



# **Northumberland County Council**

## **RECORD OF DECISION TAKEN BY SERVICE DIRECTOR IN CONSULTATION WITH CABINET MEMBER**

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### **WARKWORTH PARKING IMPROVEMENTS**

**Service Director: Paul Jones, Service Director - Local Services**

**Cabinet Member: Councillor Glen Sanderson, Environment & Local Services**

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#### **Purpose of Report**

To consider feedback received following the proposed on-street parking restriction around Warkworth.

#### **Recommendations**

**It is recommended that the following is introduced within Warkworth:-**

- **Three Time limited Parking Bays outside of the Post Office - 8am - 6pm, 30 minutes maximum stay, No return within 4 hours. This will allow anyone wishing to use the local shops the ability for short duration parking.**
- **As Motorcycles are able to park in any bay the M/C bays will be removed and converted into parking bays. This will allow any vehicle to be able to use the parking area and maximize usage of available space.**
- **Reduce some sections of double yellow line on Dial Place and Castle Street and remove all seasonal restrictions. This will increase parking capacity and reduce the demand for parking and reduce confusion.**
- **Introduce Traffic Regulation Orders to all Disabled Bays in the village. This will give easier access to those with mobility issues and give Civil Enforcement Officers the authority to issue Penalty Charge Notice to those abusing disabled parking places.**

## **Delegated Decision Report**

- Introduce better signage directing visitors to the car parks north of the village. This will hopefully reduce the demand for parking within the village.
- Introduce a No Waiting and Loading parking restriction (double yellow lines with kerb blips) outside of the church. This will prevent any vehicles from parking here including blue badge holders, but will allow the primary funeral car or wedding car to park there.
- Formalise all parking places within Dial Place by marking out parking bays using quick setts. This will maximize parking efficiency as well as ensuring there is sufficient space to maneuver safely when parking.

### **Link to Corporate Plan**

How - "We want to be efficient, open and work for everyone"

Living - "We want you to feel safe, healthy and cared for"

Connecting - "We want you to have access to the things you need"

## **Delegated Decision Report**

### **Key Issues**

1. Unrestricted parking in the centre of the village is used by visitors, workers and residents
2. Warkworth is a historical medieval village which was constructed long before the days of the motor vehicles resulting in narrow roads and very little on-street or off-street parking.
3. Current demand for parking within Warkworth village centre during peak times exceeds the current capacity, resulting in inconsiderate parking and congestion issues.
4. To alleviate these concerns a number of control measures were consulted upon and a public drop-in session was held where Council Officers were on hand to answer any questions.
5. The scheme is supported by Cllr Watson and Warkworth Parish Council who were involved in the development of options and are all aware of the outcome of the consultation and details of the final proposals.

## **WARKWORTH PARKING IMPROVEMENTS**

### **Background**

6. Concerns were raised by Local County Councillor Jeff Watson and Warkworth Parish Council following complaints from residents, visitors and staff regarding congestion issues and inconsiderate parking within Warkworth village centre.
7. A questionnaire was sent to residents/businesses asking for feedback on where and how they parked, what issues they faced on a daily basis and what could be done to alleviate their concerns. A copy of the letter and questionnaire is attached as Appendix A.
8. Following the request for feedback, we received a response from approximately 50% of households. The data below shows where residents preferred to park when possible:-
  - Dial Place x 32 vehicles
  - The Stanners x 4
  - Castle Street x 20
  - St Lawrence Terrace x 4

## **Delegated Decision Report**

Also, the main recurring comments/complaints are shown below:-

- Camper vans parking overnight.
- Resident reserving parking places by leaving a wheelie bin out.
- The need for better signage to car parks.
- Walkers are directed to Warkworth by walking websites as it is unrestricted and free to park. They leave their vehicle in the village all day while out walking preventing tourists from visiting Warkworth, which is detrimental to the local economy and frustrating for local residents.
- More disabled parking required.
- Introduce Residents Permit Parking to the village.
- Resident Parking road markings at the entrance to St Lawrence's Terrace, but no TRO in place meaning it is only advisory.
- Introduce Time Limited Parking within the village.
- Introduce bay markings on the Stanners to combat motorists taking up more space than they actually need, which in turn will increase parking capacity.
- Need for a place to load and unload.
- Complaints regarding cars parking in the M/C bays.

An assessment of the feedback received was carried out and a public consultation was held proposing the following changes are introduced in Warkworth.

- Introduce Dual use bays on Dial Place and Castle Street - Resident Permit Holders Only or 8am - 6pm, 3 hours, no return within 4 hours.
- Introduce Traffic Regulation Orders to all advisory Disabled Bays
- Introduce Traffic Regulation Orders to existing M/C bays
- Declutter village of all redundant street signs and post.
- Introduce improved signage to short stay parking and long stay out of town car parks.

## **Delegated Decision Report**

### **Consultation**

9. These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 152 residents/businesses and approximately 30 statutory consultees, including the emergency services and various disabled and transport associations/organizations. A copy of the consultation letter is attached as Appendix B.
10. A drop in session was also held on 20th September 2018 in the Memorial Hall in Warkworth where Council Officers and County Councillors were on hand to answer any questions relating to the proposals.
11. The consultation exercise concluded on Thursday 11th October 2018 and responses were received from 73 households with 26 being in favour, 37 did not support the proposal and 10 did not have a preference. The North East Ambulance Service were the only statutory consultee to respond and did not indicate a preference. A summary of consultation responses is attached as Appendix C.

### **Comments**

12. Some of the comments received from the consultation are as follows:-
  - Need additional parking, not parking restrictions.
  - Against permits/paying for permits.
  - Will displace the parking problems to The Butts.
  - Scheme will need regular enforcement.
  - Resident Permits essential.
  - Not enough permit bays proposed for all residents.
  - 2 permits isn't enough.
  - Resident parking will have a detrimental effect on hotels, shops and holiday homes.
  - Convert Motorcycle bays into parking bays as they are hardly used.

## **Delegated Decision Report**

- When you move to a village like Warkworth, you move their knowing there will be a problem with parking due to the age and popularity of the village.
- Needs of visitors must also be considered.
- Enforceable disabled bays needed.
- Increased signage will spoil the look of the village.
- Proposed restriction will disrupt Memorial Hall activities in the evenings.
- Better directional signage needed to car parks outside the village.
- Leave things as they are.
- Bays should be marked out to reduce inconsiderate parking.
- Restriction needed outside of the church to prevent inconsiderate parking.

13. Following the assessment of the results from the consultation exercise, Council Officers worked with County Councillor Jeff Watson and Warkworth Parish Council to agree a compromise scheme which is considered will help increase turnover of traffic, while reducing congestion and inconsiderate parking.

14. 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. Bearing in mind the current demand for parking within Warkworth outweighs the available capacity, but the reluctance by residents to support the introduction of resident permit parking, it is recommended that the following changes are introduced:-

- Three Time limited Parking Bays outside of the Post Office - 8am - 6pm, 30 minutes maximum stay, No return within 4 hours. This will allow anyone wishing to use the local shops the ability for short term parking.
- As Motorcycles are able to park in any bay the M/C bays will be removed and converted into parking bays. This will allow any vehicle to be able to use the parking area and maximise usage of available space.
- Reduce some sections of double yellow line on Dial Place and Castle Street. This will increase increase parking capacity and reduce the demand for parking.

## **Delegated Decision Report**

- Introduce Traffic Regulation Orders to all Disabled Bays in the village. This will give easier access to those with mobility issues and give Civil Enforcement Officers the authority to issue Penalty Charge Notice to those abusing disabled parking places.
  - Introduce better signage directing visitors to the car parks north of the village. This will hopefully reduce the demand for parking within the village.
  - Introduce a No Waiting and Loading parking restriction (double yellow lines with kerb blips) outside of the church. This will prevent any vehicles from parking here including blue badge holders, but will allow the primary funeral car or wedding car to park there.
  - Formalise all parking places within Dial Place by marking out parking bays using quick setts. This will maximize parking efficiency as well as ensuring there is sufficient space to maneuver safely when parking.
15. 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 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 an inquiry is not held.

## **Delegated Decision Report**

### **Implications Arising out of the Report**

<b>Policy</b>	Consistent with existing policies
<b>Finance and value for money</b>	Scheme will be financed through Local Transport Plan
<b>Legal</b>	None
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	Area consistently suffer from increased demand for parking resulting in increase road safety concerns.
<b>Crime &amp; Disorder</b>	The schemes will promote a safer environment and may reduce any potential antisocial behavior
<b>Customer Consideration</b>	Road users will benefit from the increased turnover of parking places and a more organised approach to parking.
<b>Carbon reduction</b>	None
<b>Wards</b>	Warkworth

### **Background papers:**

None

## **Delegated Decision Report**

### **Report sign off.**

***Authors must ensure that relevant officers and members have agreed the content of the report:***

	initials
Finance Officer	n/a
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Director	PJ
Portfolio Holder(s)	GS

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**Report Author**      **Dan Fraser – Programme Officer (Highway Safety)  
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Daniel.Fraser@northumberland.gov.uk**

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## **DECISION TAKEN**

<b>Title of Officer:</b>	<b>Paul Jones - Service Director -Local Services</b>
<b>Title of Cabinet Member</b>	<b>Councillor Glen Sanderson, Environment and Local Services</b>
<b>Subject:</b>	<b>Warkworth Parking Improvements</b>
<b>Decision Taken:</b>	<b>To introduce the following changes:-</b>
	<ul style="list-style-type: none"><li>• Three Time limited Parking Bays outside of the Post Office - 8am - 6pm, 30 minutes maximum stay, No return within 4 hours. This will allow anyone wishing to use the local shops the ability for short duration parking.</li><li>• As Motorcycles are able to park in any bay the M/C bays will be removed and converted into parking bays. This will allow any vehicle to be able to use the parking area and maximize usage of available space.</li><li>• Reduce some sections of double yellow line on Dial Place and Castle Street. This will increase increase parking capacity and reduce the demand for parking.</li><li>• Introduce Traffic Regulation Orders to all Disabled Bays in the village. This will give easier access to those with mobility issues and give Civil Enforcement Officers the authority to issue Penalty Charge Notices to those abusing disabled parking places.</li><li>• Introduce better signage directing visitors to the car parks north of the village. This will hopefully reduce the demand for parking within the village.</li><li>• Introduce a No Waiting and Loading parking restriction (double yellow lines with kerb blips) outside of the church. This will prevent any vehicles from parking here including blue badge holders, but will allow the primary funeral car or wedding car to park there.</li></ul>

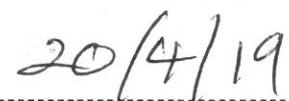
## Delegated Decision Report

- Formalise all parking places within Dial Place by marking out parking bays using quick setts. This will maximize parking efficiency as well as ensuring there is sufficient space to maneuver safely when parking.

Signature of Director



Date



Signature of Cabinet Member



Date





Appendix A



Northumberland County Council

**FEEDBACK FORM**

**Warkworth Village Improvements – XXXXX April 2018**

**Name:**

**Address:**

**Postcode:**

**Email:**

**Contact number:**

**Are you a resident or business?**

**How many vehicles are at your address?**

**Do you have off street parking available for use, if so how many spaces?**

**Where do people using the property park in the evening?**

**Where do people using this property park during the day?**

**How often do you have parking related issues and what are they?**

**Any other comments**

## Any other comments



# Northumberland County Council

## APPENDIX B

\*|Name|\*  
\*|Job Title|\*  
\*|Business|\*  
\*|Thoroughfare|\*  
\*|Post town|\*  
\*|County|\*  
\*|Postcode|\*

**Your ref:**  
**Our ref:** HE174320  
**Enquiries to:** Dan Fraser  
**Email:** HighwaysProgramme@northumberland.gov.uk  
**Tel direct:** (01670) 624125  
**Date:** 6th September 2018

Dear Sir/Madam

### Warkworth - Proposed Experimental Parking Restrictions

Concerns have been raised by residents of Warkworth to Local County Councillor Jeff Watson and Warkworth Parish Council regarding inconsiderate parking and congestion issues in Warkworth, resulting from the high demand for parking within the village. Council Officers have been working with Cllr Jeff Watson and Warkworth Parish Council to identify a number of potential on-street improvements to safeguard parking for residents and improve turnover of parking places within the village centre with the aim of supporting the local economy.

The proposed controls and improvements consist of a number of additional parking restrictions, including a residents permit parking scheme and short stay parking for non residents within the village centre. This will allow residents who live within the proximity of the village centre to park all day without time limit, but ensures that visitors can only park between 8am and 6pm 3 hours, no return within 4 hours. In addition to these restrictions it is also proposed that there will be three 8am and 6pm, 30 minutes, no return within 2 hours bays to allow for quick access for grocery shopping, as shown in the attached plan.

In addition to the residents' parking scheme and time limited parking it is proposed that seasonal double yellow lines are made enforceable throughout the year and the Disabled Blue Badge Holders bays and the Motorcycle bays are made enforceable. A plan detailing the proposed restrictions is attached for your information.

Due to the varying complexities associated with a traffic scheme of this size, these changes are proposed to be introduced for a trial period of 12 months as an Experimental Order. Making an Experimental Order as a precursor to a permanent order can have material benefits, as well as being more cost effective and flexible in approach than a permanent. It also allows for immediate feedback to be given and minor changes to be made very quickly.

Each household within the designated area would be able to apply for a maximum of two permits, one allocated against a specific vehicle registration and the second 'visitor' permit can be used by any vehicle, including family and friends when visiting. The residents' parking restrictions would be enforceable at all times so anyone person parking for longer than the 3 hour maximum stay will need to

#### Highways Programmes

County Hall, Morpeth, Northumberland, NE61 2EF

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[www.northumberland.gov.uk](http://www.northumberland.gov.uk)





# Northumberland County Council

display a permit. Normally there is a £15 administration charge per permit per year, however, as this restriction is being introduced as a 12 month trial there will be no charge during the trial period.

Northumberland County Council would like to invite residents of Warkworth to drop-in to a Public Consultation Exhibition to be held at War Memorial Hall on Thursday 20th September 2018, between 2:30pm and 7:30pm. The detailed proposals will be on display, there will be feedback forms available for you to fill in with any comments you have on the scheme and Council Officers will also be on hand to answer any questions you may have.

**I would urge you to take the opportunity to come along and comment on this important matter as any decision taken will be based upon the responses received from residents who take time to provide the Council with feedback.**

Alternatively if you are unable to attend the Public Consultation event, you can submit your comments by either:-

- Returning the attached self addressed response form.
- Emailing: [HighwaysProgramme@northumberland.gov.uk](mailto:HighwaysProgramme@northumberland.gov.uk)
- Or, by visiting [www.northumberland.gov.uk](http://www.northumberland.gov.uk), typing in “*Traffic management consultation*” into the search bar, then selecting the first option “*2. Traffic management consultation (more info..)*” then open the drop down box for “*Warkworth*” and follow the instructions.

All comments submitted after the Public Consultation, must be returned no later than Thursday 11th October 2018.

I thank you for your assistance in this matter.

Yours faithfully

**Highways Programme (Highway Safety)**



## Highways Programmes

County Hall, Morpeth, Northumberland, NE61 2EF

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**Appendix C**

**Other Relevant Comments**

	A G A - N S T R	N E - T H E R	I just want to make a comment about the proposed 12 months experimental order in Warkworth.
			I very much support the experimental order. Having worked as a Civil Enforcement Officer for NCC since October 2014, I have always found Warkworth a difficult place to enforce due to lack of restrictions we can currently enforce. So I would only encourage more restrictions be put in place to alleviate parking problems.
			Thanks
1			We agree that there should be fair access to a limited communal asset like parking, but a proposal needs to be fair to residents, visitors and businesses and this will not be the case with the Warkworth proposal. I have spoken to 3 different businesses in Alnmouth to gain feedback on a similar scheme to the one proposed for Warkworth and they all have said business is significantly reduced; parking has become a much worse nightmare for businesses like hotels and bed and breakfasts where visitors need to park for longer periods of time. People are starting to go elsewhere and in some cases cancelling bookings based on reviews which mention the new parking restrictions and the problems they have created. What this will achieve is to move the parking issues elsewhere in the village and to reduce the number of tourists coming here. The comments from Alnmouth businesses is that parking is much harder now than it was before and we fear this will be the case here. I am also unclear as to whether guests will be able to park for 3 hours prior to 6.00 pm and then again in the morning for 3 hours after 8.00 am; if this is not the case, then there is a real problem as guests will not move their car before 8.00 am, they will simply choose to stay elsewhere. Whilst this 12 month proposal is in operation, there needs to be consideration to provide small businesses who have no private parking, additional permits as it is yet another thing that we will have to contend with in the current climate when so many small businesses are struggling. I think the decision about this consultation has already been made and so feel that this is a fairly pointless exercise. However we feel your suggestion that this will 'support the local economy' is completely without evidence.
1			Assuming some "early days" traffic warden involvement. Looks a worthwhile attempt for the village centre. Good Luck!
1			It seems to me if you are unfortunate to live on the opposite side of Castle St no provision has been made for residents parking. The side which has no parking provisions has wide pavements, which at present are used as parking by both residents and visitors. Why can't some of that space be used as "Residential Parking"?
			1

		<p>As residents of Dial Place, although we welcome the proposal, it does not address the issue of late night and overnight parking. The car park is almost always completely full after 6pm with overnight visitors or people need somewhere to park, but when it is at the expense of the residents' parking it becomes an issue.</p> <p>The lane from the Stanners carpark leads directly to The Masons and directly opposite the Hermitage. Although the Stanners carpark is full during the day, especially in summer, it usually begins to empty after 6pm. It would help considerably if a maximum stay of 1 or 2 hours was in place after 6pm in Dial Place to encourage those drinking or dining in the pubs to use the Stanners carpark.</p> <p>Overnight visitors to the B&amp;Bs should also be encouraged to use the Stanners and I would ask that two permits per B&amp;B should be the maximum. Finally the Beach Road carpark is underused by walkers. The current signage describes this as "long term parking". If this was changed to "Parking for Walkers Only" this might encourage its use.</p>
1		<p>Thank you for your correspondence dated 6th September 2018 in which you invite us to offer our comments on the above proposal. I would inform you that as an Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments.</p> <p>I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.</p>
1	North East Ambulance Service	<p>1. How much will this cost the tax payers. 2. Will we be plagued with traffic wardens. 3. Whatever you do it will not solve the problem with parking. I have never not been able to park my car in the village. 4. What is the problem.</p>
1		<p>This problem has been going on for years! I have called at least four times complaining about parking and the disrepair of the road at the back of Brewery Lane. We have only a few parking spaces. The staff at the Masons Arms are now parking there and one lady puts her blue bin in one of the bays to keep for herself. That only leave three to four spaces left. I have asked for a notice to be put up to notify visitors that it is for residents only, but still waiting after four years!</p> <p>My daughter is disabled and it's hell trying to park near our property. There needs to be more disabled areas. Also who will police this new scheme? As I have never seen any wardens in Walkworth. This is why so many people park so thoughtlessly.</p>
1		<p>Are the Council trying to kill businesses? We have had seven months with the water board. Now you are going to have restrictive parking. I have run my business for xx years. The village is like may small villages in the height of the season it is busy. In the winter it's spot the people. The last thing we want in this business is traffic wardens on a regular basis in the village or it will be just like Amble (killing business for the local shops).</p> <p><b>HOW MUCH IS THIS GOING TO COST?</b> Surely the money can be spent on improving pavements etc. etc. If it's not broke don't try &amp; fix it The few residents who have been asking for this, they probably live at the top of the village &amp; very rarely use the village shops.</p>
		1

		<p>With regards to this proposal I will be unable to attend the public meeting in September. I would therefore request the following points be acknowledged and considered.</p>
		<p>I reside in Brewery Lane and completed the Local Authority survey when it was requested. I have checked the Parish Council Public Meetings and note that the County Council reported that there had been little response from residents at The Stanners but no mention of residents of Brewery Lane who have no on street parking whatsoever. We rely on the Stanners area for our parking. There is a small residents area on the Stanners which is not enforced and it is noted, that the spaces at the bottom of Brewery Lane which are sufficient if enforced are now used by staff from the nearby establishments such as The Masons Public House (Other than the publican who is entitled). In other words none residents. Your proposed scheme and its catchment area will migrate vehicles to the Stanners area which will prevent or frustrate legal parking of the residents of Brewery Lane. On a public safety level, the proposals will cause more traffic to travel down Brewery Lane to the river bank. Brewery Lane is a single track /path with public toilets located. The increase traffic travelling to the Stanners will increase the risk of accidents and this must be considered. All the houses on Brewery Lane open directly onto this highway and I have witnessed many near misses of late. The resent positioning of the Defibrillator on Brewery Lane highlights the need to reduce Traffic Flow to facilitate access to this item.</p>
1	I would respectfully state that the proposed enforcement MUST cover The Stanners especially the area classed as residents only and Brewery Lane.	<p>No because:</p> <ul style="list-style-type: none"> <li>1 I don't think it will make a difference</li> <li>2 It may turn away tourists who sustain the shops and eateries</li> <li>3 The areas in front of the keep and Castle Terrace are excluded</li> <li>4 There are always problems in old villages and it is a price worth paying</li> </ul> <p>In addition the proposals and the existing arrangements don't address the following very well</p> <ul style="list-style-type: none"> <li>1 The areas for the disabled are on an island and so the disabled still have to cross the road, it might be better to move this to outside numbers 19-21 where there is space but disabled can also alight on to the pavement</li> <li>2 The motorcycle bay is hardly used and this could be moved to the Stanners and give more room for the cars</li> </ul> <p>Lastly if the proposals are adopted then I like the parking bay markings instead of white lines</p>
1	1 Who qualifies for "Residents Pass"? Abbyfield	<p>Resident parking scheme is worth testing. The road markings at either side of the archway between 11 and 12 castle st need to be clearer and stop far enough back from the opening to enable a clear view of traffic on the hill for those driving out. Access is used by 11,11A,11B &amp; 12</p>
1		<p>I think removing the flagged footway &amp; replacing the with bitumous parking spaces is a good idea. I have an issue with the permit numbers for each house, if as I understand it is 2 per household this will just push the excess cars owned by people in the centre of the village out into other areas of the village. This already happens on The Butts where several people from Dial Place already park.</p>
1		<p>Bottom line - Leave as things are now. Like idea of increased parking created down left side of Castle St, numbers 5 to 19, elevate current problems of two large vehicles ie trucks coming from both directions &amp; causing traffic problems. Can you advise if scheme adopted will there still be cars allowed to park on pavement, where there are double yellow lines? It frustrates me when in busy periods car park right outside my front door &amp; I can't drop any heavy shopping etc.</p>
1		<p>From studying the proposals I would say this is a costly plan that would drive visitors away from the village causing damage to existing businesses such as shops, pubs and cafes in the village sq. There are now many more parking spaces along the river bank following the completion of works by Northumbrian Water. As a resident I have always been able to find a parking space in the village sq. I strongly feel this plan would create more problems than it solves and is a costly and administrative nightmare. I would very much leave the parking as it is at present time. Simply better signage to the existing free parking along the river and beach road would resolve any parking problems in the sq. PLEASE LEAVE IT AS IT IS.</p>

		I want the parking to remain as it is with the addition of signage to long term parking up beach road just before the bridge encouraging long term visitors to park there before entering the village. Also marking spaces at stanners to maximise the number of cars that can park there. The restrictions proposed are likely to push the problem to stanners & the butts. If the scheme had to ahead then the 3 short term car parking spaces should be restricted to 2. The disabled parking by the river should be moved further down towards the picnic area giving disabled visitors / residents better access to this part of the village and providing more flexible parking near the square. We have a holiday let in the village and the parking permit to a particular car is useless to us and our guests. Do not add more yellow lines in the village. Spend the money on something more important.
1		Are the problems not caused by the greatly increased number of visitors to village; and by the increased size of the village, i.e. new housing development outside the centre of the village. We live just outside the area under consideration but are affected by the vastly greater traffic flow outside our house - to the extent that we had to reconfigure our front drive to enable us to drive more safely in and out. I do not see any real situation to these issues as things stand. A bypass is apparently under consideration for Lesbury, but the proposed bypass for Warkworth does not appear to have been under consideration for many years. The beach park could perhaps be made "Park & Ride" during the peak season. Please could you also consider a weight limit on the road. Huge heavy vehicles are not suitable in the village and will one day cause gridlock. I realise these re the scope of the residents' parking issue, but increased volume of traffic is at heart of this. 1 More signage on Castle Street will be unsightly.
		There is a risk that displaced traffic will park on Station Road. Has this been modelled? How do you plan to avoid this? Can you encourage / force people to use the official car parks eg Beach Road Car Park Residents only on Bridge Street & Dial Place. Visitors directed to Beach Car park or Stanners. Only one permit issued to holiday let properties. Parking on Stanners should not be allowed on riverbank side of "summer" car park - it spoils area picnics and playing.
1		Keep seasonal double yellows to reduce parking on Stanners in wet weather. The current system causes no problem with light traffic in the winter. This allows grass to grow and reduce risk in flood conditions. There is a distinct pinch point at the north east corner of Dial Place. Heavy vehicles leaving the place are unable to turn right. The central parking area needs a radius, not a point at the corner. This is worst when there is a church service - hearse or wedding vehicles present, putting a restriction alongside the south Church wall, of say one hour would help.
1		We live on The Butts and we believe that the traffic flow will increase adding to the problem of parking issues. Lately we have seen an increase in cars parking on The Butts making it difficult to find a space to park your car. This problem is mainly at peak periods. Most of the houses are holiday homes and they have minimum of two cars. The boat house is situated on a bend and is a blind spot for traffic using this area. Parking causes a problem for pedestrians and cycle users "this needs to be addressed"
1		Parking on wide pavement on Castle St would be a solution also all visitors to park at Beach Rd Car Park for all day parking example:- Newton by the sea visitors walk into village. Craster visitors walk into village. In both cases villages are for residents only and persons visiting pubs & shops. I support the proposal with the following comments: Parking should not be allowed on footpaths at any time Residents with large SUVs or campervans should not be allowed to park on Castle Street or in the bay next to the arch into Brewery Lane
1		Although the proposals are beneficial to residents, the economic impact by making things difficult for visitors must be considered. Consideration should be give to creating a visitor carpark near the village on Beach Road (currently recycling site) and signposting th carpark from Bridge End to encourage visitors to stay rather than driving through unable to park.

		<p>Short term bays very good idea Proper disabled bays (enforceable) No access for overnight vehicles at Dial Place (or words to that effect)</p> <p>Better signage for Beach Road Car Park</p> <p>Residents parking would just not work in this village as not enough spaces</p> <p>Parking bays de-lineation in sets as conservation area</p>
1		<p>? Neither ? OR ? No?</p> <p>Overall agree with formalising parking however I have the following comments.</p> <ol style="list-style-type: none"> <li>1. Parking on Castle Street pavement inside the double yellow lines this isn't against the law and should be enforced or formal parking bays put in. Often it is impossible to walk on the pavement more than single file. It would be impossible with a wheelchair, pushchair, mobility scooter or partially sighted. 2. As a result of this above parking on the visibility splays from the butts to the bridge is not enforced. 3. Will this make parking in the butts even worse? We already have parking across our garage doors even though there is a dropped kerb approved by NCC in 1995. 4. Parking in St Lawrence Terrace should be for the residents that live there only. Already there are issues with keeping the road clear. 5. Could access and signage to 'all day parking' at the top of cemetery bank be improved? 6. At present people park in front of the church wall as there is no restriction parking here should be restricted to weddings and funerals etc.</li> </ol>
1		<ol style="list-style-type: none"> <li>1. Residents Only Parking BOTH sides of Castle Street</li> <li>2. No time allocation at all</li> <li>3. Residents pavement side MUST have assurance no parking penalties</li> <li>4. Bays on pavement side would be an improvement. Safer for coming off road &amp; safer for pedestrians</li> <li>5. Dial Place mixture of residential / disabled &amp; timed</li> <li>6. Much more usage of Castle Car Park, signage etc, also signage to Stanners</li> <li>7. A speed restriction of 20mph through Warkworth, not only for residents but people visiting this lovely village. It may only be a matter of time before an accident happens</li> <li>8. We have just had discovered lampposts are to be erected down Castle Street - pavement side. This will restrict parking even more. No-one appears to have been informed about this.</li> </ol> <p>I think the parking proposals will cause more problems than they will solve. I think they should be scrapped unless there is a much more sensible and fair proposal. This is a complete and pointless exercise which will just cause friction.</p>
1		<p>As xxxxxxxx at St Lawrence Church I have major problems with illegal parking in front of the entrance gates. We need to keep this free for funerals, weddings and visiting clearly. Even though I put no parking cone sout prior to a service here one moved and cars parked. Is there any possibility of putting double yellow lines across the entrance and wall to the war memorial. Of course we would need permission to still park wedding / funeral vehicles. Or a 1 hour restriction.</p>
		<p>Query from resident - Is the parking between Rexbro House &amp; The Sun Hotel private? Or can anyone park there?</p> <p>The plan is generally good and should be given a trial. Hopefully cars parking long term (people getting bus to Alnmouth station &amp; leaving car for week or 2) will stop as a result. Other points:- I think the butts should be included in the resident permit scheme as it is likely that some people will use this road for alternative parking for more than 3 hours. I lived along the butts from xxxx to xxxx so did experience parking patterns there in the summer months. I think the beach rd long stay car park is totally underused and provide good longstay parking if the access road on the 1068 was improved. (I know this road is privately owned but surely there is room for discussion) A short footpath through trees to the top of the Beach rd hill could be improved to give quick &amp; easy access to the village centre, if the trial is successful then perhaps think about making dedicated parking bays cutting into wide pavements up both sides of Castle St. At present cars do park on the wide pavement and this does cause some obstruction as the pavement is then not clearly defined.</p>

		Consideration might be given to: Long term parking outside village signed - Beach Car Park, Stanners? Double yellow lines outside Church to ensure hearse wedding cars etc. What effect movement of cars onto areas outside centre i.e. Station Road, Morwick Road, Butts - which might all become cluttered if this goes ahead One visitors permit only to holiday cottages not to owner St Lawrence Terrace only safe for six cars otherwise not possible for emergency vehicles (wk1) permit (wk2) permit for St Lawrence for village only
1		I fail to see how this proposal improves parking for residents, especially those who are disabled. There is only one disabled bay available to residents & visitors alike. To my knowledge there are already five residents in the lower part of Castle Street who have disabled blue badges. Where are they meant to park?  I feel once again business & visitors have been priority over residents. Very disappointing if not surprising. p.s. What is special about the St Lawrence area (i.e. resident parking only)? If this area can be resident only why not Castle Street?
1		Would suggest that motorcycle parking is not made enforceable as it is NOT USED very often. When it is used it is only for a short time.  Also delivery vans and tradesmen are going to find working a distance from their vans most difficult.
		Inclined to "leave well alone" view If scheme progresses I would want the triangle of paving outside No.1 Castle street included in parking scheme. No.1 - 4 park there and therefore wouldn't need to be allocated space elsewhere. I would oppose any scheme that further erodes the visual amenity of the village. Signage, yellow lines, engineered regularity are at odds with the character of the houses. I would prefer the road to be narrowed to reduce traffic speed. Restriction on size of vehicles needs though though!  More use of the coast road carpark should be encouraged - for visitors - originally hoped coaches would use it (more visitors less traffic impact)
1		The village certainly needs help with its parking problem, especially during holiday periods. Whilst I am generally in favour of the proposal, I am concerned at the fact that the resident only parking between 6pm and 8am will have an impact in relation to the pubs and restaurants in the village. Where will these people park in the evening when they come out for a meal or event such as quiz night? Will visitors to the many holiday lets in the village be given temporary parking permits and will these be limited to one vehicle or two?
1		This proposal will significantly damage the economy of the village. Tourism now provides a major source of income both from day trippers and from overnight or weekly stays. Warkworth boasts two hotels, several B&Bs and numerous holiday rentals. The already inadequate parking can make life difficult for these visitors. The restrictions envisaged by the plan will make matters much worse. If a family rents a holiday cottage in the centre of the village and arrive with two cars where are they expected to park? If visitors decide to stop in Warkworth for a meal at one of the excellent restaurants and decide to visit the sights of the village before or after, how are they expected to do this in the time allowed to stay? The only car parks other than those described in the plan are: 1. By the river - small and always full; 2. The field by the Castle - closed with a chain at 6pm; 3. At the beach - a mile away; 4. Off the beach road - in an appalling condition (so bad that no one will even stop their car there never mind park it). The only solution to the parking problem in Warkworth is to provide adequate car parking facilities accessible to the village and in a position where people are not afraid to park their car.
	1	This is a very good idea. The parking restrictions & double yellow lines must be enforced to make any scheme work!
	1	

		I am concerned that any change in parking does not prejudice Hall activities. The Hall serves as an educational & recreational centre for the village community - many of whom are elderly. The current parking situation is a detriment to Hall use and I would not like this to worsen. Hall activities take place during the day and often in the evening (typically village choir / Royal Legion / WI / Community Cinema / etc etc throughout the year).
1	1	?No or Neither?
		As a resident these proposals do nothing to help the problem from our perspective. There has been a headlong rush to develop & encourage tourism with absolutely no thought being given to the infrastructure of the coastal strip. Increased building on the periphery of villages is aggravating the problem of "village centre" parking further. This proposal as usual prioritises the needs of businesses and visitors to the detriment of the permanent residents. How is it that in Corbridge visitors are happy to cross the river from the allocated parking and walk into the village centre, whereas in Warkworth the view is held that if visitors cannot park within yards of the shops then they will not visit at all? The "three hour" suggestion - how will that help permanent residents? I have lived here for 20 plus years, but cannot envisage being able to get older in the village with the current parking situation. It seems that the Council are happy to turn the coast into a "Disneyland" for visitors with no allowance for the needs of permanent residents. There are solutions, but none are being considered. This proposal does nothing to improve the status quo. After consultation my view is to leave things as they are as no-one is going to be happy and a lot of time & money will be spent with no improvement to the situation made.
	1	<p>1. The proposed solution is complex and essentially unnecessary. Those of us who live in the centre of Warkworth do not wish to change the current system which is free and easy, self regulating and for the most of the year very convenient. Warkworth is a beautiful village, admired by visitors, and would be significantly disfigured by the numerous road signs necessary to advise people of these suggested parking rules.</p> <p>2. A simple alternative would be to make Dial Place a Pay and display parking area, but free for permit holders. The Stanners area would be free!</p> <p>3. If and alternative system is imposed, as lack of parking spaces is the perceived problem, additional spaces could be provided in Dial Place - in the wider road section in front of house numbers 9, 10, &amp; 11 using the same chevron parking alignment as in the central area.</p> <p>4. The suggested "dual" parking signs as shown on your "Consultation Plan" drawing, are incomprehensible. The type used in Alnmouth provide more clarity.</p> <p>5. One must ask why "holiday lets", and there are many in the centre of Warkworth, should have any "resident" parking permits allowed. There is parking for visitors in the Stanners area. Resident parking should be for just that purpose.</p> <p>6. Having said all of this, the true response is to leave well alone!</p>
	1	I understand that the aim is to keep traffic moving without queues forming (I quote one of the staff supervising the consultation). At the moment traffic moves very well around Dial Place albeit at a restricted rate. There is no need to get rid of the yellow lines from no. 12 down to the river in the hope that cars will move faster as the road narrows considerably, as only single line traffic can negotiate that part of the road. The plans outlined giving certain areas limited returns (i.e. 2 hours and 4 hours) are really overly complicated and unnecessary burdening the village with really ugly signage. Why not have parking discs which could be purchased from the post office and enforced by a parking attendant. Also who is going to police this proposal? An attendant would almost have to be a permanent position in the village. It would be a great benefit to pedestrians, those with buggies and mobility issues to prevent cars putting two wheels on the pavement thus restricting access.
	1	With increased housing and tourism this is a sticking plaster exercise in a period of reduced public spending; what is being implemented will soon become overwhelmed by traffic volume.
	1	Your proposed parking plans for Castle street and Dial Place in Warkworth would greatly [mitigate] parking difficulties we all face on Castle Street - especially when off-loading shopping. Your proposals would help us considerably. p.s. Your consultation exhibition yesterday was very worthwhile.
	1	

		Need more clarification and a better map! #bays in The Stanners? Who qualifies as a resident? Criteria? Lives in village? Within proximity of village centre? Pays Co & Parish tax? Hol cottages? Businesses? Permits? Resident? Employees use visitors w or w/o time limits? Each perm res house max 2 permits. One w/car reg park all day w/o time limit? Second/ visitor permit used by anyone "when visiting"? Can it be 2nd household member to park w/o time limits? River bank AONB?
1	1	Beach Road SIGN Car Park?
		It seems a lot of signs will be needed for such a few parking spaces - might be better to reserve 3 or 4 in the centre for 30 mins. Not sure it will solve parking problem - need more spaces rather than restrictions.
	1	The proposals are not necessary the parking is working fine as it is. There would be an exercise benefit from people walking to and from Cars. We do not need Confusing signage in Warkworth and parking restrictions putting off much needed tourism. It's not broken so don't fix it.
		After being at the consultation at Warkworth village hall with ref parking in the village. Whilst I was there a lot of residents from the main area of the village had attended, all saying the same thing. They bought there houses knowing the parking was a problem in the height of the season but they can always get a parking space. They all said leave the parking as it is, as your plans would lose valuable parking spaces. My suggestion to prevent people coming to the village and leaving there vehicle all day is, put a sign in dial place, 1 on the butts, 1 on the stanners. Saying short stay parking except for residents (long stay up the beach road) as visitors will not know it is not being controlled. I also suggest marking bays out down stanners to create more parking, also move picnic tables and seats to either the left or right side of the river bank between the trees, which would be safer for children also stop vehicles parking side ways across the picnic tables. This will create a lot more parking spaces. If you start issuing residents with parking tickets you will cause a lot of fighting between residents about who parks where. At the moment we all respect our neighbours over parking. A lot of people at the meeting were saying don't give holiday lets permits, but that would not be a problem as they can purchase them from the council anyway. Son why waste money? The few people who have pushed for this change forget. If you stop parking in the village eventually they would lose the shops, cafe, pubs and restaurants. Isn't this what attracted them to the village in the 1st place. Also all the businesses employ local people, also the holiday lets employ cleaners. Once again its not broken don't try and fix it with a worse solution.
	1	I have lived in the village xx years on Dial place & have never been able to park my car in the village I don't know what the reason for this change?
1	1	I think this is the stupidist idea I have ever seen. It will do nothing to improve parking situation, but will cause considerable hostility. The amount of new signage will be an eye sore!

		<p>1. The scheme as proposed will meet the objective of making more parking space available on Castle St and Dial PI for residents of the centre of the village but it needs to consider the needs of all who live in the village. Many who live in the 'outskirts' use their cars when attending functions and event.</p> <p>2. It gives residents who live outside the defined area a lower priority for parking than both visitors to residents who live in the centre and visitors staying in holiday lets.</p> <p>3. My proposal would be</p> <ul style="list-style-type: none"> <li>3.1 Allow any permanent residents of the village ( not just the centre ) to register one vehicle for parking free of charge.</li> <li>3.2 Allow permanent residents to purchase a parking pass for a second vehicle.</li> <li>3.3 Do not give passes to any properties that are not permanently occupied ie holiday lets.</li> </ul>
		<p>4. There should be no parking at all on the East side pavement of Castle St</p> <ul style="list-style-type: none"> <li>4.1 Parking on the footpath often restricts the width available to pedestrians to less than 1 metre.</li> <li>4.2 Vehicles on the pavement damage the flagstones. The proposals advocate removing flags on the W. side of the street because they get broken.</li> <li>4.3 Parking makes crossing Castle St more difficult and more dangerous by restricting vision.</li> <li>4.4 Parking spoils the appearance of the street and the view in both directions.</li> </ul>
1		<p>in my opinion disc parking should be introduced in the village square to stop people leaving their cars for the day, the other car parks at Beach road and at the castle need to be improved, especially beach road, the pot holes are dangerous and the site is not secure, finally could i ask for traffic calming on Morwick road and Station road, Some vehicles especially going out of the village. accelerate hard well over 30mph, signage is very poor and no traffic enforcement despite repeated requests.</p>
	1	<p>I have studied the proposed plan and attended the public consultation meeting. My conclusions, as a resident of over xx years. 1. The plan does not address a major concern to a lot of residents - ie there should be no parking on the pavements - particularly all 4 wheels on the right hand side pavement of Castle St, going down. Warkworth Parish Council recently expressed concern that "bicycles on pavement are a danger" - even more so cars, vans, and trucks which now regularly fill the afore mentioned pavement - leaving sometimes no space to get through, making it difficult to cross the road safely, &amp; also breaking up paving stones. It is an eyesore. We need a clear policy &amp; vigorous enforcement, to end pavement parking. 2. The proposals on parking permits look like an attempt to reserve village - centre parking for those in property in the village - whether residents or visitors. This ignores the needs of these residents living further away from the centre e.g. Heatherleagues or Station Rd. 3. Allocating permits to visitors in holiday lets is not acceptable, when all residents do not get the chance! 4. The consequence of this plan will be a lot of disgruntled residents, when they realise what it means. After all, we pay our council tax / precept - not to be left out &amp; our views ignored. The plans I propose. All residents of Warkworth are entitled to one permit per household. Park as now - first come first served basis. No permit for holiday lets or visitors to residents - instead improve signage to care parks on the stoners &amp; the beach road. The majority of residents in the parish, do not have rested interests in letting holiday properties, or running businesses in the village. It is our village &amp; firstly a plan should meet or needs of opinions. Another public meeting - letter publicised (further in advance), with a proper presentation &amp; all the parish council present, would be a good start, to reorganizing the voice of all residents, and a chance to explain the background to the proposals.</p>
	1	<p>Leave things as they are.</p> <p>Control will mean enforcement so traffic wardens in the village.</p> <p>NCC short of cash - why waste money on this?</p> <p>Why St. Lawrence Tce protected but not south end of Castle St &amp; Castle Tce ?</p> <p>Local businesses will suffer.</p>

		<p>As a resident of Castle Street, I would like to make the following two points: Remove a section of double yellow lines from outside No's 4 and 5 Castle Street so as to provide two more parking places. This is far enough away from the sharp corner so as not to obstruct the traffic coming down the hill into the village. In relation to all the proposed, restrictions, disruption and expense, leave the situation as it is. Weighing up all the options as somebody who has lived at No xx Castle Street for xx years, this seems to be the most sensible solution for all the following reasons: a) If you try and implement the NCC proposals, you are highly likely to upset more people than you satisfy. b) Parking has been an issue for as long as I have lived in the village, but somehow things sort themselves out on a daily basis and "it works". Even at the height of summer with many visitors, there are not many occasions when residents cannot find a space somewhere. c) Some years ago, I was persuaded by a parking survey conducted by Councillor Jeff Watson who concluded, after extensive research, that it was best to leave the issue alone and allow residents to sort out their own parking solutions as they do on a daily basis. d) The quantity of 'street furniture' with all the required signage, would deface the appearance of this unique medieval village. e) The cost in relation to all the proposed alterations is not justified during this austerity period and would involve the council using funds it hasn't got. As a Community Charge payer, I do not want money wasted on a scheme that overall, has limited value. f) To effectively police the four hour and three hour limit on parking for non residents, a warden would effectively have to visit the village every three hours. This would be unsustainable and wholly unrealistic. Without constant monitoring of the time limited parking for non residents, the scheme is not workable. g) Holiday lets/B&amp;B occupants could easily monopolise the use of resident parking permits, making the scheme for full residents unworkable.</p>
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	<p>I would like to offer some of our comments on behalf of Coquet Cottages - of which 3 of our 8 team members are permanent residents in the village - regarding the proposed parking restrictions on the main street of the village and The Stanners.</p> <p>Coquet Cottages are an agency for luxury self-catering holiday cottages around Northumberland, 22 of which are in Warkworth Village. I understand the proposal is for each property within the highlighted areas in your letter will receive an assigned permit to a registration number i.e. the main 'resident' at that property, alongside a 'guest' permit. Can we ask what the possibility is of our holiday properties receiving 2 guest permits, rather than one of these being assigned to a registration number? The reason being, our main 'residents' at that holiday property are in fact, our short term tenants who have paid for the use of that property for a duration of time. A short-term tenant is considered as the main resident for which time their tenancy begins and ends and are not to be confused with a day visitor. Therefore, an assigned permit would be useless as the vehicle would regularly change. I believe this is a very reasonable suggestion and don't see any reason why this wouldn't be possible. Can I ask your thoughts on this?</p> <p>I can empathise completely with the residents of these busier areas of the village as to how frustrating it is not being able to get parked anywhere. And Coquet Cottages do not necessarily object fully to the proposal. However, has any consideration been given to the businesses in those areas, such as the pubs, cafes, B&amp;B's and shops, as to where their staff should park? I'm sure you are aware that most of the staff who work in Warkworth Village don't in fact live in the village. And whilst a handful may use public transport which is excellent, the majority don't. Therefore, would businesses around the village be eligible for more than 2 guest permits per property to cover staff working on those days?</p> <p>A significant proportion of the residents living in the centre of the village where the restriction has been proposed, will likely be out at work during the peak part of the day. I think this should be taken into consideration that for most of the businesses on the main street, their hours of operation are in fact during those times that the residents will more-than-likely not be at home, for whatever reason that may be.</p> <p>Whilst I mentioned before that our business does not necessarily object to the proposal, I'd like to know exactly what thoughts have been demonstrated to the people who work in this village and to where you propose they park once this has been enforced? I'd ask you to carefully consider what each of these businesses bring to the village and why we have such a healthy amount of day visitors to the village in the first place. It's because of the likes of Bertrams, Cabosse, the pubs and the gorgeous gift shops in the village. From our perspective and overall, these businesses help bring our holiday makers to the village, spending money and keeping the economy healthy in Warkworth, so the permanent residents of this village (I myself used to live here on Station Road prior to April this year) can enjoy the wonderful array of facilities such as the 4 pubs, restaurants, cafes and shops, of which there are a high concentration of in relation to the village population.</p> <p>It also feels appropriate to mention that if no thoughts or allowances have been made to the staff who work in this village, have you considered the implications of this restriction on the other residential streets around the village? It seems to us that if no solution is offered, this problem will just be shifted to other areas of the village.</p> <p>In the event that extra permits cannot be granted to the businesses in this village, we would like to propose that the use of the long-stay car park is much better utilised by both day visitors and the staff of these businesses. However, have you taken a drive up to this car park recently? If you have, you'll notice the horrendous state of the road which leads from the A1068 to the beach car park. I have unfortunately damaged my car on this road before, as I'm sure have many others. Upon many frequent trips to the beach on foot, I was lucky to see even 1 car in that car park, regardless of the time of year or time of day. The signage to this car park is also inadequate and I doubt most visitors would know its even there. It's a completely wasted area which could be an excellent solution to the overflow of cars in our village.</p> <p>However, in it's current, terrible state, we believe this car park is unsafe after dark and also unsafe to vehicles. As a responsible employer of 4 young ladies, who all work varied hours from 8:30am-7pm 7 days a week, we have a duty of care and would not allow our staff to walk up to that car park after dark due to it not being safe to do so, nor would we advise they park their car there at any time due to a high risk of damages to their car. The car park needs to be suitably resurfaced as well as the road leading to the car park from the north, as well as adequate lighting provided from the car park down to the village from a health and safety perspective. The heritage-style lighting which you will find on Station Road would be most appropriate and would fit well with the landscape around that area.</p> <p>We would ask that the council consider this alternative as a reasonable and relatively easy solution, whereby these parking restrictions can still be enforced to some degree on the main street and The Stanners, but a suitable alternative is provided for the staff of the successful businesses and consideration is made for the holiday properties where the 'main resident(s)' change weekly.</p>
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1		<p>Proposal to make motorcycle bays enforceable.</p> <p>At best these are used during 26 weekends of the year, for up to 3 hours per day.</p> $2 \times 26 \text{ weekends} = 52 \text{ days} \times 3\text{hrs} = 156\text{hrs}$ <p>Total parking time per year <math>365 \text{ days} \times 24\text{hrs} = 8,760\text{hrs}</math></p> <p>Therefore the motorcycle occupancy rate would be 1.78%.</p> <p>This cannot be justified when car parking spaces are needed all year round.</p> <p>Motor cycle parking bays could be made available adjacent to the St Lawrence's church wall, to the SE of the main gate.</p> <p>B&amp;B's; Hotels; Pubs with rooms will be allowed to apply for additional parking permits.</p> <p>Therefore is occupied by the owners as a residence they will get up to 2 parking permits, plus be permitted to apply for additional parking permits.</p> <p>Conceivably a B&amp;B occupied by owners as a residence with 4 letting rooms could obtain 6 parking permits.</p> <p>What measures are proposed for enforcement of the proposed parking scheme?</p> <p>What would happen if a resident or guest "lost" a parking permit, would replacements be available? Is this potentially a "loophole" for additional parking permits to be obtained?</p> <p>Many people abuse Warkworth's existing unlimited parking, in a similar manner to the NCC car park at Warkworth station.</p> <p>Groups of walkers arrive early in the morning parking in Dial Place to catch a bus either north or south, then return by foot in the afternoon/evening, contributing nothing to the local businesses.</p> <p>Similarly people travelling away to work will meet at Warkworth, leave 1 or 2 cars &amp; travel off in a third car, leaving cars parked up for a week.</p> <p>Therefore a parking scheme is welcome.</p> <p>Likewise people travelling on holiday have been known to leave their cars parked in Warkworth &amp; catching a bus to the station.</p> <p>What statistical data has been used behind the parking scheme proposed?</p> <p>Have there been any parking surveys undertaken throughout the year to build up a profile of parking utilisation?</p>
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	<p>From the consultation we believe that businesses which are not occupied by owners as a residence will not get any parking permits. This effects 3 businesses.</p> <p>Why should these businesses not receive up to 2 parking permits?</p> <p>Holiday lets are businesses which are NOT occupied by the owners as a residence, yet their "customers" will receive up to 2 parking permits.</p> <p>Additionally our business has 2 vehicles registered in the name of the business, therefore under HMRC regulations need to be parked at the place of work overnight.</p> <p>B&amp;B's; Hotels; Pubs with rooms will be allowed to apply for additional parking permits.</p> <p>Therefore is occupied by the owners as a residence they will get up to 2 parking permits, plus be permitted to apply for additional parking permits.</p> <p>Conceivably a B&amp;B occupied by owners as a residence with 4 letting rooms could obtain 6 parking permits.</p> <p>What measures are proposed for enforcement of the proposed parking scheme?</p> <p>What would happen if a resident or guest "lost" a parking permit, would replacements be available? Is this potentially a "loophole" for additional parking permits to be obtained?</p> <p>Many people abuse Warkworth's existing unlimited parking, in a similar manner to the NCC car park at Warkworth station.</p> <p>Groups of walkers arrive early in the morning parking in Dial Place to catch a bus either north or south, then return by foot in the afternoon/evening, contributing nothing to the local businesses.</p> <p>Similarly people travelling away to work will meet at Warkworth, leave 1 or 2 cars &amp; travel off in a third car, leaving cars parked up for a week.</p> <p>Therefore a parking scheme is welcome.</p> <p>Likewise people travelling on holiday have been known to leave their cars parked in Warkworth &amp; catching a bus to the station.</p> <p>What statistical data has been used behind the parking scheme proposed?</p> <p>Have there been any parking surveys undertaken throughout the year to build up a profile of parking utilisation?</p> <p>Proposal to make motorcycle bays enforceable.</p> <p>At best these are used during 26 weekends of the year, for up to 3 hours per day.</p> <p><math>2 \times 26 \text{ weekends} = 52 \text{ days} \times 3\text{hrs} = 156\text{hrs}</math></p> <p>Total parking time per year <math>365 \text{ days} \times 24\text{hrs} = 8,760\text{hrs}</math></p> <p>Therefore the motorcycle occupancy rate would be <math>1.78\%</math></p> <p>This cannot be justified when car parking spaces are needed all year round.</p> <p>Motor cycle parking bays could be made available adjacent to the St Lawrence's church wall, to the SE of the main gate.</p>
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1	Although I think it is a good idea, I am concerned that the number of permits will be greatly outnumber the number of parking spaces.
1	<p>As a business owner in the village of Warkworth for over xx years I would like to offer the following feedback on the proposed experimental restrictions.</p> <p>I feel there is no perfect solution to the parking issues in the village. The current situation is at peak times challenging however on the whole it seems to work. I would be very wary in upsetting the "status quo" !! Businesses and residents currently live and work in relative harmony, however if Parking Restrictions were implemented and there was a negative impact on trade I feel the effect on some businesses could be critical - is it worth taking the risk!!!</p>

		<p>I am writing in response to the proposed parking changes for Warkworth. I own a business in the village and do not support the proposed changes. We don't feel that there are currently any issues with parking in the village, although it can be busy at times there is always a parking space available. We are concerned that the proposed changes would leave the bays in the square empty due to the time restrictions and people would start parking in more residential areas like the Butts where there's little space for cars to pass. We currently have staff who park in the village, bed and breakfast guests (who need to park overnight) and customers to our busy cafe. Many of our staff already car share, use public transport and walk to work. We invested in a business in Warkworth xx years ago because there was ample parking for the needs of our customers. We feel that the proposed changes will affect our business drastically. We employ xx full and part time staff, all local people and source all products from local suppliers wherever we can therefore contributing to the local economy. We feel like xxxxxx has become a real part of the local community in our xxxx years of trading and we'd hate for these proposed changes to affect this. We are of the opinion, if it ain't broken, don't fix it!</p> <p>Myself and my mother Lynda Davie own and run the business together, if you'd like to speak to either of us please contact us on the numbers below.</p> <p>I do hope you will take our comments into consideration.</p>
1		<p>The proposal in particular on Castle street does not address the over riding issue of parking. It will not address the issue in any form, As I have already expressed visitors should not be permitted to park under any circumstances. There is sufficient parking in the long stay car park and on the Stanners.</p> <p>Residents are becoming increasingly frustrated by the current arrangements.</p> <p>Plan Castle street only for Residents</p> <p>Visitors = Long stay car park.</p> <p>There is no evidence to suggest this will have any impact on business.</p> <p>Other villages within Northumberland (Corbridge, Hexham) have no visitor parking and this works for them. The double yellow line enforcement on castle street should NOT be adhered too. This will make the situation even worst.</p>
	1	<p>Castle street in not fit for the range of heavy good vehicles using it. A 20mph should further be adopted.</p> <ol style="list-style-type: none"> <li>Parking problems in Warkworth are mainly due to the number of visitors to the village. The minor changes in the proposal will make very little difference as they do not provide a significant number of additional parking spaces. Provision of a new car park is the only way to accommodate visitor demand for parking. The field opposite the top of Beal Bank would be a suitable location as it is close enough to the village centre and is visible from the southern entry to the village.</li> <li>Introducing a 3-hour limit for non-residents might free up a few spaces for resident parking, but I think the advantage of this would be outweighed by the large number of new on-street signs required to introduce it (as marked on the proposal plan). These would be quite out of place in the historic village centre.</li> <li>Marking out spaces on Castle Street could reduce the problem of people parking across two spaces and this would be helpful. However, trade vans often need to park on the street and would likely not fit in spaces marked for cars.</li> <li>At the consultation meeting, there was talk of removing the low kerb below the steps. This would be most unhelpful as we all use the kerb as a marker when parking. Without the low kerb, drivers would likely end up further out so as to be sure of not hitting the steps and damaging their wheels.</li> <li>Currently, parking is accepted on the pavement on the uphill side of the street. This facility, which most residents use only as a last resort, is extremely valuable. If parking were prohibited here, it would make parking significantly more difficult for residents. Allowing parking on the pavement is also vital for village residents using the Memorial Hall.</li> </ol> <p>I feel disappointed that the cars are put on the pavement all the way down Castle Street, this affects the fact that push chairs are often not able to get down easily. Also it is more difficult for wheel chairs, involving people with sickness, being moved on the pavement</p>
	1	<p>There should be marked bays alongside the periphery of Dial Place like in Alnmouth This would reduce poor parking</p>
		<p>Castle Street should be residents only. The west side of Castle Street should have parking bays marked as often poorly parked cars take up more than one space. The low kerb on the west side of Castle Street should be retained as it cuids reverse parking. Holiday homes should be allocated one parking permit to avoid mis use and selling of permits</p>
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		<p>1. The proposal as presented will do precisely nothing to reduce the parking problems on Castle St, particularly on weekends when the village fills up with visitors who come for a bar meal and a walk and then monopolise any available parking space from midday onwards. If I go out on a Sunday or Saturday morning for a few hours out I must be back before midday or I am forced out of the village until about 4pm, when the visitors go home. Allowing them upto 3 hours in a residents' zone on Castle St. will just maintain the status quo and the problems therein. To visitors will arrive at noon, take all the spaces that are empty and stay until 3pm (or even later) taking a chance on not getting a ticket. Nothing will change.</p> <p>Castle St. should be residents only. Visitors can use the Beach Road car park that has stood empty since it was built. Businesses in Low Newton and elsewhere along the coast survive with outside of village car parks for visitors. Why should Warkworth be any different? Leave the centre of the village for locals and let the visitors have the inconvenience.</p> <p>2. Parking on the pavement on the east of Castle St. should be allowed to continue. I don't park there myself, but I see the need for those who do. As long as no obstruction occurs and the pavement is passable.</p> <p>3. Parking bay markers should be introduced on the west side of Castle St. to reduce poor and inconsiderate parking, where often two spaces are taken by one poorly parked car. Only this morning the space for nine vehicles was taken up by 5 well-parked cars and 2 poorly parked ones.</p> <p>4. The low kerb at the bottom of the stepped pavement on the west of Castle St. should be retained. It is a handy warning to the driver reversing into a space that he is approaching close to the potentially car-damaging high step just beyond it.</p> <p>5. The needs of businesses in the bottom of the village are important, but no more important than the needs of residents, who also pay council tax and who live here 365 days / year.</p> <p>6. Any parking permits allocated to holiday homes should be on the basis of one per property to avoid mis-use and selling-on of permits.</p>
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		<p>1. Day visitors / tourists MUST be obliged to park outside main village. More SECURE / better car parking required with CCTV on Beach Road &amp; near Castle grounds. This should be free or low charges.</p> <p>2. Plan for only west side of Castle Street is not acceptable. West &amp; east needed to accommodate resident cars, so same treatment to east side is required.</p> <p>3. In resident parking areas permit holders must ALWAYS have precedence. Those without resident / guest passes should be restricted to ONE hour &amp; should pay for parking. Three hours is no good.</p> <p>4. Alterations to west side of Castle Street should not include removal of bottom step paving as that would mean inability to open car doors.</p> <p>5. The corner area on the west side of Castle Street at top of road should be included in the scheme</p> <p>6. Many elderly &amp; infirm residents live on Castle Street and cannot easily walk distances to their cars especially on the steep hill that is why they should be able to park close to their homes.</p> <p>7. Heavy vehicles (except buses) should be banned from village as these have multiplied recently or a low emission zone introduced.</p> <p>8. A more visionary long-term solution is to dig as multi-storey car park into the Dial Place square, following the common approach of countless French medieval towns of similar size to Warkworth allowing a clear vision of the church and castle. It costs less than one might imagine and currently would attract EU support.</p> <p>9. A 20mph zone through the village is needed.</p> <p>10. How about electric car charge points near Castle if extra parking is put there? Demand will inevitably increase over the next few years.</p> <p>11. Resident passes must relate to premises NOT specific car regs. A number of residents wish to decide WHICH car they want to park in resident bays day to day, if they own more than one car.</p> <p>12. Very clear notices on approach roads should guide visitors to out of centre parking.</p> <p>13. Second guest pass should also relate to premises.</p>
1		<p>Our property is a holiday home which is let via Coquet Cottages. We often have two families or a large extended family with two cars eg family of four + grandparents. I would like to propose that there is an option for two visitors passes i.e. Option 1 "specific registration" + one visitor pass; or Option 2 Two visitors passes.</p> <p>I recognise that you cannot issue too many permits (or that would defeat the object) but equally I don't think it will work for holiday lets if you can only park one car.</p>
1	26	36
	26	10

