHANGES TO BONDGATE COBBLES IN ALNWICK

Purpose of report:

To consider the results of the public consultation exercise, regarding the proposed changes to parking arrangements on Bondgate Cobbles

Recommendations:

It is recommended that in view of the consultation exercise, the double yellow line is removed and replaced with on-street parking.

Key issues

- 1) Confusing parking restrictions resulting in Penalty Charge Notices being issued, resulting in numerous appeals
- 2) Historical Wagon Way service road running adjacent to kerb line
- 3) Increased demand for parking within Alnwick Town Centre
- 4) Scheme is being funded by 2016/17 LTP
- 5) Scheme supported by Alnwick Town Council
- 6) Scheme supported by Cllr Castle and Cllr Cairns
- 7) Agreed Scheme will increase on street parking provision in Alnwick Town Centre by approximately 5 spaces

Report Author

Dan Fraser – Programme Officer (Highway Safety)
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PROPOSED PARKING RESTRICTION CHANGES TO BONDGATE COBBLES IN ALNWICK

BACKGROUND

- 1) Concerns were raised by local businesses, Parking Services, Alnwick Town Council and County Councillors Heather Cairns and Gordon Castle regarding parking restrictions on Bondgate Cobbles in Alnwick. It was reported that vehicles were parking across the boundary line of the Bondgate Cobbles Car Park, onto the adjacent Wagon Way service road, which is covered by a "No Waiting at Any Time" parking restriction. This was resulting in Penalty Charge Notices (PCNs) being issued, as some car park users are not familiar with the boundary line between the Wagon Way service road and the car park. Numerous recipients of PCNs lodged appeals as the existing parking restrictions can be confusing.
- 2) Following discussions with County Councillors, Town Councillors, and the Alnwick Civic Society, two options were consulted on.
- 3) Option One - Remove the double yellow line and continue the on street parking bay up to the entrance to the car park.
- 4) Option Two - Introduce planters and a cycle rack in the area where vehicles more commonly park across the boundary line of the car park and the highway.

CONSULTATION

- 5) These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to approximately 31 residents/businesses and approximately 30 statutory consultees, including the emergency services and various disabled and transport associations/organizations. A plan showing the proposals is attached with a copy of the consultation letter (see Appendix A).
- 6) The consultation exercise concluded on Friday 11th November 2016 and responses were received from 17 consultees with 13 being in favour of option 1, 3 being in favour of option 2, and 1 statutory consultee responded (North East Ambulance Service) and they did not express a preference. A summary of responses has been attached as Appendix B.

COMMENTS

- 7) One consultee who supported option one stated that they hoped any alterations would be considerably done given the historical importance of the Wagon Way - The Wagon way will remain unchanged, although the existing boundary line (the line that divides the car park from the wagon way) and the existing double yellow line will be removed.

- 8) A number of consultees stated that the increase in parking within Alnwick Town Centre is very much needed.

RECOMMENDATIONS

- 9) 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. The assessment of the results in any consultation exercise can be a contentious matter. However the results of the consultation show that the majority who responded to the consultation are in favour of option one. It is therefore recommended that this option be introduced.
- 10) The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

APPENDIX INDEX

Appendix 1 – Copy of Consultation Letter and Plan

Appendix 2 – Summary of Consultation Responses

BACKGROUND PAPERS

None.

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Consistent with existing policies
Finance and value for money:	Scheme will be financed from LTP
Human Resources:	None
Property:	None
Equalities:	Improved clarity of parking restrictions
Risk Assessment:	None
Crime & Disorder:	Scheme will reduce parking contravention
Customer considerations:	Residents will benefit from clarity of parking and increased spaces
Sustainability:	None
Consultation:	Alnwick Town Council, the emergency services, and interested road user organisations were consulted together with the County Councillor for the area.
Wards:	Alnwick

DECISION TAKEN

Title of Executive Member or Officer(s):

Paul Jones: ~~Acting~~ Director of Local Services and Housing

Subject:

Proposed Parking Restriction Changes to Bondicar Terrace

Consultation:

17 Responses Received
13 For Option One
3 For Option Two
1 Neither

Decision Taken:

To approve the introduction of option one - The removal of the double yellow line and introduce additional on street parking

Signature of Director



Date

13/11/17

NORTHUMBERLAND

Northumberland County Council

Appendix A

County Hall • Morpeth • Northumberland • NE61 2EF

• Web: www.northumberland.gov.uk

The Occupier

Our Ref: HE163341-03

Your Ref:

Contact: Mr Dan Fraser

Direct Line: 01670 624125

Fax: 01670 626136

E-mail: HighwaysProgramme@northumberland.gov.uk

Date: Friday 30 September 2016

Dear Sir/Madam

Proposed Parking Restrictions Changes – Bondgate Cobbles, Alnwick

Concerns have been raised by local businesses, Parking Services, Alnwick Town Council and County Councillors Heather Cairns and Gordon Castle regarding parking restrictions on Bondgate Cobbles in Alnwick. It has been reported that vehicles are parking across the boundary line of the Bondgate Cobbles Car Park, onto the adjacent Wagon Way service road, which is resulting in Penalty Charge Notices being issued, as some car park users are not familiar with the boundary line between the Wagon Way service road and the car park. Following discussions with County Councillors, Town Councillors, and the Alnwick Civic Society, the following options have been proposed.

Please see attached plans.

Option 1 – Remove the double yellow line and continue the on street parking bay up to the entrance to the car park. This will increase much needed parking, as vehicles will be able to park across the Wagon Way and utilize the full extent of the cobbles as a parking place. The parking place restrictions will mirror the rest of the on street parking on Bondgate Within, Disc Zone - Monday - Saturday 8am - 6pm, 2 hours, No return within 3 hours.

Option 2 – Introduce planters and a cycle rack in the area where vehicles more commonly park across the boundary line of the car park and the highway. This option will introduce a physical barrier that will stop vehicles from parking in the narrow section of the car park, whilst maintaining the historical integrity of the Wagon Way, which has been a feature of Alnwick since it was constructed to facilitate the delivery of goods by horse and cart to the shops on Bondgate Within.

I am therefore writing in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) to formally ask for your comments on the proposed options, as shown the attached plans.

The County Council is seeking your views on the proposals and a freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that comments received will be carefully considered.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report, to the Executive Director of Local Services and may be available for public inspection. The closing date for any comments you may wish



to make is Friday 11th November 2016. If you wish to respond to this consultation online, please visit the web address <http://trafficconsult.northumberland.gov.uk/>.

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

I thank you for your assistance in this matter.

Yours faithfully

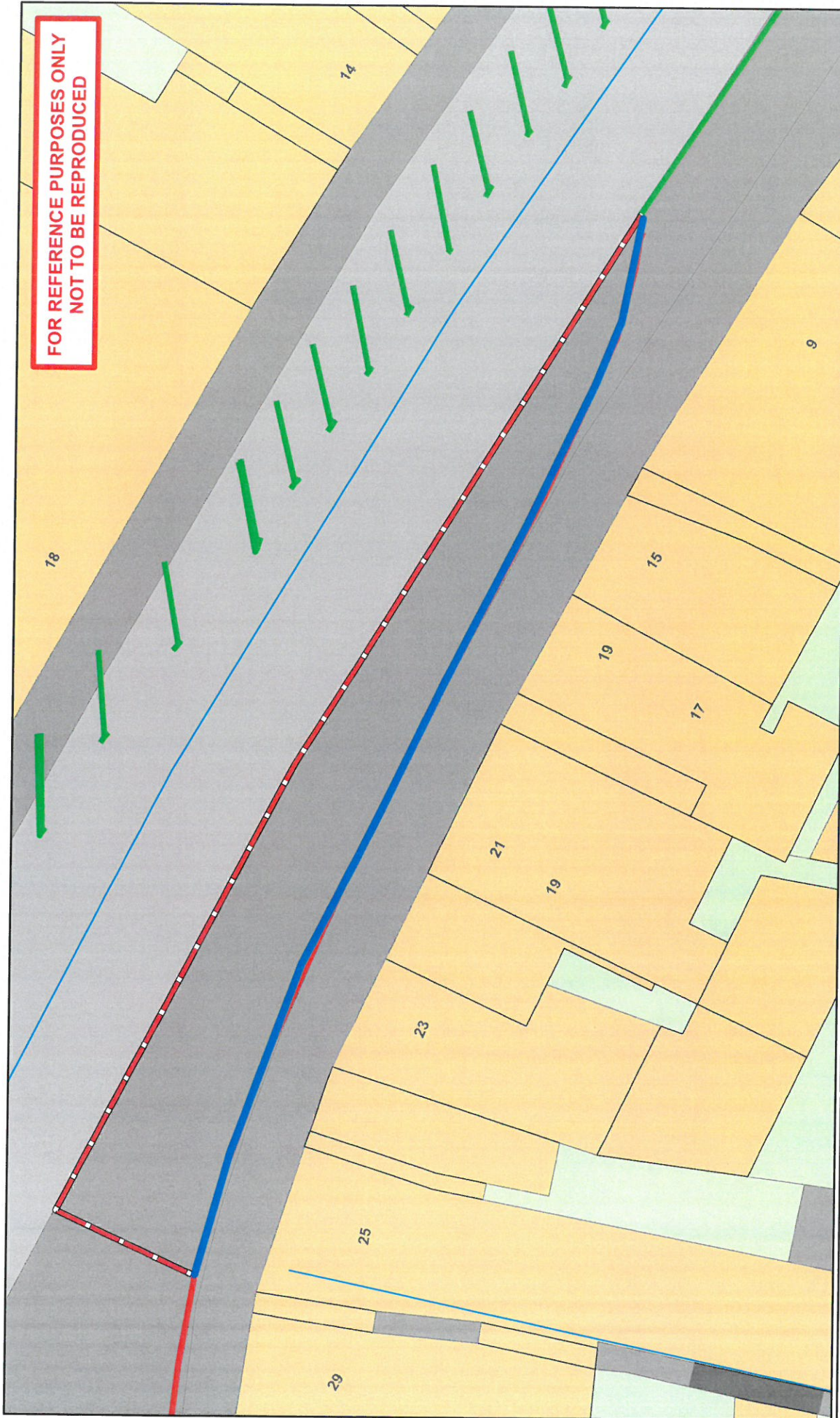
A handwritten signature in blue ink, appearing to read 'Dan Fraser', is written above the printed name.

Dan Fraser
Programmes Officer (Highway Safety)

Appendix B

Option 1	Option 2	Neither	Other Relevant Comments
	1		<p>I think that you should engage some competent, literate staff and re-issue the documents in a less ambiguous form without obvious spelling mistakes - even this is ambiguous and inappropriate for a proposal setting out two alternatives!! I think that you have very little chance of getting a clear response from this consultation; rendering the exercise a waste of public money.</p> <p>But, as I don't expect that any further paperwork will be issued, my opinion is that, to facilitate deliveries to our office and maintain the historic character of the town, the "wagon way" should be retained and a cycle rack installed (or spaces designated for the parking of motor cycles).</p>
1			<p>I am in favour of option 1. Alnwick struggles to provide sufficient parking as it is and I don't favour removal of existing options. The view of the wagon way will not be permanently obstructed and we must reflect the reality of modern usage. -----</p> <p>Given the confusion of options and plan numbers can I clarify that I prefer the option that gives extra car parking spaces.</p>
1			
1			I support the option to continue the on street parking (plan 1 in the letter)
	1		Having more places to park bikes in the centre of town is a great idea!
1			The exit of the Wagon Way was only introduced in the mid 80's in a YTS scheme to restore the cobbles as the whole area had been covered in tarmac. The actual Wagon Way continues in a line to the Bondgate Tower. The ideal would be option 1 as we desperately need more parking spaces in the town.
1			Plan 1 extra parking and no planters. Option 1 is different from plan 1 on text! We would greatly benefit from more parking bays and not as many restrictions as we get a lot of people needing to park to drop off donations and collect purchases.
1			Alnwick support the option to remove the yellow lines and continue the on street parking bays up to the entrance to the car park. This option will increase much needed parking in the town centre.
		1	Thank you for your letter dated 30th September 2016 in which you invite us to offer our comments on the above proposal. I would inform you that as Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.
1			
			Plan 1 to remove the double yellow line and continue the onstreet parking bay up to the entrance of the car park is by far the most practical option and would retrieve Alnwick of its parking limitations. As a resident living just off the cobbles parking has been challenging and I have been one of many to receive a penalty charge notice. Although the wagon way has huge historical value and its preservation is of great importance, I would like to hope that the alterations made to the wagon way will be considerably done just like the cobbles car park. The plans outlined in Option 1 where by the wagon way has a physical barrier and bike racks on it would result in less wear and tear admittedly but would look far more insight on this site from the point of installation.
1			Please reduce all parking in Greenwell Lane to four hours to prevent shopworkers and castle garden staff from clogging up the space.
1			<p>Thank you for the consultation and associated attachments.</p> <p>The area is within a designated Conservation Area. Whilst no statutory consents are required to alter the the current arrangements (that seeks to protect and enhance the historic thoroughfare and existing surface treatments and cobbles), the option that seeks to remove the double yellow line and continue the on street parking would seem the better solution (from a conservation perspective).</p> <p>This retains the openness of the highway to enable some additional parking and seeks to mirror the rest of the on street parking, spatial arrangements, townscape and surface treatments already present in Bondgate Within. It does not introduce any on street clutter (like planters/racks as physical barriers to prevent parking) within this narrow strip.</p>

			<p>Incidentally, on the consultation letter - Plan 1 discusses 'removing the double yellow line etc.,' and Plan 2 introduces planters etc across the boundary line.</p> <p>However, the actual plans are labelled the other way round - in that Option 1 depicts the planters/bike racks across the boundary line and Option 2 removes the double yellow line and continues the parking etc.,</p> <p>I trust however, you find the conservation comments of assistance as part of the consultation process.</p>
	1		
1			We support option 1, the removal of double yellow lines to increase the parking possibilities and utilise full extent of the cobbles as parking places at proposed site.
1			
1			I support Option 1 - remove dyls and continue and maximise parking facility
1			<p>My husband and I own an equestrian and clothing business Jobsons of Alnwick, which is situated next to the tower on the cobbles. We fully support option 1 whereby the double yellow lines are removed increasing the number of parking spaces which is much needed. We assume this option keeps the existing pull on pull off parking next to Jobsons. Customers often bring saddler into the shop for repair and it is vital that they can park close to the shop. Also my husband needs to be as close as possible to the shop to load and unload saddlers. We are aware that there is a desperate shortage of parking in Alnwick and at certain times this definitely has a negative effect on trade. We have frequently been told by customers that as they were unable to park in town during the summer months they turned around and left! With the current parking situation most of the all day spaces are full by 9.15am especially during the summer months.</p>
13	3	1	



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KEY

- Existing On Street Parking Bays
- Double Yellow Lines to be removed
- Existing Double Yellow Line
- Proposed On Street Parking Bays

Title:

Option 1
Bondgate Within

Drm:

Date:

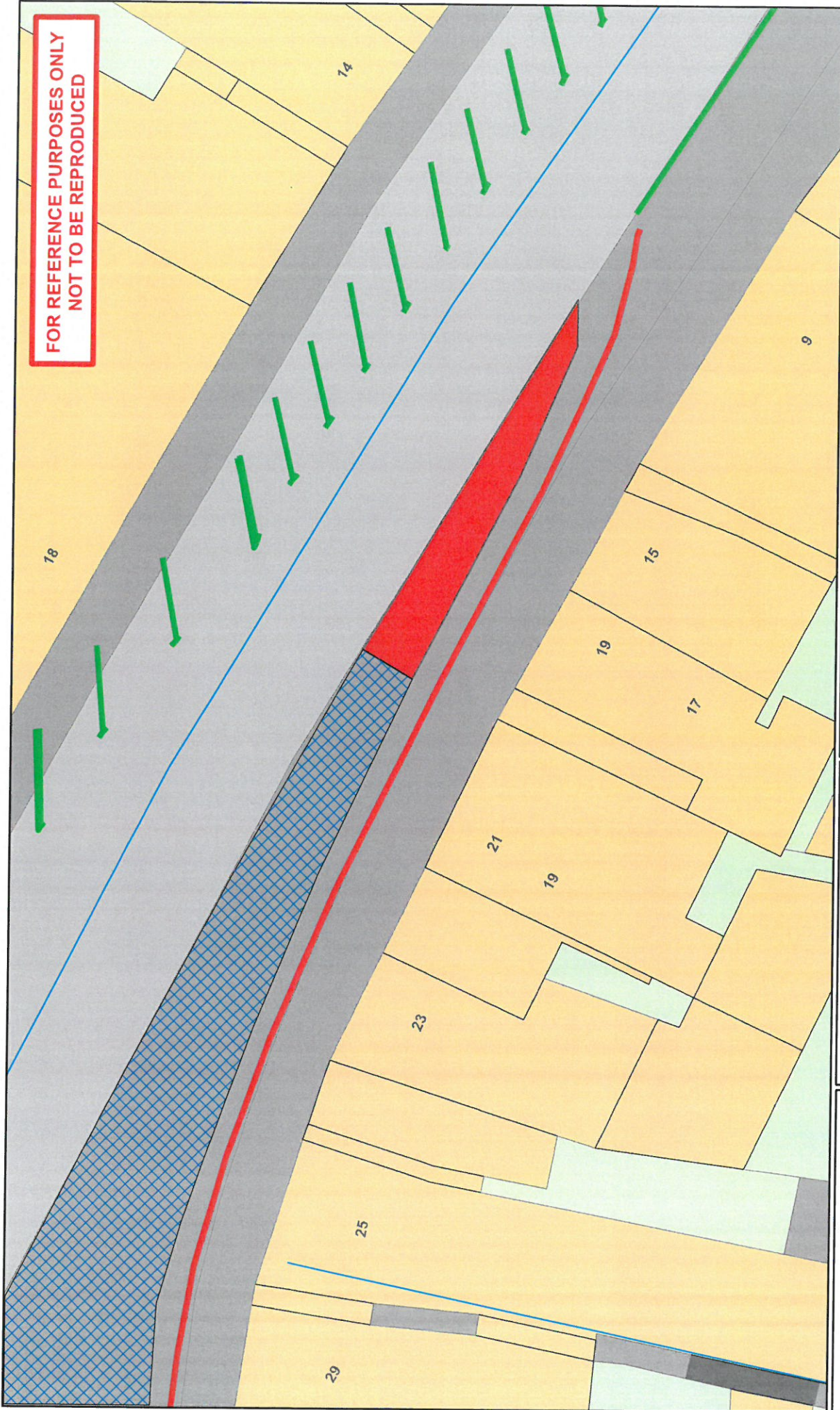
Scale:

Network Management Information System

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Northumberland
Northumberland County Council

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



KEY	
	Existing On Street Parking Bays
	Car Park
	Existing Double Yellow Line
	Proposed Planter/Bike Racks

Title: Option 2 Bondgate Within	
Dm:	Date:
	Scale:

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