

NORTHUMBERLAND

Northumberland County Council

RECORD OF DECISION TAKEN BY EXECUTIVE DIRECTOR - PLACE

Executive Director - Place - Barry Rowland

PROPOSED EXPERIMENTAL RESTORATION OF SHORT TERM PARKING MARYGATE – BERWICK-UPON-TWEED

Purpose of report:

To consider an experimental restoration of short term parking on Marygate in Berwick-upon-Tweed

Recommendations:

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

1) The experimental restoration of short term parking on Marygate in Berwick-upon-Tweed

Key issues

- 1) Marygate was semi-pedestrianised in 2005 as part of the Berwick Town Centre Improvement Programme, which resulted in the loss of short term parking
- 2) Residents and visitors to Berwick have identified a need to restore short term parking to stimulate business use in the area.

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PROPOSED EXPERIMENTAL RESTORATION OF SHORT TERM PARKING MARYGATE – BERWICK-UPON-TWEED

BACKGROUND

Introduction

- 1) The historic town of Berwick is not designed to accommodate the levels and flow of traffic that currently operates in the area. This is particularly pertinent to the area of Marygate where pedestrian movements merge with vehicular traffic. As such, in 2005 the County Council worked together with Berwick-upon-Tweed Borough Council to implement a £1.1 million semi pedestrianised area that sought to address the road safety and pedestrian problems.
- 2) The streetscape design was agreed by both authorities and funding was secured to carry out the works via the Local Transport Plan. Provision for disabled, taxi ranks, loading bays and short term pay and display parking bays were originally incorporated within the plan but after consultation it was deemed that short term parking could not be accommodated.
- 3) The scheme has remained in place ever since but in September 2012 a 300 signature petition was received by the Northern Area Committee requesting the reinstatement of short term parking for general traffic use. Based on site investigations the only suitable areas to enable short term parking would be in the existing loading, disabled or taxi bays due to the significant narrowing of the road as part of the original works. Removing the landscape work would prove expensive and could have a detrimental impact on the market which occupies the pedestrianised section on Wednesdays and Saturdays. At that time introducing short term parking at the expense of other bay usage was considered of little benefit and therefore no further action was recommended (See Appendix 1)
- 4) The Northern Area Committee considered the recommendation and agreed that a working group should be established to find a short term parking proposal that would be quick, reversible and affordable. The requirement of safety was reaffirmed as well as the key objective to increase footfall on Marygate. A second Area Committee Report was compiled in April 2013 as shown in Appendix 2.
- 5) The working group looked at various options including perpendicular parking, one way systems and parallel parking. The group decided that an experimental scheme for parallel parking limited to 20 minutes no return within 4 hours would be the best solution. This would involve moving the bollards 1 meter back and removing the Loading Only allocation.

Consultation

- 6) Consultation took place throughout November 2013 with a proposal to retain the Disabled Bays and replace the existing 'Loading Only' bays with 'Every Day 20 minutes limited Waiting, no return within 4 hours' as shown on Appendix 3. The proposal would be monitored and would operate on an experimental basis for a period of one year.
- 7) 408 consultation letters were sent to those affected in the area and to associated statutory bodies. Of those that responded 107 indicated their preference for the scheme whilst 19 were against (see Appendix 4).
- 8) The Senior Civil Enforcement Officer made the valid point that Blue Badge Holders are able to park in on street bays without being subject to the time limit so this situation would need to be monitored. A key theme in the responses was the times of operation. Many felt that 20 minutes is insufficient to carry out their requirements and offered alternatives ranging from 30 minutes to 1 hour. As such, an extension to 30 minutes no return within 1 hour is considered appropriate to retain turnover whilst allowing sufficient time to pick up goods or get refreshments (see Appendix 5). Those against argued that suitable off street parking is available elsewhere, which is not disputed. However, creating additional parking in close proximity is still seen as beneficial. Additional congestion is noted and will be monitored over the experimental period as will the potential disturbance to loading requirements.
- 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 - Northern Area Committee Report September 2012

Appendix 2 - Northern Area Committee Report April 2013

Appendix 3 - Consultation Plan

Appendix 4 - Consultation Summary

Appendix 5 - 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	Business and Pedestrian 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
EXPERIMENTAL RESTORATION OF SHORT
TERM PARKING MARYGATE – BERWICK-
UPON-TWEED*

Consultation 126 Responses
107 For
19 Against
0 Neither

Decision Taken: *TO APPROVE THE PROPOSAL FOR
EXPERIMENTAL RESTORATION OF SHORT
TERM PARKING MARYGATE – BERWICK-
UPON-TWEED*

Signature of Executive Director -
Place

Janey Rowland.

Date

4.3.14.

Appendix 1 - Northern Area Committee Report September 2012

NORTHUMBERLAND

Northumberland County Council

NORTHERN AREA COMMITTEE

Date: 10 SEPTEMBER 2012

PETITION TITLE – RESTORATION OF SHORT TERM PARKING IN MARYGATE - BERWICK

Report of the Head of Sustainable Transport, Mike Scott

Executive Member: Councillor Simon Reed, Infrastructure and Environment

Purpose of Report

To acknowledge the petition recently received by this Committee and to address the different solutions involved to resolve the issues raised.

Recommendations

It is recommended that:

- 1) It is recommended that the petition is noted but at this stage no further action is taken.

- 2) **Key Issues**
 - 1) In 2005 as part of Berwick Town Centre Improvement Programme Marygate was semi-pedestrianized with the loss of short term parking for general traffic use.

 - 2) Residents and visitors of Berwick have requested that the short term parking in Marygate, Berwick is restored for general traffic use.

Report Author: -

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RESTORATION OF SHORT TERM PARKING IN MARYGATE - BERWICK

BACKGROUND

1. Berwick, in common with many other historic town centres was not designed to accommodate the form and flow of modern vehicular traffic. The levels of such traffic can create road safety problems for pedestrians and are detrimental to the environment. In 2005 the County Council in partnership with Berwick Upon Tweed Borough Council sought to implement a programme of improvements in Berwick Town Centre that would provide solutions to these identified transport road safety and pedestrian problems.
2. The main priority identified in the programme was the semi-pedestrianisation of Marygate. After various solutions were considered the final streetscape design for the semi-pedestrianisation was agreed by both authorities and was implemented using funding from the Local Transport Plan. However the alteration to the streetscape on Marygate required that the disabled bays, taxis ranks, loading bays and short term 'pay and display' parking restrictions had to be altered to accommodate the new layout.
3. After consultation it was agreed that the new semi-pedestrianisation layout could not accommodate short term parking for general traffic use and that 'Loading Only', 'No Waiting at Any Time', 'Prohibition of Waiting Except Taxis' and 'Parking for Disabled Only' restrictions on Marygate should be introduced.
4. A 300 signature petition has been received by this Committee from residents and visitors to Berwick requesting the reinstatement of the short term parking, for general traffic use on Marygate. In this instance as the landscape work has narrowed the roadway on Marygate the only safe place to introduce any short term parking, for general traffic use, would be in the existing restricted bays currently used by the disabled, taxis and for loading. These bays are always heavily used and the Council have had many requests especially from the disabled for a larger share of these bays. If short term parking was to be reintroduced it would need to be at the expense of other users which it is considered would be of no benefit to the Town Centre or the businesses. If the Committee considered alterations to the use of the existing restricted bays was required then a consultation with the users and businesses would need to be carried out.
5. It is considered that the removal of the landscape work, which forms the pedestrianisation of Marygate, to create short term parking, for general traffic use, would prove expensive and again would not be beneficial to Berwick. The pedestrianisation scheme was introduced in 2005 at a cost of over £1.1million. It should also be noted that Berwick Market which normally occurs on Wednesday and Saturday utilizes the new pedestrianized area of Marygate.

CONCLUSION

It is recommended that the petition is noted but at this stage no further action is taken.

Appendix 1– Plan of Marygate

BACKGROUND PAPERS

None

IMPLICATIONS ARISING OUT OF THE REPORT

Give the implications

Policy:	None
Finance and value for money:	None
Human Resources:	Officer time will be required to investigate further.
Property:	None.
Equalities (Impact Assessment attached)	The issue of equality of provision for residents is at the forefront of the investigation
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
Risk Assessment:	Will be conducted if scheme receives financial backing
Crime & Disorder:	None.
Customer Considerations:	None.
Carbon Reduction:	None.
Consultation:	None.
Wards:	Berwick North

Appendix 2 - Northern Area Committee Report April 2013

NORTHUMBERLAND

Northumberland County Council

NORTHERN AREA COMMITTEE

Date: 8th April 2013

RESTORATION OF SHORT TERM PARKING IN MARYGATE - BERWICK

Report of the Acting Head of Sustainable Transport, Ruth Bendell
Executive Member: Councillor Simon Reed, Infrastructure and Environment

Purpose of Report

To consider the recommendations made by the North Area Committee Working Group set up to address the different solutions involved to restore short term parking on Marygate, Berwick.

Recommendations

It is recommended that:

- 3) It is recommended that the Working Group's recommendation of an Experimental Traffic Regulation Order for Marygate be investigated further.
- 4) **Key Issues**
 - 3) In 2005 as part of Berwick Town Centre improvement Programme Marygate was semi-pedestrianised with the loss of short term parking for general traffic use.
 - 4) Residents and visitors of Berwick have requested that the short term parking in Marygate, Berwick is restored for general traffic use.

Report Author: -
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RESTORATION OF SHORT TERM PARKING IN MARYGATE - BERWICK

BACKGROUND

6. In 2005 the County Council in partnership with Berwick upon Tweed Borough Council sought to implement a programme of improvements in Berwick Town Centre that would provide solutions to these identified transport road safety and pedestrian problems. The main priority identified in the programme was the semi-pedestrianisation of Marygate. After various solutions were considered the final streetscape design for the semi-pedestrianisation was agreed by both authorities and was implemented using funding from the Local Transport Plan. However the alteration to the streetscape on Marygate required that the disabled, taxis ranks, loading bays and short term 'pay and display' parking restrictions had to be altered to accommodate the new layout.
7. After consultation it was agreed that the new semi –pedestrianisation layout could not accommodate short term parking for general traffic use and that 'Loading Only', 'No Waiting at Any Time', 'Prohibition of Waiting Except for Taxi's could only be provided. The pedestrianisation scheme cost over £1.1million and it should also be noted that Berwick Market which normally occurs on Wednesday and Saturday occupies the new pedestrianized area of Marygate.
8. In September 2012 a report to this Committee considered a 300 signature petition received from residents and visitors to Berwick requesting the reinstatement of the short term parking, for general traffic use on Marygate.
9. The report on the Petition presented to the Committee, suggested that the landscape work had narrowed the roadway on Marygate and that the only safe place to introduce any short term parking, for general traffic use, would be in the existing restricted bays currently used by the disabled, taxis and for loading. These bays are always heavily used and the Council have had many requests especially from the disabled for a larger share of these bays. If short term parking was to be reintroduced it would need to be at the expense of other users which it is considered would be of no benefit to the Town Centre or the businesses
10. After considering the report the Committee agreed to set up a working group to consider different options for the possible introduction of short term parking in Marygate. The notes of the working group meeting are attached as Appendix 1.
11. The key principles agreed by the working group re-affirmed, that any proposals should be quick, reversible and affordable, and that what was proposed was a practical experiment capable of being reviewed in

the light of experience. It was also agreed that the key objective of any scheme should be an increase of footfall on Marygate with a consequent increased spend in the retail outlets, contributing to town centre viability and sustainability. The requirement for any scheme to be safe for pedestrians was re-affirmed.

12. Different solutions for short term parking were considered by the working group including;

- Perpendicular Parking
- One-Way System
- Alternative Parking Provision
- Parallel Parking

13. The working group discussed all aspects of the alternatives listed above. Each proposal had its benefits and problems and these were all highlighted at the meeting by officers. The group decided that the best solution to take forward was an 'Experimental Scheme' for Parallel Parking on Marygate alongside the existing bollards as shown as appendix 2.

14. This Experimental Scheme which could run for up to twelve months could accommodate up to 11 cars but would require that the bollards in the pedestrianized area be moved back by 1m. The loading bays that currently cover this area would be required to be removed with any loading and unloading taken place at alternative locations possibly at the rear of the businesses on Marygate.

15. At the working group it was proposed that the bays should be time limited to ½ hour. This proposal can be accommodated within the 'Experimental Order' but would require additional signs and road markings. As the proposal is for an Experimental Order it may prove difficult and expensive to provide ticket machines at this location, especially as the proposed bays may not be made permanent. It's therefore suggested that this proposed parking should be free for the life of any experiment but will have to comply with current parking traffic policy if the experiment was to be made permanent. It should also be noted that if a controlled pedestrian crossing point were to be installed on Marygate in the future some of these proposed bays will need to be removed.

CONCLUSION

16. If this Committee agree that the proposed 'Experimental Scheme' is taken forward, funding in the region of £7,000 would be required. The

proposed Experimental Scheme would have to go out to full formal consultation with the results of the consultation and the effects of Experimental Traffic Regulation Orders would need to be considered by the Planning and Environment Committee. It is also suggested that if the scheme is to progress then a working group consisting of officers, members and traders be set up.

Appendix 1– Working Group Notes
Appendix 2– Plan of Marygate

BACKGROUND PAPERS

None

IMPLICATIONS ARISING OUT OF THE REPORT

Give the implications

Policy:	None
Finance and value for money:	£7000
Human Resources:	Officer time will be required to investigate further.
Property:	None.
Equalities (Impact Assessment attached)	The issue of equality of provision for residents is at the forefront of the investigation
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
Risk Assessment:	Will be conducted if scheme receives financial backing
Crime & Disorder:	None.
Customer Considerations:	None.
Carbon Reduction:	None.
Consultation:	None.
Wards	Berwick North

Appendix 3 – Consultation Plan

<p>CONTRACT No. A4</p> <p>DRAWING No. A4</p>	<p>Northumberland Northumberland County Council</p>	<p>NOTES</p> <p>1. ROAD MARKINGS to be in white thermoplastic 111 type mounted on a base of white thermoplastic spread with applied solid glass beads.</p> <p>KEY</p> <p>1. PROPOSED EVERY DAY 24 HOURS NO RETURN WITHIN 4 HOURS BAYS</p> <p>2. EXISTING DISABLED BAYS TO REMAIN</p> <p>3. EXISTING NO WAITING AT ANY TIME RESTRICTION TO REMAIN</p>	<p>REVISION</p> <p>Revised Drawing Status</p> <p>APPENDIX 1</p>	<p>SITE</p> <p>NORTHUMBRLAND COUNTY COUNCIL COUNTY HALL, WORTHEN NORTHUMBRLAND NE57 7A DNE2 8A/121</p>	<p>Job Title</p> <p>MARYGATE – BERWICK CONSULTATION PLAN</p>	<p>Drawing Title</p> <p>PROPOSED EXPERIMENTAL TRAFFIC REGULATION ORDER</p>	<p>Scale</p> <p>Northumberland Northumberland County Council</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Dim</td> <td>PM</td> <td>Date</td> <td>Drawn</td> <td>Checked</td> <td>Issued</td> </tr> <tr> <td></td> <td></td> <td>07/01/14</td> <td>JL</td> <td></td> <td></td> </tr> <tr> <td colspan="6">Drawing Number: HE13630B-U107-02</td> </tr> <tr> <td colspan="6">Job Number/Rev Number</td> </tr> </table>	Dim	PM	Date	Drawn	Checked	Issued			07/01/14	JL			Drawing Number: HE13630B-U107-02						Job Number/Rev Number					
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Appendix 4 – Consultation Summary

FOR	AGAINST	NEITHER	APPENDIX 4 - CONSULTATION SUMMARY - MARYGATE
1			As senior enforcement officer for the town of Berwick Upon Tweed I am happy to support this proposal in the hope that it might alleviate some of the parking congestion in the town centre and by providing close proximity parking to the local businesses it may help to re-generate the town. An observation that is relevant to this proposal is that these bays will be on-street parking bays and will therefore be available to blue badge holders on an unrestricted time basis. Basically this means that bb holders can park in these bays all day without penalty as they can in any on street bay. As it is a common complaint that there are insufficient blue badge bays in or around Marygate, then I anticipate that there is a strong likelihood that these bays will regularly be occupied by bb holders for a longer period of time than the 20 minute limit.
1			
1			I have reservations as to the safety of vehicles reversing out of the parking bays and onto a 2 way flow of traffic - especially where the bays are at right angles to the roadway. Can the bays not be set at an angle to facilitate entry/exit? In general, worth a try for 12 months.
1			
1			I welcome the proposal to restore some short stay parking on Marygate, but feel that 20 minutes is not long enough and would have preferred 30 minutes.
1			Longer term parking would be more beneficial to shops and businesses. 20 minutes is not long enough for shopping or day to day business.
	1		I don't see any need for car parking on Marygate and prefer the way it is now to before. Car parking already exists a short walk from Marygate on Hide Hill, Chapel Street, Malting's car park and at the Co-op. The street has improved massively since pedestrianisation. A better solution to the problem would be to reduce the rates businesses have to pay on Marygate and introduce free parking on Chapel Street, Malting's car park and Hide Hill. I would rather the whole of Marygate was pedestrianized to improve the environment for shopping and socialising but understand this would cause an issue by cutting off Malting car park. It would however improve the traffic issues at the top of Hide Hill.
1			I agree in principal with the plans to restore the short term parking in Marygate, but 20 mins!! We are a retailer selling home interiors where customers are choosing curtains, bedding etc, this takes longer than 20 mins. I have also shopped in Home Bargains and it takes more than 20mins just waiting in the queue when they are busy. Although I feel this is a good idea to bring custom back into the town I think the time limit should be increased to 1hr.
1			
	1		
1			Give it a go. Don't think it will make much difference. The car park in Chapel Street needs to be increased up again from 1 hour to 2. Not sure why this was decreased, makes no sense. More sign posts for parking areas at entrances to town centre.
1			This is great news. Have needed this to be done for a long time. The town centre is dying and this will definitely help with people coming into the town.
1			
1			
1			30 mins would be more favourable for eating establishments.

	1	Parking on Marygate could cause congestion as people wait for space. There are often blockage now when people park and lorries come and deliver and because loading area parked in illegally, they just stop on road and block traffic. 20 minute parking does not really help for main shops as we need people to stay and brows only suits likes of boots the chemist and Greggs the baker. Introduction of free parking with 2/4hrs time limit much better way of improving town centre viability, but keep Marygate free of parked cars.
1		We support the proposal but suggest that it is a 1hr time limit. 20mins is insufficient time for this area of Berwick to perform tasks and thus enabling business turnover in the town centre.
1		
1		Lack of parking is only doing damage to the retailers. We agree this could only help an already dying high street, min 1 hr.
1		Need to do something to help the town over 30mins.
1		There used to be parking on Marygate changing it back to how it was seems the best thing, however this will not resolve the parking issues in Berwick alone.
1		1 hour minimum
1		
1		All loading bay facilities must be protected and any short term parking must be policed strictly so people do not abuse this minimum stay 1 hr.
1		The positioning of the disabled bays causes traffic to back up onto the mini roundabout, whilst drivers park using forward and reversing manoeuvres. These disabled bays should be moved down the Marygate, which would help traffic flow.
1		When this experimental restoration of short term parking is proven to be beneficial to the town centre, could you please reinstate the parking bays as they were pre 2005's semi pedestrianisation i.e. running in the same way as the disabled parking bays are currently. Please also consider making the short term time period 30 mins as opposed to 20mins. As a full time working mother who has to squash allot into her dinner hour, 20 minutes is not enough time to do anything on Marygate, you cant even pick up a prescription in 20 minutes. Hopefully this proposal will bring back trade to Marygate. In 2005 the parking was changed, the High Street has not faired well because of this, many shops have closed, and teh sight of bookmakers, charity shops, empty shops and pay day loan companies is not a great look for any High Street. We need FREE PARKING like allot of other Northumberland Towns have!!! Try to bring our customers back to the High Street as opposed to going to Edinburgh or The Metro Centre. NCC broke our High Street, hopefully its time for you to fix our High Street.
1		I have traded in Marygate since 1987, since the introduction of semi pedestrianisation in 2005 town centre business turnovers have dropped annually as can be seen by empty premises becoming available and then not being re-let. A 20 minute limited waiting is too short a time preferably 60 min but 40 min would be a sensible minimum stay period compromise. More shops mean more jobs and the North East especially Berwick needs a prospering town centre to help achieve this goal.
1		This would be an excellent development, at the present people park near the roundabout half on the road and pavement and then dash into collect their spectacles. This is quite dangerous as we are close to the roundabout, I believe this will help boost the town economy.
	1	
1		
1		It is a great idea to put short term parking back on the Main Street, hopefully it will encourage more shops to open on Marygate and then the parking can be made 1 hour instead of 20 mins.
1		It is absolutely ridiculous that you are proposing 20 minutes limited waiting time with a no return within 4 hours. This does not give time for anyone to walk up and down the street let alone shop and browse. If there was a queue in any shop the person will leave without purchasing any goods as they have to return

		to their car. This should be changed to a much longer time limit or again Berwick business will suffer and this shall defeat the purpose of bringing Berwick shops on the map.
1		I am voting in favour of the proposals in the hope that they will bring more trade to the shops. I do believe that a pedestrian crossing should be included. If after a year there is no improvement in trade then I would like to see the present arrangements re-introduced.
1		I think this is long overdue. I would hope that this scheme would also be 'free parking'. Charging people to park for 20mins would be counter productive when there is free parking on trading estate Tweedmouth for larger retail outlets. Needs to be free to match this to entice shoppers back. This restoration will be very welcome to town centre shops.
	1	I am in support of any reinstatement of any parking on the high street but feel that 20 minutes is not long enough. As you can see our high street is in a state of decline, with many shops closed, we need to encourage shopper to the town centre by offering free parking in all car parks, as many towns do now. I am constantly told by my customers that the cost and difficulty parking in Berwick, puts the high street at a great disadvantage, compared to the out of town stores and supermarkets. I feel that any parking on the high street is a move in the right direction but it would need to be for at least 1 hour as in Hide Hill.
1		We don't feel 20 minutes is long enough as queues in shop can be long. We feel 40-60 minutes would be more realistic.
1		Parking should be 30 minutes on High Street.
1		Would think 30 mins would be better.
1		
1		Berwick needs free parking to survive and compete with other towns in the area that have free parking such as Kelso. All towns in Northumberland should be treated fairly and equally.
1		Short term parking on Marygate will be an asset to businesses in the locality and should stimulate business turnover.
1		
	1	Cars block the disabled ramps and makes it dangerous for older people who use walking aids.
	1	If we have free parking from 1st April 2014 I do not see the need for short term parking on Marygate, the issue becomes too lazy to walk. Disabled cannot be the issue as they are well catered for. If the county council wish to improve Marygate, I suggest the following move lamp post to edge of carriageway, flowers, place seating the full length of Marygate and re assess central values on Marygate properties to make them affordable.
1		We agree short term parking should be re-introduced to the town centre, this will benefit all businesses and hopefully encourage more people to shop locally.
	1	I have a shop in Marygate but I cannot support the proposal on the information you have given me. This proposal leaves only the loading bay at the top of the High Street. The only place for vans and lorries servicing the middle to lower High Street will be on double yellow lines which I think is illegal or on the other side of the street blocking access to the parking spaces. Both options would reduce traffic to a single flow. I am sure that you are aware of this problem and that provision will be made for deliveries but this is not shown on the plan or discussed in the covering letter. As it stands, these plans will produce chaos on the High Street. Cars will not be able to enter or leave the new parking spaces while deliveries are being made and the traffic flow will be chaotic.
1		about time.
1		
1		I support free short term parking as I think retailers have struggled for business due to parking issues as people go elsewhere.
	1	I live in West Street and here parking is dangerous. Car drivers will not walk. Castlegate car park is no distance from Marygate. The Malting's car park is also near (very near) the High Street.

1		Not sure if this is paid for via ticket or if space would be free? Perhaps free 20mins or paid 30mins would be reasonable. Think this is a good idea and should have been done long ago or semi-pedestrianisation works never done. Should hopefully stimulate business and take pressure off other car parks.
	1	I feel that the problem of trade is a national trend in most towns and that some of the shops closing were national high street and not local to Berwick. In my opinion trade could still be lost from pedestrians not going to the town centre as often because of the problem of traffic pulling in and out constantly at a higher rate than it is at present. There are parking facilities in the town centre at present but drivers can become lazy and just want to park when ever and where ever is convenient without consideration for anyone else. pedestrians have not been considered enough in this new proposal. Marygate will become much more difficult to cross safely.
1		Good for business. Very good for motorists. Parking essential for customers using shops!
1		Please consider the allowed time to 1 hour. 20 minutes is absolutely no good to anyone. Anything less than 1 hour would be a complete waste of time. We want people into the town centre to do shopping locally and help to maintain the high street's survival. We will have people who will be fined for parking over 20 minutes on a regular basis and that will just send them to shop out of the town centre. I hope that someone at NCC can see this to be the case.
1		Taking the parking off Marygate in 2005 made a huge difference to my footfall. Thing got a lot quieter. I think 1 hr would be better and free parking in the car park might bring the local people back to shop in the town. If charging for parking was a good idea the supermarkets would be doing it.
1		Look forward to introducing short term parking in town it might encourage people to come into town. People are getting upset because they have to pay for parking.
1		Its worth a try, and I shall watch with interest as the weeks go by. Is 20 minutes long enough? As a pedestrian and a pensioner I enjoy the openness and chances to sit down of the present arrangement and I'd hope that this wouldn't be affected.
1		Much required but also stop people from illegally parking on Marygate as it congests the flow most are just lazy. The disabled bays outside Home Bargains are covered by carousel on market days - this should be allowed - disabled drivers/pass have got tickets fro using loading bays as they cannot park on these days. Needs to be looked at and the carousel moved.
	1	We should be discouraging car use by providing better sustainable transport options that people will choose by preference.
	1	Traffic density in Marygate is already very heavy. Long lorries make deliveries to the shops and they cause damage to buildings when turning from Marygate into Church St. The air quality is already poor on some days. Trying to cross the road, especially if elderly, is already a nightmare. Extra parking will not improve the town centre. The whole philosophy, needs to be re-thought out as to the kind of 'experiences' required for the visitor. The rents and business rates are far too expensive and the main reason for decline - together with major out of town supermarkets. Preferably it should be completely pedestrianized with free parking in the car parks.
1		30 minutes would be amore acceptable waiting time.
1		Any additional parking in central Berwick would only benefit the town centres economy.
1		Having short term parking will help us by making it easier for customers to drop off donations which is a huge problem at the moment, as well as hopefully increasing business. Our only concern is where our van drivers will be able to park to drop off delivers etc.
1		I feel 20 minutes limited parking should be replaced by 30 minutes which would give people who do not qualify for disabled parking but who are less mobile an opportunity to use town centre shops without the worry on busy days of getting a parking ticket.

1		I receive many comments from my customers supporting the restoration of the car parking. I believe the number of visits to Marygate by people who normally avoid it due to the unavailability of car parking on the street, by people who are less able to walk longer distances, who only wants to pay a quick visit to a shop etc will increase, also traffic will slow down. WE must not forget it is also unfair from the point of view that Marygate retailers lose out to supermarkets, to retail park and even to Castlegate retailers with no immediate car parking facilities.
1		
1		I would inform you that as an emergency service we may be required to use the above road for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1		Make time longer at least 30 minutes or more.
1		At our meeting last Thursday we confirmed our support for restoration of parking on Marygate: we believe a 30 minute time limit is most practical and desirable as it was in the past.
1		A 1/2 hour parking limit would be more beneficial.
1		
1		Wholeheartedly support this proposal as a retailer in the town. Cannot happen quickly enough for us.
1		
	1	There are many parking spaces within easy walking distance of Marygate and the introduction of parking will increase congestion as it always did even when the road was much wider.
1		There is nowhere in the middle of Berwick to park for a short time for free. The station car park is useless for a town the size of Berwick. This is a major problem at the north end of the town.
1		Restoration of high street parking is an essential proposal to support high street business. Free parking at out of town supermarkets makes competition impossible.
1		Suggest 1/2 -1 hour time is restored to the high street not just 20 minutes.
1		The lack of on street parking has had a huge detrimental effect on trade, I have been manager of New Look for 13 years. Since the parking was removed customers have voiced their unaccepted at the fact they are made to park short term and pop into the store to make a quick purchase. Any parking given back to the high street will most definitely help trade and bring our customers back into the fan.
1		As a retailer we can only welcome the parking as it should bring custom back to the town. We think the allocated time slot is not long enough though. People are only shopping on the outskirts of Berwick where the parking is free and we are struggling to compete with the supermarkets.
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1		I live roughly equidistant from Dunbar and Berwick. Kelso is an extra 10 mins. Even though the facilities in Berwick are better than Dunbar and Kelso I will go there as there are no parking issues.
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1		Main reason I don't go to Berwick is that it costs a fortune to go to the shops for an hour. I would shop more in Berwick and spend more money there is I could park for free. I'm sure if there was more free parking people would start coming back to Berwick high street to shop instead of outside retail parks.

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1		And Marygate, Hide Hill and Bridge St should be one way too.
1		I support the return of parking, but I think the proposed 20 minute restriction is too short.
1		A would start using the town centre.
1		
1		
1		Stop blocking and get it done while there' still a shop left to shop in!
1		
1		I would use the parking for shopping that I find to heavy to carry home.
1		
1		All town centre parking in Berwick should be free.
1		
1		I support the proposal to replace the existing loading only bays in Marygate with everyday 20 minutes limited waiting, no return within 4 hours as shown on your plan supplied. I agree that this would improve the amenities of the area and is likely to stimulate business turnover in the town centre.
1		
	1	
1		
	1	Crossing Marygate on foot is much easier with the present arrangements. The pavements are also less cluttered and there is space to move around. I am 70 and have to drive into Berwick but have no problem parking in a designated car park and walking to the shops. The only problem is the obstructive "A" signs which litter the pavements. Please think pedestrian.
1		Just get this done and the sooner the better. It should not take months and should not involve endless consultation. I doubt if you could find many against it. We are now getting more out of town shopping and the town centre needs all the help it can get and soon.
1		
1		There are many occasions when people would like to pop in to high street shops but don't because by the time they have parked, paid meter, put ticket in car and walked, they feel it would be simpler to go to Tesco. It will really help.
1		The short term parking would really benefit people collection prescriptions from Boots pharmacy.
1		
	1	Whilst the proposal to allow short term parking is good news for the town centre, 20 minutes is not long enough. If you wish to, say call into Boots to have a prescription made up, dependent on the number of people waiting, this can take up to 30 minutes, in the shop. You need time before and after this to walk to and from the shop. I suggest a minimum time of 45 minutes as being more realistic, to avoid unnecessary parking disputes and fines!
1		Re-instate it quickly before high street dies completely.
1		
	1	There should be a strategy for pedestrianising Marygate instead of creating even more car congestion.
1		I would also support restoring the former 40/45 minute parking on Marygate.

1	1		The proposed plan will not benefit my business anyhow, because 20 minutes waiting time will not be enough for our customers. When you said "everyday 20 minutes limited waiting", what is the time scale? Do you mean all day anytime for 20 minutes? Or particular time such as shop opening and closing time between 9am - 5pm? We always have difficulties for our suppliers delivery vans to find parking spaces because frequently most designated loading spaces along Marygate are occupied by shoppers vehicles. This may be the reason you proposing a 20 minutes waiting time, but pleas consider to leave a for "loading only" spaces for the shopkeepers, especially near the town hall area.
1			Will there be market day stalls? Found it difficult to get a disabled space if going north, my son signalled to go right, when a car reversed to go out, but chancers drove in to let a passenger out to shop at Home bargains - with no blue card. Only hope - go up and round the roundabout and come south. Card holder, aged 92. It was very difficult moving house from information centre passage to West Street had to carry things over the road to top of taxi rank, warden was sympathetic. There is a very dangerous hole in the road, opposite Eastern Lane, Just where we pedestrians cross, looking both ways - not down.
1			If disabled bays to remain do you have some way to make sure only disabled use some, as I often watch able bodied people using the bays. Not enough attention is paid to this.
1			
1			I collected this form from Boots (I buy herbal pills for slight blood pressure) because doctor pills had side effects. A couple of years ago I parked outside Greggs Bake Shop completely of the road and according to sign 'loading only' I went up the street to print spot to pick up printing papers. Police (camera on the street) fined me thirty pounds. They stole £30 from me - they also stole my business accounts from Berwick post office, to investigate me. I do no business in teh town and I made sure that I get £30 plus more by not buying in Berwick.
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Appendix 5 – Proposal



