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## EXPERIMENTAL ONE WAY AND PARKING RESTRICTIONS IN ALNMOUTH INTERIM REPORT

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### PURPOSE OF THE REPORT:

To provide an update on the Traffic Management Scheme in Alnmouth in advance of the of the busy tourist season.

### KEY ISSUES SINCE THE SCHEME WAS INTRODUCED

- 1) Reports have been received about:
  - Difficulty parking within the village
  - Vehicles crossing onto the wrong side of the road on The Wynd
  - Poor visibility experienced for both vehicles and pedestrians when exiting Peases Lane onto Marine Road
- 2) A Traffic Survey carried out over the Easter weekend indicated that there were no traffic flow issues around the village over the Easter period.
- 3) Further Traffic Surveys have been programmed so we can monitor throughout the busy summer period.

### BACKGROUND

- 1) Due to the increased popularity of Alnmouth and the associated increased demand for parking, together with the associated congestion issues, Local County Councillors and Alnmouth Parish Council requested that the matter be investigated.
- 2) Two public consultations were held at Hindmarsh Hall. The first to obtain information on all issues faced by the village, and the second to discuss scheme recommendations.
- 3) Following the second public consultation it was agreed to progress with a scheme which consisted of the following:-
  - Permanent 20 mph speed limit within the village.
  - Experimental One way System
  - Experimental No Waiting at Any Time parking restrictions

This scheme was implemented in December 2016 and coincided with resurfacing works carried out on Northumberland Street. The Experimental Traffic Regulation Orders will be in place for 12 months to allow for monitoring of the effectiveness during the busy summer period.

Following concerns raised by local residents during the public consultations, an additional experimental Resident Permit Parking Scheme was introduced on Argyle Street following a separate consultation with residents. This became effective on 1st June and will be in place for the remaining 6 months of the experiment.

4) Following the introduction of the scheme a number of residents responded to our requests for feedback throughout the duration of the Experimental Traffic Regulation Orders. The following changes were made in the early stage of the scheme :-

- Relocation of the disabled bay from the east side of Northumberland Street, outside of the post office to the west side of Northumberland Street outside of Fossil Bank.
- Two additional parking places were introduced on Northumberland Street outside the Red Lion and number 21.
- In order to facilitate an extension to the bus stop, the disabled bay on Northumberland Street outside the Schooner was moved approximately 10 metres south.
- Two additional parking places were introduced on Riverside Road.
- Introduction of Amphibian Ladders to gullies on Marine Road to support toad migration.
- Introduction of hatching outside Marine House Cottage, on Marine Road to assist in improving visibility.
- Introduction of an additional parking place outside of Nether Grange following discussions with the hotel.
- Introduction of "Look Left" text at the bottom of Peases Lane
- Resurfacing of The Wynd/Marine Road Junction and down Marine Road bank with high friction surface course.
- Introduction of hatching on Marine Road bank to ensure traffic is directed to the level side of the carriageway.

5) An investigation was also carried out to determine the possibility of introducing additional parking on the grass verge on the B1338, outside Shepherds Hill. Unfortunately, due to a number of services located in the

grass verge, and the cost associated with relocating these services, this was not a feasible option. Other locations were investigated on the B1338, but no alternative location was deemed suitable.

- 6) A number of alternative locations around Alnmouth were investigated to determine if it was possible to introduce a new car park, but unfortunately a suitable location has not been identified at this time.
- 7) In recent weeks, traffic monitoring equipment was positioned around Alnmouth in an attempt to record any issues caused by the introduction of the Experimental Orders. No incidents were recorded on the footage.
- 8) Following feedback already received from various parties and discussions with the parish council and local councillor, it is proposed that the following further amendments to the scheme are made before the busy summer period commences:-

- Give way markings on Peases Lane are moved forward and the parking bays opposite the Marine Road and Peases Lane junction be relocated to allow clear visibility to both vehicles and pedestrians. An area marked out for pedestrians will also be introduced on the west side of the road at the rear of the bays. This will allow safe passage for pedestrians and link up the footways.
  - An additional 7 parking places are introduced on Riverside Road. Parking restrictions have been introduced here to aid traffic movement, however, this has resulted in a loss of parking places. After discussions with Alnmouth Parish Councillors, Local County Councillors and local residents, it was agreed that it is possible to introduce 7 additional parking places and still minimise congestion.
  - The passing place outside of 9 and 10 Riverside Road will be marked out as parking places and passing place will be relocated to the south side of Riverside Road to improve visibility.
  - In order to alleviate concerns raised by the Parish Council regarding vehicles crossing onto the wrong side of the road on The Wynd, it is recommended that a centre line is introduced.
  - To ensure clarity when traveling along Riverside Road, it is recommended that No Through Road signs are introduced on Riverside Road, at a point west of its junction with Argyle Street.
- 9) The recommended changes will be the last alterations to the scheme until an assessment of the traffic scheme is made in Autumn, following the busy summer period. At this time a letter will be sent out to residents inviting them to comment with their observations before any final decision is made. This allows enough time to assess and act on any changes required, before



the Experimental Order concludes in December. This ensures any Traffic Regulation Orders run continually and are enforceable at all times.

## IMPLICATIONS ARISING OUT OF THE REPORT

<b>Policy:</b>	Consistent with existing policies
<b>Finance and value for money:</b>	Scheme is being financed from LTP
<b>Human Resources:</b>	None
<b>Property:</b>	None
<b>Equalities:</b>	None
<b>Risk Assessment:</b>	Residential and tourist area where vehicles were parking inconsiderately around village, which in turn increased congestion and reduced road safety.
<b>Crime &amp; Disorder:</b>	Scheme will reduce inconsiderate parking and promote a safer environment and anti-social behaviour.
<b>Customer considerations:</b>	Residents and visitors will benefit from reduced vehicle obstruction and congestion.
<b>Sustainability:</b>	None
<b>Consultation:</b>	Alnmouth Parish Council, the emergency services, and interested road user organisations were consulted together with the County Councillor for the area.
<b>Wards:</b>	Alnwick

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## DECISION TAKEN

**Title of Executive Member or Officer(s):**

Paul Jones: Acting Director of Local Services and Housing

**Subject:**

Alnmouth Traffic Management

**Decision Taken:**

To approve the amendments to the experimental traffic management scheme in Alnmouth following interim review.

**Signature of Director**



**Date**

