

## RECORD OF DECISION TAKEN BY DIRECTOR OF LOCAL SERVICES AND HOUSING

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### OFF STREET PARKING PLACES COMPOSITE ORDER 2014 - AMENDMENT No 5 ORDER 2016

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#### **Purpose of Report**

To consider representations made in respect of the proposed Off Street Parking Places Composite Order 2014 - Amendment No 5 Order 2016 ("the Order"). The effect of the Order would be to cease use of Chapel Street Car Park for the parking of cars and only allow the parking of coaches.

#### **Recommendations**

##### **It is recommended that:**

- 1) The Council proceed to make the Order.

#### **Key Issues**

- 1) Concerns raised about removal of parking provision
- 2) Concerns about waiting and loading restrictions
- 3) Concerns that there will be an increase in localised pollution.
- 4) Chapel Street Car Park is a convenient location to local amenities

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## Background

### Legal Notices

1. A Notice informing the public of the Council's intention to make the Order ("the Intend Notice") was advertised in the local press and posted on site on the 6<sup>th</sup> October informing car park users of the intentions (appendix C). The Intend Notice also states that any objections should be sent in by 28th October, of which we received responses from 19 individuals, as shown in Appendix D.
2. All 19 individuals who objected to the proposed coach park will receive responses to their specific issues. The purpose of the objection period is that representations may be made which cause the Council to amend the scheme or to decide not to proceed with the scheme.

### Objections

3. From the 19 objections received when the Intend Notice was advertised both on site and in the local press, the following key issues have been highlighted in italics and these are followed by officers' views:
4. *Coach Parking will increase pollution within Berwick* – There is no evidence to suggest that the introduction of coach parking on Chapel Street will increase pollution within Berwick. All 22 parking places that have been identified for removal have a restriction of 1 hour maximum stay. This means that there is the potential for 220 vehicles coming in and leaving the car park over a 10 hour period when the restrictions apply.

When these parking places are converted in to coach parking the space will accommodate 4 coaches, which are expected to stay for at least half a day. This means that potentially 8 coaches may be coming in and leaving Chapel Street area over the course of a day. This being the case, potentially, there is a reduction of 212 vehicles using Chapel Street, albeit smaller vehicles, which should reduce pollution within the area. To address concerns previously raised, there are also restrictions in place, which prohibit vehicles from leaving the engines running. There will be additional signage erected within the car park to ensure that this is clearly understood.

5. *Concerns about waiting and loading restrictions* - whilst concerns have been raised about waiting and loading restrictions the proposed order does not make any changes.
6. *No additional parking has been provided* – In order to address the issues of car parking in the town, a request to provide an additional car park at the railway Station is part of the Local Transport Plan Programme. It is intended to start construction of the new car park in 2017-18. In addition, a parking review is also being carried out within Berwick aimed at identifying potential parking places within the town and a possible revaluation of short and long stay parking locations.

7. *Coach Parking should be located elsewhere in Berwick* - An extensive study has been carried out to establish the most feasible location for a coach park that has nearby facilities to accommodate the coach drivers and the Chapel Street location was deemed the most feasible.
8. *Chapel Street Car Park is convenient to local amenities* – Appendix E shows both long and short stay parking provision within Berwick Town Centre. The plan shows that all short stay parking is centralised around the town centre. This allows for an increased turnover of car parking spaces in the areas that are more convenient to local amenities within Berwick.
9. Several queries were raised about the general need for coach parking and the background to previous consultation exercises is set out below.
10. The need for coach parking in Berwick was first identified as beneficial to the local economy in the 2010 Tweed & Silk, A Public Realm Strategy for Berwick-upon-Tweed, which states *“Accessibility for all is vital in Berwick especially since it has an aging population, and many coach visitors valuable to the tourism economy are from older age groups”*. Correspondence has also been received via business operators requesting consideration of coach parking to be made available. A number of options for a coach park were identified and investigated resulting in Chapel Street being selected as the most feasible location.
11. A consultation exercise was carried out in January 2014 and a decision to proceed with the Coach Park was made, as shown in Appendix A “Proposed ‘Coach Parking’ Provision – *Berwick-Upon-Tweed*” Since the approval of the scheme and planning application being granted, concerns were still being voiced by residents and business owners within the immediate vicinity of the proposed coach park. These concerns were taken up by local MP Anne-Marie Trevelyan who carried out a survey asking, out of a number of locations, which one was the more favourable for a new coach park. Castlegate Car Park came out as the most favourable, with Chapel Street being the least favourable. The possibility of a coach park in Castlegate was then investigated and was deemed unsuitable for a number of reasons, with Chapel Street still being the most feasible. These issues were formally addressed in a Decision Report titled “Berwick Coach Park 16 March 2016” as shown in Appendix B.
12. From the outset, the County Council has endeavoured to respond positively to local concerns raised in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. The result of the consultation, petitions submitted and extensive investigations into the most suitable location, has found that the Berwick Coach Park is the most suitable location for the coach park.

## Recommendations

13. The representations made in response to the Intend Notice have been carefully considered but have not caused officers to consider that any amendments need to be made to the Order or that the Order should not be made at all. It is therefore recommended that the Council proceed to the making of the Off Street Parking Places Composite Order 2014 - Amendment No 5 Order 2016 .

14. The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

## **Appendix Index**

Appendix A – 2014 Decision Report  
Appendix B – 2016 Decision Report  
Appendix C – Intend Notice  
Appendix D – Summary of Responses  
Appendix E – Berwick Parking Plan

## **Implications Arising Out of the Report**

Policy	None
Finance and value for money	Funded by LTP
Human Resources	None
Property	None
Equalities	None
Risk Assessment	None.
Crime & Disorder	None
Customer Considerations	None
Sustainability	None
Consultation	The intend order was publicised in accordance with Council processes.
Wards	Berwick North



## DECISION TAKEN

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

Director of Local Services and Housing

**Subject:**

**OFF STREET PARKING PLACES COMPOSITE  
ORDER 2014 - AMENDMENT No 5 ORDER 2016**

**Intend Notice Responses**

19 Responses were received

**Decision Taken:**

**The Council proceed to make the Order.**

**Signature of Director**



**Date**

18/11/16





Northumberland County Council

**RECORD OF DECISION TAKEN BY  
EXECUTIVE DIRECTOR - PLACE**

Executive Director - Place - Barry Rowland

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***PROPOSED 'COACH PARKING' PROVISION – BERWICK-UPON-TWEED***

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**Purpose of report:**

*To consider the Traffic regulation order required for introducing 'Coach Parking' on Chapel Street and a 'Coach drop off/pick up' facility on Church Street in Berwick.*

**Recommendations:**

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

***1) The Traffic regulation Order for the provision of 'Coach Parking' on Chapel Street and a 'Coach drop off/pick up' facility on Church Street in Berwick.***

**Key issues**

- 1) There is a need to deliver strategic targets such as supporting economic growth and reducing carbon emissions
- 2) There is a lack of suitable infrastructure in place to support coach use in the Town Centre
- 3) There is concern over the reduction in parking spaces caused by the proposal
- 4) The provision of coach parking has gathered support within the community via business forums and members of the public and we have received a petition from the Chamber of trade signed by 129 businesses

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## ***PROPOSED 'COACH PARKING' PROVISION – BERWICK-UPON-TWEED***

### **BACKGROUND**

#### **Introduction**

- 1) Berwick-upon-Tweed is an historic town known for its popularity with tourists. It is located on the border of England and Scotland and its main point of vehicular access is via the A1 trunk Road. The railway station is also used as a common form of travel with 116 spaces plus 5 disabled bays made available for parking. The rest of the town centre is made up of a combination of short term and long term on street and off street parking, aside from one section of Walkergate that is currently reserved for coach pick up and drop off.
- 2) Although the current pick up and drop off facility on Walkergate has the necessary signs and lines marked out to indicate the restriction, there is no associated Traffic Regulation Order to allow enforcement to take place and any existing measures are considered temporary. In addition to this, there are plans for a development in the immediate vicinity and the developers have indicated their preference for the bay's removal. Furthermore, there is currently no infrastructure in place within Berwick that allows coaches to park for any length of time.
- 3) The request for improved coach parking facilities in Berwick was first muted as part of a public realm strategy document entitled 'Tweed and Silk' developed in 2010. Commissioned by the Berwick's Future Partnership the emphasis is placed upon economic development and promoting tourism which will improve the visitor offer. It describes coach parking as 'vital to Berwick's tourism economy', but warns of the visual impact its provision would have especially in a conservation area. Correspondence has also been received via business operators requesting consideration of coach parking to be made available.
- 4) In line with the third Local Transport Plan Strategy document that sets out the vision to reduce carbon emissions and support economic growth, investigations took place to find suitable locations where coaches could carry out their duties. The criteria entailed negotiating the road network safely, finding areas where passengers can disembark and identifying locations where coaches can dwell for long periods as well as considering the visual intrusion factor. Due to the existing parking restrictions already in place throughout Berwick, this task would prove difficult without affecting or amending those restrictions in some capacity. Six potential sites were investigated. The locations included Walkergate, Church Street, Chapel Street, Castlegate Car Park and two areas within the Parade. The existing facilities and operational issues were key factors in the decision making process which fed into the Tweed and Silk Strategy. Chapel Street was taken forward as the preferred location.

## Consultation

- 5) Consultation took place between 28<sup>th</sup> January and 11<sup>th</sup> March 2014 on a proposal to introduce a pick up and drop off facility on Church Street as well as providing coach parking on an existing off street car park within Chapel Street. (See Appendix 1). The Coach Parking element would require the removal of 4 on street 'Monday to Saturday 9am-5.30pm 1 hour no return within 1 hour' parking bays to allow access. It would also require a change of use from a car park to a coach park as well as physical construction works to maximise the space available. The drop off facility on Church Street would replace 6 on street 'Monday to Saturday 9am-5.30pm 2 hours no return within 1 hour parking bays. To allow turning manoeuvres to take place the Auto Trak programme identified an additional bay outside number 43 Church Street that would need to be removed and replaced with a 'No Waiting' restriction.
- 6) 168 consultation letters were sent out to those affected and to associated statutory bodies. The results showed 8 in favour with 25 against and 2 neglecting to offer an opinion either way. Those in favour included Perryman's Bus Service, the Confederation of Passenger Transport and a member of the Berwick Chamber of Trade who highlighted the current downturn of business due to insufficient coaches coming in. It should be noted that the Chamber of Trade also submitted a petition with 129 businesses, who whilst not directly affected by the Traffic regulation Order, are in support of the proposals.
- 7) One of the common factors included within the responses was the adverse effect the proposal would have on the environment. This related specifically to issues of noise and air pollution. There were also concerns about congestion. However, it should be noted that a typical coach carrying 54 passengers will have significantly less impact on the environment and congestion than the individual vehicles carrying these numbers of people.
- 8) There are additional concerns in relation to regulation of the buses and times of operation. Clearly the buses should not have their engines running whilst stationary for long periods and the Council will work with the operators to ensure this does not take place. As part of the legal Traffic Regulation Orders, time constraints will be imposed on the parking facility in the form of all day parking only. The pick up/drop off facility will impose a limited waiting period of '30 minutes no return within 1 hour'. In terms of design improvements, dropped kerb provision and seating has been incorporated into the scheme and signage will be provided to nearby toilet facilities.



- 9) Whilst some businesses will inevitably benefit from the use of coach parking in the area there is a concern about lack of parking availability for both residents and some businesses including Bed and Breakfasts. Due to the lack of space available on the public highway the removal of bays is unavoidable. However, there is parking availability in many of the other nearby car parks which now benefits from free parking which was introduced on 1<sup>st</sup> April 2014. Surveys of town centre car parks have also shown that all spaces are not fully utilised and although there may be a loss of spaces, overall there should be sufficient spaces to cater for demand. The scheme, if implemented, will be monitored in terms of any knock on effect this has on the current parking arrangements.
- 10) 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 Plan and Proposal*

*Appendix 2 – Consultation Summary*

## **BACKGROUND PAPERS**

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

## **IMPLICATIONS ARISING OUT OF THE REPORT**

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

## DECISION TAKEN

**Title of Executive Member**

Ian Swithenbank – Policy Board Member,  
Streetcare and Environment

**Subject:**

*PROPOSED 'COACH PARKING'  
PROVISION – BERWICK-UPON-TWEED*

**Consultation**

8 in favour  
25 against  
2 Neither

**Decision Taken:**

*TO APPROVE THE TRAFFIC REGULATION  
ORDER FOR PROPOSED 'COACH  
PARKING' PROVISION – BERWICK-UPON-  
TWEED (SEE APPENDIX 2)*

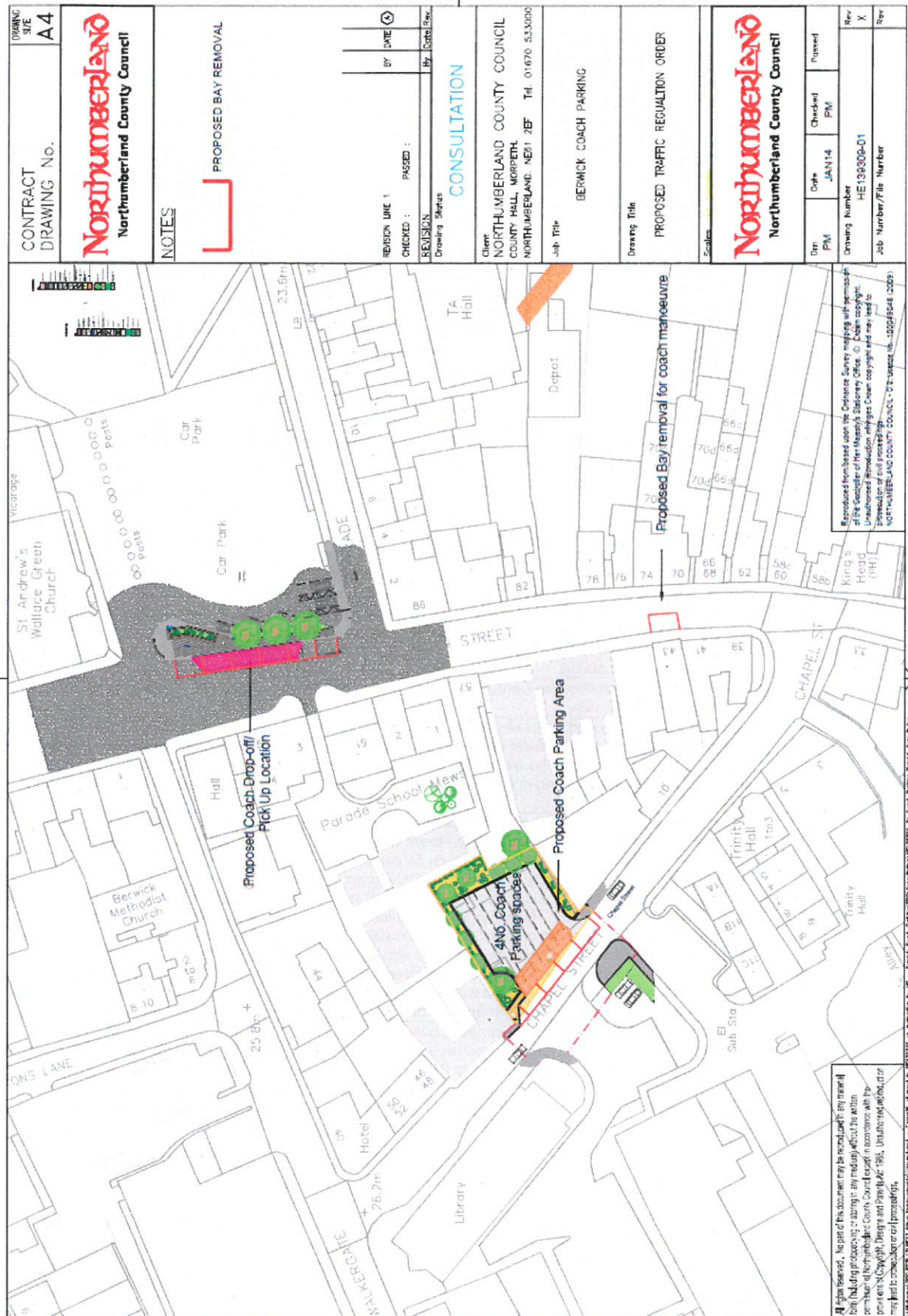
Signature of Executive Director -  
Place

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**Date**

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## Appendix 1 – Consultation and Proposal



## Appendix 2 - Consultation Summary

FOR	AGAINST	NEITHER	APPENDIX 2 CONSULTATION SUMMARY - COACH PARKING
1			There is already a coach drop off point at Walkergate nearby. Will this still be retained or will the new bays at Church Street Replace these? In addition it has been pointed out to me recently by coach drivers that they regularly drop parties of people off to the Malting's in Eastern Lane and some of these are disabled and require to be dropped off as close as possible to the Malting's. Has any provision been discussed for coach drop off points near to the Malting's. perhaps the loading bays at Marygate could be dual used for this purpose.
		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 do appreciate however 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		The proposals for the small Chapel Street car park is totally unsuitable re - lack of space, turning point etc. there is a high likelihood of congestion, plus potential for a minor accident to occur. The sensible proposal as outlined in the local paper is identifying whether the car parking around the Kwiksave site is the most appropriate option or parking at the large Parade car park given there is ample space there. Other options could also be, longer term planning re: out of town options areas dedicated to parking with transport into the town centre. Ramparts is a potential site. the current county council proposed 'coach parking' in Chapel Street is wholly inappropriate.
1			
1			
	1		You should be thinking about putting more resident parking spaces in, to look after the actual people who live in the town not reducing them. Totally against this proposal.
	1		I think that the proposed coach parking location is unsuitable for coaches as the road is not that wide and is already part of a bus route. This could possibly lead to congestion.
		1	I am currently based in the Childcare social work team which is under the library in Walkergate. There is a number of staff in this building who use the adjacent car park to park their cars (if we cannot park in our own car park we do use the Chapel Street car park). In a typical working day, I can be out and about 5/6 times and that is just me. Currently there are approximately 30 staff in the building who do similar jobs and could be out of the office as many times. I have concerns that by parking the coaches in Chapel Street will cause serious congestion and inconvenience to the public and also employees from our service. Would it not make more sense to have coaches parked outside of the town centre.
1			I can confirm on behalf of the Confederation of Passenger Transport that we welcome and fully support these proposals.
	1		I am very much opposed to these coach parking proposals, the two areas that are designated Chapel Street and Church Street are residential areas in a historical area of the town. Also, there are a few prestigious guest houses in the area going to suffer from carbon emissions? I trust that there will be a public meeting in the near future when these issues and objections can be discussed fully.
	1		These comments and objections to this proposal are written on behalf of the family (of five persons) living at the address below. Road safety - there will be a significant reduction in the ability for all road users to use this key section of Church Street safely due to large vehicles reducing manoeuvring space and visibility. Environmental impact - the increase of noise, air pollution and ground staining by large oil-using vehicles is unacceptable in both a residential area and a major area for visitors to the town. Negative impact on local business - a reduction in the available car parking spaces will be detrimental to small businesses in this area. Proximity to services - both the coach park and pick up is remote from shelter and public conveniences, thus driving coach users to take inappropriate actions at times. This sole proposal looks to have been conceived and developed from an office without adequate field work and full consideration. There are many alternative options to this scheme - you give me no confidence that you have considered any alternatives.
	1		Proposal is beside library / social services buildings where public buses pull in - would this reduce visibility? Concern over reversing coaches into main road or into entrance of car park. The car park is used by pedestrians to 'cut through' to the main street via the alleyway. Again concern over visibility of pedestrians if coaches are reversing over road. Would there be policing if more coaches arrived than spaces allowed - or would they try parking on road side? Would prefer if coaches parked at Parade where proposed drop off is sited. It would make Chapel Street a busy bus/coach street - and it is not very wide.
	1		Ref - Berwick High Street re-instate the bus station in its original position, compulsory purchase the 3 x shops between the advertiser building and home bargains, bringing visitors into the town centre. Re-instate the public toilets which were originally in the bus station (ladies and gents) and have been a source of inconvenience (ever since they were removed by) for travellers using public transport. The town council had no foresight in the first place allowing the site to be sold off to accommodate 3 x useless shops so much for bringing in business to the town! What about the eyesore of the Kwicksave building in Walkergate, demolish! plenty of room for bus park.



1	<p>I have several concerns. Is the proposed car park a daytime or overnight facility or both? Will there be time restrictions particularly if overnight? Will there be regulations to prevent buses having their engines running whilst parked. This would reduce noise and fume pollution. Screening - I enclose a photograph illustrating the low wall between my property and the proposed park. If this goes ahead could this wall be raised before the park becomes operational? Lighting will this be LED to reduce disturbance? Litter. Will arrangements be made to have adequate provision for disposal of rubbish from buses bearing in mind this operation normally carried out by drivers when the passengers are out of the bus. Toilet facilities. the nearest are in the car park by the co op supermarket. bearing in mind most bus tourists are elderly, this is unsatisfactory. From the present drop off and pick up point it is difficult. Please do not consider porta cabins they are unsightly and inadequate within the walls of an ancient town. Would regulation re the bus park be posted on site? Who would enforce these? When do you anticipate these proposals will be implemented? Drop off and pick up - will this have a time restriction on use e.g. 8am-7pm? Do they move as soon as passengers are unloaded? As a driver I am concerned about traffic movement at the upper end of Church Street. At the moment there is parking on both sides which reduces the highway to one way unless there are two small cars. The egress from Tyne services will also present a problem. Walkergate from the turn off to Chapel Street up to the Parade is not in a good state of repair and large tour buses will make it worse. Could the present drop off arrangement be extended in front of the offices and then the buses go round the corner directly to the proposed bus park? I do hope that you will find time to reply to my questions so that I might give the matter further consideration. As I said to Mr McKenna when I spoke to him on Tuesday. I do hope that it won't be filed in the waste paper basket.</p>
1	<p>I wish to object strongly to the proposed coach parking proposals. The traffic flow in Church Street and Chapel Street is already a nightmare without large tour buses now invading what should be part of our beautiful historic town. Double sided street parking in Church Street already causes problems. Large vehicles need to access the tyre services situated in Church Street and also much against safety reasons public buses are now also using the afore mentioned streets. "An accident waiting to happen" I fear. Surely the ideal solution would be to use part of the Kwik save car park in Walkergate Lane which is a much wider road allowing room for access and turning manoeuvres!!</p>
1	<p>There is already adequate pick up and drop off facilities for tourist buses in Walkergate. Buses picking up and dropping off passengers could cause a traffic management problem as Walkergate road narrows as it joins Church Street. Noise and pollution issue. Buses starting up and running for long periods, also parking in the area for longer than necessary. Views from the properties directly opposite compromised by parked buses. Beautiful area of the town, bus drop off - pick ups would result in a potential lowering of houses values. Who wants buses dropping off pick up close to their residence. Residents parking is inadequate and will only get worse in proximity. Conservation area with listed buildings, lovely views and quiet location - this would change if proposal was adopted. Local transport plan - reducing carbon emissions - why not utilise the area in Walkergate for drop off and pick up and parking. Thus meaning buses travelling no distance for parking. They do this own why change it?</p>
1	<p>We object to this development on the following grounds - Environmental impact resultant from the number of coach movements in a confined residential street. In particular the location proposed turning circle, which will limit egress to the Police Station, and the use of Church Street as an essential emergency route alternative to Marygate. This road is already busy with many near misses both of cars/caravans and pedestrians, and is very narrow. Degradation of air quality arising from the substantial increase in vehicle emissions. Noise impact arising from a substantial increase in vehicle movements. Particular Impact on 57 Church Street. In your drawing you have positioned the coach parking bays directly against the rear of our property. Coaches when parked, tend to keep their engines running, either for air conditioning or heating. There will therefore be severe impact from the noise of diesel engines and particulate emissions. We bought the property to be able to eat out in the garden, will now be unable to do so without being gassed and aurally invaded. In addition modern coaches are taller resulting in our property being directly overlooked by coach users. This impacts on our privacy and security. Loss of property value. This will arise as a result of the cumulative effect of the above on our property namely loss of privacy, reduction in security, additional noise and emissions. We are particularly aggrieved that what is currently a private garden will be overlooked by parked coaches. The noise and air quality impacts arise as touring coaches have a tendency to leave their engines running whilst parked. We would not have bought this property if the proposed coach park had been in operation. The loss of on street parking. There is already an under provision of residents bays in Church Street and surrounding streets and this proposal removes more. Please see figure 1 to observe the adverse impact of the proposed development.</p>

		<p>We suggest that most of these negative environmental impacts would be ameliorated by locating the proposed Coach Park, turning and drop off; wholly within the existing Pay &amp; Display car park along Parade. This car park offers more than enough space to locate the whole of this development, including the turning space. The car park is under-used, being less than 50% full most of the week. In addition to delivering the Council's objectives that proposal offers significant economic, environmental and social impacts. The main advantage to using the existing car park is that it offers a better coach park location for older people, people with disabilities and with young families. This is because it is located within easy walking distance of some of Berwick's main attraction, the Cromwellian Church, the Walls, access to the pier and Beach and the suite of English Heritage properties. Visitors with any mobility restriction will be better able to enjoy these attractions from a coach parked in this area, rather than Chapel Street. Under the current proposal if someone wishes to stay on the coach, perhaps due to mobility issues or they are unwell, they will be abandoned in a rather unattractive and isolated coach park, out of sight of family and friends. If someone wishes to return to the coach early, perhaps to collect some personal belonging, or are unwell, how will they find it? Our proposal locates the coach park perfectly. The major sites are clearly visible and within easy walking distance. Visitors can choose to visit them in their own time, and return to the coach to either rest or wait in a far more pleasant surrounding than the proposed coach car site in Chapel Street. By redeveloping this badly used pay &amp; display car park, the Council will be able to create a Visitors Hub to promote Tourism to Berwick. Part of the car park will be used for the proposed 4 coach stops; which with some basic design can be achieved without the need for a turning circle. The bulk of the car park can be retained for private vehicles, with access directly opposite Walker gate, utilising the existing road space.</p>
		<p>A single story Visitors Centre can provide a focus for this tourist hub, offering information, and retail sales opportunities. A line of single story lock up retail units can offer employment opportunities, and locations for innovative SMEs to develop innovative services for tourists. These can be managed by the visitor centre. As this area develops the space could also be used for visitor orientated street markets, such as bric-a-brac and "arts &amp; crafts". We would ask that this concept be presented to the LEP for consideration, as ERDF funding could be sought to match the planned investment into the coach park, and used to build the visitor centre and associated retail units. Degradation of air quality impacts are reduced as this area is more open and thus particles are better dispersed. Removing the need for a turning circle also reduces the air quality impact. We can provide expert evidence to support this claim, from the University of Leicester's team, led by Professor Paul Monks, who is a specialist in air quality and advises the Government. A similar argument applies to noise pollution. It is marginal, but this proposal requires fewer coach movements, and they are located further away from residential properties. Noise pollution falls off with square of the distance from the observer, so a small change in distance can represent a substantial improvement. If this environmentally damaging proposal is to proceed then we request the following conditions are applied. That the proposed turning circle is relocated to use existing land on the current Pay &amp; Display car park, or the wider part of church street adjacent to the Planning Office where there is significantly less traffic and less danger to the public and other road users. That no coach movement be allowed before 8 am. In the morning or after 6 pm. At night. This is because this is a residential area. That engines of parked coaches are turned off at all times, and that this is enforced. The layout of the coach park in Chapel Street be such that there are no sight lines from the rear, side or front of a coach into our property at 57 Church Street. To be achieved by ensuring the coaches are parked well away from our rear boundary.</p>
		<p>That there should be screening placed between the Chapel Street coach park and our property in the form of a high fence to reduce noise and emissions, entering our property; and the provision of green screening to improve security which is threatened by this proposal. That the County take weekly readings of air quality and noise pollution at varying times of the day in Church and Chapel streets, and close the coach parks in the event of breaches of EU air quality guidelines. That all of Church Street's on-street parking is converted to residents parking bays. There is ample visitors parking available in the Pay &amp; Display car parks in this part of Berwick, which are all currently underused. That the Council Tax band for all properties in the affected area be reduced to reflect the reduction in resident's ability to peacefully enjoy residence in their properties - and to reflect the particular reduction in property value which will affect our property if the coach park goes ahead.</p>
	1	
1		<p>As a local business and member of the chamber of trade committee, I am all to aware of the need to attract bus trips to the town. We have had the Hotel for 26 years and know the reason we no longer get the bus parties now is due to lack of bus parking. years ago we got 25-30 every year, now we are lucky if we get 5-10 pa. If we attracted bus companies to the town it would have a snowball effect on the town centre, and encourage new shops to open and encourage existing businesses to expand. Berwick is dying on its feet - we must do something and fast.</p>
	1	<p>We are a small B &amp; B in Church Street we have a high volume of buses and lorries visiting ATS garage. These cause vibration and noise to our building, causing disturbance to us and our guests, we applied to council to put in wooden framed double glazing this was refused despite many other similar buildings in teh street having same! Encouraging more buses to use the street will only aggravate the situation. Also where will the displaced cars from the proposed coach parks park? There are so many unused space in Berwick i.e. the old Kwick save building. It is also naive to think that coached will only pick up and drop off in Church Street. I have no doubt coaches will sit there with engine idly for hours again causing disturbance to residents. Unfortunately I have little confidence in NCC to listen to residents in Berwick.</p>



	1		Main reason for dislike of the Chapel St proposed coach park is the danger from small particles, known as PM10 and PM2.5, emitted from diesel engines. Coaches will be too close to our home - less than 10 yards and probably run their engines when stopped (as they often do now in Walkergate). As an asthmatic I know that research on PM10 and PM2.5's shows the penetrate deep into the lungs, increase sensitivity to allergens, aggravate asthma attacks, decrease lung function, and are associated with higher levels of hospitalisations and deaths (from asthma, COPD and heart disease).
	1		I object to this proposal for several reasons. Church St, Chapel St and the enclosed mews from a primarily residential area, and should not be treated as a commercial roundabout. To preserve or improve the amenities in the area, large diesel vehicles should be actively discouraged, not attracted. Experience from seeing coaches which already come into the area is that engines are left permanently running when parked causing noise and fumes unacceptable in a residential area. Car parking for residents, workers and guests at the various B & B's is already at a premium, the loss of the bays on Church St & Chapel St plus the whole of the existing car park will result in chaotic and possibly illegal parking in other nearby roads. The turn into Chapel St is much too tight and will result in accidents. Why not stack coaches at the dead end of Church Street by the council offices, affecting very few residents?
	1		Too many buses etc already using streets, buses running every 30mins. Chapel Street on to Church Street and Walkergate on to Church Street not much room for vehicles to negotiate these corners especially big tour buses. Church Street is virtually one way. Large lorries use Chapel Street to gain access for off loading to rear of stores. Where are the pavements and the proposed bus park? Would it not be a much better plan to utilise part of the derelict Kwick save site?
	1		I am of the opinion that large vehicles would be better accommodated outside the town walls. There is an excellent site adjacent to the co op store, where adequate space is available coupled with café, shop and toilet facilities, unavailable in Church / Chapel Street. Also there is the problem of added congestion in an area already busy with public transport buses. Noticeably the coach parking area across the road from the Cobbled Yard Hotel, sited on a T junction and causing a significant hazard for vehicles leaving Chapel Street together with the added pollution. When most town planners are restricting traffic to town centres and encouraging pedestrian only areas, I am surprised the opposite view is being adopted. On the topic of economic growth I prefer to see an increase in residential parking in support of the hotel / B & B industry as visitors staying in the area for a week/weekend is a better financial prospect than day tripping coach parties.
1			Our more general concern is the resident parking as this is often compromised by people from outwith the immediate locale and by B & B guests. Would it be possible to define an area for permanent residents only and specific to set areas?
	1		I am concerned about the social impact in a residential area which happens to be one of the top historic areas in the town. There is the manoeuvring issue of these large buses in an enclosed area. As regards temporary parking, you have the issue of diesel emissions. For long distance travellers alighting from the buses, there are no public toilets in the vicinity. This could cause a big problem and also with litter. I hope there will be a public meeting about this issue. I also believe this could reduce the value of my property.
	1		Living in a largely residential street I do not wish for increased flow of traffic any more than it needs to be. Its bad enough having Perryman's buses going down the street and huge lorries entering the garage opposite my house. My 200 year old house vibrates whenever a large vehicle passes. I am not allowed to have double glazing because the house is situated in a conservation area. If this is a conservation area then coaches shouldn't be allowed either. Use the Kwick save site, its the obvious solution.
1			Chapel Street - additional signage and road marking within existing bus stop to ensure no coaches block busy town service. Church Street / Chapel Street junction is a concern as new development renovation will take place. Also car parking on this corner needs strong policing and signage. New proposed coach park area will need to accommodate 15 metres Tri-Axle vehicles turning, manoeuvring and parking. Owing to limited coach bays (proposal appears to show four) no long stay parking allowed in Chapel Street. If tourist coaches have an overnight stop the alternative parking should be found. Information stand with local transport info at drop off / pick up location.
1			I conducted a quick survey of 129 trading shops in Berwick town centre to gauge their opinion on the proposed scheme to have coach parking in Chapel Street with a drop off point adjacent to the Parade car park. The response was a 100 percent in favour. I have enclosed a copy of the questionnaire and I wonder whether you would be so kind as to pass it on to the officer dealing with the consultation exercise.
	1		This is quite a busy area with the golf club and beach etc. One way traffic along the parade doesn't help. Buses parked in Church Street will create in my opinion a further hazard.
	1		
	1		Since the proposal for the coach parking was distributed I have been contact by a number of very concerned residents as to why Chapel Street has been chosen? Why was there no public consultation? It is my opinion that this is the least best option. On a personal note, the location of my house at 33 Church St would be directly affected by this proposition. Many of the properties in Church St are over 100 years old, the foundations for these properties are probably much old or may not even have been laid. I would want a written assurance from the County Council that any subsidence or structural damage caused by large coaches using Church St and Chapel St to any properties particularly those at the Church St/Chapel St junction which is on an incline, thus the axle weight of large coaches would be that much more that the small single decker buses that use this route, would be fully compensated. I would urge the County Council to call a public meeting so that members of the public can have their say. We all want a coach park but this is not the best place for it.

	1	<p>My family and I have investor a lot of hard work, time and money in building up and establishing my guest house. I am the sole proprietor, and as such the guest house is my main/only source of income. The proposals will impact greatly on my business, as with many other guests houses in the area rely on passing trade all year round, more so in the summer months. Large coaches and large groups of people on my doorstep / in area will put potential customers off my house that is if they even see it when they turn into Church Street with groups of people standing around at various time leading to litter and noise from people and bus engines. It will also impact on people in my guest rooms front and back as buses will be parked at my door to use the toilet as happened last time buses where on Church Street. A major issue would be the resale value of my house. Will the council compensate us on loss of earnings and resale value of my house. Even if I could sell my house with the bus issue. Also will we be required to pay full council tax because of all reasons stated. It must be noted my house is hit at both front and back for what I see is no good reasons. This has been tried before and did not work. I assume the same reasons apply. Consideration must be given to traffic and parking problems. The Parade is one way as is most of Church Street. Now ten cars come in and out of teh mews all day also as you can never get in residents parking because each guest house has 4 permits to take spaces away would be very difficult for business. There is absolutely no need to do this in a residential area because of the negative impact on homes and business livelihoods.</p>
	1	<p>What are the additional benefits of having the coach drop off in Church Street as opposed to the currant drop off in Walkergate (next to the old Kwick save)? The Walkergate drop off provided a more direct route to the proposed coach parking area on Chapel St and would avoid difficult manoeuvres (and resulting congestion) down the Parade end of Walkergate and Church St itself. The proposals would involve the loss of seven parking bays in an area where local residents frequently struggle to find parking spaces (as visitors often park in the restaurant only bays). This position will be worsened when the Parade car park will be the only free parking space in the town form begin.</p>
	1	<p>I disagree with your proposed coach scheme on the following grounds. It is the remit of most authorities to keep coached from the town centres. This scheme will remove some 28 much needed town centre parking spaces, which the town can ill afford. The drop off point has been used in that area in the past and was totally rejected by the local residents and discontinued some years ago. The proposed coach park will be in an area that will not allow full manoeuvrability of coaches without having to reverse one way or other on to a road with traffic using it, and the near fact that it will be within 500 metres from the drop off point would seem somewhat absurd. The proposal for this scheme will be no good if toilet facilities were not to be provided as anyone leaving a coach does not want to have to search the town or walk any distance to find a toilet. One would have thought that the main idea is to get people into the town not coaches. Surely it would be better to create a drop off and pick up point in Chapel Street on an already used bus route. There seems that there is a ready made coach parking site with access to facilities fro drivers nearby, on the old link road from Newfield's to the North Road industrial estate. It would need very little work to area, The whole scheme one would believe could cost a fraction of the figures already quoted. This scheme should be thought about very hard if the county are going to convert Kwick Save into offices where will all the employees park.</p>
8	25	2

**RECORD OF DECISION  
TAKEN BY DIRECTOR OF LOCAL SERVICES AND HOUSING IN  
CONSULTATION WITH THE CABINET MEMBER FOR LOCAL SERVICES**

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**BERWICK COACH PARK  
16 March 2016**

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**Purpose of Report**

This report sets out proposals for provision of dedicated coach parking facilities to aid the coach tourism economy in Berwick. It considers detailed information regarding the Chapel Street proposal and the options for coach parking in Castlegate car park and recommends a preferred option.

**Recommendations**

It is recommended that taking account of the issues contained within this report, construction should proceed on the coach parking facility at Chapel Street, Berwick.

**Key Issues**

- 1.1 There has been a long standing desire to provide new dedicated coach parking facilities within Berwick, with a general consensus among traders and local businesses that a lack of coach parking infrastructure is a barrier to coach tourism in the town and the potential economic benefits this could bring.
- 1.2 After consideration of potential sites a proposal for a coach park at Chapel Street was prepared in 2012. The Chapel Street coach park is for parking only, and is intended to be used in tandem with the coach drop off point on nearby Church Street which was completed in 2015. The Chapel Street coach park has planning permission and subject to resolving Party Wall Act issues could be constructed over the next few months providing four coach parking bays during Summer 2016.
- 1.3 Since the planning approval was granted there has been continuing opposition to the Chapel Street proposal, predominantly from some adjoining residential properties and nearby guest house owners and more latterly some town councillors. This has led to a suggestion that coach parking could be provided at Castlegate car park which Council officers have then explored further.
- 1.4 Whilst it may be possible to reconfigure/develop Castlegate Car Park to provide a coach parking facility, it is considered that: this would lead to a significant loss of town centre car parking spaces; create a serious safety risk between coach, car and pedestrian movements within the car park; would require planning consent, including Scheduled Ancient Monument if the grasscrete area to the east was to be utilised, and even if these consents were forthcoming, would not be capable of being delivered this summer.



- 1.5 Taking account of the issues the report recommends that construction proceeds on the coach parking facility at Chapel Street.

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Report Author      David Laux – Head of Technical Services  
                              (01670) 623139  
                              [David.Laux@northumberland.gov.uk](mailto:David.Laux@northumberland.gov.uk)

## BACKGROUND

- 2.1 There has been a long standing desire to provide new dedicated coach parking facilities within Berwick, dating back to Berwick –upon –Tweed Borough Council development plans before 2009. There is a general consensus among traders and local businesses that a lack of coach parking infrastructure is a barrier to coach tourism in the town and the potential economic benefits this could bring. However, although there is anecdotal evidence to suggest that coach operators do not consider Berwick currently to be a coach friendly destination, there is no definitive evidence on the scale of demand and hence the number of spaces required.
- 2.2 In recognition of the above, proposals were drawn up for the provision of coach parking in Berwick. The nature of the historic town and the limited availability of land for this type of use in and around the town centre meant that there were limited opportunities for site locations. After consideration of potential sites a proposal for a coach park at Chapel Street was prepared (see plans at appendix A and B). This site utilises land which is a combination of a small public car park and an adjacent unused former transport yard known as Swan's Yard. The site itself is relatively constrained in size and is surrounded on three sides by high walls behind which are residential properties. The walls are around 2m high and are of some age and are of variable condition. This site would provide four coach parking spaces for 15m length coaches in a stand alone facility. This scheme requires the loss of fifteen car parking spaces within the existing car park and a further seven on street parking spaces on Chapel Street.
- 2.3 The Chapel Street coach park scheme was included in the LTP programme from 2012. The Chapel Street coach park is for parking only, and is intended to be used in tandem with the coach drop off point on nearby Church Street which was completed in 2015. The former transport yard land has been purchased by the County Council. The design for the coach layout was completed and a planning application was made. In response to the application, Berwick Town Council raised no objections to the scheme, although they did request conditions to ensure improved screening and no overnight parking. Planning permission was

granted on 8<sup>th</sup> May 2014. Following further consideration and to reduce any potential effects on the walls, a planning amendment was sought and approved on 29<sup>th</sup> April 2015 to move the coach parking area further from the walls whilst still retaining the four coach parking spaces. Care will still need to be taken in relation to the walls during construction, with a condition inspection to be undertaken prior to any work being undertaken. At the south end of the site a wall needs to be removed which attaches to an adjacent private garage, and this requires

consideration under the Party Wall Act. Discussions with the garage owners' representative regarding this are in progress.

- 2.4 Since the planning approval was granted there has been continuing opposition to the Chapel Street proposal, predominantly from the owners of some of the adjoining residential properties and nearby guest house owners and more latterly some town councillors. In May / June 2015 these issues were picked up by the new local MP, Anne-Marie Trevelyan, and alternative suggested sites were raised as potential locations for coach parking. In September / October 2015 Ms Trevelyan carried out a survey asking residents to give a simple preference for the location for a coach park between the options of Castlegate Car Park, The Parade and the Chapel Street proposal without providing any details of the pros and cons of the different options. The results reported from the survey were that 415 people responded, with 88% in favour of Castlegate Car Park, 7% The Parade and 5% Chapel Street. Following this survey the County Council agreed it would look further at potential options to use Castlegate Car Park for coach parking to compare with the Chapel Street proposal.

- 2.5 Castlegate car park lies adjacent to the main town walls (see plan at Appendix C). It consists of a relatively wide surfaced area at its west end nearest Castlegate providing short stay parking, with a narrower grasscrete long stay area adjacent to the bastion of the walls, and further long stay overflow parking at the east end on an area of grass that has been reinforced with mesh. A number of options for coach parking within the Castlegate car park have been considered. As for Chapel Street, 15m touring coaches in accordance with current design standards have been used for design purposes. Due to the turning circles of the coaches and the constraints provided by the shape of the car park, the options can be divided into two main categories.

- 2.5.1 (A) Coaches parked perpendicular to the car park length with parking and turning within the western surfaced short stay car park area.

Options have been considered with coaches parked either on the south side adjacent to the Ramparts or on the north side. It would be possible to park 7-8 coaches in either location, however for comparison purposes with Chapel Street, options showing 4 coaches have been identified. Whether parked on the south or the north side, the turning circles of the vehicles for entering, parking and exiting the car park mean that the coach parking would dominate this area of the car park with the vast majority of the short stay car parking needing to be lost / displaced and the loss of a minimum of approx 54 car parking spaces. In addition as the overall car park will continue to be a mix of car and coach parking, there are significant safety concerns in that coaches will need to manoeuvre both forwards and in reverse in this western area of the car park whilst cars continue to need to move through this area to reach the remaining car parking in the eastern end of the car park. This creates a significant safety risk in terms of coaches manoeuvring in a confined space where there are also other vehicular and pedestrian traffic movements.

- 2.5.2 (B) Coaches parked parallel to the car park length at various possible locations but turning manoeuvres in the area to the east of the bastion currently formed from grass reinforced with mesh and grasscrete.

These options avoid the need for coaches to turn within the western area of the car park, however coaches would need to travel across the grasscrete area and turn in an area currently made up of a mixture of grass reinforced with mesh and grasscrete to the east of the central bastion. The area of grass reinforced with mesh is used as an overflow car park and is currently subject to a planning application for continuing use for which Historic England have raised concerns. Historic England have indicated that a further five year planning permission for overflow car parking would cause substantial harm to the Scheduled Ancient Monument and have suggested consent for car parking for a 2 year period only.

Since being installed the grasscrete area has generally been subject to car loading and is currently showing some signs of settlement / deterioration. The grasscrete would need further investigation and possibly strengthening if it was to be subject to long term use by coaches. The grass reinforced with mesh is for light duty car use in good weather conditions and would need a new area to be constructed to allow coach turning, requiring excavation and new construction in an area in proximity to the Rampart walls.

These options would lead to a loss of a minimum of approx 55 car parking spaces. There would be some conflict between turning coaches and cars entering / leaving the overflow car park area and pedestrian traffic depending on the final design, although this would involve a smaller number of vehicles than in the Option A) proposals.

- 2.5.3 For all options for Castlegate car park, coaches would enter and leave from Castlegate itself. Due to the proximity of the Scots Gate arch and the turning circles of the coaches, coaches exiting the car park would need to turn right onto Castlegate and travel north to leave the town. This would in effect prevent the use of the Church Street coach drop off facility for passenger pick up after coaches have parked and suggests that the Castlegate coach parking would need to be for both coach parking and for drop off and pick up of passengers.
- 2.5.4 An initial informal discussion has been held with Historic England regarding dedicated coach parking in Castlegate car park. In general Historic England would have concerns that coach parking in any area of the car park would further erode the historic environment of the setting of the Ramparts, with coaches being more intrusive than cars. Whilst not rejecting coach parking out of hand, they would expect that there would have to be very good reasons and justification for the use of the Castlegate car park for dedicated coach parking, including reasons why alternative sites could not be used. In relation to any proposal to strengthen the grass area at the west end of the car park to allow coach turning, Historic England would have significant concerns about works and excavation for strengthening for coaches that would be needed in this area and in close proximity to the historic walls.
- 2.5.5 One of the issues raised regarding coach parking has been facilities for coach drivers, particularly toilets. Toilets are available in Castlegate car park. There are no public toilets immediately in the vicinity of Chapel Street car park, although Castlegate and other toilets are available within 2-300m.
- 2.6 A meeting was held with Berwick Town Council on 15<sup>th</sup> February to discuss a range of transport issues in Berwick including coach parking. Five town councillors



attended and the above issues were discussed. Individual town councillors expressed a range of views suggesting:- exploring the Castlegate option further; opposing the Castlegate option; opposing the Chapel Street option; being content with the Chapel Street option; suggesting other alternatives be explored such as parking at Tweedmouth on the south bank of the river.

- 2.7 In summary, provision of a coach parking facility within Berwick town centre is difficult due to its historic nature and the limited sites that are available for such a use.
- 2.8 Chapel Street offers the opportunity to provide four coach parking spaces in tandem with the coach drop off facility on Church Street. The scheme has been fully designed and has full planning permission. Party wall issues need to be resolved through engineering solutions and once this issue is concluded the scheme could be constructed within a few months and will provide four coach parking spaces within a relatively short timescale to aid the coach tourism economy. Whilst some correspondents have suggested that the number of spaces is not sufficient, it will provide four spaces and if future monitoring shows greater demand then further options for additional coach parking facilities elsewhere could be explored. The scheme leads to a loss of 22 car parking spaces. The location was found to be suitable through the planning process. Toilet facilities for coach drivers are less accessible than for Castlegate car park but are readily available within easy walking distance in the town.
- 2.9 It is recognised that the public survey carried out identified Castlegate as an in principle preferred location when compared to Chapel Street. However in reaching a conclusion the detailed impacts and deliverability of coach parking within the Castlegate car park as set out below must be taken into account.
- 2.10 Coach parking in the western area of Castlegate car park is felt to be unsuitable due to the safety issues relating to coaches manoeuvring in and out of the coach park spaces across the route of cars accessing the remainder of the car park and also pedestrian traffic movements from people leaving/returning to their vehicles. The scheme would lead to the loss of 54 car parking spaces.
- 2.11 Coach parking parallel to the length of the car park would require construction of a new coach turning facility in the eastern end of the car park. This would require planning permission and scheduled monument consent. Whilst this may be achievable, there are clearly risks that permissions may not be obtained. Even if successful, there will be a considerable time delay in carrying out the processes required for design and obtaining necessary permissions before construction could be undertaken and coach parking could be brought into use. Depending on design there may still be some conflicts between coach manoeuvres and cars/pedestrians accessing the overflow car park area. In addition, the existing construction of the grasscrete area would need to be considered to see if strengthening was required in relation to long term coach use and the costs associated with this work fully quantified. The scheme would lead to the loss of approx 55 car parking spaces.
- 2.12 Due to the proximity of the Scots Gate arch, any coaches leaving the Castlegate car park would need to turn north to leave the town. There would be some detrimental effects on the historic environment of the setting of the Ramparts from

dedicated coach parking due to the more intrusive impact of the vehicles compared to cars. Coach parking in Castlegate car park would mean toilet facilities for coach drivers were easily accessible.

- 2.13 The information included within this report was presented to the Local Services (Rural) Cabinet Advisory Group. In his individual capacity the chair indicated a view that an opportunity be given to Berwick Town Council to receive the presentation. However, Members of the Cabinet Advisory Group all individually expressed a preference for the Chapel Street site to be used for the provision of coach parking in Berwick.

## **CONSULTATION**

The Chapel Street coach park scheme has been subject to formal consultation through the Planning Approval process.

A public survey regarding coach parking locations was carried out by Anne Marie Trevelyan MP, which led to the further consideration of options for coach parking at Castlegate car park.

A meeting was held with members of the Berwick Town Council.

## **RECOMMENDATIONS**

It is recommended that taking account of the issues contained within this report, construction should proceed on the coach parking facility at Chapel Street, Berwick.

## **File References**

Planning Application 14/00870/FUL

## **Appendix Index**

Appendix A	Chapel Street/ Church Street Location Plan
Appendix B	Chapel Street Coach Park Scheme Layout
Appendix C	Castlegate Coach Park Location Plan

## **Implications Arising Out of the Report**

Policy	The proposals are consistent with existing policies
Finance and value for money	The scheme forms part of the overall Local Transport Programme

Human Resources	None
Property	Land has been purchased for the Chapel Street proposal. The car parks at Chapel Street and Castlegate are in County council ownership.
Equalities	The needs of disabled people have been taken into account in considering options.
Risk Assessment	Potential risks of the options are set out in the report.
Crime & Disorder	None
Customer Considerations	New coach parking facilities will benefit future coach passengers and hopefully lead to increased tourism within the Town to support the local economy.
Sustainability	Promotion of coach tourism would be beneficial in reducing carbon emissions in comparison to car travel
Consultation	The Chapel Street coach park scheme has been the subject of formal consultation through the Planning Approval process
Wards	Berwick North

**DECISION TAKEN**

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

Director of Local Services and Housing  
Cabinet Member for Local Services


**Subject:**

Berwick Coach Park

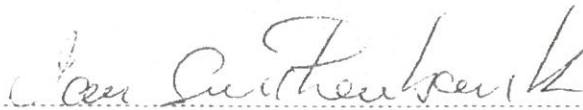
**Decision Taken:**

To proceed with construction of the coach parking facility at Chapel Street, Berwick

**Signature of Director**

  
Date  
29/3/16

**Signature of Cabinet Member:**

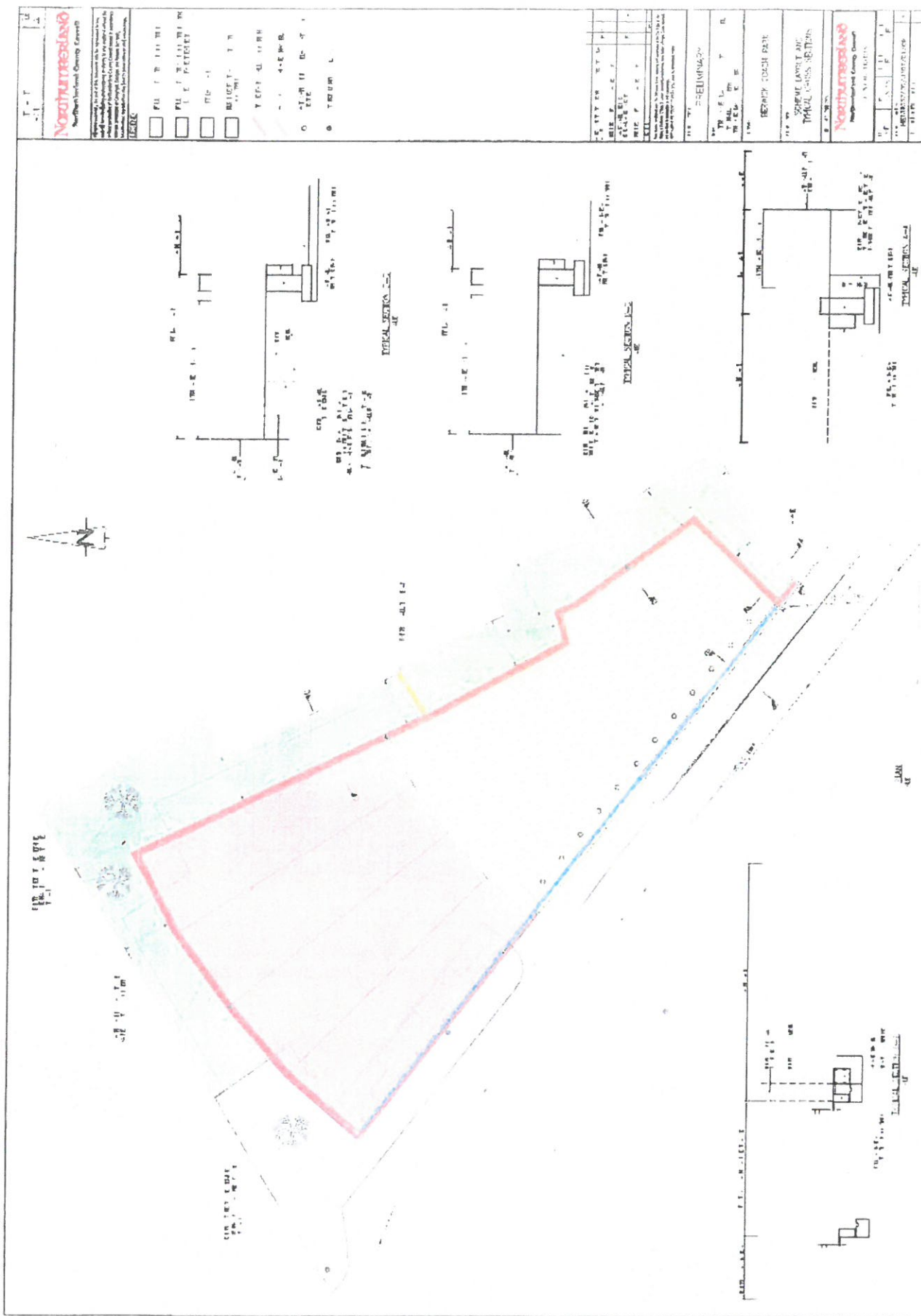


**Date**

29/03/2016



## Appendix B







**Northumberland**  
Northumberland County Council

TEL:

## PRELIMINARY

WITH VERNER COURT SCHOOL  
 WITH HALL STREET  
 WITH ELLIS STREET

Экспериментальная установка

TELETYPE UNIT

**Northumberland**  
Northumberland County Council

TECHNICAL SERVICES

11 PJ	FEB '16	Feb 16	Feb 16
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HE139337/0/U107/01/24

**THE UNIVERSITY OF CHICAGO**

[illegible]

All of these measures, however, will be of little avail unless they are accompanied by a more radical change in the attitude of the American people. The only way to bring about such a change is to make the American people more intelligent and more active in their own government. This can be done by a more thorough and more systematic education of the people, and by a more active participation of the people in the government.

CASLEGATE  
CAR PARK

CHURCH STREET.

CHAPEL STREET

ЭЛЕМЕНТАРНО

CASTLEGATE



**ROAD TRAFFIC REGULATION ACT 1984  
THE COUNTY OF NORTHUMBERLAND  
OFF STREET PARKING PLACES COMPOSITE ORDER 2014  
AMENDMENT NO 5 ORDER 2016**

(OFF STREET PARKING PLACES – Ref TRO 019-005):- NOTICE IS HEREBY GIVEN that the Northumberland County Council propose to make the above-named Order under Sections 32, 35, and Paragraphs 20 and 27 of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the Order, if made, will be to revoke Chapel Street Car Park and introduce Chapel Street Coach Park to the Off Street Parking Places Composite Order 2014.

The following restrictions are revoked from the Principal Order, Northumberland County Council Off Street Parking Places Composite Order 2014 (TRO\_019):-

Car Park ID	Town	Street	Description	Restriction Days	Restriction Hours	Class of Vehicle	Tariff Code
042	Berwick	Chapel Street	Chapel Street Car Park	Monday to Saturday inclusive (including Bank Holidays)	8am – 6pm	COV01 - Coaches Only Cars, motor cycles, invalid carriages, passenger vehicles, vans.	TF1

The following restrictions are added to the Principal Order, Northumberland County Council Off Street Parking Places Composite Order 2014 (TRO\_019):-

**Addition – Coach Parking**

Car Park ID	Town	Street	Description	Restriction Days	Restriction Hours	Class of Vehicle	Tariff Code
139	Berwick	Chapel Street	Chapel Street Coach Park	None	8am – 7pm	COV07 - Coaches	TF9

Exemptions for certain necessary purposes are included in the Order.

A copy of the draft Order together with a map showing the Car Park involved and a Statement of the Council's Reasons for Proposing to Make the Order may be examined at Berwick Information Centre, Walkergate Building, Walkergate, Berwick upon Tweed, TD15 1DJ or The County Council's website or by contacting the Programme and Production Team, Local Services Directorate, County Hall Morpeth, NE61 2EF during normal office hours.

If you wish to object to the proposals you should send the grounds for your objection in writing to Maureen Willcock at the address shown below or by email to [Maureen.Willcock@northumberland.gov.uk](mailto:Maureen.Willcock@northumberland.gov.uk) before the 28<sup>th</sup> October 2016.

Dated this 6<sup>th</sup> day of October 2016.

**Liam Henry**  
Legal Services Manager  
Northumberland County Council  
County Hall  
Morpeth  
Northumberland  
NE61 2EF.





## Appendix D – Summary of Responses

Other Relevant Comments
<p>As I hope you are now aware that the Shoppers Car Park is used by people using Social Services, to collect prescriptions from Boots, and to access other council services. Have you therefore contacted representatives of disabled groups to comment on the loss of this car park as required by the Road Traffic Regulation Act 1984</p>
<p>As NCC are removing an important facility used for day-time loading and unloading, and there are objections, can you please hold the Public Inquiry (as required by the Act) in Berwick to enable residents to participate in the process. Please remember that Morpeth is hard to reach by public transport, as it needs 2 buses minimum can be up to 2 hours by road. The public inquiry into the loss of this vital car park must be held in Berwick</p>
<p>I am copying in the Berwick Borough Disability Forum, which has had to recently close due to cuts, but if their email is still active they could provide input. Plus can you ask the opinions of Adult Social Care and Equality North East</p>
<p>Removing 30 car park spaces to build a Coach Park that no-one wants is bad enough, but by removing the nearest Car Park to Social Services and healthcare providers you are directly impacting people with disabilities or are in need of easy access to essential services.</p>
<p>I wish to challenge the legality of the consultation process that is now under way relating to the TRO 019-005 Closure of Chapel Street Car Park</p>
<p>No notices were distributed to affected neighbours as required. No copy was made available for inspection at the Customers Services desk at Walkergate Offices as stated on the notice The Walkergate Customer Service Officer contacted Planning &amp; Highways on my behalf to obtain a copy and both responded that they know nothing about it. I reserve my right to submit a further and more detailed objection within a reasonable time after I am able to obtain a copy of this TRO as required by law.</p>
<p>1) Loss of Car Parking in Berwick</p>
<p>I object to the loss of 22 car park spaces in the Town Centre, being 15 off-street in Chapel Street, and 7 on-street in Chapel Street. NCC have also closed the Hatters Lane Car Park (16 spaces), sold off part of Coxon's Lane car park for a capital gain (4 spaces), created a new bus stop in Parade (8 spaces), failed to secure any progress on the proposed 90 space car park at the station, and will lose the use of the Castlegate extension in 3 years time (about 40 spaces)</p> <p>Our High street is on a knife-edge, and the loss of car parking will damage the town's economy. As well as shop keepers and market traders, there are also growing concerns being raised by businesses in the town as both their staff and clients are also unable to park. This is particularly damaging in the run up to Xmas shopping which many traders rely on.</p> <p>I therefore request that the closure of the Chapel Street Shoppers Car Park is postponed until such time as NCC have provided alternative car park spaces for all the spaces that NCC have removed over the last 3 years.</p>
<p>2) Traffic Management</p>
<p>NCC have failed to carry out a traffic movement study to analyse the impact of both the loss of car parking, and the introduction of Coach Parking to the town. Because of the current shortage of car parking spaces our street tend to fill up with cars circulating looking for car parking spaces. This starts from about 8 am and continues typically at 3 pm. This situation is unsustainable, and will be made worse by the removal of 22 more car parking spaces in Chapel Street.</p> <p>I therefore also request that the whole project is put on hold until such time a full traffic movement study has been carried, and the impact on traffic flows in Berwick can be properly analysed.</p>
<p>3) Request that you restart this consultation</p>
<p>I can confirm that I was able to collect a copy of the TRO from Walkergate on the afternoon of the 12th October, this was emailed over to Walkergate by a Mr Dan Fraser. As NCC failed to place this TRO on public deposit on the 6th October as stated then I request the whole process is restarted and the correct legal procedures followed</p>
<p>4) request for Information</p>
<p>I also have 1 query - in the schedule on the TRO page 3, section 3(A)</p> <p>(1) ADDITIONS. You refer to the Coach Park being subject to Tarrif Code TF9. Can you please provide me with a copy of tariff Code TF9. Can you advise if</p>

there is a possibility that at some time in the future NCC may elect to charge coaches for parking in the Chapel Street Coach Park.

I was dismayed to find a notice to the effect that Chapel Street car park is to close, & would like to object in the strongest possible terms. I use this car park regularly to take an elderly relative to the nearby shops on Marygate as it is not too far for her to walk. Please re-consider this ill conceived decision

Regards

This order was placed on lamp-posts in Chapel Street, Berwick upon Tweed, but was unavailable anywhere else yesterday morning.. The reference is TRO 019-005) The consultation period, according to the lamp-post order expires on 28 October and was posted on 6 October.

I object strongly to the closure of the Chapel Street shoppers' car park.

The parking situation in Berwick is horrendous. The County Council has been removing car parking over recent months without providing any additional or replacement ones, and the resultant traffic snarl-ups as people circulate trying to find spaces is becoming alarming. As a resident, if there are no resident's spaces in my area (Church Street), which is frequently the case, I am driving round and round trying to find a 2 hour on-street space. This lack of parking must be impacting on the shopping street, and to remove what is a very busy and vital resource without any solutions or alternatives is madness. The shoppers' car park is used particularly by those visiting the Berwick Library building, where we now have social services, and by people picking up prescriptions and using the Marygate shops. Where will they go? The car park has 22 spaces - and is full all day. To close the car park without a proper alternative is wrong and damaging to Berwick's economy. This should not go ahead until a proper plan is in place for alternative provision that meets the needs of shoppers and those who need to use the Berwick library building

In addition, if this is made into a coach park, there are real concerns about traffic congestion and safety which have not been addressed. The Coach route will require coaches to progress twice around Walkergate - which has a congested roundabout at one end, and a bottleneck allowing only vehicle, at the other. The congestion in Walkergate causing daily congestion all the way up Castlegate - to the extent that vehicles are now rat-running through the golf course to avoid Castlegate. The turn from Church Street into Chapel Street is a hazardous one, and I, as a local resident, have viewed 'near misses' on several occasions, when the smaller Perryman's buses have nearly taken out cars/vans as the bus turns into Chapel Street and has to use the opposing carriageway. The size of the coach park, which only allows for one vehicle to manoeuvre at any time will mean queuing coaches in Chapel Street at peak moments - increasing the hazard at the Church St to Chapel Street bend. There has been no traffic study of the impact of this change.

As a small retailer in Berwick, I strongly object to the loss of carparking spaces proposed for Chapel Street. Berwick businesses are only viable if customers can reach us from out of town, so all carparking spaces are vital to the local economy. We are already struggling with insufficient parking in the town, yet I understand from one of our Town Councillors that 30 carparking spaces are due to be lost. Unless alternative provision can be made elsewhere to offset the 30 lost spaces, the damage to Berwick's traders will be severe.

The idea of using a well used, convenient car park as a place to park 4 coaches is absolutely ludicrous. The very thought of huge coaches trying to manoeuvre in Chapel Street is ludicrous. Many other towns and cities such as York and Durham have drop off points and out of town parking. Why can't we do that? There are plenty of parking spaces in the Highfield and Tweedmouth Industrial Estates, Of course, most of the members of Northumberland County council do not even know where Berwick is! Perhaps if you saw a disabled person having to park (if they are lucky) in the Parade car park and struggle along a narrow, dangerous pavement to the library and if that person was your mother or grandmother, this ridiculous scheme would be aborted!

Let's have some thought given to the RESIDENTS of the town. The people who pay for the upkeep of the car park. Do the right thing for a change, stop this absolutely bonkers idea!!!

**Chapel Street Car Park**

I have been running a small business based in Berwick WorkSpace since 2010. In addition to employing staff I have clients attending appointments every weekday.

In common with other businesses based here my firm is not allowed to use the Berwick WorkSpace car park during business hours save for limited disabled access.

The position regarding parking facilities has grown intolerable over recent months.

The Coxon's Lane car park has been reduced in size and is full of vehicles belonging to contractors working on the new office block on Walkergate. I understand that the office block will open shortly and that there will be in excess of 100 people working there adding to the car parking problem.

The Parade Ground long stay car park is full before 09.00 and by 09.30 it is virtually impossible to find either a long or short stay car parking space without driving around town for ages and relying on luck.

The large car park at the back of B&N is also now extremely busy and due to the fact that the overspill facility has been closed for some time this too is full up early in the morning.

I am very concerned that the position will worsen when Chapel Street is closed and wonder where staff, clients and other visitors to my business will be able to park if and when this happens.

I look forward to hearing your comments in due course.

Please register this email as a formal objection to the closure of Chapel Street Car Park, Berwick is already seriously short on Public parking space, this has an adverse effect on both locals trying to park to shop and visitors, depriving the town of much needed High Street spend.

The current Private ( NCC) Library car park is often half empty, may I suggest you open that up to members of the public?

Once again I am amazed that the unlikely benefits of tourist buses are put before the convenience and welfare of residents. The Chapel Street car park serves short time visitors not only to Marygate Shops but also, of more interest to me personally, to the library.

I deliver books to the housebound for the library, as do Rotary Club members and others, this means that books are collected from the library, delivered to homes, books that have been read are then returned to the library.

I collect up to fifty books at a time - where do you suggest I park if the Chapel Street parking is closed ?

#### OBJECTION TO CHAPEL STREET CAR PARK CLOSURE

I would like to add my objection to the proposed closure of Chapel Street car park, Berwick-upon-Tweed and the new coach parking/route in the immediate vicinity.

I run a B&B in Church Street and am concerned with the loss of yet more car parking spaces which will have an adverse effect on my business. The loss of Chapel Street car park is on top of the loss of Coxon Lane car parking and the approval of a town centre 60 bedroom hotel without additional car parking. Where are people expected to park to visit the town?

I am also concerned that extra heavy coach traffic along Church Street will cause damage to my Georgian home with vibrations and pollution. You have refused me permission to put in double glazing which would have lessened the impact on my guests. I admit I'm no expert but directing coaches along Church Street and then on to Chapel Street is fraught with danger to road users. The street is too narrow unless you intend to take away the on street parking just to totally kill off the tourist trade in this area.

I hope you will consider my objections, if you wish to contact me further please feel free to do so.

We, as residents of Berwick-upon-Tweed, wish to object to the proposed coach park on Chapel Street. We believe this is a totally unsuitable site for a coach park for the following reasons:-

The difficulties for coaches manoeuvring in the narrow street.

The difficult access for coaches through the junction with Walkergate.

The distinct possibility of coaches proceeding down Chapel Street turning right into Church Street and then becoming stuck in the junction by the Town Hall, already an awkward junction.

The limited size of the site for coaches, which is likely to cause problems for the coaches parking side by side.

Pollution from the exhausts of the coaches (as drivers often leave their engines running) affecting the people living near by and passers-by

Possible damage to the walls of the gardens of locals by coaches trying to manoeuvre in a small space.

The loss of 22 car park spaces, which are currently used by people visiting the library and the shops, now that Marygate is 'loading only' for vehicles

We suggest an alternative site which may be far more suitable, after negotiation with the landowners. The site we recommend, shown in the attached photos, is the area on Castlegate between Northumberland Avenue and the Kwik-Fit Garage. The area is a large open space with a number of lock-up garages and a Rug Warehouse. It is also in an excellent location for coaches, opposite the railway station and presenting easy access from North Road. The site seems large enough for a combined coach park and bus station, thereby providing a solution to two problems.

I am writing to object to the proposed coach park at chapel St Berwick. Coach parking should be outside the town centre in line with Buchanan report 2009 that recommends keeping large vehicles out of the town centre - railway station would be ideal as alternative. Also loss of car parking at Chapel St would be regrettable.

I write to object to the closure of Chapel Street Car Park, Berwick upon Tweed.

Firstly, your notice is dated the 6th of October giving just 21 days for anybody to make objections. I presume this is the minimum time legally required to serve such notices. However, given the years that this development has been discussed I consider the 21 days completely inappropriate. I also consider the arrival of your demolition team 10 days before the period for objection is closed, both undemocratic and possibly illegal. It does, without doubt, promote the response of 'why bother writing, when it is obviously a done deal'. So should there not be a large response I would like to point out that the closure of this car park cannot be viewed without reference to the proposed Coach Park development on this site and as such all letters, petitions, and objections from a large percentage of the people and businesses of Berwick posted in recent years are relevant and should be considered.

I don't know if the people who make decisions are actually familiar with Berwick but my overwhelming conclusion is that they are not and they are really just forcing through an unpopular and financially unviable project because of some text book solution in use elsewhere. Unfortunately, there is considerable evidence of these people not listening, and not wanting to listen. Sweeping decisions made 50 miles away do not take in to consideration 'detail' by which I mean the following:

Chapel Street Car Park serves a multitude of purposes for the residents and visitors. For example, the Post Office, recently relocated from West St. to Walkergate/Marygate is now having the closest short stay car park taken away. Boots the Chemist has many people picking up prescriptions so why take away the short stay car park? Parents with children and the elderly use the Library so why take away the short stay car park? Council Services have recently been relocated in to the Library building so why take away the short stay car park? The Tourist Information Office has recently been relocated to Walkergate so why take away the short stay car park? The list is endless and the logic to the proposal is without doubt seriously flawed.

Berwick is a small town made very inflexible by the restrictions of its walls, its historical buildings, and geographical features. However, these are the factors that attract the tourists so the decision to squeeze a Coach Park within this space has to have a knock on effect. I personally don't think tourists numbers will increase to view our Coach Park and would like to point out that if travelling by car there is very little chance of parking now, let alone in the future.

Berwick has a very large 'draw' area and regardless of how public transport is regarded as preferable over car travel it is not in most cases a viable alternative so car parking is a necessity and easy parking vital to the success of the town. Make it difficult and people won't bother, they'll go elsewhere.

As a final point I would like to add that people that use the car parks are to a large extent local Council Tax contributors. Coach passengers pay their Council Tax elsewhere.

Together with other residents of Berwick upon Tweed who realise the disastrous implications of turning Chapel Street car park into a coach park. I wish to very strongly object to the loss of this valuable parking space which caters for the local residents all year round in constant use and by car driving tourists who constantly complain in shops that they are unable to find a parking space. The slightest hold up (delivery etc in Walkergate or people entitled to park on double yellow lines blue badge holders) immediately brings traffic to a standstill before adding coaches to the mix who by the way very very rarely use Chapel Street because of awkward turn preferring to reverse into Wallace Green. This is an accident waiting to happen and people will just not bother coming into Berwick it would be far more sensible to extend this popular car park and find a far more suitable space for coaches and there are potential sites but this

Objection Order - Concerning Marygate Street Parking & Chapel Street Car Park. This is a formal complaint regarding the above, and find that this on both counts - totally stupid. I have put my views over by speaking to Neil Thomson and Mick Parker. I also asked Neil Thomson to raise these following points to you. The following reason for this complaint. 1) Marygate Street Parking supposedly advertised Dec 2015. Un-known to Press notice, my wife or myself use this facility 2-3 times a week on average, need to use several shops/chemist/bank and due to my wife recently having a mini-stroke recently find this FORMER PARKING AREA a huge advantage as some days she suffers fatigue and long walks do not agree with her health (INTERMITTENT/SPURADIC). 2) NEED MORE PARKING NOT LESS, the short time limit worked and convenient, NOW loading bays only-empty most of the time (what a waste. 3) IF SAFETY is to be a factor, SIMPLE:-MOVE THE EXISTING POSTS (BOLLARD TYPE) in to allow extra width for any vehicle the space to NOT OBSTRUCT the road (not rocket science). 4) IMPORTANT WHEN YOU ACT IRRESPONSIVELY CONSIDER WHO USES THESE AMENITIES, in our case SENIOR CITIZENS (we are AOP's) and presently carrying 12kg bags from a shop. CHAPEL STREET CAR PARK CLOSURE 1) After complaining about Marygate and returning to the car park in question, found out about THIS CAR PARK. ie HANDED LEAFLET with yet another blow, and anger setting in seems NO ALTERNATIVE CAR PARK IN-SITU. (Proposed Coach Park). the need for the local community far out-ways incoming needs. The Coach Park could have been designated the area up the road (Offices/Shop already empty) No Parking-No Trade. 2) It was after a lot of consideration that services were acceptable when we moved to retire (sept 15) and already compromised on several needs. There has been a dramatic decline in the area and wasted money spent, therefore common sense and priorities IE filling in Pot Holes and the need to improve area's that matter. We are already experiencing difficulties POOR WI-FI, POOR SERVICE (Doc & Pharmacy location - Shops/Store Closures and utility service problems. Your attention to this complaint is to re-consider BOTH, because the MEDIA would be very interested on PIT-Falls these would cause, people like ourselves and especially restricted abilities. PS Re-Marygate (was quoted this has already been passed)(correction Dec 15 to Dec 16 - Still October 2016 - SOLUTION Return to Former Markings ie Car Parking and Loading Bays.

Can you please address this email to NCC.

We are a local business based in the Berwick WorkSpace. We employ/engage six local people who travel into and spend money in the town every day. We also pay annual rent to Arch of roughly £12K per annum.

Recently we have been asked not to use the Berwick WorkSpace car park anymore. This is now allocated solely to council staff. We also note that Chapel Street is about to be re-designated for coach parking. Further I understand that Coxons Lane car park will soon be closed too.

It is already difficult to find suitable parking for our staff and clients as it is. This will become worse when Chapel Street is closed. It will become far, far worse when Greaves West & Ayre move into their new offices bringing over a hundred new people up to this end of the town every working day.

My question is, come February in particular, where are our staff (one with a Blue parking badge) and visiting clients going to park?

Personally I am all for encouraging tourists to visit the town, but surely this shouldn't be to the detriment of the people who already live and work here.

I am writing on behalf of my constituents and the many residents of Berwick who have contacted me with their concerns about the Council's plans to implement a restrictive TRO as part of their plans to close Chapel Street Car Park, in order to turn it into a coach park which is opposed by residents, and was the least favoured option in the Council-backed survey I carried out of Berwick residents.

The proposed Traffic Regulation Order will detrimentally impact and lead to the loss of the present access for loading and unloading on the site, and as such I believe the Council is required to hold a public inquiry before implementing this TRO.

I would be grateful if my strong objection could be noted and considered with the utmost urgency.

Chapel Street Car Park

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I look forward to hearing your comments in due course.



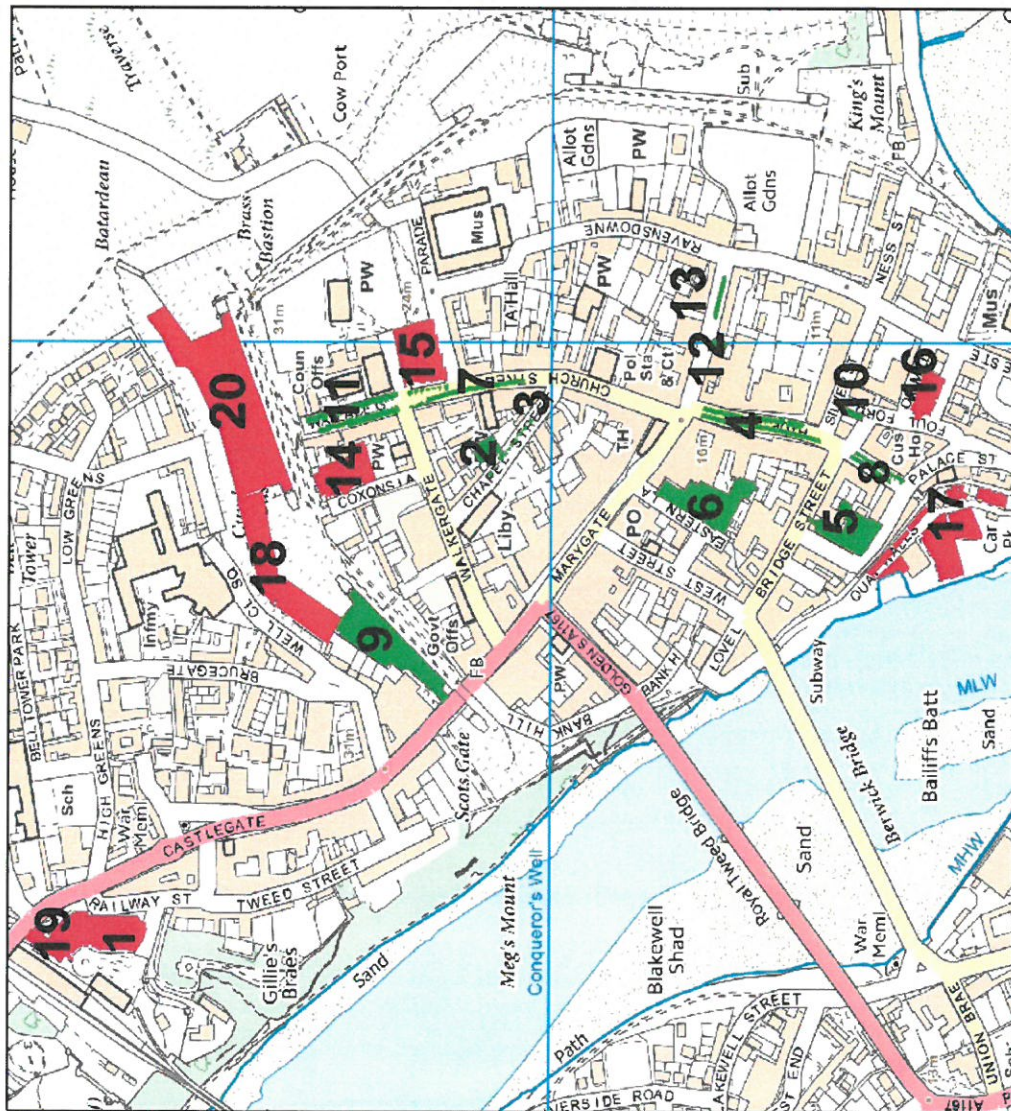
## Berwick Parking Places

### Berwick Disc Parking

Parking Disc Required

No Parking Disc Required

Parking discs can be obtained from local shops, tourist information centres and council offices. Parking discs from other local authorities can be used. Alternatively use a long stay car park where no disc is required.



Parking Place	Car Park No.	Parking Disc Required	Max Stay
Berwick Railway Station Short Stay Car Park	1	NO	20 mins
Chapel Street Car Park	2	YES	1 hour
Chapel Street	3	YES	1 hour
Hide Hill	4	YES	1 hour
Bridge Street Car Park	5	YES	2 hours
Eastern Lane Car Park	6	YES	2 hours
Church Street	7	YES	2 hours
Sandgate	8	YES	2 hours
Castlegate Short Stay Car Park	9	YES	3 hours
Waugh Place Car Park	10	YES	3 hours
Wallace Green	11	YES	3 hours
Woolmarket Car Park	12	YES	3 hours
Woolmarket	13	YES	3 hours
Coxons Lane Car Park	14	NO	All Day
Parade Car Park	15	NO	All Day
Foul Ford Car Park	16	NO	All Day
Quayside Car Park	17	NO	All Day
Castlegate Long Stay Car Park	18	NO	All Day
Berwick Railway Station Car Park	19	NO	All Day
Castlegate Overflow Car Park	20	NO	All Day

