



Northumberland County Council

RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Paul Jones – Director of Environment & Transport

Proposed Prohibition of Motor Vehicles (Except for Access & Local Buses) – Craster

Cabinet Member: Councillor John Riddle, Improving Our Roads & Highways

12 April 2024

Purpose of Report

This report sets out the background to the proposal to introduce a 'Prohibition of Motor Vehicles Except for Access and Local Buses' restriction covering the extents of Craster village following the completion of a trial period in March 2022.

Recommendation

It is recommended that the proposed new traffic restrictions at Craster are implemented on a permanent basis.

Link to Corporate Plan

This report is relevant to the following key themes in the Corporate Plan for 2023-26:

'Thriving Places and Culture – Neighbourhoods are safe, clean and well maintained'

Key Issues

1. Northumberland County Council (NCC) has been made aware of concerns regarding indiscriminate parking in the village of Craster.
2. New traffic restrictions in the form of a vehicle ban into the village with exemptions for access where required were introduced on an experimental basis in order to alleviate these concerns.

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3. Following completion of the trial and a review of the restrictions which were implemented, NCC intends to introduce a 'Prohibition of Motor Vehicles' restriction with minor amendments and similar exemptions for access.
4. The scheme is supported by the local County Councillor and Craster Parish Council.
5. The scheme is to be funded through the 2024/25 Local Transport Plan (LTP) programme.

Background

The village of Craster is situated on the Northumberland coastline, making it a popular destination for visitors and tourists especially in the summer season. This has become more apparent in recent years due to the increase of ownership in holiday homes within the village, promotion of Dunstanburgh Castle by English Heritage, promotion of coastal walks and the rise in footfall following the end of Covid restrictions.

Most of the kerbside space within the village is regulated by waiting restrictions in the form of double yellow lines to prohibit obstructive parking, so there is a high demand for available parking in its derestricted streets.

Entry to the village by motor vehicle can only be accessed via the C74 road and whilst signage was denoted to encourage use of the off-street car park (Quarry Car Park) at the gateway of Craster as opposed to entering the village itself to search for parking spaces, no formal restrictions had previously been in place to discourage it. In March 2021, NCC introduced a 'Prohibition of Vehicles' with exemptions for access restriction on an experimental basis to coincide with new traffic calming measures at the entrance to Craster in an effort to displace non-residential parking within the village into Quarry Car Park.

The aim of the scheme has been to encourage visitors to use the existing car parking facilities and walk into the village, promoting active travel and environmentally friendly measures in the process. Benefits of this type of restriction include the avoidance of any further waiting restrictions which would thereby reduce parking for residents, but also reduces the need for sign clutter in a conservation area, as only the gateway signage is required.



Fig. 1: New layout at Craster village gateway with 'Prohibition of Vehicles' signage

Surveys conducted by NCC Officers throughout the operation of the scheme included: speed/vehicular traffic counts, video surveys, photographic evidence and ad-hoc visits to the area which indicated that kerbside space was always available for parking within the village. Emergency services were invited to comment during the experimental period – Northumbria Police advised that there were no recorded collisions or adverse comments on the operation of the scheme, whilst the Royal National Lifeboat Institution (RNLI), who operate a station within the village, did not report any recorded delays following construction of the new gateway features.

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Residents were also invited to submit feedback regarding the new road layout and traffic restrictions during the experimental process, with the responses available to view in Appendix A. In respect of the 'Prohibition of Motor Vehicles' restriction and whilst generally in support of such a measure, suggestions were made to improve the existing signage and the ability to enforce the restriction. These concerns are addressed via the proposed measures in the next section, whereas the requests for residents' only parking to be introduced are noted but such restrictions would not be considered as the Council would only introduce 'shared-use' schemes of this nature i.e. parking bays/areas for both residents with valid permits and visitors to the area to use simultaneously for a limited waiting time period, so as to support local businesses, and this is not what was being requested.

Proposal

In conjunction with the Police, who are responsible for the enforcement of such moving traffic offences, it is proposed to implement the restriction in the same location point, although following a review of the legal Order and the existing regulatory signage at the village gateway by NCC Officers, small amendments are required for the restrictions to operate effectively on a permanent basis:

- The current provisions would unnecessarily prohibit too many road users from entering the village without a need for access, for instance bicycles, taxis and Blue Badge holders. This does not comply with NCC's policy of encouraging active travel and a sustainable environment;
- Supplementary signage provisions inform road users that buses in general are exempt, however this should only apply to local bus services with operating routes into the village.

An overview of how the amended signage would be displayed to denote the restrictions can be viewed in Figure 2 below.



Fig. 2: Proposed new traffic sign to indicate movement restrictions at the gateway to Craster village

It is anticipated that the new restrictions and amended signage will be installed as part of the overall works to improve further gateway features into Craster, which are programmed for the 2024/25 financial year.

Enforcement of such measures is acknowledged to be difficult, however a Police presence in the village during the early stages of the trial and when

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resources were available have been encouraging. It is therefore proposed to introduce the above restrictions permanently in an effort to deter motor vehicles from entering and parking in the village and for continuity with the availability of on-street parking observed for residents.

The proposal is intended to increase road safety, maintain the free flow of traffic where possible and to protect the amenity of the area. Northumbria Police, other emergency services, relevant statutory consultees and directly affected properties will be notified of this amendment as part of the process for making the Traffic Regulation Order.

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Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	Scheme will be financed through the LTP 2024/25 programme
Legal	Motorists will be required to comply with the Traffic Regulation Order
Procurement	None
Human Resources	None
Property	None
Equalities Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	The proposal is designed to reduce the risks associated with indiscriminate parking
Crime & Disorder	Regulations in place to carry out enforcement.
Customer Consideration	Statutory consultees and residents have been consulted as part of the experimental process
Carbon reduction	A reduction in vehicular traffic can lead to reduced emissions and improved air quality
Wards	Longhoughton

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Background Papers

File reference – S:\Highways\PROJECT\21\HF Local Safety Schemes\Rural Road Schemes\HF214146 - Craster Village

Author

Report Author **William Binks, Programme Officer**

DECISION TAKEN

Title of Officer	Director of Environment & Transport
Subject	Proposed 'Prohibition of Motor Vehicles Except for Access and Local Buses' restriction at Craster
Consultation	For: 10 (56%) Against: 4 (22%) Neither: 4 (22%)
Decision Taken	To introduce a new 'Prohibition of Motor Vehicles Except for Access and Local Buses' restriction at Craster

Signature of Director



Date

16th April 2024

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Appendix A

Experimental Period Responses

F = For, A = Against, N = Neither

F	A	N	Comments
		1	With some dismay we see that the Craster car park resident consultation has been bulldozed out of the way for this ridiculous new scheme which is totally unworkable and un-policeable. You have not consulted any of the village people, you have not consulted the Lifeboat Service or the Coastguard who rely on rapid access to many areas with the village nor have you consulted the local businesses like the Public House (Jolly Fisherman or the Shoreline Cafe or the Painting Gallery among others. This cannot be seen as fostering good relations with us villagers nor does it appear democratic in any way. Consultations are there for a reason. Is this seen as best practice for the benefit of unconsulted residents? You represent the people can I suggest you do this so as to foster good ongoing relations please. Would you please answer the following questions for us: 1) Why have you as representatives of NCC ignored the wishes of the villagers of Craster after a majority wished for the permit scheme? 2) What is the point of a consultation? Is there a "legal" boundary that has been breached here? 3) Why have you not had a consultation regarding this new proposal? 4) Are the thoughts of the villagers of no importance considering we have to live here and you do not?
		1	A portion of my operational crew travel from outside of the immediate village for emergency calls and I would be interested to try and understand if NCC foresee any additional traffic congestion along the road before the chicane. I have taken the presumption that the operational crew would fall under the "for access only" portion of the traffic restrictions.
		1	Following your recent letter about your proposed scheme at Craster. My only concern is that we have a storage shed and compound in the car park where we store packaging and 2 or our vans and 1 lorry. We have to be able to turn right out of the car park to load and unload goods at our premises at the village. It would be impractical to have to turn left and try turning somewhere to come back (one of the vehicles is too high to go through the Arch at Craster Towers). In your letter you state "Should the car park be full vehicles will then be directed to the overflow car park" How do you propose this to happen? currently there are a stream of cars going in and around the car park looking for a space, and obviously if none the leave. Vehicles waiting to go into the car park see these leave and presume that there is a space and so the merry go round continues. If vehicles are backing up to go into the car park this will block the road completely for any vehicles leaving the village unless a keep clear area is designed at the entrance. These are my observations as someone who probably use the car park more than most and obviously I have to ensure that my business can run as smoothly as possible.
		1	Looking at the plan for the new entrance to Craster I would like to raise the following concerns 1) No consideration has been given to the fact that a large percentage of visitors walk into and out of the village on the south side of the road. 2) What kind of bottle neck will there be with pedestrians trying to cross the road at the car park entrance, cars trying to exit the village but giving way to car park traffic and cars trying to enter the village? 3) Leaving the village, we manoeuvre past the visitors walking up the road, then wait to get through the chicane while we wait for visitors to cross the road and then wait for cars both entering and exiting the car park. This is just ridiculous. 4) Residents and visitors coming into the village will have to wait for all those exiting to overcome their delays. This will create outrage and refuel animosity towards visitors. It would appear that NCC policy is geared clearly towards the Tourist Experience to the detriment of Craster residents. As the owner of land and premises within Craster inner quarry car park I am writing to lodge my objection to the experimental traffic regulation order at the entrance to Craster Car Park. The following are my reasons. The current road layout, with the located tubs requires me when turning left out of the car park with a large vehicle via the new main road, to cross over the white lines into the way of oncoming

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		<p>vehicles. The two pedestrian crossing points from the car park to the north path before the chicane is causing confusion for pedestrians and motorists. The signage is confusing, not clear enough and creating a dangerous situation. I have witnessed vehicles leaving the village not stopping at the junction when other vehicles have been entering and leaving the car park. I myself when turning right into Craster from the car park on the main road experienced someone who did not stop at the junction and drove straight across in front of me. This was in the early evening when traffic was lighter. I believe drivers see the road ahead is clear and don't realise that traffic from the car park is on the main road and have right of way. When turning left into the car park from Craster it is impossible to stay on your side of the road creating problems when vehicles are leaving the car park. This is even worse for larger vehicles. The entrance becomes a bottle neck when the car park is full. Drivers block the entrance and exit into the car park which in turn creates a problem for cars trying to leave the village - unable to cross at the give way sign. Maybe investing some of the car park income on a sign at the entrance indicating spaces left/car park full will assist in reducing the bottleneck congestion. It would be a wise investment to widen entrance between inner and outer carparks as pedestrians walk on both sides of the road. They can't use the marked walkway because of overgrown brambles and shrubs. A maintenance plan for this area is essential to keep the walkway clear and useable.</p>
1		<p>Thank you for the information letter dated 8th February 2021 outlining the plan for an experimental pedestrian zone in Craster Village. The plan is an excellent idea and is well thought out; however, I feel that a small change would improve it. A significant number of personnel in the Craster RNLI live just outside of the village and need unhindered access to the Boathouse during a callout. During busy times in summer the opposing traffic priority by the island (between the car park entrance and Harbour) could delay crews entering Craster. This could be further exacerbated by traffic exiting Craster waiting for vehicles turning into the car park and thus blocking access to Craster. Any delay in launching a lifeboat can be critical in conducting a successful rescue. In addition, any emergency vehicles entering Craster could also be delayed by the opposing traffic priority. I propose that the traffic island be placed on the other (south) side of the road, thus, providing traffic priority to vehicles entering Craster. Also, perhaps the island could be placed a little nearer the Harbour so there is sufficient length between the car park entrance and the island for a bus or articulated lorry to wait while traffic enters the car park.</p>
1		<p>Furthest to your letter 6 February which "introduces" the residents of Craster to your proposed developments for traffic management. Clearly, from the extent of your detailed plans, this was already fully fledged long before the recent consultation meeting with residents. At the meeting no account was taken of residents views though it is ourselves who swallow the impact of tourism on our lives, an impact which is already intolerable in high season. This scheme shows no understanding of the volume of traffic at peak times. Was a traffic count actually taken in the village? Each weekend, and through much of the summer holiday, I witness as many as fifty cars a day turn left on Dunstanburgh Road drive along it and make U-turns back into the village because there is no 'No left turn' sign on the road, and at the south end of the village this runs to hundreds each day. An out of village adequate carpark is the only real solution with residents permits within the village. All your indicative drawings are funnelling traffic off the approach road into a one-way pinch point at the entrance to the upper car park (by the recycling bins). As soon as the carpark is full there will be cars jammed face to face with no turning space at this pinch point. This will cause a traffic freeze on the approach road, and residents will neither be able to get into or out of the village - especially as I note priority is given to tourist coming into the village and not to residents needing to get out for essential trips - work, shopping, doctors' appointments etc. Any local looking at this overwrought traffic design, will anticipate this scheme being unworkable and causing daily frustration for residents forced to wait endlessly while incoming traffic sorts itself out. The numerous unsightly oak barrels will make the village look more like a brewery than the residential community it is, and it seems you expect the villagers to plant and maintain them? Why would/should they? Do residents of Morpeth tend the beautiful flowers displays there, I think not. These bins will simply become repositories for rubbish. If they are unwanted by the village they will not</p>

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		<p>prompt civic pride, as this is not the traffic solution residents are seeking. Please go back to the feedback you have been given by residents, who unlike tourist pay rates to live here, and make more considered response to this issue.</p>
	1	<p>Thank you for your reply to the questions I raised with the Parish clerk. Whilst your response provides a great deal of information I am still not clear on how these traffic regulations will improve the quality of life for Craster residents and how they will work in practice and everyone complies with the Law. Perhaps through the provision of a few currently accepted practices you will be able to advise how these can continue under the new Traffic Regulations. RESIDENTS 1) The village "bottle bank" is located near the entrance of the upper level of the car park. People with substantial quantities of glass and bottles normally drive straight to the bottle bank by turning left in to the car park and egressing by turning right to take them back to the village. Under the new system they will be driving into oncoming traffic which could cause delay and great inconvenience to all road users. 2) Those with boats in the Harbour normally find a legal parking place near the Harbour. Often on Dunstanburgh Road. Thus giving access to their boats for use and maintenance. Under the new Traffic Regulations there will be no change to this entitlement. 3) Craster Coastal Rowing club keep one of their Skiffs (23ft long rowing boats) in the Harbour and a second skiff in Robson's compound in the quarry. Access is therefore required at all times for rowing and maintenance. This means boats on trailers entering and exiting from the car park which could cause major hold ups at busy times especially when reverse launching from the road and down the ramp is to follow. VISITORS/NON RESIDENTS 1) Regular visitors to Craster know where and when they can currently legally park Under the new Traffic Regulations they must have a legitimate reason to drive and park for access. Access to what? Homes? Buildings? Harbour? Rights of way? Gardens? Pub? Cafe? Caste? Art Gallery, and kipper yard? 2) Members of the Craster Coastal Rowing Club are not all residents but have the same rights of access and towing boats and trailers as resident members. Do they have the same permission to drive and park as resident members? 3) With agreement of the Harbour Owner other Skiff clubs are able to launch and recover at Craster Harbour. On occasions there have been 12+ skiffs launching and recovering at the same time. Are the new traffic measures designed to accommodate for this? 4) Not all boats owners are residents. Some have permanent berths and moorings while others are regular visitors. Are they able to drive and park to access, launch and maintain their boats? COMPLIANCE For the Experimental Scheme to be judged successful or a failure enforcement must be seen to take place. According to the Northumberland County Council Record of Decisions Taken by XX dated 17 February 2021, responsibility for "Enforcement of restrictions may be carried out by both NCC Parking Services and Northumbria Police (dependent on the infringement). Although somewhat ambiguous this does imply that the scheme will be policed. Please advise how civic minded residents who wish to help the enforcement of the law, can report drivers who they suspect have infringed the regulations. I wish to object to this scheme on the ground that the RTO is unenforceable. This has been confirmed by the Police. The signs which refer to Restricted Parking are therefore deceiving drivers because they state 'Enforcement in Operation'. Any scheme based upon a lie is immoral.</p>
1		<p>Despite the introduction of the new traffic scheme in Craster non resident cars have been parked along Dunstanburgh Road for the past two afternoons 13 & 14 April. At the most 4 of the cars belong to residents. I notice that additions signs have been placed in the village. Although welcome they are too small that they are difficult to spot never mind read. The one at the end of Dunstanburgh Road is obscured by existing signage. The new signs are too small to be read. I asked a lady who was parking her car on Dunstanburgh Road this morning if she was aware that Craster was now a restricted parking zone. To cut a long story short she was totally amazed by this and had not noticed any of the signs. She was concerned in case she got a ticket but decided that there was no way of identifying her car as a non resident so she would risk it and she proceeded to set off on a walk with her dogs. The sign at the end of Dunstanburgh Road cannot be read as you are entering the village as it is obscured by other signs. May 9th. The present proposals are not working. There were visitors cars parked all along Dunstanburgh Road all day today. This happens practically on a daily basis unless the weather is atrocious. The scheme continues to not work. By 10.30 this morning 20 May 21 there were</p>

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		cars parked all the way along Dunstranburth Road. At least half of them belonged to visitors. The signage needs to be improved. One of the cars today was even parked on a part of the road that had KEEP CLEAR written on it.
1		I was in Craster yesterday and I thought the better arrangement of the tubs beside the Quarry Car park looked really good and now that flowers are planted in them, the entry point into the village especially on such a lovely day as it was yesterday looked positively Mediterranean! It was a real shame they weren't in that particular position immediately they were put into place as we all got a really bad press. I was disappointed to see at the farthest end of Craster in South Acres while I was walking around, 3 cars pulled up and people got out with dogs etc. and started walking. There were plenty of places in the car park because that is where I had parked. I don't think there will ever be a perfect solution in Craster but I did try as I walked around to quash some myths about resident car parking permits. One man who has been the most difficult to deal with said that he had a driveway and he didn't need any parking permits but he would still ordering 2 permits and would lend them out to others!!! Another said that they allowed you to park at your own front door!! I just wanted to alert you to the fact that a lot of the residents don't fully understand the parking permit restrictions and are totally focused in putting this system into place.
1		I support the idea in principle but the actual implementation is dangerous in its design. I have seen a number of near misses at the chicane and believe that the barrels at the edge of the car park distract from the barrels after the chicane and make it look as though there is a problem with access to the car park. The signage does not refer to 'pedestrian zone' and uses strange phraseology such as "protect our village" which isn't explicit enough. The signage appears excessive for an AONB area. A mini roundabout may have been a better way forward.
1		I wrote on 18 March expressing my concerns about the signage for the experimental pedestrian zone. Craster Village. As we are getting into the days of finer weather and the number of day visitors to Craster is increasing it is clear that my fears expressed about the compliance to the order are sadly being proven right. Although it is by no means a scientific study, once again the occupants of every car I have approached when the car has been parking on Dunstranburth Road all claim that they saw no signage regarding the pedestrian zone before entering the village. An upgrade to the signage is required urgently if the village is to see any benefit from the scheme. As the area around the existing single small sign opposite the entrance to the car park is extremely cluttered visually. I wonder if there would be any benefit in clearing away a lot of that clutter by removing the tubs and chicane and instead having a mini roundabout at the entrance to the car park. The removal of the tubs and chicane would enable larger signs to be erected on the exit from the mini-roundabout towards Craster, pretty much in the eye-line of drivers, to give notice of the pedestrian zone. I also understand that officer from the Highways Department have carried out site visits to the village and have met a number of residents from the southern part of the village who have rather forcefully made the point that the scheme is not working. I have been told the outcome of the discussion on one of the stie visit is that additional "No Entry Except for Access" type signage is to be erected at the entrance to Heugh Road and Heugh Wynd. If that is correct, could I ask that similar signage be erected at the entrance to Dunstanburgh Road as that suffers equally from the problem of parking by unauthorized vehicles which have entered the village. As a more radical proposal, is the area actually covered by the scheme too large to be effective? Rather than a blanket ban, would the scheme be more effective if it was only applied to the residential parts of the village (i.e. Heugh Road/Heugh Wynd/South Arces, Whin Hill and Dunstanburgh Road) with prominent signage at the entrance to those streets/roads? The nudges to push drivers towards the Car Park and not the entire village would still be required but it would make the restricted area a lot more specific and probably more steadily understandable to visitors to the village. Perhaps one that those more expert in the matter of traffic engineering could consider. I certainly do not hold the same view in the village that the scheme is an unmitigated disaster but I do think that the application of the scheme would benefit if things like the signage were improved.
	1	Dear sirs, I notice today that new signage has been erected around the village informing people that they are in a RESTRICTED PARKING ZONE and that

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		<p>unauthorised parking was not allowed and that enforcement was in operation! When pointing this out to a member of staff from the JOLLYFISHERMAN PUBLIC HOUSE that was parking outside the houses on Heugh Wynd, I was given a mouthful of abuse and hand gestures and told that the staff have been told to park there and there was nothing we could do about it. On hearing this I then walked down to Heugh Road and took photos of all the vehicles parked that should not be allowed to park, even the pub owner. parked on Heugh Road when it could be parked outside their own house on the north side of the village.</p>
	1	<p>I object to the current scheme unless it is supported by enforcement and better signage. Too many visitors ignore the instructions to park in the Quarry car park.</p>
	1	<p>As a resident who lives in Chapel Row, I can categorically state that the traffic flows along Dunstanburgh Road are pretty much the same (possibly worse this year) as they have always been in the summer months. That is, a remarkable number of visitors drive along to the end, turn round and drive back when they realise it is a dead end. Camper vans especially cause difficulties, as they have trouble turning round at the castle gate. There is a constant issue with traffic and pedestrians as the pavements are narrow or non-existent. I suggest that the signage at the harbour end is lacking. However, putting 'no through road ' signs on posts at the harbour end of the road, which is proposed by the traffic consultant is not the answer as the street scene of the historic harbour would be adversely affected, and anything placed on the houses side would affect the parking for the properties at the corner beside West End. The fact that it is a no through road will not stop curious drivers from venturing along the road, if only to look at the view. They need to be stopped from entering the village in the first place (unless perhaps with a disabled sticker as such persons might not manage the walk from the car park). I'd like to suggest that the signage at the entrance to the village be made much more explicit, and signs much bigger, as currently anyone challenged about driving in looking for free parking just says they never saw the current signage. Something along the lines of ALL VISITORS TURN HERE (INTO THE CAR PARK). ACCESS FOR RESIDENTS ONLY PAST THIS POINT. I do not wish to comment on the proposed residents parking for Dunstanburgh Rd until I see what the scheme would comprise.</p>
	1	<p>There is no enforcement of the order. Heugh Road has become a car park. With the level of traffic going to and for looking for car parking space it is at times impossible to get out of the drive from both properties on to the road. Heugh Road has become a single track road with no passing places. Cars, motorhomes, caravans and large delivery vehicles us a road that was not designed for this level or type of traffic. People park so close to the junction of Heugh Road and Heugh Wynd beside the play park they obstruct line of sight making it dangerous at that junction. There should be double yellow lines around that junction. With the large amount of traffic, cyclists and pedestrians walking on the road it is a serious accident just waiting to happen. The current scheme may have encouraged SOME more people to use the car park but all visitors should be directed to the car park and leave the roads of the village for the use of those living and working in the village. The village roads were never designed to cope with the volume of vehicles and pedestrians we now experience.</p>
	1	<p>This traffic proposal does not address the problem of indiscriminate parking in the village by visitors which totally disrupts the lives of the residents. Agreed it goes a little way to slowing down vehicles entering the village, but requires enforcement of a resident parking scheme to work properly as a permanent full time resident of Dunstanburgh Road Craster. This house is the only property I own. I wish to make the following comments. The idea of directing the traffic into the car park rather than the village is an excellent one. However it has been very poorly executed. From a motorist's point of view the layout is confusing and dangerous. It needs to be totally reconsidered. Signage needs to be vastly improved. Perhaps a mini roundabout would be a safer less confusing option. The pedestrian access to and exit from the car park needs to be made safer. Unfortunately the scheme has not resulted in deterring people from parking in the village.</p>
	1	<p>The scheme was introduced as a response to a vote by the village in favour of residents only parking. This scheme has not had much visible impact along Dunstanburgh Road. We still get a lot of non-residents cars parking there. Most of</p>

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		<p>the houses on Dunstanburgh Road are holiday lets and it is not unusual for visitors to arrive with more than one car per property [indeed it is not unusual for them to have 3 or more]. There is not the space for non residents to park there. The problem is particularly bad late morning and late afternoon. We have an added problem on Dunstanburgh Road. It is a no through road. People drive along it either just to enjoy the view or because they think they can get nearer to Dunstanburgh Castle. They have to turn around and drive out again. It is not unusual to have well over 100 vehicle movements an hour along the narrow road. Dunstanburgh Road is the only way pedestrians can access the castle. This highly popular walk is taken by an awful lot of people every day [the castle will be able to supply you with the numbers who actually make as afar as the entrance to the castle]. It is an accident waiting to happen. Extremely dangerous. NCC need to address the access and vehicular movement along Dunstanburgh Road as a matter of urgency. Enforcement will be the key to the success of any scheme NCC decide to put in place.</p>
1		<p>While some sort of scheme is needed to reduce the amount of traffic in Craster it is impossible to judge the effectiveness of the Experimental Scheme due to the inadequacy of signage. The only sign advising of the Restricted Access Zone is of the smallest legal size and on a pole behind the footway on the left hand side of the road directly on the junction to the car park. It is impossible for visitors to read this sign as their attention is taken by the road layout of confusing white lines as well as the temporary tubs to form the chicane just past the junction. It is only anecdotal evidence but there are many cars each day parking on Dunstanburgh Road as tourists rather than as people requiring access and not one that I have approached has acknowledged that they have seen any signs warning that they were entering a restricted access zone. Until effective signage is in place there is no way of knowing whether the experimental scheme will actually achieve its objective. It should also be remembered that although the whole village has problems, Dunstanburgh Road is more badly affected than most other parts of the village due to the signage pointing the way to Dunstanburgh Castle along Dunstanburgh Road with no indication that there is pedestrian access only. At busy times we see over 100 vehicle movements per hour past our front door which is ridiculous for a 200 yard cul-de-sac. Again effective signage is needed whether the experimental scheme becomes permanent or is withdrawn. As an addendum to my comment posted yesterday and given reference 101007377735, it should be noted that a significant number of the vehicles going backwards and forwards along Dunstanburgh Road are camper vans and cars towing caravans. There is limited turning space at the end of the Dunstanburgh Road cul-de-sac and these vehicles may cause damage to the footway, gardens, garden walls etc when trying to turn round to come back along Dunstanburgh Road.</p>
10	4	4