

NORTHUMBERLAND

Northumberland County Council

RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR - PLACE

Executive Director - Place - Barry Rowland

PROPOSED 'RESIDENT PERMIT PARKING' AND 'NO WAITING AT ANY TIME' RESTRICTIONS – GREENSES - BERWICK

Purpose of report:

To consider introducing 'Resident permit Parking and 'No waiting at Any Time' restrictions on Low Greens and High Greens in Berwick

Recommendations:

It is recommended that the Executive Director - Place agrees the proposals set out in the report relating to;

1) The provision of 'Resident Permit Parking' and No Waiting at Any Time' restrictions on Low Greens and High Greens in Berwick

Key issues

- 1) The area is used as an overflow to the Railway Station Car Park.
 - 2) Parking takes place to avoid charges within the Railway Station Car Park
 - 3) Vehicles can be left outside residential properties for several days at a time
 - 4) A high level of parking is attributed to Holy Trinity First School during pick up and drop off times.
-

Report Author Paul McKenna – Senior Transport Projects Engineer
(01670) 624129
Paul.McKenna@Northumberland.gov.uk

PROPOSED 'RESIDENT PERMIT PARKING' AND 'NO WAITING AT ANY TIME' RESTRICTIONS – GREENSES - BERWICK

BACKGROUND

Introduction

- 1) Both High Greens and Low Greens are accessed via the A1167 Berwick to Scremerston Road that leads into the Town Centre. Berwick Railway Station is a short distance away and provides pay and display parking provision for 116 spaces plus 5 disabled bays. Some bays permit parking for free for a period of 20 minutes but outside of that there is a fixed charge of £3.50 per day.
- 2) At the entry point to High Greens Holy Trinity C of E First School can be found which accommodates a total of 165 children ranging from 4 to 9 years of age and an additional 26 place nursery class. Pedestrian and vehicular access to the school is gained via Bell Tower Place where a small staff car park is situated to the rear of the school grounds. High Greens has approximately 47 residential properties that require some form of on street parking. As such, a combination of 'No Waiting at Any Time', 'No Stopping School Keep Clear' and 'Resident Permit' restrictions are already in existence. Similar restrictions continue on Brucegate which intersects High Greens and Low Greens.
- 3) Low Greens is also largely residential in nature although it does encompass the Berwick Infirmary. The Pilot Inn Bed and Breakfast is located to the east as it leads towards Lords Mount and Violet Terrace. Currently there are no existing parking restrictions in place at this location.
- 4) Overflow parking from the Railway Station or simply those wishing to avoid parking charges use Low Greens in particular to park on a daily basis when commuting or taking holidays. High Greens and Bell Tower Place become heavily congested during school pick up and drop off times. Due to the narrow width of Bell Tower Place drivers make use of private land at the head of the cul-de-sac to perform their turning manoeuvres. Low Greens narrows significantly outside number 25 and any instances of parking can block access entirely for wider vehicles especially emergency services.

Consultation

- 5) Consultation took place at the request of residents between August and September 2013 affording two options for consideration. Both involve the provision of 'Resident Permit Parking' provision and 'No Waiting at Any Time' restrictions but they differ in the sense that Option 1 involves marking out bays (see Appendix 1) whereas Option 2 consists of a zone with entry and exit points (See Appendix 2). The benefit of Option 1 is that it allows a degree of variance in terms of the

type of restriction for a designated area, whereas Option 2 operates a 'one size fits all' philosophy. Option 2 however requires fewer signs and lines therefore it can lessen the impact of a particular parking scheme. Both options were set out clearly in the consultation document indicating their benefits or otherwise to allow the consultees to make an informed decision.

- 6) 234 consultation letters were sent out to those affected and to associated statutory bodies. Option 1 showed 39 in favour and 9 against. Option 2 detailed 36 in favour with 6 against. 7 neglected to offers a preference either way. (See Appendix 3). The figures show a clear majority in favour of Resident Permits overall whilst there is only a small margin of 3 between the preference for Option 1 over Option 2. The comments provided within the consultation serve to further substantiate an inclination towards the first option as well as the added support from the Town Council.
- 7) One of the more controversial aspects of Option 2 was the necessity to remove a '2 hour Limited Waiting' restriction on Brucegate to bring it in line with the rest of the scheme. The comments suggest this would have a detrimental effect on the businesses and is something that should be avoided if possible, The Pilot Inn was also highlighted as playing an important role within the community and as such efforts should be made to maintain current patronage levels. Whilst the First School didn't state a preference they did agree that it would be a great help for residents. Meetings have taken place regarding the issue of parking for staff, and whilst these cannot be addressed as part of this scheme, the situation will be monitored and the council will continue to work closely with the school.
- 8) In light of the comments received the proposal is therefore to proceed with Option 1 with some minor amendments to allow provision for visitors outside the Pilot Inn as well as number 1 Lords Mount. Residents of Bell Tower Place expressed the need to prevent parking in the turning area at the end of the road and this can also be accommodated (See Appendix 4).
- 9) The Council has the power to hold a public inquiry before making a 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 – Consultation Option 1
Appendix 2 – Consultation Option 2
Appendix 3 – Consultation Summary
Appendix 4 - Proposal

BACKGROUND PAPERS

File Ref: M/F/2/107/2

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	None
Finance and value for money	To be financed by Local Transport Plan Fund
Human Resources:	None
Property	None
Equalities	None
Risk Assessment	Residential and business use
Sustainability	None.
Crime & Disorder	None
Customer Considerations:	Motorists will be required to comply with the restrictions imposed.
Consultation	Emergency Services, Road User Organisations, County Councillor for the area.
Wards	Elizabeth Ward

DECISION TAKEN

Title of Executive Member Ian Swithenbank – Policy Board Member,
Streetcare and Environment

Subject: *PROPOSED 'RESIDENT PERMIT PARKING'
BAYS AND 'NO WAITING AT ANY TIME'
RESTRICTIONS LOW GREENS AND HIGH
GREENS - BERWICK*

Consultation

39 For Option 1
9 Against Option 1

36 For Option 2
6 Against Option 2

7 Neither

Decision Taken: *TO APPROVE THE PROPOSAL FOR
'RESIDENT PERMIT PARKING' BAYS AND
'NO WAITING AT ANY TIME'
RESTRICTIONS LOW GREENS AND HIGH
GREENS – BERWICK (SEE APPENDIX 4)*

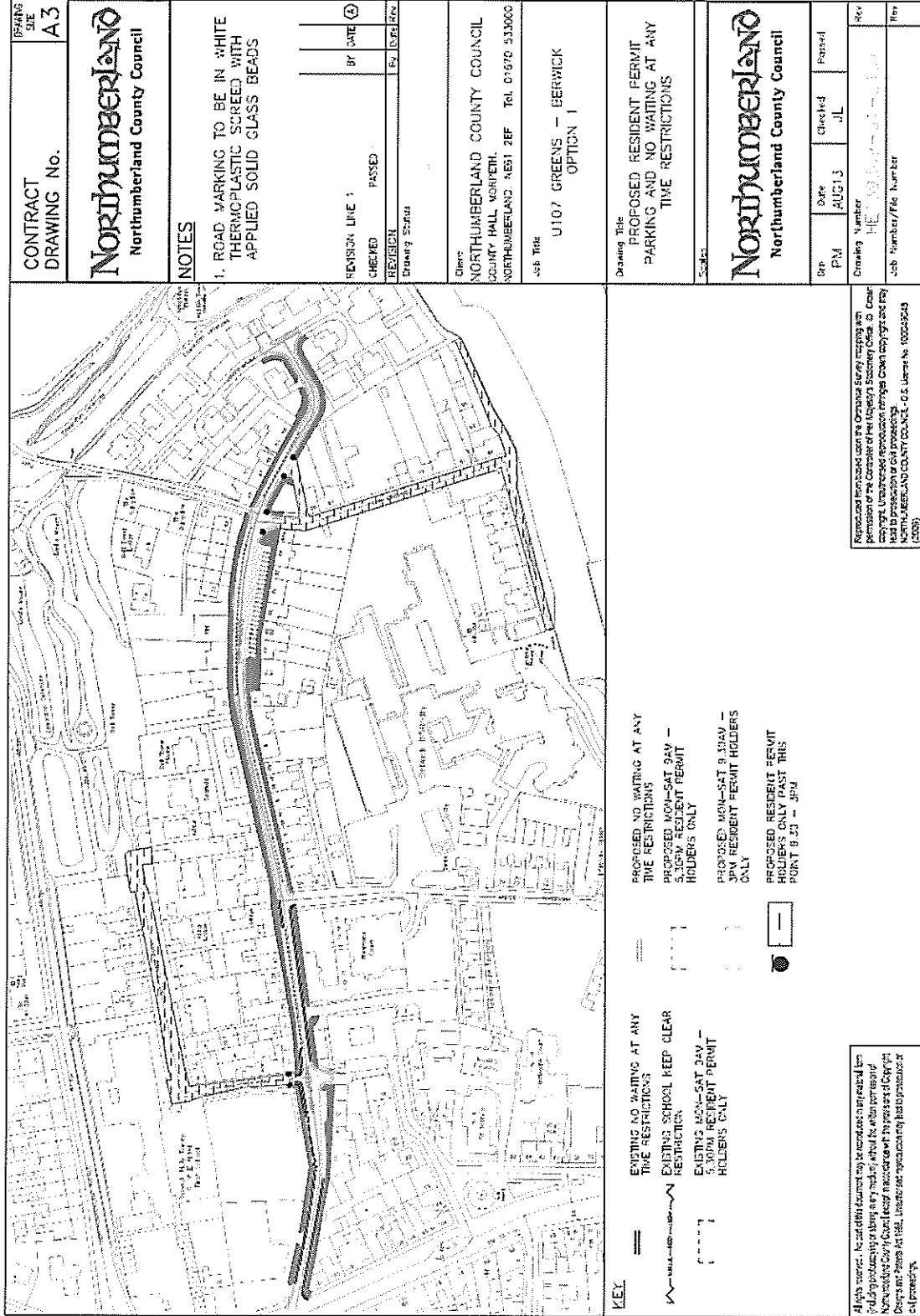
Signature of Executive Director -
Place





Date

4.3.14.

Appendix 1 – Consultation Option 1



Appendix 2 – Consultation Option 2

<p>CONTRACT DRAWING No.</p> <p style="text-align: right;">DRAWING SIZE A3</p>	 <p>Northumberland Northumberland County Council</p>								
<p>NOTES</p> <p>1. ROAD MARKING TO BE IN WHITE THERMOPLASTIC SCREED WITH APPLIED SOLID GLASS BEADS</p>									
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KEY

- EXISTING NO WAITING AT ANY TIME RESTRICTIONS
- EXISTING SCHOOL KEEP CLEAR RESTRICTION

PROPOSED NO WAITING AT ANY TIME RESTRICTIONS

PROPOSED RESIDENT PERMIT HOLDERS ONLY PAST THIS POINT 9.30 – 3PM

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PROPOSED NO WAITING AT ANY TIME RESTRICTIONS

PROPOSED RESIDENT PERMIT HOLDERS ONLY PAST THIS POINT 9.30 – 3PM

Appendix 3 Consultation Summary

Option 1 - YES	Option 1 - NO	Option 2 - YES	Option 2 - NO	NEITHER	
					APPENDIX 3 - CONSULTATION SUMMARY -GREENS - BERWICK
1				1	I do not support either of the proposals. One of the major causes of the congestion problems in Bell Tower Place and Bell Tower Park is the school traffic. This has gradually increased over the years and is intolerable, I have no problem with purchasing a parking permit but only if this resolves the issue and your proposed time of 9.30-3pm will not resolve the issue of school traffic making access to Bell Tower Place and Bell Tower Park impossible and dangerous due to its volume. Obviously no comprehensive study of the parking issues has been completed for this area and I dispute your suggestion that "the proposal is being considered for facilitating the passage of vehicular traffic on the road" as this is clearly not the case. The only benefit will be in increasing revenue to the council. Many of the people who are parking in this area already have parking permits for Berwick so I would like to know how this can be zoned? I would also like to know exactly what the consultation process has been to reach your proposals, I have certainly not been asked for my views before now? Also please could you inform me what the consultation was to the proposal for yellow lines outside the school area in Bell Tower Place?
		1			Option 1 would make us worse off than we are as High Green residents with the 9am-5.30pm restriction currently in force. If you go home to High Greens at 3pm you can't park now without making it worse. Return from work at 5 and you won't get parked. Why the charge to B". We are currently B1. I assume we will be issued B2 permits to replace our B1 permits to run to expiry dates. The alteration to High Greens times would force us to park in Low Greens which would result in their new parking bays being taken up by us. They will then be no better off.
	1	1			Less confusing to all concerned to have uniform time scale rather than different times for different bays. Strongly suggest that double yellow lines should run the whole length of the south side of Bell Tower Park as all properties on the south side have either a garage to off street parking facility whereas the north side do not fare so well. Delighted that something is being done at last.
	1	1			Should be residential parking at the time not times caption including weekends and after 5.30pm.
1			1		
1					Option 1 is the better option of the two. Needs the layent time possible for 'resident only parking' each day. We have seen cars, arrive at 1600 and be left overnight whilst owner away on train!
		1			Why do parents bring children to school and leave cars from both schools all day from 8.30-4pm. I am 93yrs old, and rely on visits from health visitors etc. But have cars parked outside my door all day, so it is difficult for anyone to park their cars.
1			1		
		1			I am very concerned about the use of traffic cones by some of the residents along the Low Greens. As sometimes there are several cars positioned on the road outside peoples houses in what they seem to think is their own personal parking spaces. While I fully support the introduction of permit parking into the area because it seems to make the best sense; also because the main trouble for parking seems to come from people using and working at the infirmary, nevertheless I have some concern that residents will the permit parking bays. I wonder what measures you can take to stop this?
		1			Thank you for your excellent suggestions. I hope option 2 will be adopted. But, if it is rejected I then support option 1. All the marked roads on this map are residential. They are of varying widths and quite narrow in place. Vision is also restricted by parked cars. I suggest that a 20mph speed restriction be introduced. This would simply need an extra sign on the proposed resident parking permit signs shown on the map.
		1			Having vehicles park outside our flat for sometimes a week without moving is not conducive to us having visitors who have nowhere to park.
1		1			It would appear that in both options there will be resident only parking outside our house 20 High Greens. This we are in favour of both options but we prefer option 2 for the reason of uniformity and simplicity. The penalty for non-resident parking needs to be sufficient to deter people parking illegally for a week or more because the parking ticket is cheaper than parking for a week or more as currently happens.
1					
1					Should be for residential parking only. I have come across parking problems with people, especially by Albert Place, parking to visit, dentist, doctors, shopping as well as people who work around here park there. Another big problem, in my view, is people taking up 2 car parking spaces. I don't know if anything can be done about this. Maybe

					sending letters out to tell people not to do it, maybe incurring a fine.
1					
	1	1			
		1			
1					I support all the additional parking restrictions stated in option 1 as long as the current existing Mon-Sat 9am-5pm resident permit holders area at High Greens opposite the maternity unit remains and is not reduced to 9.30am - 3pm. In option 2 removing the 2 hour no return from Bruce Gate is ludicrous, this is an essential area that helps people in business around Castlegate area and it is needed. Also I live in a household with 2 cars, when I have visitors how far away from my house are they expected to park? At least with the 2 hour permitted on Brucegate they can visit without having to pay a fortune for a short space of time.
1					
1					Please can you clarify if a resident permit parking bay allows any resident of Berwick, providing they have a permit to park in the Greenses area? Either option would benefit those of us who constantly try to park at our houses. Perhaps extra parking spaces @ the railway station would help the situation, but I expect in this austere atmosphere cash for another level would be scarce!
		1			
		1			
				1	We live in Bell Tower Place, a short, narrow, cobbled street. Easy access for emergency vehicles into Holy Trinity first school needs to be available at all times. In view of these points and the small number of properties in the street, we would advocate a complete ban on parking in Bell Tower Place (except outside numbers 8 & 10 which face onto Bell Tower Park) with the exception of delivery vehicles and those of utilities companies (e.g. gas, electricity and water) as and when necessary. As we are advocating something not suggested in either option 1 or option 2 we have declined to tick any boxes.
				1	I've been looking at the proposed residents only parking plans for Bell Tower Place. I think that this will be a great help to residents and to our parents who drop off at school times. We are looking at our use of parking on the school site for staff but quite a few of my staff will still not be able to park in the school car park even after we have reorganised it. Would there be any chance of allocating a few places on bell Tower outside school for school staff use only?
1		1			We have ticked both options as either is superior to the present. Our preference would be for option 1.
1					
1					There is a danger that if no action is taken then there will be an accident due to restricted vision and access.
1					
				1	School traffic is a big problem - they should use the car park adjacent the maternity unit. Please consider below and rethink!! No change to current restrictions (residents only) in High Greens. If the true objective of the proposals is to prevent people parking to use the station, and to walk to work in the town, it would be far more effective and would not disrupt the importance of the community pub - The Pilot Inn - if, (a) the existing restrictions aside, all other parking was limited to 2 hours. Or (b) residents parking was provided in Low Green and Bell Tower, to supplement the existing residents parking in High Greens and a waiting restriction was in place in other areas; 2 hrs. or alternately no waiting over a short period. And the effect of any restriction on the business of the Pilot Inn is carefully prevented.
		1			Please, happy to consider the option which puts an end to parking (2hrs??) on a small section of Brucegate (outside hospital), which allows inconsiderate parking i.e. 'we don't want to get boxed in' this by folks who have found a way not to pay parking fees in town. Everyday it is a problem with abuse being hurled at us. This is in reply to a request to park more appropriately to allow 4 cars (residents) to park. It has been suggested that maybe the road be marked into parking bays would be helpful but if the space becomes 'resident' this would not be a problem. Help!!!
	1	1			
1					Street cleaning & dog fouling on pavements. Also empty cans, bottles and carry out food containers around the area and beaches covered in litter.
		1			
				1	I would inform you that as an emergency service we recognise and appreciate the need for restrictions to improve road safety. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
	1	1			
	1	1			


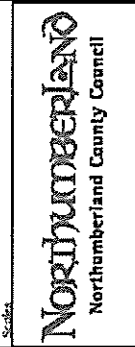
1			1		I was pleased to note that in both options there are: 'no waiting at any time' restrictions along the public passageway by my house and up to my gate (U107). I note your letter does not cover the cars collecting and picking up children from Holy Trinity 1st School opposite me (see letter from Mr McKenna of 28.06.2011). I still think my suggestion to Mr McKenna (my letter to Mr McKenna of 08.02.2012 - see copy enclosed) is better than as suggested. Because of the Holy Trinity school issue, I believe High Greens should be separately dealt with, hence my choice for option 1. Also, I was never sure what 'parking only past this point' meant as a car driver, and according to your plan, there are no signs proposed at the beginning of High Greens from the A1.
		1			Brucegate should be resident permit parking zone at all times throughout the week. There should be some way of preventing traffic using Brucegate as an alternative to Castlegate during peak times. If Brucegate was closed at the point as the road narrows between Albert Place and the dentist this would mitigate the previous problem, and improve access for hospital and doctors surgery.
		1			
1					I have been a resident at this address for 28 years, parking has always been a major problem here, it is quite common for cars to be left in the Low Greens for 2-3 weeks, the occupants using the railway, on one occasion 2 years past a car was left in the Low Greens for 13 weeks. I hope that option A will be implemented as this by far the best option.
1		1			I would support any of these options. Any restrictions to the parking in Low Greens would be better than what we have at the moment.
		1			I will not need a resident permit as I have a garage to the rear of my property. However, will it be possible to purchase a visitor permit for my visitors to use?
		1			My property is fronted by double gates which I need keep clear at all times. I would be happy if any road markings or boxes left me plenty of room for manoeuvring. I am registered disabled with mobility problems.
	1	1			I find option 2 the more favourable of the two options for the following reasons. There is significantly less signage clutter and this is mainly a residential area and needs to retain its appearance as such in the interest of environmental impact. A 'one size fits all' type of zone is less complicated for the motoring public to understand and will result in less appeals to enforcement challenges. Whilst there is a public house in Low Greens, I do not consider this to be an issue as vehicular traffic should not be encouraged to attend such establishments in the interest of road safety. The existing residential parking zone nearby at Northumberland Avenue works very well and should be considered a model for this area.
	1	1			
				1	After last night's meeting it was made very clear that the committee do not want to come under zone B as this is such a large area already covered, it would still be used for the following (getting to railway station, visiting hospital, and for town centre shopping to name but a few) we have already discussed this problem with councillor Gavin Jones, so we feel after over 20 years of waiting we should get our own zone or be attached to a smaller zone group. The majority of committee prefer option one but we don't wish to have the same zone badge as to many of surrounding areas i.e. Brucegate, Highgreens, North Road, Ravensdown, and others all in zone B.
1					I have assumed that option 1 is a zone exclusively for High Greens, Bell Tower Place, Violet Terrace and Low Greens. As such the only parking permits would show the aspirate zone for this scheme. Bell Tower Place should show Bell Tower Park.
		1			
		1			I have ticked option 2 but the residents of High Greens, Low Greens etc might know better which option would suit them best. As for Bell Tower Place and Bell Tower Park I am all for residents only parking and have no objection to paying for a ticket as long as I can get my car parked during the day. As I use my car a few times during the day I find parking difficult on returning home because of the amount of people free parking here. These include people using the train for work, days away and holidays and also by people working in the town. I know the police have been checking the Bell Tower Streets now and again to make sure cars are not blocking the street and access is available for emergency vehicles etc.
1					
				1	I was interested to read your letter of 15 th August re. the above. No mention is made of Lord's Mount although it does figure on the sketches for restricted parking on the other areas. Neither of the proposals would apply to parking in Lord's Mount, and would be to the detriment of its residents. Only one access and egress road serves the small estate of 17 houses – and that is somewhat narrow, rendering it unsuitable for what is proposed. A much better solution would be two signs – one either side of the "entrance" to the estate – fixed to the wall and saying: "No unauthorised parking at any time beyond this point." I maintain this would solve what may become a problem and preserve the privacy of the residents as well as being visually much more attractive. I trust you will look favourably on this proposal and present my comments to the Planning and Environment Committee at the appropriate meeting. The restricted access to Lords Mount does not seem to have been addressed. If there were signs saying 'No unauthorised parking' at the narrowest part into this small estate it would, of necessity, deter 'rogue' parking.

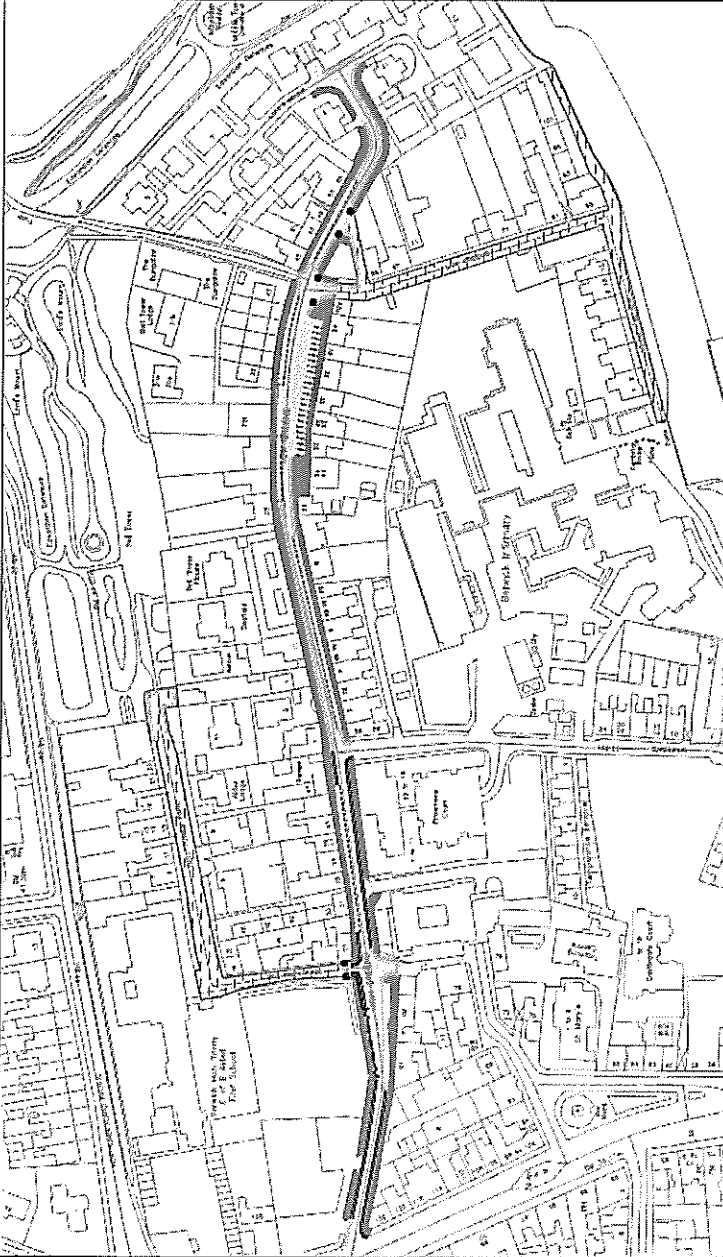
		1			I think option 1 is too restrictive to residents e.g.. If all the High Greens bays are full, it means High Greens residents cannot use the Low Greens bays. I would prefer option 2, however, think there is a problem with the specified times that restrictions would apply. Although people do use the parking to access the railway station, in my opinion, it is lazy parents dropping off and picking up kids at school time that pose the biggest nuisance. I think the times of restrictions should be extended to 8.30am-5.30pm.
		1			Would prefer option 2 as the road at Bell Tower Park is a dead end and vehicles turning and parking everywhere make access very difficult plus we have people park and go to the station and work from 8am in the morning. Delivery vans to the school drive up and park in Bell Tower Place/Park often blocking the road completely. I often worry how emergency vehicles would access our street.
		1			This will be a great benefit to local residents.
		1			
1			1		We support option 1 but with some modification of the double yellow lines layout. The proposed layout of double yellow lines outside no. 9 on plan is unsatisfactory as it would not allow sufficient room in the driveway to park a car legally without part of the car overlapping the yellow lines. It is also unnecessary to have double yellow lines extending over the block paving across the middle of the access road into Lords Mount. In 27 years no one has ever parked blocking the whole road at this point.
1					It would be nice to have 14, 18 and 20 numbers painted in bays in the lay-by opposite the school at High Greens (but that's just a wish). The fine for parking should be looked at as £30 is a cheap price to pay if you leave your car for a fortnight. It seems to be cheaper to pay the fine then park at the station. Anyway thanks for the effort you are doing to help our parking problems.
1					Re - Low Greens. Option 1 more suitable for area but we feel that it should be 9.30am - 3pm as neighbouring streets as school traffic will be able to park & pick up more easily. We live in Bell Tower Park and feel that the area at end of street should be double yellow lines to enable to turn, as beyond the sign where we live is an unmade road and not suitable for all the vehicles which come through unauthorised and turn in our driveways.
		1			On drawings the time is 3pm not 5.30pm as stated above. As I am a public house I would like to put forward that we look at 1 or 2 hour stay unless residents holder (as it is at Bruce gate0. This would be better for my customers and my business. If it does go to all resident how many permits would I be entitled to as we have the public house as well as bed & breakfast or residential flat.
	1		1		as a working family with four vehicles (and space for them at our property) we don't find either option practical, we will be forced to park further out of town along with residents from the town centre who park here at present thus moving and worsening the situation. The answer is more parking not less.
		1			Neither option is particularly beneficial to resident of High Greens. It will be ignored in the morning when children are being dropped off at Holy Trinity school and if we are out in our cars at home times, we cannot get into our bay until all the cars have gone. It will not stop people leaving their cars there on Friday nights to go to the railway station. Also because zone b includes such a large area of the town, the parking ticket (or visitor parking) is abused so people can use High Greens to leave their car. High Greens should at least be 9am-5.30pm, on a par with Low Greens and Mon-Sun. Parking is very limited on High Greens: there is barely room for all the residents to park - is it possible to mark out linear bays the length of High Greens into which our cars will fit?? P.S. parking permits are £20 not £15.
1					A turning circle is required at the end of Bell Tower Park. The three houses at the far end from the school have a lot of problems with people for the school blocking their drives.
		1			I agree with option 2 but object to no waiting at any time restrictions on both sides of the street, to my property at no. 25 Low Greens.
1					We cant get work done on the house as cars for the station come at 6.45 and away for 2 weeks at a time. They even have a taxi following and transfer the suitcases over. If you ask them how long they are away for they ask you why and the windows are blocked out as some are so big.
1					Could it be made clear to leave access to garages and driveway at the back of my property.
1					we are really pleased that resident parking is hopefully going to happen. We have lived in Low Greens for the past 6 years and have always had difficulty in finding a place to park. Also to witness people getting out of their car with a suitcase, knowing they are going to catch a train and we cant do a thing about it. Thank you very much.
1					I have lived here 57 years and it works well
1					Would be a beneficial move if the road in Bell Tower Park could be resurfaced if road markings etc are being painted on as the road has numerous potholes where is used as a turning point for parents going to Holy Trinity school. It is especially damaged at the far end of Bell Tower Park leading into road marked as 'private'. It would be an idea to create a designated turning point at this part of the road so tat cars could turn easily in the street without having to encroach on other peoples land, drives etc. We live within area marked as 'private'. Our concern is that cars will park on this 'private' land as we don't appear to be included in any of these proposals. Would you be able to clarify who

				maintains and makes rules for our private land for future reference. We do pay a token rent to Berwick Freeman but have been told by some of school traffic (parents) that they can turn on it as it is public, not, private land!
1		1		Option 1 - in principle. Option 2 - with extended hrs. and 2 zones. The problem is not limited to people using the railway station and includes, amongst others, staff and visitors to the hospital (have to pay in hospital car park) and at least one person from High Greens who regularly parks his work vehicle in Low Greens from Friday teatime until Monday morning. In order to fully address the problems I would like to see the proposed zone B2 divided into 2 zones. As marked A and B on the attached plan with Bell Tower Park added to existing High Greens scheme (which includes Brucegate). As the problems also exist on Sundays I would also like to see the top end of Low Greens as permit holders only zone 9am - 5.30pm with Mon-Sat deleted although that may be adequate further along where there are more spaces. I hope this is clearly described - please contact me if not. If the consensus is for option 2 I would still prefer it to be in 2 separate zones and the hours extended to 9am - 5.30pm.
1				We have a pub, The Pilot Inn, which I an essential community asset. We have the North Northumberland Day Hospice, providing an essential service to many who can not walk far. People using both need to park during the day. Therefore I do not think there should be notices at all entries indicating residential parking only. Could you restrict non-residential permit holders to 2 hrs. as in Brucegate .
1			1	Yes to option 1 if modified. Our main concern with option 1, which we would otherwise tend to support, is that the whole frontage of our property at No. 1 Lord's Mount is marked as a prospective no waiting at any time area. The property lies entirely within Lord's Mount, which starts after the row of cottages ending at 55 Low Greens and incorporates the short section of road leading up to the T-junction. We feel that the whole of Lord's Mount should be treated as one including the section onto which our house fronts and which comes before the T-junction. The only restriction we would welcome on this short section of road would be a very short stretch of no parking restriction directly opposite the exit from our own garage and outside the pedestrian access to the rear of No. 16 Lord's Mount since larger vehicles or inconsiderate parking here can on occasion make getting out onto the road somewhat tricky - particularly as we cannot see what vehicles may be coming round the corner. We are elderly - as are quite a few of the residents of Lord's Mount - and we are increasingly dependent on deliveries of goods and services and we have found that tradesmen now routinely ask whether there is parking outside the house before arranging a visit. We also fear increasing social isolation if friends and family are no longer able to visit. Currently there is no problem with parking or congestion on this section of Lord's Mount and, as far as we are aware, there has been no consultation with residents of Lord's Mount about this scheme - only discussions with the Greenses residents committee. We spoke with Mr Paul McKenna about our fears on 29th August and he assured us that it would be possible to make amendments to the plan to address our concerns (particularly since they affect our property only) - either by leaving this section of Lord's Mount totally unregulated or, if necessary by incorporating it within the residents parking area. We do appreciate the need for measures to resolve parking and access issues in the Greenses.
				Our own main concerns in this connection relate to - firstly the short section outside no's 12 -22 Low Greens, which we feel should have a no waiting restriction since it is sometimes extremely difficult to negotiate this spot and it is currently necessary when heading for the main road to pull out onto the wrong side of the road without any view of what might be coming in the opposite direction. Secondly the question of congestion outside the school in High Greens which at certain times of the day can make it difficult to enter or exit from the area. there is also a concern that emergency vehicles might not be able to get through. We have on occasion been unable to exit from Lord's Mount because of inconsiderate double parking. We also feel some concern about how the proposals would affect the day hospice on the corner of Low Greens and Violet Terrace - both for patients and for those attending the regular fundraising coffee mornings and other events. There is a very small car park attached to the hospice but it is rarely used because it is too difficult to access and exit when vehicles are parked directly opposite on the lane. We understand that our neighbours, Mr & Mrs Herdman, at 16 Lords Mount (who, incidentally did not receive a copy of your letter enclosing the plans and details of the proposals) have written to you separately proposing the erection of no unauthorised parking signs just beyond the last of the cottages in Low Greens and at the bend where Lords Mount starts. We would support this proposal. There is currently a sign of this type before the last three houses in Bell Tower Place.
1				Either option still gives options for peoples to park before 9.30 and after 3pm. Much of the problem is caused by the school drop off pick up system until adds to the congestion. The main problem also is car users coming to the area - leaving their car for 2 weeks and going on holiday. I am led to believe that even of the owner has their own residents parking they can still use the road space where we live. Why should someone who lives somewhere else be able to park where I live for free. Its all the workers in town we need to move on and make they pay for facilities like everyone else. The

					situation of resolving this long overdue.
1					My sentiments are the same as Mr Herdman. This is a residential estate and doesn't warrant residents having to use a permit. "I was interested to read your letter of 15th August re. the above. No mention is made of Lord's Mount although it does figure on the sketches for restricted parking on the other areas. Neither of the proposals would apply to parking in Lord's Mount, and would be to the detriment of its residents. Only one access and egress road serves the small estate of 17 houses – and that is somewhat narrow, rendering it unsuitable for what is proposed. A much better solution would be two signs – one either side of the "entrance" to the estate – fixed to the wall and saying: "No unauthorised parking at any time beyond this point." I maintain this would solve what may become a problem and preserve the privacy of the residents as well as being visually much more attractive. I trust you will look favourably on this proposal and present my comments to the Planning and Environment Committee at the appropriate meeting. The restricted access to Lords Mount does not seem to have been addressed. If there were signs saying 'No unauthorised parking' at the narrowest part into this small estate it would, of necessity, deter 'rogue' parking".
1					
1					lords Mount development does not have footpaths (other than at the entrance) and people are not supposed to park on the road. Every house on Lords Mount has a garage and parking for 1 or 2 cars (for the owners), I disagree with having to pay for a permit to park my car on my own property. I suggest that a notice could be erected on the entrance to Lords Mount stating that it was a private parking only area. I would be prepared to contribute towards the cost of such a notice.
1					The town council agreed at its meeting on 23 September 20 13 that option 1 was the preferred solution, on the basis of consultation with residents.
		1			
39	9	36	6	7	

Appendix 4 – Proposal

CONTRACT DRAWING No.	DRAWING SIZE A3
 Northumberland County Council	
NOTES	
1. ROAD MARKING TO BE IN WHITE THERMOPLASTIC SCREED WITH APPLIED SOLID GLASS BEADS	
REVISION LINE 1 CHECKED: PASSED:	BY DATE
REVISION Drawing Status By Date/Rev	
Client NORTHUMBERLAND COUNTY COUNCIL COUNTY HALL, WOPRER, NORTHUMBERLAND, NE21 2EF Tel. 01670 535000	
Job Title U107 GREENS – BERWICK PROPOSAL	
Drawing Title PROPOSED RESIDENT PERMIT PARKING AND NO WAITING AT ANY TIME RESTRICTIONS	
 Northumberland County Council	
On PM	Date FEB14
Checked JLL	Passed
Drawing Number HE/39/200-04-07/07	
Job Number/TIN Number	
Key	
Rev	



KEY

	EXISTING NO WAITING AT ANY TIME RESTRICTIONS		PROPOSED NO WAITING AT ANY TIME RESTRICTIONS
	EXISTING SCHOOL KEEP CLEAR RESTRICTION		PROPOSED MON-SAT 9AM - 5.30PM RESIDENT PERMIT HOLDERS ONLY
	EXISTING MON-SAT 9AM - 5.30PM RESIDENT PERMIT HOLDERS ONLY		PROPOSED MON-SAT 9.30AM - 3PM RESIDENT PERMIT HOLDERS ONLY
			PROPOSED RESIDENT PERMIT HOLDERS ONLY PAST THIS POINT 9.30 - 3PM

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SA/Highways/PIC/BETA/3/VE/3/3229 - 1056/14/3/3229 - Green - Emerald/Jessica Brown/Appendix 4 HE/39/200-01 Green Proposal - Copying