

RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR

DIRECTOR OF LOCAL SERVICES AND HOUSING: PAUL JONES

PROPOSED INTRODUCTION OF RESIDENT PERMIT HOLDERS PARKING PLACES – ARGYLE STREET, ALNMOUTH

Purpose of report:

To consider the results of the public consultation exercise, regarding the proposed introduction of resident permit parking on Argyle Street in Alnmouth.

Recommendations:

It is recommended that in view of the consultation exercise, the proposed resident permit parking scheme should be introduced as an Experimental Traffic Regulation Order.

Key issues

- 1) Two consultations held, where it was requested that a resident permit parking scheme be introduced at Argyle Street.
- 2) Visitors to Alnmouth use Argyle Street during busy periods, which prompted residents to ask for resident permit parking.
- 3) Residential properties outnumber parking places available on Argyle Street
- 4) A number of the properties on Argyle Street are holiday homes. In some cases holidaymakers can arrive in numerous vehicles.
- 5) Experimental Parking Review in Alnmouth has restricted parking on Riverside Road which will increase demand for parking in the area.

Report Author

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PROPOSED INTRODUCTION OF RESIDENT PERMIT PARKING – ARGYLE STREET, ALNMOUTH

BACKGROUND

- 1) Following the Public Consultation held in Hindmarch Hall regarding congestion and parking issues in Alnmouth, a number of residents requested “Resident Permit Parking” on Argyle Street. Concerns were raised by residents who found it difficult to find a parking place on Argyle Street, due to the large number of visitors using Argyle Street whilst visiting Alnmouth.
- 2) It has been highlighted that there are a number of holiday homes within the area, where visitors can arrive in multiple vehicles.
- 3) Out of the 43 residential properties who would be eligible for resident permits, there are only 31 on street parking places available.

CONSULTATION

- 4) These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 43 properties (including holiday homes) 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).
- 5) The consultation exercise concluded on Friday 14th October 2016 and responses were received from 24 consultees with 10 being in favour and 12 against of the proposal. Two consultee did not indicate a preference. A summary of responses received is attached in Appendix B.
- 6) On review of the comments received, it became clear that those who responded to the consultation were doing so as they had concerns regarding the introduction of a one way system on Argyle Street. Whilst most comments supported the introduction of Resident Permit Parking, they did not agree with the proposed one way system and therefore did not support the scheme. As it was decided that the one way system was not feasible, it was decided to reconsult on the Resident Permit Parking only.
- 7) It was later decided to abandon the proposed one way system due to the negative feedback received from not only residents of Argyle Street, but from all affected parties. However, a further consultation was carried out on the Introduction of Resident Permit Parking only on Argyle Street.
- 8) The second consultation was sent to the same addresses as the initial consultation. A plan showing the revised proposals is attached with a copy of the consultation letter (see Appendix C).

- 9) The second consultation exercise ended on Friday 22nd February 2017 and responses were received from 15 consultees with 11 being in favour and 4 against of the proposal. One consultee did not indicate a preference. A summary of responses is attached as Appendix D.

COMMENTS

- 10) A number of residents indicated that there are insufficient parking places for residents at present in comparison to how many properties are eligible for Resident Parking Permits - There are 43 residential properties who would be eligible for resident permits, and there are only 31 on street parking places available. Although there are more residential properties than parking places, the introduction of Resident Permit Parking will safeguard the parking places on Argyle Street for residents only by removing parking by day visitors to the area. It should be noted that the introduction of any Resident Parking scheme does not guarantee a parking place outside a property.
- 11) Concerns were also raised at the at the Area Committee of 13th March 2017, where it was mentioned that the introduction of the Resident Permit Parking on Argyle Street may have a detrimental effect on parking within the village.

RECOMMENDATIONS

- 12) 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 results of the consultation exercise show that the majority of consultees who responded did support the proposal, but there were concerns regarding the effect the Resident Permit Parking would have on the rest of the village. It is therefore recommended that the resident permit parking is introduced as an Experimental Traffic Regulation Order and will be reviewed towards the end of the experimental period.
- 13) 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 A – Copy of First Consultation Letter and Plan

Appendix B – Summary of Consultation Responses First Consultation

Appendix C – Copy of Second Consultation Letter and Plan

Appendix D – Summary of Consultation Responses Second Consultation

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Consistent with existing policies
Finance and value for money:	Funded through LTP
Human Resources:	None
Property:	None
Equalities:	None
Risk Assessment:	None
Crime & Disorder:	None
Customer considerations:	The scheme will remove inconsiderate parking allowing residents greater opportunity to park outside their property improving their quality of life.
Sustainability:	None
Consultation:	Alnmouth Parish 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: Director of Local Services and Housing

Subject:

Proposed introduction of resident permit parking on Argyle Street in Alnmouth

Consultation:

First Consultation

23 Responses received for first consultation
9 in favour
12 against
2 Neither

Second Consultation

16 Responses received for first consultation
11 in favour
4 against
1 Neither

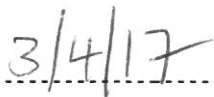
Decision Taken:

To introduce resident permit parking to Argyle Street in Alnmouth using an Experimental Traffic Regulation Order.

Signature of Director



Date



NORTHUMBERLAND

Northumberland County Council

Appendix A County Hall • Morpeth • Northumberland • NE61 2EF
• Web: www.northumberland.gov.uk

The Occupier

Our Ref: HE163311
Your Ref:
Contact: Dan Fraser
Direct Line: 01670 624125
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk
Friday 2nd September 2016

Dear Sir/Madam,

Proposed Parking Restrictions – Argyle Street – Alnmouth

Following on from the Public Consultation held in Hindmarch Hall regarding congestion and parking issues in Alnmouth, a large number of residents requested "Resident Permit Parking" on Argyle Street. Concerns were raised by residents who found it difficult to find a parking place on Argyle Street, as a large number of vehicles were using the street to park whilst visiting Alnmouth. We are therefore writing to you, asking for your comments on providing 'No Waiting at Any Time' parking restrictions, (double yellow lines), and "Resident Permit Holder Only" parking bays on Argyle Street, as shown in the attached plan. The proposed restrictions have been designed to allow larger vehicles, such as bin wagons, continued access to the street, whilst formalise parking for residents.

To make this scheme enforceable, signs and bay markings are required on the highway and residents will be asked to purchase Resident Parking Permits. (Currently £15 a year per permit). A maximum of 2 permits can be provided per household with one permit reserved for residents and one for visitor parking. As the restriction is proposed to be in place every day, anyone who did not wish to purchase a resident permit would not be able to park in the resident bays at any time.

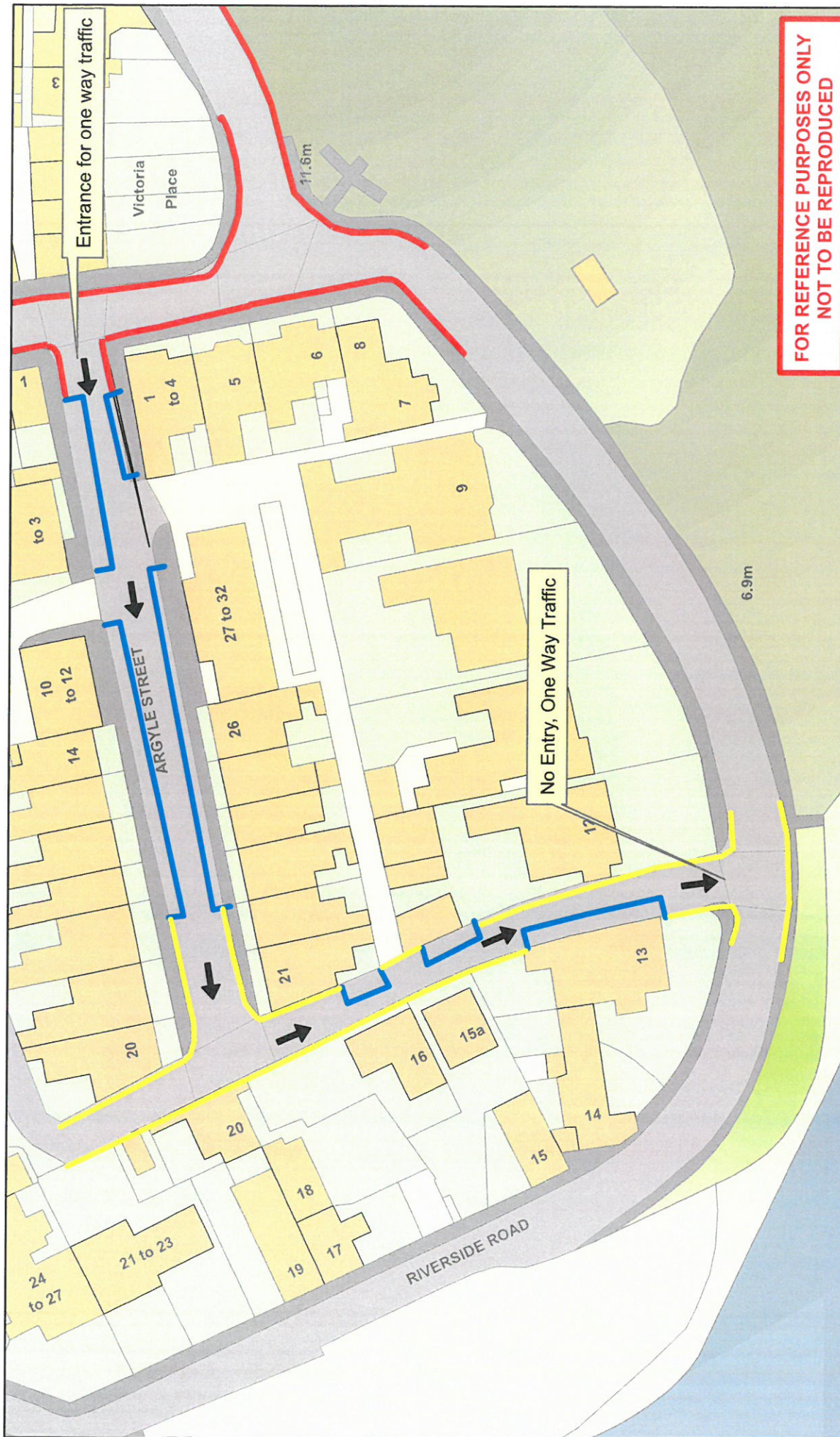
I am therefore writing formally in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) to ask for your comments on the proposals as above and shown on the enclosed plan.

A freepost response form is attached to facilitate the consultation process. I would welcome a reply by Friday 14th October 2016. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the above proposal. Regrettably, it is not possible to reply to all individual comments but staff will be on hand to clarify any queries you may have. You may also wish to note that any comments received may be included in a Decision Report and may be available for public inspection. Please visit the following web address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond to this consultation online.

Yours faithfully,



Dan Fraser
Programmes Officer (Highway Safety)



**FOR REFERENCE PURPOSES ONLY
NOT TO BE REPRODUCED**

KEY

- Existing Double Yellow Lines
- Proposed Resident Permit Parking Bays
- Proposed Double Yellow Line

Title: Argyle Street, Alnmouth
Resident Permit Parking Bays

Dm: **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

Appendix B

FOR	AGAINST	NEITHER	Other Relevant Comments
	1		The proposed parking restrictions will cause even more traffic to park on Riverside Road - which is already congested. Resident parking must also include Riverside Road as well. Otherwise Riverside Road will be unusable especially with the additional impact of one way traffic from Argyle Street.
1			I use the proposed system on a regular basis and find that on Riverside Road I encounter oncoming traffic forcing me to reverse back down to the junction. The people of Riverside Road and Garden Terrace often use Argyle Street to avoid this. Therefore I recommend a pull-in bay half way up Riverside Road. Resident parking permits. Does this take into account the residents parking at the rear of 27-32 Argyle Street you seem to have missed this on your plan. The resident parking permit holders of Alnwick have stated that non holders are still parking because the system is not supervised enough will this be rectified in Alnmouth.
1			Although I support the proposal I do wonder if it's necessary to put double yellows down as far as is proposed. That is to say outside 19 and 20 and 21 and 22 Argyle Street. It will severely limit parking and on the face of it for no good reason.
		1	Thank you for your letter dated 2nd 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		Ridiculous! No parking outside our property shorelea number 19. The problem is that several properties on Argyle Street area holiday homes with sleeping for 10! This means often holiday residents fetch three cars/property limit 2 passes/property and this may sort some of the problem. We will not accept yellow lines outside our property.
1			<p>Hi Dan,</p> <p>Many thanks for taking time to address the parking issues within Argyle Street.</p> <p>Unfortunately we have been sent no info on any additional plans which may have been given the go ahead re changes to traffic management in the village - the main one way system suggested earlier, for example, or new signs to the public beach parking. These, if they do exist, would be useful in helping us to comment on how any such plans may impact on Argyle Street. There doesn't appear to be any further info on this site either.</p> <p>However, in principle, we are happy with the idea of permit parking for residents within Argyle Street but we would like to address some aspects of the plan as it currently stands:</p> <p>PERMIT SPACES</p> <p>On the current plan, the yellow lines at the bottom of either end of the street continue too far up the road from the bottom end. (No's 21 and 20) Consequently, looking out of our window this morning, 6 full parking spaces (and actually a little more) would be lost to yellow lines at the bottom end of the street.</p> <p>The length of a single car space from the bottom of the street would give ample space for access by emergency vehicles, especially as yellow lines continue around the corners both right and left at the end of the street.</p> <p>If the yellow lines are painted in keeping with the current plan, then some residents will be forced to park on Riverside Drive instead, for example, putting pressure on parking there.</p> <p>In addition, we think that there is potential for additional permit parking bays</p> <p>a) Turning right at the bottom of Argyle Street on the right hand wall (no 20) there is space adjacent to the wall there which would neither obstruct the gateway of the property, nor affect parking at the garage a little before on the other side of the road (bit oddly also marked as no 20 on the plan, sure there's a good reason that I've missed...)</p> <p>Furthermore, following that same section of road around to the right (Behind the terraced properties, there is easily potential for a further 3 permit holder bays, if not 4, which wouldn't obstruct residential driveways there or impede emergency vehicle access)</p> <p>There is currently a sign outside of the former/current council flats at the top of Argyle Street stating that parking is for the flats only. This would need to be removed. Also, there is further potential for parking bays in the entrance roadway to these flats, where many cars presently park. I don't know if this possibility has been investigated?</p> <p>ONE WAY STREET & NO ENTRY SIGNS</p> <p>On the original plan viewed at Hindmarsh Hall, we believe that the NO ENTRY sign was positioned at the top of Argyle Street</p> <p>This has now been moved on the current plan to the current access from Riverside Drive.</p> <p>We are assuming that this one way route is not in any way connected to any bigger one way route feeding all the traffic that enters the village down this street? Probably a silly question, but as I've said we can't see any evidence of a bigger plan and we would be vehemently against Argyle</p>

		<p>Street being part of a big one way circuit directing even more traffic down the street. So, assuming that is not the case, with residential permit parking in place, there is little point in encouraging general traffic to turn down the street as unhappy drivers will then have to go around the block and head back up or down Riverside Drive to find parking spaces. This would also create more pressure on the two way traffic on Riverside Drive, which is already difficult to negotiate, with cars parked either side and traffic heading up to the main street often having to scarily back down a curved road with children/dogs getting out of cars and heading to the beach directly alongside.</p> <p>The road in Argyle Street is not in the best state of repair either, so the less traffic using it for no useful reason the better, from a maintenance point of view.</p> <p>We think that one balance the NO ENTRY sign would be better served at the top of Argyle Street and if for some reason that absolutely is not possible then we definitely need large clear signs at the entrance from Northumberland Street informing drivers that parking her is for permit holders only.</p> <p>FURTHER POINTS</p> <p>1. When similar permit parking has been suggested in nearby villages it seems that somewhere in the region of 80 percent of residents have to consent to the idea. Would that be the case in Argyle Street? It looks as though that wouldn't be the case here from the letter sent out.</p> <p>2) How will the permit parking be enforced?</p> <p>3) We really think that in addition to the parking permit spaces within Argyle Street, that a clockwise one way system around the main body of the town would benefit all residents as this would lead visitors to the beach car park access road. We meet many drivers through the village asking for directions as they actually don't know where the beach is.</p> <p>We also think that there should be large clear signs to the beach car parks. The current tiny sign isn't adequate for the many people who aren't already familiar with the layout of the village.</p> <p>Hope that this feedback is useful.</p> <p>Many thanks once again for your help in trying to sort out the parking situation here. Very much appreciated.</p>
1		<p>We agree to the proposals in principle but do not see the need to have extended double yellow lines at the bottom of Argyle Street as this will restrict the number of parking bays. Short stretches of double yellow lines similar to those at the top of Argyle Street should suffice. We also do not see the need for double yellow lines on both sides of the lane joining Argyle Street and Riverside road as this will also restrict the number of parking bays.</p>
		<p>I own the property designated 15a Riverside Road, Alnmouth on your proposal drawing for changes to the flow system and parking for residents in Argyle Street. (Please note our address is The New Boathouse, Riverside Road, NE66 2SD, Not 15a, which I believe is the address for the separate downstairs property under flat No 15.)</p> <p>The purpose of this email is to advise you of the very poor condition of the road (in Argyle Street) behind our property, and the gradual failure of the road's retaining wall. We have recently been in touch with Northumbrian Water concerning the settlement in the road at this location. This was as a result of a long term water leak under the road, which was fixed on the 25th January 2013. This leak caused erosion and ongoing settlement of the road surface since that time. a manhole cover in the road has become raised to the extent that car sumps frequently impact on it. More recently, a pothole opened up and was filled in.</p> <p>We believe that the settlement continues under our property and has caused cracking to the brickwork, but this is another matter.</p> <p>We are concerned that unless steps are taken to improve the structure of the road and its retaining wall (approximately 1.5 metres difference in the height of the road surface and our property ground level) any change that might increase the traffic flow, or direct traffic towards our side of the road (avoiding residents proposed parking locations) could cause a collapse.</p> <p>I would be grateful if you could advise by return your receipt of this advice. There appears to be nothing which might lead to a collapse in the immediate future. It is a gradual failure. However, the proposed changes to traffic in Argyle Street, with parking bays for residents and a one way system, will cause more moving vehicles to pass across the distressed western side of the road. The condition of the road must be taken into account by your department in its planning exercise.</p>
1	1	<p>One Way Traffic</p> <p>We consider that One Way Traffic down Argyle St would be detrimental because:-</p> <p>a) Traffic volume would increase as a result of the one-way signage at the top of the street.</p> <p>b) Road users are likely to travel faster than now because they will know that there will be no oncoming traffic.</p> <p>We consider that the above would combine to increase the risk to the pedestrian residents and visitors. This will pose a major health and safety concern.</p> <p>Double Yellow Lines</p> <p>We oppose the proposal of double yellow lines on Argyle St, firstly because they would cut across our property (18 Argyle St) and secondly, because there would be a reduction of already limited parking for both ourselves and for our holiday guests.</p> <p>Residential Parking Permits</p> <p>We consider that this proposal is not necessary and would negatively impact on the other streets and roads in the village.</p>

		<p>Alnmouth's current prosperity is largely down to tourism and restricting the availability of parking spaces would detrimental to tourism and visitors.</p> <p>Alnmouth Car Park</p> <p>If the surface of the car park in Alnmouth was given a major overhaul then this might encourage visitors, friends and family to use it and walk to the village centre and/or their accommodation.</p>
	1	<p>Just make Northumberland Street one way.</p> <p>My address is in Riverside Road, but the rear of my house faces up Argyle Street, and a garage to the right at the bottom of Argyle Street. From my kitchen window I have frequently witnessed the problems that lorries, tankers etc have when trying to negotiate either way at the bottom of the street due to parked cars. A few weeks ago our hopper and downpipe were hit and broken by one of these lorries. For this reason I definitely agree with yellow lines on either side at the bottom of Argyle Street. The rest of the plan would probably work well except that several of the houses are divided into two, and are holiday lets, so I can't imagine that there would be enough parking for all. However since it does not directly affect me I cannot really comment. So long as I can get access to my garage!!</p>
1		<p>Further to your letter dated 2nd September 2016, Ref: HE 163311, please let us know how many residents have actually requested residential parking – many thanks.</p> <p>Your proposals for Argyle Street cannot be considered in isolation from the other proposals concerning the rest of Alnmouth which were presented at the meeting held at the Hindmarsh Hall on 5th July 2016.</p> <p>As an example, the proposed one-way system and residential parking scheme for Argyle Street would have a significant impact on the traffic and parking on Riverside Road as it would remove the vital "escape route" along the back lane of Argyle Street, required whenever there is gridlock. As yet we do not know whether Riverside Road is to become one of the one-way systems proposed or whether the passing place is to be introduced instead. This passing place would free the often daily gridlock which occurs.</p> <p>As you may know, the request for this passing place was submitted to Mr. Jim Long in November 2012. It was under consideration for inclusion in the Local Transport Plan Programme for 2015-2016 (Ref: 05591) and is currently under consideration for 2016-2017 (Ref: 05591) and 2017-2018 (Ref: 07072).</p> <p>Please would you let us know what the proposals are for the rest of the village, so that we can place Argyle Street in context.</p> <p>Until we know, we are not in a position to comment on the proposals for Argyle Street and therefore we may not be able to submit our reply by 14th October. We therefore look forward to hearing from you as soon as possible.</p>
	1	<p>The proposal for Argyle Street will only cause more problems on Riverside road which will remain 2 way traffic and as parking appears to be reduced on Argyle Street by your proposals then more people will park on Riverside Road.</p> <p>If the proposals for Argyle Street go ahead could double yellow marked passing places be put on Riverside Road? At times of high traffic congestion cars can currently turn right or left off Riverside Road to go up Argyle Street but with the one way direction proposed this will not be possible therefore adding to the congestion on Riverside Road.</p>
	1	<p>I enclose 2 pages of some notes commenting on the proposals, ref HE 163311, dated Fri 02/09.2016, and as sent to my address at 20 Argyle St, Alnmouth NE66 2SB.</p> <p>Basically I do not support the proposals. I may be able to support a Resident Parking Permit system provided there are sufficient parking places in the Street/Lane for the likely applicants; if not then abuse or misuse of the permits could occur and residents without permits might continue to complain of insufficiency of parking!!</p>
	1	<p>Hope this is helpful.</p>
	1	<p>I thought the parking problem is Argyle Street was lack of parking - your scheme removes several parking places. The bin lorry usually reverses along the lane between Riverside Road and Argyle Street having to park cars staggered along this lane is going to cause problems even if it's one way system is in use as the lorry goes down Argyle Street there will be difficulties with your scheme. If Argyle Street is to be one way the parking on the right side of the line between Argyle Street and Riverside Road seems illogical as the cars will have to be parked 2-3 ft from the wall to allow people to get out of their cars! If Argyle Street is to be one way why are the proposed double yellow lines on the corner so long?</p>
	1	<p>I am writing about the proposed proposed parking restrictions in Argyle Street, Alnmouth. Together with my brother, I own the ground floor flat at 21 Argyle Street and our mother lives there. She is 90 years old, almost blind and not in good health and currently has two visits a day (every day) from carers.</p> <p>Clearly I am worried about parking provision for these important visits (the careers drive). I would like to know what provision can be made to accommodate the visits.</p> <p>Moving on, I have seen a plan of the proposed residents bays (attached, as there is no quotable reference on the plan) and have a number of comments about the proposal. Firstly, I understand</p>

		<p>that there are wider plans for a one way system up Riverside Road. I feel that not to include details of the entire scheme on this plan is disingenuous as it hugely impacts traffic on Argyle Street and the lane at the bottom of the street.</p> <p>I notice that the restrictions will be in force everyday (along with the double yellow lines) and have ... "have been designed to allow larger vehicles, such as bin wagons, continued access to the street..."</p> <p>So the double yellow lines are a permanent feature to allow bin wagons to collect only every two weeks... I simply don't see the logic in this line of reasoning. Other delivery lorries have no problems as the parking stands today so I really must question the extent of the double yellow lines as per the plan.</p> <p>I have a number of other comments:</p> <p>A: If part of Riverside Road is to be made one way, the increase in the volume of traffic on Argyle Street and the lane would be significant.</p> <p>B: There is a plan to build 8 new houses on Riverside Road, this would mean that all the huge lorries delivering building materials would have to access via Argyle Street and the lane.</p> <p>C: Anyone bringing a boat and trailer to the boat club would have to access via Argyle Street and the lane.</p> <p>D: The lane wasn't built for the potential increase in the volume of traffic.</p> <p>E: The retaining wall holding the lane back from the houses on Riverside Road (15a & 15b) is already in a poor state and leaning towards these properties. 15a has already had problems with subsidence.</p> <p>F: Last year a very large hole appeared at the side of my property on the lane, around 4' square by 5' deep, which the council had to investigate and fill in. This was also next to a major drain.</p> <p>G: There is no pavement on the lane and there is a lot of foot traffic. With the potential increase in the volume of traffic, I think this is a safety issue and an accident waiting to happen.</p> <p>The proposed double yellow lines at the bottom of Argyle Street, outside 18, 19, 20, 21 and 22, seem to be very excessive. You mention this is to allow bin wagons easier access. Much shorter lines would still allow access easily.</p> <p>I am sure many in the street would readily welcome residents permit parking, but the proposed yellow lines would remove 6 parking spaces from the bottom of Argyle Street and a further 4 from the lane. I feel this would cancel out any benefit from permit parking.</p> <p>If you would consider all these points I would be very grateful.</p>
	1	<p>As a mother of two young children, I am extremely concerned with the lack of parking available in the proposed plans.</p> <p>I live at 20a Argyle St and regularly use the parking spot which is to the side of this property. The side road has very little traffic. This parking spot is vital as it ensures my children can exit and enter the car safely. If there is no parking on Argyle Street, I will need to use the bays on the road towards Riverside Rd where there are no pavements. This is unsafe and dangerous for young children to be climbing in and out of a car.</p> <p>With the proposed permit parking, there is not enough space for all of the residents which will lead to some having to park on Riverside Road. I cannot understand how you think it will be feasible for every resident to have a space on Argyle Street when many houses are split into 2 meaning 4 permits per house.</p> <p>I think these plans need to seriously consider the needs of the residents who live there.</p> <p>I am very worried about these plans and I urge you to reconsider the current proposals.</p>
	1	<p>Taken as a whole we oppose the proposal. The restrictions are potentially damaging for our small business. As owners of a holiday rental business we are concerned at the scale of the proposal. Our five bedroom property regularly accommodates up to five couples or two to three families. As most people travel to Alnmouth by car then the proposed restrictions would severely damage our business.</p> <p>Such a negative impact will have a 'knock on' effect on other local people and business with whom we work closely. The problem of finding a parking space on Argyle Street is only troublesome during school holidays, especially the long summer holiday. We believe these proposals are a severe way to tackle this issue. If more than two permits per house, not flat, were to be issued and could be interchangeable for holiday guests, than our opposition to the proposed changes may be different.</p> <p>Looking at the proposed introduction of double yellow lines, I do wonder why spaces outside numbers 18, 19 and 22 Argyle Street plan to be removed. Is this absolutely necessary?</p>
	1	<p>I agree with residents permit parking bays but object to the traffic going down Argyle Street, I have lived on this street for 24 years and the traffic has always been very busy to now send more traffic down a street which has young children playing out most days is stupid!! Also its nearly all holiday lets and Tesco vans Sainsbury vans are always parked there every Friday and Saturday delivery for holiday lets the traffic will come to a standstill, and the street at the bottom where you propose the traffic to flow is far too narrow it will be a disaster waiting to happen. You will have blood on your hands doing this.</p>
1		<p>I would be happy to pay an annual fee, hopefully it will reduce the "holiday homes" traffic down argyle street, as they often have four-five cars in one household.</p>
1		<p>I believe it is a very good idea to impose these restrictions. It is important that each resident of Argyle Street is issues with 2 permits if required as I would need these - not necessarily for specific car registration numbers, just per household. We often find people from council flats also park down Argyle Street and they have a car park behind the building - need this be sorted? It has been a major issue for a long time and something must be done. Allowing up to 2 permits per household seems to be the most sensible and fair option. Perhaps a minor problem with the one way system down argyle Street would be when lorries or bin wagons have to stop to deliver etc. the traffic would be held up, this would probably just have to be endured? on the whole - the best</p>

			option. We own 3 properties that area affected by this proposal namely, Ferryside 13 Riverside Road, 13a +13b Riverside Road (the latter 2 properties are accessed via Argyle Street) As such our 3 houses are all affected by any parking issues - we note that one of the proposed bays is directly in front of 2 windows to our houses so we would require further consultation about this. Also, our approval is subject to the proposed one way system not proceeding and on condition we are provided with parking permits for our 3 houses and consulted further about the position of the proposed parking bay in front of our windows. We consider the proposed double yellow lines may be too restrictive, move parking bays may be preferable on the main part of Argyle Street. We own 13, 13a and 13 b Riverside Rd which are all affected by this proposal. Whilst we support the idea of resident and visitor parking permits in principal , we have submitted our written and more detailed comments on the forms provided as the online form does not allow us to comment on all 3 of our properties. We agree subject to the one way system NOT proceeding and also subject to our 3 properties being included in the permit system as otherwise we will have serious problems parking at our houses.
1			As joint-owner of 21a Argyle Street I wish to comment on the proposed changes to parking and traffic arrangements. This property has been the home of my mother for 36 years. She is now 90 years old, is registered partially sighted, has a hearing impairment and needs a stick to aid mobility. She currently has carers calling at the house twice a day – morning and late afternoon. The carers are provided via the Council social services by Age UK and there are perhaps about eight different staff currently involved. I would like you to assure me that this essential support for my mother is not in any way jeopardised by the proposals for double yellow lines and parking bays. It is impracticable for each carer to have a parking permit. Moreover, carers are on a tight schedule and parking far away from the house would reduce the time my mother receives. To overcome any potential problems, may I suggest that a specially designated bay - similar to a disabled parking space - is created in front of the house for the sole use of my mother's carers. It would be in use currently for two visits of 30 minutes each day - though this support is likely to increase over time. I am concerned too on my mother's behalf about the increase in traffic on the street. She currently manages to walk to the village shop most days and this requires her crossing and re-crossing Argyle Street. Her sight and hearing problems make this increasingly hazardous for her and more traffic would add considerably to the risks. I recognise she is just one individual in the street but there are many holidaymakers with young children who will also be concerned about the traffic. My suggestion is that there is a pedestrian crossing of some kind to ensure safety. The plans do not indicate how many parking bays will be available. If the plan is to have two permits per household, there is, by my reckoning, insufficient space in the street to allow this. What contingency do you have to overcome this? Even with the corners free of parked cars, I have witnessed many times the problems encountered by vehicles attempting to turn left from Argyle Street into the back lane. I question whether vehicles with a longer wheelbase than a bin lorry can easily make that manoeuvre. I suggest that there are size restrictions on the vehicles allowed to enter the street and even the village itself. Again in relation to safety, the back lane at the bottom of Argyle Street is used by residents and visitors to access the beach. It is narrow and has no pavement so the increase in traffic plus parking bays will make this a very dangerous route for pedestrians unless a pavement is created. Please record my formal objection to elements of the proposed changes. If my comments are published on a public forum, please ensure for security reasons that my mother cannot be identified from the information provided in this email. I hope you will understand our family concerns for my elderly mother and will take them into consideration.
1	1		
10	12	2	

NORTHUMBERLAND

Northumberland County Council

Appendix C County Hall • Morpeth • Northumberland • NE61 2EF
• Web: www.northumberland.gov.uk

The Occupier

Our Ref: HE163311
Your Ref:
Contact: Mr Dan Fraser
Direct Line: 01670 624125
Fax: 01670 626136
E-mail: HighwaysDesign@northumberland.gov.uk
Wednesday 11th January 2017

Dear Sir/ Madam

Proposed Parking Restrictions – Argyle Street – Alnmouth

In August 2016 a consultation for resident permit parking was sent out to residents of Argyle Street, following requests made at the public consultation in Hindmarch Hall. The consultation exercise ended on 14th October 2016 and the results showed that a significant amount of consultees who responded had selected "NO" when asked if they supported the proposal, commented they did not want a one way on Argyle Street, but then give positive feedback in the comments section regarding the resident permit parking proposal.

As the concept of a one way on Argyle Street has now been abandoned and the experimental restrictions introduced throughout Alnmouth have been in place for a number of weeks now, we have decided to canvas resident's opinion again on Resident Permit Parking only on Argyle Street. Please be mindful that this consultation only relates to the introduction of Resident Permit Parking on Argyle Street and any comments made should only relate to Resident Permit Parking on Argyle Street.


If Resident Permit Parking is introduced, each residential property will be offered 2 resident parking permits with a charge of £15 per permit. It must also be considered that there are insufficient parking places to accommodate the potential uptake of permits. Therefore a parking place is not guaranteed and will work on a first come, first serve basis as it does now, except there will be no competition for a parking place from non-residents.

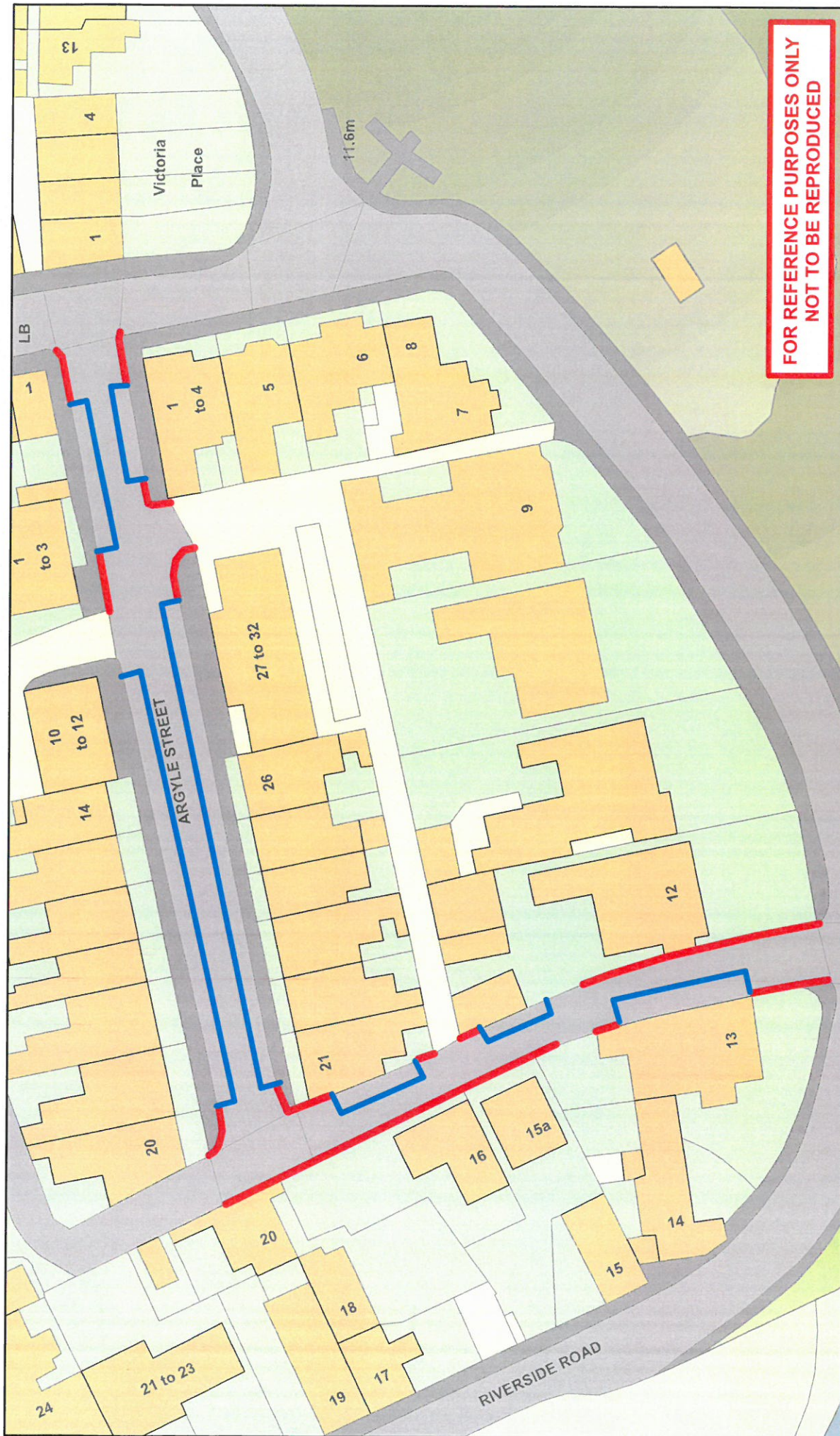
Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a report, to the Executive Director of Local Services and may be available for public inspection. The closing date for any comments you may wish to make is Wednesday 22nd February 2017.

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 businesses who take time to return the consultation form. If no comments are received by the closing date it will be assumed that you do not wish to make any representations.


I thank you for your assistance in this matter.

Yours faithfully


Dan Fraser
Programmes Officer (Highway Safety)



FOR REFERENCE PURPOSES ONLY
NOT TO BE REPRODUCED

 Northumberland County Council		Network Management Information System		<p>KEY</p> <p>Existing Double Yellow Line</p> <p>Proposed Resident Permit Parking</p>	
		Argyle Street, Alnmouth Resident Permit Parking Bays		Title:	
				Scale:	
		Drn:		Date:	
				Scale:	
		This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2009).		Drn:	
				Date:	
		Northumberland County Council County Hall Morpeth Northumberland NE61 2EF Tel: 01670 533000		Title:	
				Scale:	

Appendix D

FOR	AGAINST	NEITHER	Other Relevant Comments
1			<p>First of all as part of the group of Argyle Street residents, who first put pressure on the parish council for action to prevent the street continuing as a dumping ground for day visitors and overspill Northumbria Coast and Country Cottages guests, I want to applaud the difference that the road measures and one way system has already made. So far so good.</p> <p>We at 22 would certainly buy into the permit scheme.</p> <p>If that is a no goer in the end I wonder if a couple of "no through signs" at the top of the Argyle Street would help. Similar signs are at the top of Riverside Road which seems to have some effect.</p> <p>A last word of congratulation for the efficiency and courtesy of your teams on the ground during the original work and follow up tweaks.</p>
		1	<p>Thank you for your letter dated 11th January 2017 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.</p>
	1		<p>Our comments regarding the above are as follows:</p> <p>We strongly object to the concept of Resident Permit Parking on Argyle Street.</p> <p>Although there is a cost attached to the permits there is no guarantee of there being a parking space available as there are more residents than spaces available.</p> <p>We consider that the parking lines on Argyle Street and throughout the rest of the village are unsightly and unnecessary. Drivers know where they cannot park (yellow lines) and so the addition of white lines elsewhere add nothing to the village, other than spoil the aesthetics throughout. The lines that delineate a space for each vehicle appear to differ in size and reduce the efficiency of the available parking space overall.</p>
	1		<p>I do not support the parking permit scheme unless permit parking places are also made available for 9-12 Riverside Road with permits for those residents. Resident parking on Argyle Street will increase the amount of visitors who will be forced to theme park in the limited spaces down Riverside Road. Therefore - I would only support this if residents permits and spaces were given to Riverside Road residents as well.</p>
	1		<p>Not enough spaces so will not help getting parked.</p>
1			
1			<p>I agree to proposed parking in Argyle Street and would have a permit and willing to pay £15.00. But where is all the parking bays to accommodate all the cars in Argyle Street? We have a notice up saying Argyle Flats parking only and no one takes any notice of these regulations!! Would the bays be marked with your number on or would there be a sign saying permit holders only? I'd require two bays so if there will be enough parking bays yes it would be a good idea.</p>
1			<p>I am in favour of parking restrictions and resident permits, so long as the system is policed adequately. From observations and comments by the permit holders of Alnwick, non holders still use the residential bays for parking. I would like to see the residential parking space provided behind flats 27-32 to be included in this system, if not non residential permit holders will use it. PS has the name been changed?</p>
1			<p>Please note, there is still a give way sign on the Wynd in Alnmouth which is misleading as traffic has the right of way at the junction with Northumberland Street.</p>
	1		<p>We need more parking bays in Argyle Street, Alnmouth, I am concerned I will buy a permit and I will not get a parking bay... I am very confused? What will my friend do when they visit. I find it difficult to walk and have not applied for a disabled badge so I am concerned about that too.</p>
1			<p>I fully support the proposed parking permit scheme for Argyle Street, however please note that as many of the properties are holiday lets that the contact addresses for the owners may differ from those on this letter. It will also be important to ensure that permits used by holiday let guests are appropriately managed by the owners.</p>
1			<p>If the double yellow lines and the one way system continues there will have to be parking permits. It is impossible to park on Argyle Street now Please let us have parking permits!</p>
1			<p>I am not however in favour of the double yellow lines along Argyle St, and more importantly along</p>

			the lane leading from argyle St to Riverside Road. There has never been a parking problem in either area **** for the number of cars, particularly during the summer months. The double yellow lines in both areas are a waste of time. Nobody, for example, ever parks along the left hand side of the lane. I am in favour of residents parking but not the complicated scheme that is proposed.
1			Blekhorn
1			I am supportive of permits being issued for residents parking. However there is a shortage of parking bays which needs to be addressed as far as possible, comments as follows:- 1. Reduce lengths of double yellow lines, and perhaps length of parking bays, in order to provide more parking bays. Should be able to create 2 extra bays one either side of road. 2. In the lane from Argyle Street to Riverside Road, move the bays created at the south end (adjacent to No13 Riverside) to the opposite side of the lane (outside No12 Riverside). This has two effects - it creates an extra parking bay and it allows the NCC waste collection vehicle on easier reversing movement along the lane for bin emptying and waste collection. (both the parking outside No 12 and the reversing of the NCC waste collection vehicle have operated this way satisfactory for collection vehicle has difficulty reversing through oppositely set parking bays. 3. Find/Create more parking for Alnmouth (and thus Argyle Street) as a whole.
1			Parking restrictions and the one way system will be so good for tourism and residents - tourists will appreciate the sleepy nature of the town more, a big reason for coming in the first place, and immediately notice a difference from the urban life. For residents, whose opinions matter far more in this, the benefits of reduced traffic are obvious and would not need any more time explaining!
11	4	1	