



# Northumberland

## County Council

### RECORD OF DECISION TAKEN BY THE INTERIM EXECUTIVE DIRECTOR FOR PLANNING AND LOCAL SERVICES IN CONSULTATION WITH THE CABINET MEMBER FOR ENVIRONMENT AND LOCAL SERVICES

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#### PROPOSED PEDESTRIANISATION, NARROWGATE, ALNWICK

**Cabinet Member: Councillor John Riddle**

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#### **Purpose of Report**

To consider the outcome of the trial pedestrianisation of Narrowgate in Alnwick and to recommend the next steps.

#### **Recommendations**

It is recommended that:

- a. A permanent pedestrianisation scheme is implemented in Narrowgate.
- b. An improvement scheme is designed and implemented for the turning area in Bondgate Within.
- c. An improvement scheme is drawn up and implemented at the Fenkle Street/Market Street junction.
- d. Consultation is carried out with relevant stakeholders on the design and appearance of the 'streetscape' in the pedestrian area following a decision being taken to make the pedestrianisation scheme permanent. The design and consultation work for the improvement scheme would be undertaken during 2022/23, so that an agreed and costed scheme could then be considered for inclusion in the LTP programme in 2023/24

#### **Link to Corporate Plan**

Living - "We want you to feel safe, healthy and cared for"  
Enjoying - "We want you to love where you live"

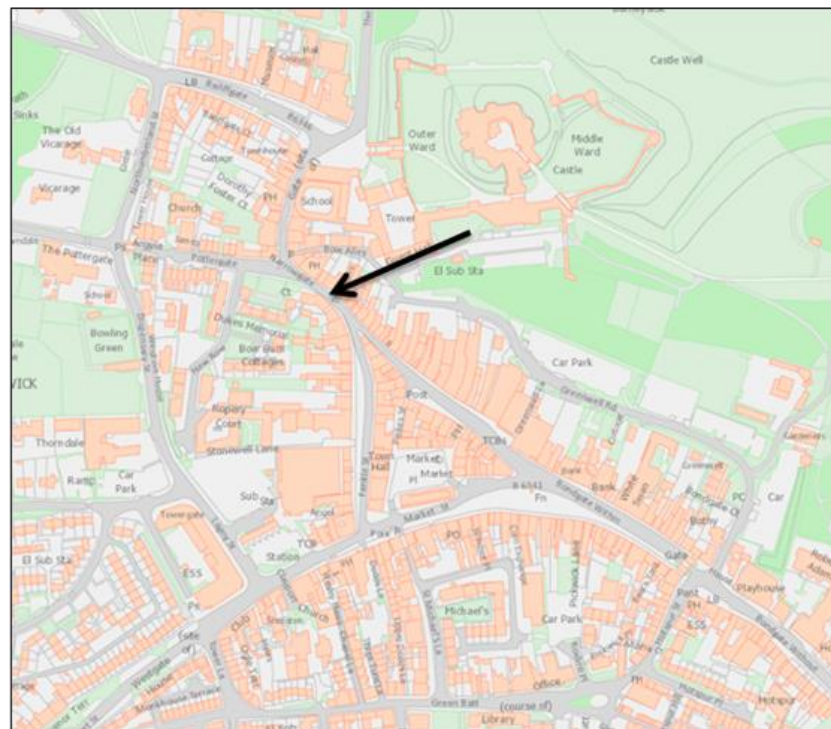
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### Key Issues

- The County Council is working with Alnwick Town Council, Alnwick Forum and other stakeholders to improve the town centre environment.
- One of the key projects is the closure of Narrowgate to through traffic, in order to improve road safety, minimise the impacts of congestion and enhance the street scene for pedestrians and support local traders.
- An experimental closure was implemented so that its impact could be assessed before a decision is made on whether to seek permanent pedestrianisation.

### Background

1. Narrowgate connects Bondgate Within to The Peth/Baillifgate and was part of a 'through route' used by traffic passing through the town centre. Its location is shown in Figure 1.



**Fig. 1 Narrowgate Location Plan**

2. The section of Narrowgate that is currently subject to the experimental closure is shown hatched red in Figure 2. This is the narrowest section (approx. only 3.8 metres wide) where traffic previously operated an informal 'give and take' system.

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**Fig.2 Area of Trial Closure**

3. The proposal to close the road to traffic was originally put forward by Alnwick Town Council and was subsequently taken forward through Alnwick Forum.
4. Alnwick Forum held two public consultation events at which the proposals were displayed and members of the public were able to submit their views. At the first event, on 17th November 2018, three potential options for change were shown: a simple upgrade to the existing environment; one-way traffic and full pedestrianisation.
5. Those who attended were asked to state which option they preferred. 233 people took part. The results were:
  - No change: 23 (10%)
  - Upgrade: 20 (8%)
  - One-way: 35 (15%)
  - Pedestrianisation: 155 (67%)
6. The results were discussed with Alnwick Town Council in January 2019 where it was agreed that the pedestrianisation option would be taken forward for further consideration. Initially a closure would be put in place on a trial basis so that its impact can be assessed before a decision is made on whether or not to make it permanent.

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7. At the second Forum event held on 23rd March 2019 the results from the previous event were displayed and attendees were able to put forward suggestions for the use of the space created by pedestrianisation.
8. Officers visited all commercial premises on Narrowgate and Bondgate Within to speak to traders about the proposal and to ascertain their loading requirements. Those who were unavailable at the time were left a survey form to complete and return.
9. The premises on the north side of the road receive deliveries from Greenwell Road to the rear. Those on the south side of the road receive deliveries from the front, however, these mainly use cars or vans which are able to turn in Bondgate Within.
10. Traders were also asked whether they felt that changes were needed to the street environment in Narrowgate/Bondgate Within. 67% of those who responded said yes, 33% said no.
11. An experimental traffic regulation order (TRO) to prevent vehicles from using Narrowgate was subsequently put in place to allow the effect of the closure to be monitored and assessed. The type of restriction was a 'Prohibition of Driving' which came into effect on 29<sup>th</sup> July 2019.
12. Traffic counters were put in place prior to the start of the trial closure so that the effect on traffic volumes within the town centre could be assessed.

## Trial Closure Period

13. Initially, the closure was expected to last for around 18 months. However, the Covid pandemic and the need for measures to allow social distancing in the town centre meant that the closure was kept in place for a longer period of time as it allowed pedestrians to use Narrowgate safely.
14. Traffic count data showed that, comparing the weeks immediately before and after the closure was introduced, the average daily traffic increased by 149% on Fenkle Street and 20% on Market Street.
15. Two key areas were highlighted as potential problems during the early weeks of the trial period:

### The turning area in Bondgate Within:

- The road closure means that vehicles in Bondgate Within must turn and exit. Sufficient space is available for this to be carried out, but concerns were raised over the safe operation of this area, particularly with pedestrians frequently present.
- A camera survey was therefore carried out from the 25<sup>th</sup> to the 28<sup>th</sup> September. The resulting footage did not reveal any problems or issues.

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### The junction of Fenkle Street with Market Street:

- With Narrowgate closed, one of the main diversion routes uses Fenkle Street. Concerns were raised about the junction of Fenkle Street with Market Street, which was now subject to an increased volume of traffic. The junction has poor sightlines, particularly for vehicles wishing to turn out of Fenkle Street, as oncoming traffic from the west is hard to see due to the adjacent buildings.
  - A camera survey was also carried out at the junction between the 25<sup>th</sup> and 28<sup>th</sup> of September. Whilst the survey did show an increase in traffic movements at the junction, and some instances of queuing, no issues of concern were recorded.
16. An interim survey of residents and businesses was carried out from the 3<sup>rd</sup> to the 27<sup>th</sup> October 2019. The survey was promoted in the Northumberland Gazette, and flyers were distributed throughout the town centre. In addition, Officers visited traders within the town centre to encourage businesses to take part.
17. 387 responses were received from residents. Overall, the majority who responded stated that they preferred the original layout in Narrowgate (55%). The majority of those who live within Narrowgate and Bondgate Within preferred the new layout (82% in favour), whilst those who live further away from the town centre tended to prefer the original layout (57%). Of those residents who stated that they do not like the closure, the majority (58%) only use Narrowgate as a route to other parts of the town.
18. 43 businesses responded. The majority (67%) of those who responded stated that trading had either increased or stayed the same since the trial closure was implemented. However, the majority (63%) of businesses in Narrowgate stated that trading had increased, whilst the majority (60%) of those in Bondgate Within stated that trading had decreased.
19. Both businesses and residents submitted similar comments on the trial. Comments in favour referred to the improved environment for shopping and browsing. Comments against referred to the negative effect on trade, safety concerns associated with vehicles turning at the end of Bondgate Within and the safety of the Fenkle Street/Market Street junction. (Note: a copy of the report and full survey results is available on the Council's website).
20. The results of the interim survey were discussed at Alnwick Forum, where it was resolved to continue the trial closure, including over the Christmas period to see how the busy shopping period may be affected. At that time, it was intended to consult again in the summer of 2020 before making a decision on the future of the scheme.
21. The onset of the Covid-19 pandemic and the associated lockdowns, followed by the need to provide for social distancing in town centres, resulted in the planned consultation being postponed and the closure remained in place.

## Final Consultation

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22. Following the lifting of Covid restrictions and the re-opening of the town centre, the Alnwick Forum agreed to a final consultation being carried out in advance of a decision being made on whether to pedestrianise Narrowgate permanently or not.
23. The consultation ran from 27<sup>th</sup> September to 5<sup>th</sup> November 2021. Respondents were asked whether Narrowgate should remain closed to traffic or not, and to make any comments as appropriate. In total 527 responses were received.
24. Responses to the specific question “Should Narrowgate be pedestrianised permanently?” were as follows:
- Yes 329 (62%)
  - No 198 (38%)
25. Further analysis of the results found that:
- The majority of respondents with an address located within Alnwick town were in favour of pedestrianisation (64%).
  - The majority of those with a Narrowgate address were in favour (83%).
  - The majority of those with a Bondgate Within address were against (78%).
26. A total of 22 businesses responded, with 14 (64%) against pedestrianisation, and the remaining 8 (36%) in favour.
27. The comments made by respondents are reproduced in the Appendix. The most frequently made comments made were as follows:

<b>In favour of pedestrianisation</b>	<b>Against pedestrianisation</b>
Trial has been successful.	Concerns over the Fenkle St/Market St junction.
Lovely atmosphere, feels lively and vibrant, like the pavement cafes.	Concerns over the turning area in Bondgate Within.
Encourages people to linger and use the shops.	Causes inconvenience to motorists.
More relaxed shopping environment, free from traffic.	Should be made one-way instead.
Has enhanced Alnwick as a visitor and shopping destination.	Knock-on effect on the rest of the town centre roads.
Pedestrian area should be extended to include Bondgate Within.	Don't support the existing closure but would if it was extended to include Bondgate Within.
Has had a positive impact on trade.	Has had a negative impact on trade.

28. The majority of those who were in favour of pedestrianisation cited the improved shopping environment and café culture created during the trial period, and the ability to linger and browse the shops which wasn't possible before due to the very narrow footway. Many also considered that the previous street environment was unpleasant and unsafe with vehicles dominating the street.
29. Those against pedestrianisation referred to the inconvenience to motorists who now have to use alternative routes, and concerns over the effect on the town centre roads more generally.

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30. A number of those who stated they were against pedestrianisation went on to clarify that while they were not in favour of the pedestrianised area proposed, they would be in favour if this were extended to include Bondgate Within, as far as the junction with Market Street, as this would benefit a wider area and remove perceived concerns over traffic movements. Others stated that they would support the proposed pedestrianisation if the Fenkle Street/Market Street junction was improved.
31. Although the consultation outcome was in favour of permanent pedestrianisation, the responses raised legitimate concerns that should be addressed if the scheme is to proceed, namely, the Fenkle Street/Market Street junction and the turning area in Bondgate Within. These are shown on Figure 3, below

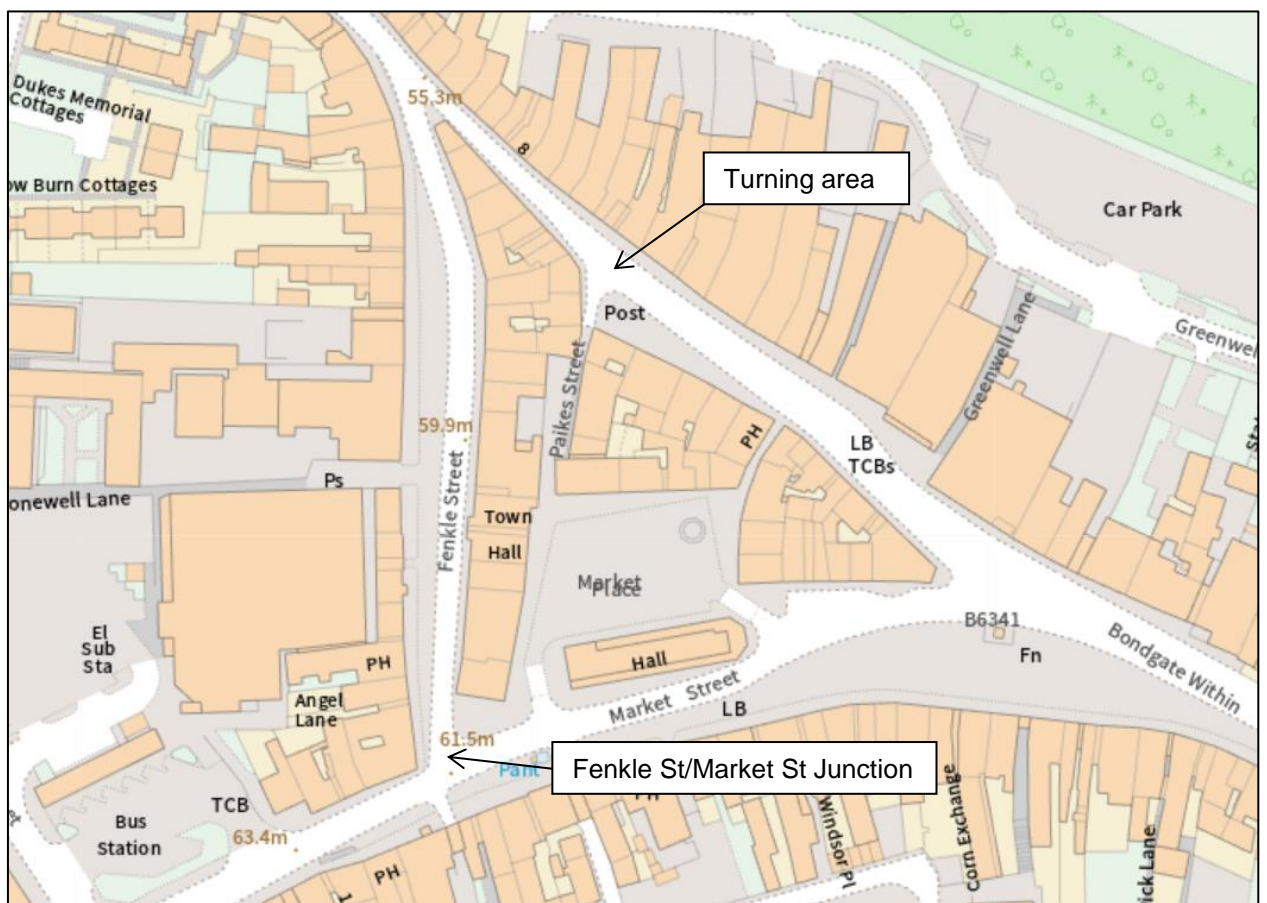


Fig.3 Bondgate Turning Area/Fenkle St-Market St Junction, Location Plan

### Fenkle Street/Market Street Junction

32. As mentioned previously, the closure of Narrowgate to through traffic has resulted in a significant increase in traffic on Fenkle Street. This additional traffic must use the junction with Market Street.
33. The junction suffers from poor sightlines to the west for vehicles exiting Fenkle Street, due to the adjacent buildings. This can result in vehicles 'inching out' of the junction in order to see oncoming traffic which may have to cross the road centreline to avoid a collision.

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34. Traffic on Market Street waiting to turn into Fenkle Street can often conflict with vehicles using the adjacent parking bays.
35. In order to address these concerns, it is recommended that an investigation is undertaken to determine whether the junction can be improved so that it can safely accommodate the additional traffic.
36. It should be noted that, during the course of the trial closure there have been no recorded accidents. It should also be noted that an alternative route is available via Lagny Street/Northumberland Street which avoids the need to use the junction.

### *Bondgate Within Turning Area*

37. The closure of Narrowgate to through traffic means that any vehicles that enter Bondgate Within, either for loading or to park in the short stay parking bays, must turn within the street to exit.
38. A turning area is in place using the existing facility that was already in place at Paikes Street. There is sufficient area available for most types of vehicle to turn, including HGVs.
39. The turning area is adjacent to short-stay parking bays, and as well as vehicle movements, there is significant pedestrian activity in the area.
40. Although the activity in this area is normal for a town centre street of this nature, and the camera survey did not reveal any concerns, the road closure has resulted in increased turning movements in close proximity to pedestrian routes.
41. It is therefore recommended that the layout of the area is redesigned appropriately, as part of the pedestrianisation project.

## **Summary and Conclusion**

42. The trial closure of Narrowgate has shown that a pedestrianisation scheme is feasible and that the effect on the wider town centre road network is generally acceptable.
43. The two main issues on the road network are the Bondgate Within turning area and the Fenkle Street/Market Street junction. It is recommended that both are addressed as part of the project.
44. The effect of the closure has been positive for those traders within Narrowgate. Traders in Bondgate Within are generally against the closure, however, access to their premises is almost unchanged, with vehicles still able to park nearby.
45. The proposed pedestrianisation fits well with the role of Alnwick as a visitor attraction, adding to the existing offer and providing a link between the Castle and the Gardens.



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46. The scheme also promotes walking, removes unnecessary through traffic and significantly improves the environment within the area closed to vehicles.

47. Both Alnwick Ward Members are in favour of pedestrianisation.

48. At its meeting on 13<sup>th</sup> January 2022 Alnwick Town Council voted in favour of pedestrianisation.

49. Given the above, and the results of the public consultation exercise, it is recommended that:

- A permanent pedestrianisation scheme is implemented in Narrowgate.
- An improvement scheme is designed and implemented for the turning area in Bondgate Within.
- An improvement scheme is drawn up and implemented at the Fenkle Street/Market Street junction.
- Consultation is carried out with relevant stakeholders on the design and appearance of the 'streetscape' in the pedestrian area following a decision being taken to make the pedestrianisation scheme permanent.

## Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	Significant capital funding will be required to implement the recommendation.
<b>Legal</b>	Motorists will be required to comply with any Traffic Regulation Order.
<b>Procurement</b>	None
<b>Human Resources</b>	It may be necessary to use external resources for design work.
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) <del>Yes</del> <input type="checkbox"/> <del>No</del> <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	The availability of capital funding, including possible external funding, is a risk to the project.

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<b>Crime Disorder &amp;</b>	None
<b>Customer Consideration</b>	Residents, businesses and Statutory consultees have been consulted.
<b>Carbon reduction</b>	Carbon emissions will be reduced in Narrowgate, though emissions are likely to increase on alternative routes, leading to no overall change.
<b>Wards</b>	Alnwick

### **Background papers:**

Delegated Decision Report – Narrowgate Experimental Order, June 2019  
Narrowgate Pedestrianisation Trial Interim Survey Report – March 2020

### **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	RM
Portfolio Holder(s)	JR

### **Author and Contact Details**

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### Appendix A - Consultation Responses

#### Comments in Favour of Pedestrianisation

<p>I believe that the trial pedestrianisation of Narrowgate has been a great success and has enhanced ambiance of the town centre and improved both traffic flow and parking opportunities. If the pedestrianisation becomes permanent, some work may be needed at the Fenkle St / Market St junction to improve sight lines, or to sign the route via Northumberland St and Lagny St as the through route.</p>
<p>This should be the first step in restricting access of traffic to the town centre. If the County Council are serious about reducing the use of cars, it will need to take steps to prevent their use. Simply encouraging people to walk or cycle will not meet the objectives in the County's climate change reduction targets. Walking and cycling need to become easier and more attractive options than using the car.</p>
<p>This has brought such a lovely vibe to Alnwick- and also helped the local shops and cafes. Please keep it as permanent</p>
<p>Great feature to the Town centre- safe shopping area and outside eating and drinking</p>
<p>The trial has highlighted a number of matters which must be addressed, however overall the effect on pedestrian safety, accessibility of the businesses on Narrowgate and enhancement to the feel in the town centre has been overwhelmingly positive. The ability of businesses to use the space for pavement cafes during the pandemic has obviously been positive and the trend toward this kind of use should be encouraged. Town centres across Britain face immense difficulties in the wake of the pandemic with its acceleration of the shift to on-line shopping and away from physical shops. The re-defining of town centres will be around attracting customers to a diversity of services, shops and other attractions. As a major tourist attraction in Northumberland, Alnwick relies heavily on tourism, so these visitors need to be catered for within the mix of what we offer. Narrowgate is in the 'triangle' of movement between the major tourist attractions of the Alnwick Garden, Barter Books and Alnwick Castle. Ongoing work to bring in and allow more of those tourists to spend time in the town centre will be helped by the continued pedestrianisation and enhancement of the street. Furthermore we need to encourage and enable local people to access their town centre safely and via active travel. Safe, pedestrian centred spaces allow people of all ages to relax, chat, linger and generally enjoy being in their town centre without the constant danger and anxiety of traffic. This will enable local people to visit via walking and cycling which improves mental and physical health, reduces air pollution and carbon emissions. The areas which will need some attention include the junction of Fenkle St with Market St, to improve visibility at the junction, some attention to the vehicle turning area in Bondgate Within, and the design of the new streetscape to be in keeping with the historic centre of the town. It would be useful to consider planting including possibly trees, sensible restrictions on pavement space available to each business and safe access past each one, seating, signage, and looking at Bondgate Within to improve the parking provision whilst potentially releasing some of the space to improve the pavements and to look at improving pedestrian crossing points. There is plenty of work to do, but we must look to the future of how our town centre is going to work for all of us. Pedestrianisation of Narrowgate is a positive step forward which should be retained as we move forward post pandemic as it enhances the vitality of our beautiful town.</p>
<p>Closure of Narrowgate has been beneficial to everyone. Pedestrians have been free to walk down to the various shops without the risk of being knocked off the narrow pavement by passing traffic thereby improving footfall. Closure has resulted in a open air "cafe culture" giving an uplift and buzz to this area of the town, something which is in short supply in Alnwick Constructing the road and footpaths to the same level will improve access for wheelchairs etc. There has not, as far as I can see, been any real problems with traffic elsewhere. The Fenkle Street / Clayport Street junction could be perhaps improved by making Fenkle Street/Market Street the through route with Clayport Stret giving way. I do not believe that their is evidence that the proposals affect footfall in other</p>

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parts of Town as has been suggested.
The pedestrianisation has created a safer shopping environment and pavement cafe culture. We love it!
I feel that this is the best solution for Narrowgate. It has always been a traffic bottleneck and pedestrianizing is the obvious answer. Shops and cafes are using the space for outside seating which gives a lovely atmosphere to the town. I would go further and pedestrianize all the way to Yorkshire Trading but that might just be a bit too radicle!
I love it and think it's great for the town. Love the cafes on the street. It's such a small area that doesn't cause many traffic issues.
Walking round the town and access to the shops is much easier
It has been lovely being able to walk more freely on narrowgate and I have felt safer not having cars zoom by me. There is also plenty of room for pushchairs and wheelchair users!
When traffic was allowed to proceed along the extremely narrow, aptly named Narrowgate, it was a dangerous walk along very narrow pavements for pedestrians. Previously, if two pedestrians met, inevitably one had to risk injury by stepping into the roadway. The road is much too narrow for ANY traffic, let alone the number of commercial vehicles which vied for the "right of way". They raced along, wing mirrors overhanging the pavements. Families and wheelchairs were particularly vulnerable. Thank goodness Narrowgate has been closed to traffic this year, since Lockdown has been relaxed, as the huge increase in visitors has highlighted its unsuitability as a vehicular thoroughfare. The ambience has been hugely enhanced by the addition of cafe tables and flowers, giving this part of town a buzzing, relaxed and more importantly SAFE walk for locals visitors to appreciate a very attractive area of our lovey town. Please look at other towns throughout Britain and see how they have proved predestination has increased footfall to local businesses, and not the opposite as has been suggested by backward thinking people. Alnwick needs to move with the times and forget the days when the car was king.
It has been safer and much more relaxing to wander round the shops and to not be in fear of life and limb squeezing past pedestrians, buggies and dogs on the narrow pavements with cars and lorries whizzing by with inches to spare. The cafe atmosphere has created a real buzz at that end of town and I for one have enjoyed catching up with friends over coffee and cake. I'm sure it must benefit the shops as people stay longer in the area.
As a regular visitor I find this a massive improvement. Although a path should be provided through the street cafe as its a bit difficult at present for wheelchair users.
It's safer and there's room for cafe culture when the weather is good
The pedestrianisation has helped the town to recover after COVID It has an amazing feeling and buzz about it now It is so much more safe than cars racing up and down day and night
It is much nicer in the street now there is no traffic. The outdoor cafes are excellent for the town. The town centre needs more traffic calming measures
The pedestrianised stretch makes for a much more pleasant environment which I am sure encourages both locals and visitors to spend more time in the area. It has also helped with the adjoining section of Bondgate Within because, even though it is still open to traffic, it is easy for pedestrians to move about there and to cross the road as the traffic is moving at a much slower pace than before.
Health and safety for all pedestrians should be upper most on the council agenda
pedestrianize the whole of the street, deliveries only for access
Previous to the temporary pedestrianisation, Narrowgate was dangerous for pedestrians to negotiate. The conflict between vehicles and people was obvious. Since the Scheme has been in place, Narrowgate has a calmer and more pleasant atmosphere. I fully support the retention of Narrowgate pedestrianisation.
We visit Alnwick several times a year and the area in Narrowgate is much nicer with no traffic. Safer for my husband who is disabled, and has a quite continental feel with the cafes. Generally a very

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pleasant part of the town.
The pedestrianised area gives the centre of Alnwick a wonderful continental feel. It's been a joy to see people out enjoying the sunshine, both locals and tourists. And there seem to be very few gripes about the new traffic arrangements, which only mean a small detour for motorists. Our town centres should be welcoming these initiatives more and more!
That's a definite yes from me!
It's a pleasure to walk down street without cars whizzing past over the speed limit, tourists enjoy sitting outside the cafes there having a coffee. Please don't cave in to people who want the street as a short cut, Finally think of emissions caused in town centre if street is opened
Pedestrianisation of Narrowgate is one of the best things that has ever happened in Alnwick. It has improved access to the shops and made the town more visitor friendly.
It would support and enhance local business giving a very pleasant shopping experience.
Some consideration needs to be given to the layout of the pedestrianised space (in terms of barriers, width of footpaths either side of cafe tables etc), and to increasing the space and improving safety for cars to turn in the adjacent shopping area. But the pedestrian area should definitely stay, there is no need for through traffic in that part of the street.
it has been a delight to walk down Narrowgate during the trial pedestrianisation. Not having to worry about stepping out into traffic and enjoying sitting and having a coffee outside but mainly i support the idea of not having any more cars! in the town and making a lot more of the Town pedestrianised. Need to improve the long term parking facilities and look at pedestrian routes into the town as well as encouraging cyclists.
There are some great independent shops down Narrowgate and with much better pedestrianisation/paving/street furniture like the examples in the photos it will make it a much better shopping area. There should also be more of an official turning area for cars in the shopping area
Safer and welcoming love the outside cafe culture
Keep it closed. It's so much better for pedestrians, diners and shoppers. Locals and tourists alike. As a local pedestrian, I always have a huge sigh of relief when I reach the Narrowgate pedestrianised section. I feel so much safer away from the traffic. I'd also like to see Hotspur tower closed to traffic. It's horrendous the damage that's been done by traffic to this valuable historical landmark.
When the road was open to traffic it was dangerous to walk on the narrow pavement. Now it is pedestrian only along with the cafe seating and planters it is much safer, more attractive and welcoming. Towns should be for the benefit of people to enjoy and not vehicles. I also think it would be beneficial to make the 20mph temp speed limit permanent.
Since the pedestrian the little strip of shops looks more attractive, the cafes show Alnwick to be a vibrant thriving town. Driving on that road hasn't really added extra time onto journeys but something must be done at the top of the road opposite the Bonny hoose as that's quite dangerous. Keep Narrowgate pedestrianised!!
I live in Fenkle st and it is an improvement. It's much safer as the pavement on narrowgate is "narrow " and I've had a few close shaves with vans passing at speed. Also, now you can leisurely sit outside and enjoy the cafes and shops. Keep it!
We feared for our lives on the pavement before it was closed. A lot happier now walking into town. A pleasant introduction to the town centre
I feel the pedestrianised area should be expanded down as far as the junction next to Yorkshire training with allowances made for deliveries. It feels a lot safer in the area now.
As a regular visitor to Alnwick, I have found the pedestrianisation trial to be a wholly positive change and look forward to seeing it made permanent
It seems that Alnwick is changing and some people would like it to stay as it was. In most town centres these days there are increasing barriers to driving into and around them, partly to reduce emissions from vehicles and partly to enhance road safety. The Narrowgate scheme seems to

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address an obvious need to remove the conflict between vehicles and pedestrians on a narrow road. Previously it was not safe to do anything other than pass by shops quickly on foot, keeping an eye out for oncoming traffic and that approaching from the rear. Now it is not just possible to walk in a relaxed way, but to shop having had time to look in shop windows. I never noticed anyone in cars windows shopping as they drove past before the scheme started. Many of the problems in the part of Narrowgate still open to traffic seem to be caused by the turning manoeuvres near the disabled spaces and casual parking outside the shops. The application of some common sense and courtesy by drivers and pedestrians would help to solve both these issues. There is plenty of road space for all there but don't hog it just to pop into a shop for a minute or two. Also, appreciate that it has become a shared space for pedestrians and vehicles. Asserting perceived rights of way doesn't help. I avoid driving into or through the Bondgate/ Market Street/ Narrowgate areas because other people have a greater need to be there because they are either delivering and/or collecting from businesses, or are disabled and need close to shops parking. Use a car ark and walk in to town if you want to use the central shopping area.

To tackle climate change and air pollution from vehicle emissions, initiatives such as the pedestrianisation of Narrowgate must be welcomed and encouraged, especially in the context of both NCC and Alnwick Town Council developing their own climate action plans. Narrowgate has been so much more pleasant as a car free area . I would strongly urge you to keep it pedestrian only and develop it even further as an attractive and welcoming place, both for the residents of and visitors to the town and for all the business operating in the area.

Just feels safer to walk down street. It's been lovely to see people sitting having a coffee and watching world go by. The only issue is the difficult junction at end of Fenkle Street. Could do with widening it a bit so better view of traffic coming from Clayport bank

Too many cars going through the town as it

The decision to stop traffic was a very good idea ,stopping traffic was one of the best ideas the council has made, most people locals and tourists alike have welcomed it.Shopkeepers in the main Love it,This ancient market town should be very grateful,the heavy traffic was never meant to polute and disrupt this area in this in this day and age.

Should be kept closed as the amount of times I've had to walk on the road as the path is too narrow with my kids and nearly got knocked over for being on the road is ridiculous and the abuse I've also gotten is swearing in front of kids, and they have always been older people too, disgusting! Keep it closed

The pedestrianisation of Narrowgate creates such a nice atmosphere and area to visit. It makes so much more of that part of Alnwick

I think this scheme has greatly enhanced Alnwick as a visitor and shopping destination. It looks nice, it is popular with a good atmosphere and it enhances the look and feel of the town. As a regular visitor to Alnwick I have seen no adverse impacts. It is much better to have no traffic in shopping areas and many towns in the UK and abroad have created far bigger pedestrian only areas in their centres very successfully. I wholeheartedly support the continuation of this scheme and would welcome further such developments in the town. I think it will be a terribly backward step to remove it. Town centres should not be given up to motor vehicles. Fresh air and the exercise required to enjoy pedestrian areas are far better for people and the environment. Pedestrian areas like the one in Narrowgate are safer, cleaner, more pleasant for people and much more in keeping with modern visitor expectations.

Absolutely support. It's now a lovely street to spend some time on rather than hurrying past on the narrow pavement. It's now possible to spend time window shopping. In fact the pedestrianisation should be extended up as far as Yorkshire Trading. And while we're at it prevent cars permanently driving through the market place. Make Alnwick a pedestrian friendly town.

I support the closure. However I must vent my ANGER at the lycra clad maniacs on bikes that race through without any thought for public safety. What you can do about that, then that's for you to decide.

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<p>We have enjoyed the cafe culture and shops enormously since this area was closed to traffic. It makes it so much nicer for everyone. It just needs the double yellow lines removing and a few more planters.</p>
<p>The current proposal doesn't show what IS planned so I can't vote for it. The current scheme is better than vehicles but not acceptable for pedestrians to flow. The cafe tables can be reduced which will benefit the wider community whilst helping their improved trading opportunities .</p>
<p>I believe that the trial has been an unqualified success. A part of the town which was a racetrack for cars and potentially lethal for pedestrians of all ages has become a haven for cafe culture and shoppers. The planters at each end are looking good and add to the ambience. Should the council confirm that the closure is permanent I hope that there would be money available to improve the road and pavement surfaces, as has been done in the market place. Perhaps success in Narrowgate could be the start of a move to tilt the balance away from traffic towards pedestrians in Alnwick town centre in the coming years.</p>
<p>Prefer it pedestrianised. No problem to drive around and better for cafe business with outdoor seating to promote atmosphere</p>
<p>As much of the town as possible should be pedestrianised. The town was heaving with tourists over the summer, dawdling and gawping 4 abreast through the narrow streets. This will increase as Northumberland is publicised as a tourist destination. In German old towns, where narrow streets have been pedestrianised, delivery vans are allowed into the pedestrian zones at certain times of the day e.g. 7-9 am. Perhaps this could be adopted in Alnwick.</p>
<p>Alnwick is a market town, narrow gate is perfect and safe for regulars and visitors to walk up on the road. I am a carer and push a wheel chair on a daily basis and it also allows me to take my person I care for, for a cuppa and a cake as sitting outside is easier than getting in and out if some of the shops.. Keep it pedestrianised please</p>
<p>It seems crazy to think we could go back to cars going up and down a narrow road. Cars weren't allowed to park so I'm not sure why the businesses feel that there's a disadvantage - I think there's been more pedestrians walking past the shops and businesses</p>
<p>I feel so much safer now when shopping and browsing in Narrowgate, and meeting friends at one of the outdoor cafés is an added bonus.</p>
<p>Brings the place to life. Dangerously narrow before, with cars and pedestrians and pushchairs. Superb use of the area and cars seem to have worked out how to divert sensibly.</p>
<p>Local shops will thrive with this pedestrianised area made permanent.</p>
<p>I feel much more relaxed shopping in Alnwick with my 2 children - we are not pressured into walking on the road to give people space to walk in and out of shops or just walk up and down the path. The cafes in the pedestrianised area give the town a much nicer feel too. As for driving - there are enough safer alternative routes from one end of town to the other.</p>
<p>I am a shop owner on Narrowgate. I believe that the pedestrianisation of the street is key in encouraging passing trade. The cafe culture that has started along the street is helping tourists prolong their visits and helped boost trade both in the cafés and the surrounding shops.</p>
<p>This should only be a start. More of the centre town shopping areas should be pedestrianised. It makes for a safer, healthier and more pleasant environment. It will also make the town centre more attractive to shoppers including visitors to the town.</p>
<p>The pedestrianisation of Narrowgate has made a significant positive change to the town. No longer are pedestrians at the mercy of drivers (some who are very unsocial in their driving). It creates a great ambience for the town.</p>
<p>I feel it needs more disabled parking access, not only for the cafes, but the pharmacy too. Mobile people are lazy, people with mobility issues struggle.</p>
<p>The pavements in Narrowgate are too narrow which means pedestrians being unpleasantly close to traffic. Pedestrianisation would make the area much pleasanter and should benefit the shops in that area. The whole area would be much pleasanter for both locals and visitors. We should aim to keep the town centre free from as much traffic fumes as possible.</p>

## Delegated decisions

The pedestrianisation scheme has worked very well and the street has been alive again. It is now possible to browse the shop windows without blocking the pavement for others or for fear of being run over. The often voiced negative comments concern the effect on traffic elsewhere, including turning traffic outside WH Smiths and the traffic at the junction of Fenkle Street and Market Street. This was necessarily a temporary scheme but any permanent scheme would be able to iron these out, as indeed the scheme outlined at the start would do. The improvement in the environment in Narrowgate and nearby in terms of traffic noise and air pollution has been marked. Reversion would be a huge backwards step.

This should be start of a bigger issue in Alnwick high street , this town centre is unique and historical ,. If proposal is refused the said streets should be made one way only , as too narrow for 2 way traffic safely and for pedestrians. There is an opportunity for locals and visitors to contribute to the best solutions for this town centre not just what planners are forcing through, please don't loose the character of this area by ripping up the cobbles areas ,like happened in Amble high st

I strongly agree to keeping Narrowgate free of cars permanently. We do need proper paving for the area once decided. The argument about cars turning and presenting hazards to pedestrians is very weak compared to the situation where they used to travel in both directions at up to 30mph - that really was hazardous and we don't want a return to that. Alnwick is becoming choked with cars

Narrowgate has had more 'life' since it was pedestrianised. Even with the easing of Covid restrictions some people still choose to sit outside the cafes - I know the weather is getting colder but it's good to have a choice. I have heard some of the traders at the far end of the pedestrianised zone say that they have lost passing trade, but if you watch people walking around they do actually go past these shops. If they choose not to go into them, then that has nothing to do with the area being pedestrianised. Before the trial it was almost impossible to walk along without stepping onto the road as others stopped to window-shop. It was even worse with children and/or a pushchair. Cars turning don't cause a problem as drivers take their time. Drivers using Fenkle Street can find it difficult to see traffic coming past the Bus Station, but the Highways Dept. should be able to sort that - for example, by changing the priority to favour traffic flow from Fenkle Street and by widening the junction.

As a resident on the street, we've found it added much safety to the front of our property. There has certainly been less 'racing' of cars and despite the delivery vehicles parking in front of my property (they don't park for very long) I actually find it's much easier to get in and out of my own place now. It's aesthetically very pleasing to see the cafe life and do many pedestrians finally coming down Narrowgate towards Pottergate. Usually people just turned around by the travel agents as they didn't like the look of the busy road etc.

safer for pedestrians than narrow pavements and traffic in this narrow road makes a nice area where people are able to have a coffee or browse shops and look at shop windows in comfort and safety Reduce pollution from cars passing along this narrow road

I have a disability and mobility issues. It's fantastic to be able to sit outside Origami and Rolling Pin and have drinks and food. Both are small premises so the outside space is excellent. I love being able to walk down the street (which has extremely narrow pavements) and not worry about getting clipped by cars if I stumble, or have to step on to the road to allow someone past the other way. I think the council should go further and pedestrianise more of the town centre. Look at York for an example of where this works well.

It is brilliant for businesses down narrowgate and also a lot safer for pedestrians

Very much the way forward in our town. The trial has been successful both for the businesses directly affected and the visitors and pedestrians using it. Money needs spending on the paving to make it far more user friendly. Most objections seem focussed around driver inconvenience which I believe in our town centre should come second to pedestrian safety and comfort.

The temporary pedestrianisation of Narrowgate over the past couple of years has transformed what was a busy, dirty, and dangerous street with a cramped pavement into a safe and enjoyable place to spend quality time. The outdoor dining experience has in particular been brilliant and very well-used



## Delegated decisions

- on warm days it was difficult to get a table because it was so popular! In an era in which high streets face new challenges from online retailers, the only way a town centre can thrive is to make it an enjoyable, clean, safe, and pedestrian-friendly zone in which people can eat and drink as well as shop. Pedestrianising Narrowgate should be at the core of a forward-looking strategy for Alnwick. I know a small number of people have voice concerns about traffic flow and vehicles turning, but I have personally experienced no problems whatsoever, and if there are any minor issues they could easily be resolved with appropriate signage and traffic management once the scheme becomes permanent. In short, pedestrianising Narrowgate has been a clear benefit to Alnwick and should be made permanent immediately.

Without a doubt its the safest option and most lucrative for business'

It is so much nicer when walking about town to not have cars and trucks driving through. It's lovely to have pavement cafes and without the through traffic it makes a much nicer ambience. I also think by sending the traffic up Fenkle street it makes that road a little busier for passing trade. When driving up there since not being able to go through the narrow gate, I have noticed shops I didn't realise were there before. It would be nice if the pavement on the pedestrianised part in question is lowered level with the old road so it feels like it's not just a blocked off road but more of a little square

Safer without cars rushing through Pleasant more peaceful area to sit Need less traffic through this area

If it was permanently pedestrianised then Google maps can be updated to save on the confusion

It has created a nice pleasant space for shoppers and visitors. I shop in Alnwick every week and the shops on Narrowgate seem busier than they were before the pedestrianisation. Alnwick needs all the help it can get to attract people to shop locally in the town itself, instead of out of town places like the so called new retail park. If we're not careful we'll lose our high streets and historical market towns will become ghost towns.

I love to walk down narrowgate now that it is pedestrianised. I feel so much safer not having to walk on a narrow pavement and avoid cars, especially when other people are trying to pass me. Also the life and soul is back in Alnwick. I have made some lovely friends whilst walking and talking in this area. It's fabulous and I fully support the proposals.

Creates a safe are for visitors to enjoy and spend some time. Traffic in Alnwick is light compared to many other towns of similar size and the alternative routing is not a major inconvenience

Only blue badge holders should be allowed to drive and park in Narrowgate. The car parking spots should be removed. At the moment there are still too many cars to make it a successful project. Also the street could be made much more attractive and safe to pedestrians by making it look like a pedestrian area which is not the case at the moment -more benches, trees/plants, better signage etc.

Happy to support, but there needs to be safe turn point for cars, too many cars on bond gate within pulling out in front of each other causing issues with pedestrians trying to cross.

Was too dangerous with traffic before

The increase in the cafe culture and surrounding shops gives this part of Alnwick something very unique for both locals and tourists.

Consider making all of the road from the junction next to Baileys cafe pedestrian zone during the hours of 10-4. Other council areas do this successfully, it allows shops to have deliveries outside of these hours and would make the whole area safer, reducing the endless reversing of lorries next to the cafe areas.

Pedestrianising Narrowgate helps make Alnwick town centre a safer and more sociable and pleasant place.

I think it's safer that Narrowgate is pedestrianised. The pathways are narrow and previously cars drove down Narrowgate too fast. Cars still think there's a through route as they turn around. I'm sure it's more prosperous for local business which has to be a benefit. On a different note please can we have another wool shop? It's such a big miss.

## Delegated decisions

<p>One just hopes the cafés who are benefiting by offering outside tables are paying an increased rate...</p>
<p>I think it is safer with no traffic.</p>
<p>It's such a narrow street, it makes perfect sense to leave it vehicle free. It's worked well and really hoping it continues.</p>
<p>All paths should also be cleared of billboards and items for the safety of visual impaired people.</p>
<p>Alnwick needs more pedestrianization, not less. We don't need traffic down all of our narrow streets. Please keep Narrowgate pedestrianized permanently and make it more arty and beautiful for people to sit outside the cafes and enjoy the space. In fact, MAKE MORE OF OUR NARROW HISTORIC STREETS PEDESTRIANIZED. How about constructing an outer ringroad around the town to keep heavy traffic away from our little inner village space. Sometimes it is horrendous trying to cross roads with all the traffic (which is getting worse by the month as more people come here). Not to mention the pollution. Sometimes you feel like you can't breath down town with all the traffic fumes. (Also, how about providing some additional public toilets in the downtown area??? The queues in the Northumberland Hall venue are sometimes ridiculous.) Alnwick is attracting more and more tourists and people moving here. We need to provide facilities to keep up with this. Thank you for listening!</p>
<p>As well as being a lovely area to sit and eat/drink, it has made traffic through that part of Alnwick a lot safer. The street leading up to narrowgate is also a lot safer now there is no through traffic, just access for parking.</p>
<p>I hate shopping whilst cars go whizzing past, making life difficult for pedestrians crossing the road. This section of The Narrowgate has always been my favourite part of Alnwick to browse the interesting eclectic shops and dine in the various independent cafes. Myself and my wife love Alnwick and we have really enjoyed having the Narrowgate pedestrianised. It looks beautiful and it has a very good vibe to it when people are sitting outside having coffees, snacks and chatting. It gives the place a nice continental feel. We're much more inclined to use this street more than others because of the pedestrianisation. We feel safer here. My wife also suffers from asthma and doesn't like breathing in petrol exhaust fumes. We'd like to see the pedestrianisation continued and in fact we'd both like to see it stretching further, from the Bondgate Tower, or perhaps from Yorkshire Trading</p>
<p>It appears to me that the traffic down Narrowgate was always very dangerous causing a lot of frayed tempers. I can't see that's much of an issue to keep it closed and allow the footfall to shops and cafe community to thrive</p>
<p>Since the trail scheme the road has become a destination for shoppers and diners. It has created an attractive, welcoming and safer approach to the castle and has made the town more vibrant with new businesses opening and people gathering and shopping at leisure. Stripping away the seating and flowers displays and returning the street to a busy and dangerous road, polluting the air and driving away pedestrians would be a regressive, negative and obtuse action at a time when the council should be doing everything they can to support small business, high street culture, and the image of Alnwick as a destination for locals and tourists alike. Over the last 10 years I have watched Alnwick town centre slowly decline, rejuvenate and then in the last year revive and prosper, please don't reverse this progress with retrogressive thinking.</p>
<p>My property is on the junction of Fenkle Street and Narrowgate. The pedestrianisation has not had a negative impact on traffic past my door, and has prevented the endless confusion of lost cars trying to make a wrong turn at the junction. It is now much easier to walk across the road. The shops below and opposite my flat have seen an increase in footfall since the scheme was adjusted to have attractive planters rather than the initial plastic bollards. I initially thought the scheme would make it difficult to park (or pull up temporarily to unload as we often have to), but if anything the opposite is true. Now that cars are only going one way it is easier for everyone to anticipate what oncoming traffic will do. The scheme should increasingly see a rise in pedestrian numbers shopping in the area, and supporting the businesses beyond the target area too.</p>
<p>Whilst i would prefer pedestrianised I would also like to think that the seating from the cafes was</p>

## Delegated decisions

<p>less intrusive upon the street. My husband is partially sighted and has tripped over dogs a couple of times Also some people obstruct the area far more than the actual seats with pushchairs etc</p>
<p>Allows people to walk in a safe traffic free area. Allows outside socialising.</p>
<p>I think the decision should be made by the shop keepers in the pedestrianised zone. They are the guys who pay rent and rates to be there and the people who actually know the affect of pedestrianisation on their businesses. Personally I beleive the less cars the better but we need to support Alnwick's shop keepers otherwise Alnwick will continue to decline as a shopping destination in a deadly downward spiral and drown in Charity Shops. The latter giving only a very small percentage of their profits to the charity whose badge they wear!</p>
<p>This has generated more trade to the area and provide a safer space to walk down due to the previous very narrow pathways and speeding traffic. There are still ample ways to drive around Alnwick and the increase of footfall has been clear to see, not to mention the visual improvement. Village and town centres are fighting many battles namely out of town shopping centres, we need to encourage and persuade people that the town centre is a destination point vs a place to drive through</p>
<p>This is not straightforward, largely because of the knock-on effects further down, which cause frustration and the extra carbon emissions. Considerations: - if it is pedestrianised there has to be a clear way through for wheelchairs &amp; buggies, which hasn't been the case - the pedestrianisation probably needs extending to Baileys corner - could the arrangements be flexible, with pop up bollards activated during the day? Have we checked traffic levels/footfall during quieter periods? Few people sit out during colder weather - there needs to be a thought-through plan which takes through traffic away from the town centre, whilst allowing as much free/cheap parking closer in - the cobbled area near Carlos is a nightmare for parking and people on foot. Could they be removed and a better parking arrangement constructed? - we need to make more sensible use of the market place, as it's closed off for a market only 1/2 days a week. An overall plan to make that the heart of cafe culture, possibly using the road when there is a market, might need looking at - why do we need a betting shop in there?</p>
<p>As a regular visitor to Alnwick I have found it so much safer around narrowgate since the pedestrianisation &amp; think it should remain. It always felt like a 'rat run'.</p>
<p>The cafe culture has been excellent this summer with the only downside being traffic still coming along and either parking illegally outside WH Smith's or turning around and going back Personally I'd extend the area to be used for pedestrianisation to allow more seating in the summer A plan would need drawn up to deal with the traffic situation but how good would it be if we had a type of outside market consisting of niche food and items such as the ones advertised on the Let's keep supporting Northumberland business Facebook page ! Personally I think that would be brilliant possibly even adding street artists &amp; buskers to add to the atmosphere If the plan to pedestrianise does go ahead perhaps we need to address the disability access issue but by removing vehicles we wouldn't need to keep the road and pavement as it is ? Possibly it could be used as part of a heritage trail and could be something out local school children could get involved in ? Just a thought or two but being a "proper local" I think the atmosphere in the town has certainly improved since things have changed ! Yes I'm in favour !!! ??</p>
<p>Safe area for people to walk around and enjoy safe shopping and area to relax</p>
<p>I use the local shops regularly in the Narrowgate area. It has become a lovely area to browse the small independent shops and cafes and feels much safer and friendlier without traffic.</p>
<p>Would be great properly pedestrianised, removing curbs etc.</p>
<p>The town should be traffic free with park &amp; ride available</p>
<p>Narrowgate is hugely improved by being pedestrianised. Browsing the shop windows is now a pleasure as people are not pushing to get past. The shop window displays are much more visible, your eye can be caught even from the middle of the road, so I am much more likely to go in to the shops. The cafes are much nicer with outside seating, and more visible from Bondgate Within, so are attracting people into Narrowgate (good for the cafes and the shops). People sitting outdoors</p>

## Delegated decisions

and the buzz of conversation brighten the area and attract more people. But, it is still easy to walk down Narrowgate without feeling hemmed in, or under pressure from traffic. I prefer Bondgate Within now too, as it is easier to cross the road, and safer when I step off the kerb to get past a knot of people. Seeing people stop on the pavement for a chat no longer makes me worry about walking past on the road. Everything is slower and safer, and it is easier to look in the shops. I am, of course, a local pedestrian, and - when occasionally driving in the area - I know the layout and what to expect. I can see that sometimes traffic manoeuvring outside Costa is a challenge to drivers, so I think there would be benefit from improving that, if possible. That said, the car parking in Bondgate Within seems to be very popular, so it would be a shame to decrease that.

Make the Bondgate tower one way ...( exiting the town ) entering the town should go up hotspur bank.

With Alnwick a very busy and popular market town narrow gate used to be dangerous for pedestrians due to vehicles. The trial period in my opinion has been a success, businesses are thriving using the extra space after some challenging times, it's safer in this part of town and hasn't caused any major concerns. The junction of Fenkle Street to narrow gate has become safer as you can know there is no traffic coming so it's safer to edge out until clear. This pedestrianised area should stay obviously pave the road over for safety and a new road layout on Bondgate Within would be necessary.

I love this area of the town now. I was born and bred in Craster and went to school in Alnwick and have recently moved back to the area. The pedestrianised gives a more cosmopolitan, café culture feel to the town. It would benefit from being cobbled to keep in line with the other areas of the town. Maybe the addition of semi permanent deployable covers to provide shelter from the elements and or heating in the form of patio heaters so it could be used into the latter months of the year. It would be a great place to hold outdoor events and maybe somewhere for a band to play, not a bandstand but maybe a stage. Alnwick could hold its own fiesta to celebrate changing of seasons the potential is limitless. I own a product design agency so would be happy to sit on any advisory board (free of charge)

It adds a lovely vibrant and safe café culture for both locals and tourists. Local cafés are doing a better business and those sitting outside in turn chose to shop on the local shops they have been looking at while drinking. It adds something to the feel of Alnwick that simply driving through will not allow.

I suggest altering the road surface from the entrance from Bondgate, making it clear that that zone is for deliveries/badge holders only, thus reducing 'cars screeching to turn round'. The pedestrianisation greatly enhances the experience for shoppers and visitors. Walking must be encouraged in the centre of town, and this is a very good way to do it.

The trial pedestrianisation has proved to be a huge success, and has improved the town centre both visually and environmentally.

The pedestrianisation of Narrowgate has demonstrated vision and an awareness that we need to offer a continental street offering in Alnwick, Narrowgate could have been designed for this. In tandem with safety concerns in a narrow but shop packed street, pedestrianisation is an inspired perfect solution. Shoppers can browse and coffee is safe. The pavements in narrowgate are narrow the visitor numbers are up, traffic is increasing and less speed aware. Reopening to traffic would shoppers to significant danger. I have a small concern in the Beehive Alnwick and would wholeheartedly support its continued pedestrianisation.

I think it has made a notable improvement, and reduced the speed of cars flowing around. Much better solution for local businesses too.

There are now no cars making dangerous illegal turns at the Fenkle Street/Narrowgate junction which I used to observe daily from the shop I worked at. Cars would bump up onto pavement to complete manoeuvre or have to reverse blind into traffic. The shops on Narrowgate are still open despite the perceived lack of footfall argument some people were using. I think footfall had increased and the section of road closed was never used as parking. It has stopped speeding cars up

## Delegated decisions

<p>and down the narrow section and removed the risk to pedestrians. The junction of Fenkle Street and Market Place needs addressing. There is poor visibility for traffic turning from Fenkle Street and a small turning arc available. Traffic turning right from Market Street onto Fenkle Street blocks the traffic flow. There is a large area of paving at end of Fenkle Street this area could be used to improve junction and widen Market Street to allow a right turn filter lane for traffic coming from town centre.</p>
<p>Before the trial pedestrianisation the road was fairly dangerous to walk along. It now feels much safer. I would even go so far as to encourage that the whole street is pedestrianised. It makes a much more pleasant shopping experience.</p>
<p>As a regular user of The Rolling Pin on a daily basis..I would like to say it is an asset for the town.I am an advocate of cafe culture and all summer masses of visitors to the town as well as locals have enjoyed Narrowgate.Everyone I talk to is for permanent pedestrianisation.I am a motorist of 60 years and have not seen any disruption to traffic flow or a single accident. Please keep it closed and give Alnwick the go ahead atmosphere it deserves. G.Willis</p>
<p>Best thing to happen for ages! About time we had proper al fresco dining! Previously impossible to sit down outdoors in Alnwick with a coffee! Lets have more areas like this</p>
<p>It would be nice to have outdoor eating and seating areas made permanent.</p>
<p>It's made that stretch of road a lot safer for pedestrians the pavement is narrow down there so it's good to not have to worry about kids</p>
<p>It has had a positive impact on businesses and not a significant impact on traffic elsewhere in Alnwick</p>
<p>Pedestrianise the whole road apart from some disabled spaces. Get businesses to get deliveries outside of peak times. Allow parking back in the market place or at least some of it. Perhaps with electric charging units? Sort out junction with Fenkle street, remove paved area outside of restaurant on corner to make junction safer or even add traffic lights Put traffic lights on Hotspur tower to sort out congestion / flow at peak times Needs to be part of a wider traffic planning for whole town, ie one way routes along certain narrow roads on edge of residential streets such as Percy Terrace and Grey Place.</p>
<p>It has increased a sense of community for the businesses on the road and made it much safer for pedestrians.</p>
<p>The revitalization of the town center benefits from the influx of people to meet and enjoy the cafes and shops of Narrowgate. When the street was open to traffic it's narrow width was often difficult to maneuver.</p>
<p>It has helped local cafes over the past year continue trading. Some sort of clear turning would be a great idea as this can be a nightmare.</p>
<p>Narrowgate has been given a new lease of life following pedestrianisation. The cafes look fantastic with the outdoor seating and business has improved to many of the shops on the street. Working on the street I have heard many people comment on how lovely it looks. Fully support the proposal to make it permanent it would be a mistake to reopen it for traffic.</p>
<p>As a disabled resident, Narrowgate has been a no-go area for me until pedestrianisation. I couldn't use my mobility scooter to travel down the pavement because of the advertisements and A-boards. I couldn't use the road because of the volume of traffic. I love the continental vibe with the cafés and seating outside. It has transformed this small area of our town and I have visited shops down there that I didn't know existed. BUT provision must be made for turning vehicles at the end of Bondgate Within. H-bars need to be painted on the dropped kerb at W H Smith. The number of times I've tried to cross there to go to the pharmacy and found a car blocking the dropped kerb. Sitting in the middle of the road on a scooter waiting for someone to come and remove their vehicle is not the safest move to make.</p>
<p>This is the way forward with high street shops falling to large shopping precincts. Australia adopted pedestrianised high streets and created thriving food serving areas.</p>
<p>It's much safer for pedestrians, enables cafes to have outdoor seating and is a nicer shopping experience.</p>

## Delegated decisions

It needs to be done properly ie good signage change of road surface etc
Makes it much Safer with no Cars at all
The pedestrian area has been great during the summer weather for sitting outside cafes or just enjoying the town. The speed of traffic in Bondgate Within has also been lower and it feels safer all round for pedestrians. The addition of the cycle racks is also welcome. I should like to see the roadway in Narrowgate raised to pavement level and designation of a clear pathway through for people who are using mobility scooters/wheelchairs, or with prams/pushchairs. Good, clear signage and an open pathway would help ensure businesses etc further down Narrowgate and in to Bailiffgate/Fenkle St to regain footfall and improve the overall vibrancy of the town.
The pedestrianisation of narrowgate has, in my opinion, been a huge success. Alnwick is now very much a tourist town and it needs areas for people to sit and eat and drink al fresco. As a local, over the last year, I've seen a quieter calmer narrow gate that lends itself to this. Yes traffic has to take a different route but as a local, I have no issue with that. If we are to embrace Alnwick as a tourist town, pedestrianisation has to say.
It has been beneficial to businesses on Narrowgate. Good to see the 'cafe culture' of the Marketplace on Narrowgate. A much more relaxed atmosphere with tourists and locals having the time to easily and comfortably view the interesting shops.
The pedestrianisation should be extended to the Bondgate Within junction with Market Street. This would allow for a much more pleasant pedestrian and visitor experience in Alnwick. Deliveries to businesses within this extended pedestrian area could be made via Greenwell Road, Market Street and the Market Square.
Think the trial has been very successful, traffic is much calmer outside of areas further way from the closure (Boots chemist etc) making the whole area much safer to walk around in, as well as within the closed area itself. I would very much be in favour of permanent closure to motor vehicles but is there any scope to allow cycle access (even mount/dismount)?
The pedestrianisation of the area has been a great improvement to the town and should continue. It acts as a safe space for families to sit in the town centre and has been well used.
Council have made Narrowgate safe for pedestrians using bollards. We have containers of flowers which are a delight and the air is cleaner. This is essential as we are hearing sad stories about children suffering asthma as a result of fumes from traffic driving past as they walk. Narrowgate because of its design sadly encourages cars to idle before entering which causes more pollution. My next point is that the cafes in Narrowgate are enjoying better sales because customers can sit outside. It is a pleasure to sit in the sunshine and enjoy a coffee or ice cream and it is safer to be in the fresh air as covid has more chance of spreading indoors. Last but not least I must mention the safety aspect - walking on the narrow pavements when its crowded, means that you sometimes have to step into the road and if there's traffic this is very dangerous.
As a regular visitor to Alnwick I believe the pedestrianisation has significantly improved to safety of visitors - it was previously difficult to safely cross there. The atmosphere is also much nicer with the tables and seats set out as they are.
Yes it should stay and The pedestrian area should be extended and the barrier should be between Baileys and Yorkshire trading
Pedestrianisation of Narrowgate makes a lovely safe, outside space. Not only does this benefit businesses on Narrowgate, but this welcoming route encourages more people to come into the town, to the benefit of other town businesses and the whole town. Narrowgate has been busy and thriving since pedestrianisation. It is a very attractive street and shows the historic attraction of Alnwick to advantage.
Having lived and worked in Alnwick for many years, my wife's Family are still down there. I think it's a fantastic idea that it's been pedestrianised in a trial and that NCC are contemplating keeping it that way. We feel like many others a lot safer walking around there especially with our buggy and our sons wheelchair. It would be ideal if the whole town centre was pedestrianised but a decent Car Park would be needed. Also may I suggest that there is more Disabled Parking available if this does go

## Delegated decisions

<p>ahead as walking is an issue for us... it would be better as well if there was a one way system introduced as well!! It works very well here in Kelso!!!</p>
<p>Pavement too narrow - pedestrian safety at risk. Closure has enhanced the vitality of the street - attractive to both residents and visitors alike</p>
<p>I think it has made the town a nicer place to walk around in. It's nice to be able to sit outside the cafes down narrowgate. It's safer and less stressful if I bring the kids down the street.</p>
<p>Lovely cafe culture beginning to develop, car should NOT be king</p>
<p>Please, consider expanding pedestrianised area to include the whole of the street.</p>
<p>Wonderful change cars have place in this Narrow street. If Alnwick wants to capitalise further on the tourist boom and think towards the future, NCC should ban as many cars from the town centre. In other towns and cities it has proven to improve the experience for locals (although some will argue the opposite) and visitors alike. Look at all the investment in Alnwick from businesses despite the insecure circumstances caused by the pandemic and the like. These businesses rely on an attractive infrastructure and yes please look at this holistically not just for Narrowgate but for a safe and wonderful Alnwick.</p>
<p>The pedestrianised area has been a real boost to the town, helping create a small cafe culture area. It has allowed an easier and safer area to walk and cross the road. It does need some improvements for traffic turning around at narrowgate. The junction at Fenkle street also needs some widening to make it easier for traffic to exit at Market street.</p>
<p>I think it's great and should be extended down to the café on the corner, allowing only goods and service vehicles in. It would open the space up for pedestrians to move freely and safely and would encourage walking and the outdoor café culture to thrive.</p>
<p>It great to see local businesses using the space. Car free area is so important for safety and the feel of the town. Predestination means the area feels relaxed and welcoming for visitors.</p>
<p>Please let's have the whole of the road from Yorkshire Trading Company shop pedestrianised to prevent the dangerous practice of motorists ignoring the no through road notice and entering the right turn from the main road. Then having to turn around causing danger to pedestrians trying to cross the road. Please let's have disabled parking only along there. Able bodied motorists can park in large car park around The Alnwick Garden. We are destroying our beautiful planet Earth leaving a terrible legacy for future generations. Please let's cut down on pollution, which is particularly harmful for very young children because vehicle exhaust pipes are belching out fumes into their little faces and lungs when they are in their prams and pushchairs. Also not good for older children and disabled adults. Not good for able bodied adults. Causes damage to beautiful historic buildings of which we are fortunate to have so many.</p>
<p>As a business owner who regularly trades and replenishes stock around the town centre, I have always found the pedestrianised street to be of huge benefit. Not just for the galleries to display work up close and personally to potential customers, without concern for traffic, but when travelling and offloading my work. It gives me a safe place to carry large amounts of breakable stock to and from my vehicle with absolutely not issue. Removing this will be a huge loss. PLEASE DO NOT REMOVE THE PEDESTRIANISATION</p>
<p>There are a plethora of reasons to make the pedestrianisation permanent, in short; Pedestrian safety Noise pollution for residents, businesses and pedestrians. Streetscape-much more inviting to have cafes and the ability to wander safely whilst going to the numerous independent businesses. The future of town centres and the beginnings of future proofing Alnwick-the car is not king. Destination shopping rather than out of town. Increase in footfall and trade has been off the scale since pedestrianisation. Those against the scheme are in my opinion, not users of the shops or cafes, often business owners in other areas of town It would be nothing short of a tragedy if the road was reopened to traffic.</p>
<p>Keep it closed safer to pedestrians and older generation tables out side fantastic bringing in tourists to centre of town, well done the persons who thought up the idea. should shut off the whole street make it all pedestrian friendly horray</p>

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<p>It was such a relief when the road was closed to traffic, not simply because of COVID safety concerns and the narrow pavements, but also because we have witnessed so many dangerous situations with pedestrians being clipped with wing mirrors, pedestrians ending up in the road when the pavements are too busy and one incident when an elderly customer stumbled and fell in the road, only just escaping being hit by a car. The road is too narrow for the large lorries which travel down it and it is also favoured by people who use it as part of a loop 'race track' and 'rat run' at night. We've always said that it is an accident waiting to happen and one day there will be a fatality - if it re-opens. For customers they are safe now and they enjoy taking their time to browse the various independent shops and cafes. It has such huge potential for becoming a beautiful little area of Alnwick creating a relaxed cafe and shopping area. Our shop used to have horrendous traffic noise and you could barely hear yourself speak. Also it was a nightmare to keep on top of all the dirt from traffic because of needing to keep the door open for customers. Primarily our reason for supporting it is because of safety and customer experience as well. Please do keep it closed and make it something special. Thank you.</p>
<p>If this is permanent then access at fennel street opposite turnbolls needs to be addressed maybe a crossing with lights ?</p>
<p>I love it, it's great to see people sitting outside enjoying themed. I always felt unsafe when it was open to traffic, as the name suggests it's too narrow.</p>
<p>Absolutely brilliant idea to pedestrianise Narrowgate. It looks to have made a huge difference to the shops and cafes and has been well used. It certainly gives the holiday vibe feel, particularly in the Summer months and anything that attracts more tourists to the High Street and our beautiful town of Alnwick has to be good thing.</p>
<p>The pedestrianisation us made a marked improvement to the use of the area, and made it safer for all. I would support this being permanent, if followed up with high quality street surfacing, furniture, and relandscaping that was befitting the conservation area. A high quality improvement would aide the businesses in this area and continue draw visitors into the town centre.</p>
<p>Please pedestrianise down to junction by Baileys, agree with comments by others that cars turning around in front of Boots/Joules etc is dangerous as people are walking all over the road here as if it were pedestrianised, and cars that dont know alnwick do not realise it is a dead end. Parking solutions should move outside the town centre.</p>
<p>Its brilliant - it creates a pleasant pedestrianised social area, minimises/slows traffic outside the shops and significantly reduces the risk of traffic collisions at the Fenkle Street/Narrowgate junction at the North end of Fenkle Street. What's not to love.</p>
<p>I am disabled but have not encountered any problems with all the "street furniture " in the way. I just move it out of my way or get someone to help me. I do have a problem with the disabled parking spaces, however. The two outside Joules, are the roughest piece of ground imaginable. I wonder able bodied people haven't cricked their ankles on all the patchwork of tar at different levels. I go slowly and carefully to avoid these trip hazards, but it shouldn't be like this. We don't park on double yellow lines as they are there for safety reasons, but some people with or without a blue badge do. Especially outside Boots but also outside Greggs. Should there be a time limit introduced for 'disabled ' people, who flout the regulations, and stop there all day with no thought of vans and lorries turning around at the end of the pedestrianised area.</p>
<p>As beautiful as Alnwick is there isn't a lot of open pedestrian spaces. I think Narrowgate has been a lovely little corner in Alnwick to walk around freely and safe. I believe this is also beneficial to the businesses in the street. It would be even better if the whole street was closed down to the cafe in the corner.</p>
<p>It's so great to have a safe spot away from the noise and pollution coming from cars, and a sociable place to eat lunch where you can catch up with friends walking by. Definitely keep it!!</p>
<p>I would like to see a permanent closure of Narrowgate for pedestrianisation to encourage walkers and pedestrians to really appreciate Alnwick safely. However, I have been disappointed with the trial as the current pedestrianisation has been untidy, there has been a lack of clear signage and</p>



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<p>information about what a potential permanent pedestrianisation could look like if done correctly. I hope this could be improved with permanent pedestrianisation</p>
<p>Needs pedestrianized all the way to Yorkshire trading</p>
<p>It is now very pleasant to walk along Narrowgate, to take time looking in the shops or enjoying the outdoor cafe tables. It is much safer for all pedestrians. It would be so good to have more pedestrian areas in Alnwick.</p>
<p>The pedestrianised section of Narrowgate, even with its unaltered surfacing, has settled down to be a cheerful streetspace pleasantly shared by those passing through on foot, those browsing and those seated, many of them patronising the cafes that have enterprisingly provided tables and seating. I sometimes notice people with walking difficulties or children in buggies encountering some degree of obstruction, but this should largely be dealt with by wall-to-wall walking surface and adjustment of street furniture which should thereby be enabled. Permanent pedestrianisation free from kerbs should be accompanied by: - comprehensive rearrangement of Bondgate Within from Market Street northwards providing a clear turning circle, extended blue-badge parking near to the pharmacies, good surface for walking to and from parking spaces and (especially urgently needed - the existing surfacing here is scandalous) from Paikes Street to the pedestrianised area and the rearranged footways around the turning circle, and a place for pedestrians to cross close to the junction with Market Street which by its layout makes it clear to drivers that they are expected to do so really slowly and with concern for the crossing pedestrians; - comprehensive rearrangement of the junction between Fenkle Street and Market Street with special consideration for pedestrians crossing the mouth of Fenkle Street, where they need to scan 270 degrees for approaching traffic. If it can be contrived within the available space, a mini-roundabout layout requiring every entering vehicle to be ready to give way should be considered, to assist turning movements and help pedestrians to make use of the layout provided for them; - a pedestrian-friendly layout at the junction of Narrowgate and Pottergate to facilitate access between Pottergate, Bow Alley and the eastern footway of Narrowgate</p>
<p>We've been coming to Alnwick for many years and have only recently ventured along Narrowgate to visit the businesses there as, with no speeding traffic along along this stretch with narrow pavements, it feels much safer to do so. Previously the traffic along here put us off. The pedestrianisation has created a lovely atmosphere.</p>
<p>I think it is safer to keep it pedestrianised. I have driven up and down that road during peak season and it can be dangerous with tourists/locals walking on the road while cars pass if the path is busy. Plus it will look way more attractive.</p>
<p>I was dubious at first...but having been in Alnwick at least twice weekly since the trial started, I think it has proved a good meeting place with a continental 'cafe society feel' and a nice buzz to it. It also encourages shoppers and visitors to other shops and businesses on the route. It has been kept tidy and litter free...and if adopted permanently a few nice planters would add to the ambience. As a driver I prefer turning right at the bus station and going past Morrisons to get access to the Castle, Bailiffgate or Hulne Park. It is a safer route.</p>
<p>Then pedestrianisation scheme has been a HUGE benefit to both customers and to our business. The overwhelming response we have had from tourists / visitors / shoppers is that the pedestrianisation has allowed a much more relaxed environment in which to have a coffee &amp; cake outside and have time browse the increasing number of independent shops on Narrowgate without fear of being hit by a car or lorry. There is now room to relax with family, kids, dogs &amp; disabled individuals in a safe space. Narrowgate is rapidly becoming a 'destination' alongside the Castle, Gardens and Barter Books for visitors and it's clear that it is a forward thinking policy that if anything, should be expanded into other areas of Alnwick. I don't feel that it is much of an inconvenience to re-route traffic up Fenkle Street (a mini roundabout at the top of Fenkle street could be good) and if the Council is serious about improving green credentials to the town, then a traffic free zone is surely a huge step towards this. From a business perspective, our turnover is up around 30% since the scheme came into place - money which is generally re-used in the local economy. Alnwick is now a</p>

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<p>tourist destination, not a traditional 'market town' and must move with the times. As tourism is now the driving force behind the economy of the town, Alnwick town centre MUST offer something different, and the pedestrianisation of the independent quarter called Narrowgate is a hugely positive step towards this. I sincerely hope that sense prevails and the scheme is made permanent. It is the best thing that has happened for many years and a can't think of a single reason not to keep it.</p>
<p>The gallery and other shops on this street really benefit from being set on a pedestrianised road. The reduced noise and less pollution creates a more beneficial and civilised environment for pedestrians to shop.</p>
<p>So much better to shop, browse &amp; not have to worry about traffic</p>
<p>It's clear that since the road was pedestrianised, the businesses on the street have benefitted hugely. The cafe culture is lovely too. I live on the street and the lack of traffic is lovely. No huge lorries making the listed buildings shake. No boy racers roaring back and forth until 4 or 5am in the morning. There have been hundreds of tourists on the street wandering from shop to shop, spending money. Its a win, win situation. Keep it pedestrianised please.</p>
<p>Customers and visitors to Alnwick clearly appreciate the pedestrianised space of the Narrowgate, shopping, socialising and spending time in the cafes there. Staff appreciate the quietness and clean air (lack of traffic ) and the way this enables people to stroll along the street, looking in the shop windows and coming in for some shopping. Often, less active shoppers of a family can sit by the flower planters or wait in the open air cafes. We are also pleased that the pedestrian zone is attracting new businesses - ie a bookshop as well as a cookshop -which are about to open in derelict premises in this area. The concentration of viable shops in the town benefits all of us, both locals and tourists.</p>
<p>Cleaner, safer, quieter and better air quality. Safer to browse shop windows without the worry of being clipped by a door mirror. Cafe culture which has developed is the way forward for the town centre. The cafe aspect could be further developed with the use of umbrellas for inclement weather. Have not witnessed traffic issues in the Bondgate Within area as a result of the closure.</p>
<p>Make more pedestrian area Bondgate Within but allow disabled access.</p>
<p>It's a great public space and makes the town centre safer and more accessible</p>
<p>Pedestrianisation has allowed tables outside the cafes and brought the street to life. More of the same for other parts of the town please.</p>
<p>It is brilliant for our town and makes a lovely atmosphere. Local businesses all benefit and we love it !!!</p>
<p>Keep it closed. When it was not pedestrianist it was dangerous coming out of my house as people would be walking along and end up having to move out of the way and be pushed onto the road in front of cars or it would be myself on the road. Same when you come out of the shops there. It is also nice to see the street full with people sitting at the cafes outside and enjoying Alnwick bringing in more money to the local shops. Keep it closed to cars</p>
<p>The pedestrianisation of Narrowgate has added to the attraction of the centre of Alnwick as a place to live as well as as a destination for visitors. It says "come and relax" and that's helping the centre of the town (especially businesses) begin to thrive again at a time when other town centres are dying. Nice to have that stretch protected from the boy racers too!</p>
<p>I would support a greater level of pedestrianisation</p>
<p>Generally think that permanent closure is an acceptable solution but only with certain qualifications</p> <ol style="list-style-type: none"><li>1. The junction of Fenkle St and Clayport under permanent closure would remain extremely dangerous both to pedestrians and vehicles. I would insist that closure would only be acceptable if this junction was completely redesigned to ensure future safety.</li><li>2. At the bottom end of Fenkle St consideration needs to be given to the effective road width on the turn itself to protect pedestrians.</li><li>3. We need some type of imaginative solution to Bondgate Within which can maintain necessary access for businesses but clearly eliminates private vehicles.</li><li>4. Above all we need to ensure that the town does not become riddled with temporary signage. This has been a major failing of both County</li></ol>

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<p>and Town authorities over the past couple of years. The number of rusting A frames and sand bags which have been allowed to pollute our streets is quite simply appalling and indicative of the incompetence and excuse making standard of local representatives. Let us be professional enough to make a decision and then put it into effect professionally and efficiently and take pride in the appearance of our town.</p>
<p>The trial has proved very successful in opening up this historic area of town and allowing hospitality and other businesses to flourish with a vibrant pavement culture. It has clearly not proved to be adverse to traffic flow around the town. Making this permanent would allow this area to be paved and enhanced further.</p>
<p>Pedestrianise the whole street not just that small fragment. Whilst there is a small amount of parking there it is inconsequential. Pedestrian areas are too small and we need to encourage people off the roads and to use their feet. If you close the whole street you also won't have a problem of tourists thinking they can drive through when they no longer can.</p>
<p>Consider extending to junction between yorkshire trading and baileys.</p>
<p>We need to keep alive a feeling of warmth that attracts people to come and have a drink and then look in the shops. Most tourist towns have areas with independent shops and cafes that attract visitors - this is what Narrowgate is for both tourists and locals. to have cars zooming up and down would totally ruin it's appeal and there isn't anywhere else like it in Alnwick with the nice variety of shops.</p>
<p>It would also benefit the town if this was incorporated into a scheme to make more use of the beautiful cobbled market place , allowing more use by traders with permanent tables and chairs and the approved outside heating and possible covered areas. Create a buzzing interesting centre of town with individual artisan traders in unused shops plus a cafe culture for all ages.</p>
<p>Permanent pedestrianisation is necessary firstly on safety grounds , I have seen several near misses between passing cars and shoppers strolling near the pavement edge . Secondly for air quality reasons. Traffic flow in Narrowgate is erratic, cars stop outside Rolling pin cafe,waiting for opposing traffic to pass, then accelerate down Narrowgate leaving clouds of noxious exhaust fumes . The fumes are slow to dissipate - not a good environment for the two successful cafes trading there .</p>
<p>It would be great if there is more pedestrianised, green spaces in the centre of Alnwick.</p>
<p>In my view this has been a really good development which has enhanced the attractiveness of this area of the town. I hope it can be continued with suitable modifications to increase safety and ease of movement as may be relevant in accordance with best modern practice.</p>
<p>Recently moved here, pedestrianised area very well utilised over the summer, allowed shoppers to safely browse, as pavements pretty narrow here. Gives a more welcoming relaxed feel to Alnwick</p>
<p>The scheme has vastly improved the accessibility to Narrowgate for shoppers and general pedestrians. Before the scheme traffic travelled at speed along the narrow road making a very pedestrian unfriendly environment. It has enhanced that part of the town and is now a destination in itself for visitors. It should definitely be retained and enhanced.</p>
<p>I believe that pedestrianising Narrowgate permanently would have a positive impact on the small businesses on the street. The street also provides additional seating for cafes on this street to, without which, I imagine these cafes would have closed due to COVID. I think that the pedestrianisation also helps with accessibility issues too. Those in wheelchairs or with other walking aids are able to use the cafes along this street and can also travel down the street more easily. This is especially crucial during the tourist season in Alnwick.</p>
<p>Narrowgate was too narrow a street to cope safely with the numbers of pedestrians, buggies and wheelchairs using it, as well as the business advertising boards etc. Pedestrianisation has created a cafe culture style area surrounded by successful independent businesses which is the most vibrant area of Alnwick. However access must be made for vehicle/delivery access to the shops which are in the pedestrianised area and there should be fair restrictions for cafe/bar seating as this is currently unrestricted and can have the opposite effect, blocking access to the street for pedestrians</p>
<p>The pedestrianisation pilot has been really positive and enhances the town centre. It now needs</p>

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made permanent and invested in to make the area look like a pedestrian area rather than just a closed road.

A great asset to the town, outside seating at the cafes much used by locals and holiday makers.

### Comments Against Pedestrianisation

This scheme means people such as my wife , some elderly people and anyone who has difficulty walking any distance will be excluded. My wife doesn't use a wheelchair and can only walk short distances, she couldn't walk from the nearest disabled parking space , which is usually occupied, to many of the shops and walk around the shop. Putting seats in may be thought a solution which maybe an idea in summer, but of course they will then likely be occupied but in mid winter, when rain is pouring down? We already shop more out of town as access is denied, if this is permitted then we , and many others will be forced out of the town centre. Conversations I have had with officials from the council make it plain they have no real time awareness of the problems faced by the groups of people I have mentioned. I feel it's a step that is discriminatory against disabled people.

It is difficult to negotiate along Narrowgate even walking. Traffic now has to detour via Fenkle street where the exit on to Market street has poor visibility to the right. Traffic can also use Northumberland street but it means that more vehicles are using these two roads and causing backlogs at busy times. We have very few roads in the centre of Alnwick and to close part of one is a bad idea.

Turning circle is impossible as cars parked on double yellow lines outside shops forcing cars to reverse causing danger to pedestrians. Fenkle street/clayport street junction is dangerous to exit. Either re open to traffic or possible one way system. Or pedestrianise entire bondgate up to junction at Yorkshire trading.

Definitely not

It makes driving through more dangerous, driving along Fenkle street and turning right is a nightmare. Blind corner. Alnwick ran way smoother which full access to the road. We already have a market place, I think that's where the money should go. Bring back the life in the square with more outdoor cafes and stalls.

The junction at the top of Fenkle street as cars try to turn right on to Market Street is terrible and the constant screech of brakes and car horns as cars come down the bank into Alnwick as that is almost blind corner

The pedestrian zone in Narrowgate has caused traffic flow issues in Alnwick, people doing U turns on the Bondgate side is a pain but even worse than that all the through traffic using the fenkle street junction is bound to end in a serious accident at some time. The junction at the end of fenkle street is blind when the sun is setting and very difficult to see around without creeping and peeping in the best of conditions, sending all the through traffic to there is a terrible idea. I cant see how it has helped any of the businesses in that area, I've never seen the seating area there rammed and it doesnt make it any safer for pedestrians as the path is more than adequate.

Big inconvenience and plant pots are ugly

Open the road back up with potentially a one way system. The current situation is messy and does not work .

The corner of fenkle street and clayport street and the increase to traffic along that road is a nightmare, especially when deliveries are taking place to all the surrounding premises.

I've lived in Alnwick all my life and the traffic through Alnwick is a nightmare I wish there was a better flow by a one way system or traffic lights at the tower. But by using closing narrowgat is adding to the problem, the junction at fenkle street is a nightmare to get out off you can't see past the shop on the corner and it's made even worse by pedestrians

The scheme was ok in some respects. However since so many people have to drive into Alnwick it

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has become rather a nuisance to all. If you drive into Narrowgate from the shop side, you have to turn at the disabled parking end next to the pedestrianization and this likely at some point to cause an accident. Traffic going up Fenkle Street as a result of the closer cannot see properly at the junction at the top, with the result that there more likely to be an accident. The traffic going along dispensary street past Morrisons can become grid locked due to people parking outside Wilko's despite it being a double yellow line, and the entrance to the supermarket ends up blocking up onto the main road into the town. There is a perfectly good space for pedestrians with the market place, which isn't utilized properly - why not enhance that, rather than create a pedestrianised area on a road. It doesn't help those who have mobility issues one bit by closing it off, if anything it has made it worse.

Looks awful and causes issues dub fest camper vans blocking the street not to mention cars reversing

This is causing traffic issues on Fenkle Street, personally I feel this is having a detrimental affect on other businesses surrounding the proposed area.

It should be open to traffic one way. It's dangerous at the moment with vehicles trying to turn.

I have seen ambulances with blue lights head down Narrowgate and have to turn about because the road is blocked, also many near misses with pedestrians and cars having to turn around outside Costa. It was ok as a trial but enough is enough now it does not work. Many shops down Narrowgate had petitions to sign voting against the pedestrianised plan before covid.

It puts to much traffic onto other roads, in particular Market Street, where pedestrians have difficulty crossing at busy times. The created cul de sac in Bondgate within is a shambles of manoeuvring vehicles, which is a danger to pedestrians. The actual pedestrianised area created is also a hazard to people using the street, in particular mothers with buggies. Where the proposal may be of benefit to cafes in Narrowgate , are you going to aid similar cafes in the town? The proposed area is also to small to be a a proper pedestrian area, and effort would be better spent on the Market Square area.

It's taken away a lot of pedestrians from the top of town near the chocolate box and the junction on Fenkle street I have witnessed quite a few near misses. The benefit should be for the whole town not just for a handful of businesses. Also cars turning outside WH Smith's is pretty dangerous at times.

I'm not totally against the pedestrianisation of narrowgate and in many ways do support it. However in my opinion all the closing of narrowgate has done is move traffic problems around the town. The junction at market Street is now slot busier and also not a great junction to get out of any time but now with more traffic all using the same roads it's even worse to either turn down market Street or get out from the junction. This is leading to more queues through the town. Also there should be a dedicated turning area for cars turning around near wh Smith. It's hard to say if it's related... But the queues at the bondgate tower have never been so bad. This may be due to more staycations, leading to more tourists this year or maybe due to more people now driving through bondgate within and up towards clayport rather than through narrowgate. Sort all the other issues out then narrowgate could be pedestrianised permanently. Thanks for consulting the residents??

The closure of Narrowgate forces traffic from Balifgate to use Fenkle Street & the junction from Fenkle Street onto Market Street is very poor for visibility. The area opposite WH Smith's where cars perform all sorts of manoeuvres to turn around is particularly dangerous. Pedestrians seem to forget they have exited the pedestrianised area & continue to walk on the road. The pedestrian area only seems to benefit 2 cafes. Some traffic calming measures should be put in place on that section of Narrowgate & it should be opened back up to traffic

I have a business in Alnwick on bondgate within and have found it more difficult since road closed for myself, customers and deliveries to get to the shop with narrowgate being closed. The fenkle st junction is very dangerous and has been numerous near misses. The alternative routes are not suitable for the extra traffic caused by narrowgate being closed. Traffic flowed much more freely and safer with narrowgate being open.

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Firstly, folk driving in and turning around o/s WH Smiths is dangerous. Both for other drivers as well as pedestrians. Secondly, I have personally spoken to a number of shopkeepers that have found their trade diminish as a result of the closure of Narrowgate. Two that I know of has managed to sell up and move on while two others closed altogether. Coming from Bailiffgate and trying to navigate along Fenkle St is a nightmare especially without being able to see traffic traveling from Clayport Bank. Trade in Fenkle St is dying a death because it is now only a detour from the original route through the town center. Fenkle St has become very dangerous for pedestrians. I drive and I pay road tax so that I can drive my motor upon it not so someone can have a cake and cup of tea while sitting in the middle of it. Finally, it has been brought to my attention that this has been attempted on other occasions and failed. There seems to only be Cllr Castle and a few of his closest chums that are 100% committed to this fiasco.

Big inconvenience

Vote to open the road back up for cars .

I think people are now used to the pedestrian area because the trial has went on so long now and have conceded that this will be made permanent, in my opinion a one way system would of been more appropriate which would allow the road to be made thinner in turn providing more pedestrian area in front of all the shops.

Street should be one way or opened traffic a nightmare in alnwick and dangerous to cross over the road up market street to Clayport street. Any more crossings will slow down even more traffic flow, Narrowgate was actually the A 1, never been an accident. There is enough free space that is car free in the market place which needs to be utilised . Has not worked and made other streets very dangerous

It's caused heavy traffic in the surrounding area and major congestion on the other side of the market place due to people using Fenkle street as an alternative.

Too many traffic hazards

I would like to see the road open again

It is very difficult to turn around at the end of bondgate and beginning of narrowgate as a lot of pedestrians walk across the area next to the disabled parking bays outside joules. Also cars parked on double yellow lines on the opposite side of the road outside WHSmith add to the difficulty. Finally the fenkle street junction With clayport street is awful it's almost impossible to see traffic coming down into the town.

I've answered No due to there being a comment in the trial report from a local cyclist which says: "I would like to see the street specified as shared use for pedestrians and cyclists with care." If an exemption for cyclists can be provided then my answer would be Yes.

I have ventured onto that segment of Narrowgate much less since the trial started and consequently haven't been in businesses there. I feel that the traffic turning in the road to get back out is more hazardous to pedestrians than the narrow pavement was. Too many cars are now turning down Fenkle Street and the mouth of this road currently gets congested. I think traffic should be allowed through Narrowgate, but perhaps to travel in one direction only which would allow more space for pedestrians.

Deliverys have to be made so traffic will always have to have access. Turning is always going to be a problem and is dangerous. Make it a priority system through Narrowgate.

Fenkle Street junction is an absolute nightmare for traffic pulling in and out in front of oncoming traffic. Emergency services struggle to turn in and out in emergency especially with traffic parked near the entrance of Fenkle Street by the chocolate Spa shop. Wagons, tourists with campers, caravans or even the campers for mighty dub fest had the whole town at a stand still when following sat navs to the area as they weren't aware of the closed road so it was absolute bedlam to say the least. If the road is to be closed it should be closed right from baileys corner so no traffic at all can go up that part of street. It's an absolute farce.

It should not be pedestrianised.

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More traffic is building up in Alnwick and emergency services need to get to people as quick as possible. I have seen people almost be knocked over on roads due to congestion in the town. By reopening this part of the road it will allow for more free flowing traffic and delivery drivers can use this route as well instead of blocking the road near the bus station. I strongly agree to reopening this part of the road!!

Pulling onto Market street from Fenkle street is dangerous with limited visibility to the right and people walking in-between cars.

I do think it's hard enough through the pandemic for businesses that have struggled to keep open, but having this street pedestrianised as well has had even more of an impact on businesses that have been around for years... we really don't want them to close just for a few tables and chairs on the road... it's just not fair as Alnwick is an ever growing town and popular... let's have more restaurants in the market place where the lunchbox used to be, let's help little business become busy again

The havoc cause by cars trying to turn, people wandering into the road beside WHSmiths thinking that it's not a road but still part of the pedestrian area. The traffic trying to get up the main street and extra burden on both Fenkle street and the road along beside Morrisons is horrendous, especially when delivery wagons are parked on the road. There is a purpose built market place, let traders put tables and chairs in there, bigger, brighter space and safe from cars if you pedestrianise it.

Narrowgate should be re opened to cars and emergency vehicles etc it used to be main A1 with out problems so why should coffee shops have access to use the road with out paying fees for the privilege . You are killing the Town

I lived in Alnwick for 28 years and now visit my parents and other family regularly and I have never seen such a shambles. Cars turning kids running around it's an absolute disaster waiting to happen!

Too many near accidents caused by cars trying to turn in Narrowgate.

The alternative route down Fenkle Street is a dangerous junction and will only be a matter of time until there is an accident here. Also when there are vans unloading the volume of traffic trying to pass and turn down Fenkle Street can be alot. This would be helped by narrow gate opening back up again.

As a local resident living in Alnwick town centre, I was not going to respond to this as we are all fully aware that the decision to close Narrowgate to traffic permanently has already been made by our local councillors and this exercise is pointless, but at least my concerns will be part of the public record. This scheme has completely ignored the concerns of the people who live in this area. We have been abused on social media platforms by the business owners and councillors for expressing our concerns for the closure. While it has been helpful for those business owners over the summer months as we move into winter, and as they move into winter opening hours, I am certain we won't see people enjoying coffee and cake outside during the winter months. The owners of these businesses were also fully aware of the traffic situation prior to taking up tenancies along this street. Fenkle Street The closure pushes traffic up Fenkle Street to a junction that has limited visibility especially for traffic turning right towards the bus station. Traffic turning left must also edge out into the road to see traffic before joining the road. Pedestrians exiting the tunnel from the marketplace often wander into the road without looking and the additional traffic on this road poses additional threats to pedestrians. I have witnessed both fire engines and ambulances being delayed traveling down Fenkle Street due to queuing traffic which was minimal before the closure – this could cost lives. I have witnessed delivery vans delivering to the businesses in the proposed closure parking along the closure at the bottom of Fenkle Street obstructing traffic. Residents are also fully aware of the attitude of local councillors who have often said that no projects will be approved in the town centre that will be of convenience to any drivers, so no improvements to the Fenkle Street junction have been included in this plan which would be a quite simple thing to do and would help the situation for local residents. Bongate Within The closure has caused additional traffic turning around at the old Boots store where pedestrians enter the street from Paikes Street causing additional

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dangers to pedestrians. Delivery vans to the businesses within the closure have also driven along the path to access premises within the closure and others have caused additional dangers to pedestrians crossing the street especially when drivers have parked on the double yellow lines which has been a issue for many years. This proposal does not address this issue. Conclusion This is an ill-thought-out scheme that has previously been rejected, has a negative effect on residents who are being ignored for the benefit of business owners and tourism which will only be of benefit during the main tourist season and will make the town centre somewhere where people will no longer want to live in. The money would be better spent repairing the existing pavements that are in a state of disrepair right next to this proposal. We genuinely feel that our local councillors and shop owners do not want people to live in this area and that it should be for tourists. I wish to make on the public record that this consultation has only been made public via social media and a local press article and that many residents have been excluded from the consultation, yet the council could find the time and funds to send me two letters asking if the windows on a hotel development that I just see from one of my windows by bending down on an angle be changed from the original plans.

This is a major hindrance to traffic flow in the town . How there has not been a major accident at junction of Fenkle St and Clayport is a miracle . The closure has been very badly managed and signage at Bondgate/Market Street looks awful , looks more like roadworks than what is/was intended. Please return to vehicular traffic flow

The best way forward would be to narrow narrow gate to one way traffic with calming measures and narrow bond gate within to a single one way the traffic could exit onto castle gate and return via Northumberland street exit on to clay port street this would allow wider paths on the main mall and provide better short term parking a much safer environment for everyone The fact that all traffic entering bond gate face a turn where in most cases cannot be done in one turn which means reversing which is when the most risk is pedestrians occurs there have been a number of collisions through the summer where in the past none were every reported in narrow gate. In addition fenkle. street should be one way in the same direction 2 roundabouts should be located outside the bus station /lagney.st and the junction with clay port and green batt It's not just about narrow gate the whole town traffic needs to be better managed queues cause pollution. Currently there are only a few businesses benefitting from the current situation overall the main bondgate shopping street has taken the biggest hit Please think long and hard before committing to a permanent closure

Crossing the road from Paikes Lane to WH Smith is dangerous due to drivers not being able to turn in safe manner .Some drivers do multiple point turns to face in the opposite direction. Pedestrians are at serious risk in this area.

Pulling out at top of Fenkle street onto Clayport Street is a Hazard The pedestrian bit at the minute is full of table and chairs one end and A Frame boards advertising for the shops the other... With the road being blocked off outside WH Smiths has now just become a turning circle for cars on many occasions it's difficult to cross the road cars are parked both side of the street which doesn't help matters

Narrowgate was originally the main route through the town and should be reopened. Unfortunately some drivers don't understand how to drive with respect for other road users but this doesn't condone closing Narrowgate. In my opinion the current closure causes more problems than it cures and it should be a road again

The no through road does not work and the main street of Alnwick has now become a dangerous turning point for motorists

The pedestrianisation of Narrowgate has caused so many problems for the town and is very unpopular with almost everybody I have spoken to. There are a disproportionate number of empty shops on Bondgate within and on speaking to staff this is a direct result of the chaos along that street. It is dangerous to be a pedestrian on bondgate within due to large vehicles turning, people reversing up the street and HGVs getting stuck. I have lived in Alnwick for 40 years and haven't ever heard of anybody being knocked over down Narrowgate however I will be surprised if we make it 4 years without there being an accident along bondgate. The traffic on Fenkle street, in particular the



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narrow corner is also dangerous, this street is no more suited to being the main through road than Narrowgate. This has just moved the problem. The only people who seem happy with it are the cafes operating down there who now have outside seating. The area is dark, dingy and cold and it is beyond me why anybody would want to sit along there.

Made into a one way street

The road being closed has caused significant congestion at other parts of the town centre and increased risk of injury and accidents- specifically the corner of Fenkle street and market street, which is a difficult corner due to reduced visibility and dispensary street at both ends, joining bailiffgate and Clayport street. The part of Narrowgate which has been closed is effectively a wind tunnel and not comfortable or appropriate for outdoor cafe lifestyle outside of the summer season. The numbers of visitors to any town in the UK over the period of the COVID 19 global pandemic has given an unrealistic indication of travel and will cease once international travel increases. Undertaking/implementing the "test" during a national lockdown was a poor choice and many months of that time the country was under national restrictions which does not give a balanced or realistic indication of any kind of effectiveness. It was hugely hypocritical of the council to open the road specifically for the tour of Britain cyclists to use it. If it's appropriate to open it for publicity ventures then the road should be open for the general public to access a public road.

It is far too dangerous with cars turning around. I was nearly hit one day because there were so many cars turning. Please put it back to a road.

Since this closure was enforced it has adversely effected more businesses throughout the town effecting resident travelling to and from different parts of Alnwick, as well as visitors for no benefit. It causes some dangerous 'get outs' at some road ends eg Fenkle Street and Langley Street, due to people's frustration at the delays, they are pulling out in front of other vehicles, if there is the slightest gap in traffic.

Wasting my time with this survey, as all you will do will be to twist the figures the same as the last one for businesses. The percentage of businesses that were against the closure outnumbered those who were for it! But NCC used those who were not affected along side those in favour to play along with their narrative!

Unless you stop all cars etc entering from the top of this street (Baileys corner) this idea is not viable. Cars, Vans and Lorry's are struggling to turn around because of the congestion of parked cars. You also have people who are walking behind your vehicle while you are reversing. I have twice nearly ran someone over because they just step out without warning. If you decide to go ahead and block the entire street off where are disabled people to park ? Where are your delivery drivers going ?? Would it not be more viable to widen the path slightly ??

Driving down Bondgate Within is now ridiculous and dangerous, with cars, delivery lorries etc having to queue and perform complicated manoeuvres to turn round at the end.

Cars have just been replaced by cafe tables and pedestrians are forced to walk on paths so there is little point. Meanwhile traffic is forced to crawl through Alnwick increasing the pollution because it has been funneled in to a much smaller area. Closing narrowgate suits only a couple of businesses, evidenced by the fact many businesses on Narrowgate have permanently closed, and is dead during winter months. Alnwick cannot be built just for tourists. Even during tourist times many businesses on Narrowgate still have no customers in and so it is clearly not cars that are the problem. It would be better to have one way system down Narrowgate and Fenkle Street which would lessen traffic not only there but through Alnwick. The only place that needs to be pedestrianised is the Market Square.

I do not support due to the amount of traffic it has caused going through the centre of the town. It is like a tide you cannot cross easily. There was a reason for this road it enabled the flow of traffic to work freely and it did. There are plenty of properties to be filled in the market place with outdoor facilities and this should be the place for them and always has been traditionally. It is only a matter of time before there is a road accident.

Either close the whole street where Bailey's and Yorkshire Trading are or not at all. Ridiculous

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having cars doing 3 point turns where you have now allowed traders to seat tables. Are these traders paying extra rates for that space. The market place should be an eating area for restaurants and bars with proper out door garden seating areas and gas lamps. Not a back lane as an easy fix.
The knock on effect on all the other roads out weighs any benefits of the pedestrianised area. Unless there is also improvement planned for Fenkle Street and for traffic turning prior to the closed section will continue to cause issues.
Madness having a dead end in the highstreet. Someone will likely be ran over. Absolute carnage most morning's outside the shops with vehicles trying to get turned.
It has taken away so much from the local shop traders for the sake of one cafe with a couple of tables outside. It has become more disruptive than ever with cars , vans and wagons turning round outside the closed pharmacy It was never a problem and as far as I can remember no accidents , very little congestion , now it is such a disruption
When it's busy you can't get moved down that way on foot
Causes Major disruptions to junctions at market street, fenkle street. Also has created a rat run around Greenbatt, & Prudoe street. Accident waiting to happen trying to do three point turn at barrier. NEVER BEEN AN ACCIDENT on this section of street. We already have a ready made street scape with the market place, this would not impact on the flow of traffic in the town.
It's is bewildering it has gotten to this stage. At what point in the planning an implementation phase did anyone on the council take note of the secondary issues they created. 1. Cars are forced to turn in a street with pedestrian taking little notice of vehicles. 2. At times the street turns into an unregulated car park 3. Intended use of road has not been fulfilled as tables and chair have been installed reducing planned access. Why should some businesses benefit from this and not others. Are they paying for additional real estate? 4 blind junction at fenkle street slows town traffic and exiting is difficult as car needs to be pulled out prior to seeing cars from direction of lights. 5 it is unclear if any benefits being realised within the trial period. 6 if revised who will be picking up the bill for installed items including seating, planters and any need to make good? Another waste of tax payers money
A seasonal closure would be the most sensible. Cafe space in the summer and open for traffic for the rest of the year.
Utter Traffic chaos results at the end of Fenkle Street at the Cobbles end. Local rural people using their cars to visit Alnwick to spend money in local businesses treated as an inconvenient problem. These are the very people who are still there in the winter months when the outdoor pleasure seeking coffee drinkers are long gone. Why should we be used to massage a councillors ego.
This needs to be reopened to allow better flow of traffic Also the junction at the top is very dangerous to pull out of . There's going to be an accident
Massive inconvenience
Whilst the pedestrianisation might favour a few cafe proprietors and their patrons, I think we need to acknowledge the wider impact on locals and visitors alike. The basic town centre road infrastructure hasn't altered significantly since the days of the horse and cart, yet the increase in both residents and visitors has grown exponentially in recent years. Without investment in a ring road around the town centre or investment in out of town parking/park and ride system, this pedestrianisation feels like a retrograde measure in isolation. Environmentally, we're going to see a seismic shift to electric vehicles in the next decade, I think think this is a germane consideration to any emphasis that is placed around greening benefits of the proposed change.
Access by car is more difficult with the pedestrianization
I am not opposed to the pedestrianisation of the street itself, however from a traffic point of view I don't think it works as it presently is, you've got cars turning around outside WHSmith and cars parking all over, then the traffic around the Fenkle Street/Market Street junction is a nightmare, especially if there is a wagon unloading at the butchers. Perhaps a couple of mini roundabouts would solve this?
Please open the street up to traffic again.

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We need to encourage tourists to visit the centre of Alnwick, not send them round the edges. Since this was trialled the town has become even more congested with vehicles having to turn round outside WH Smith making it more dangerous to pedestrians. By all means make it one way if you feel it necessary, but please don't suffocate the heart of the town, there are better ways of revitalising the town.

During this time, a lot of accidents had occurred due to the street being closed off. Large vehicles such as caravans and vans but also normal family motors had no choice but to 3 point turn at the bottom of the street. There is an issue as there is no space to turn your vehicle around. There is also no signs to stop motorists from turning their vehicles. It is dangerous to all pedestrians especially older generation as Alnwick is known to be a place of retirement. I personally believe that the chunk of the street closed off should be made into a 1 way system to avoid any further road rage and accidents.

Pedestrianising this area cuts off parts of the town. It creates a bottleneck for parking, and creates serious traffic flow issues at the other end of Fenkle Street.

The businesses have lost the through trade that the traffic brings. The turning at the top is dangerous, but the shops need deliveries. The turning at both ends of Fenkle Street is dangerous. A compromise would be to close Narrowgate during the summer season and open it the rest of the time using priority signs the same as are at the Tower.

Since the trial started back in 2019 the surrounding streets of Alnwick have had to cope with a huge increase in traffic. This has made the traffic flow much worse and is especially bad in summer months with the peak tourist season in flow. I am against the proposal of pedestrianising Narrowgate and believe the Council could try something else to compromise such as making the road one way whilst widening the pavement to accommodate pedestrians better.

Stops trade at far end of narrowgate If you want PEDESTRIANISATION need to do the whole town from the arch to castle And make more parking not just playing at it with 40 feet Of obstruction

This is definitely an obstruction to the town, accident waiting to happen, mayhem trying to turn with vehicles parked on both sides, pedestrians unable to get on footpath & prams. Narrowgate has never been a problem until this debacle started policed its self.

Causes difficulty in traffic flow especially at the junction of market street and fenkle street, only seems to benefit cafes who have in fact probably tripled their capacity, there's no more pedestrian space it's just taken up by tables and chairs. It's difficult to walk down there at times and there is certainly no more space, cars enter the road to find a very small section is pedestrianised so they turn their vehicles which is dangerous to pedestrians crossing the road, I have never known a problem when it was open walking through on the pavement very occasionally you might pause for people to pass where it's narrow, but never had an issue or felt that it was dangerous with cars even when my son was small either toddling or in a pushchair have I found a problem. There is plenty of space in the market place and Paikes lane for outdoor eating and drinking and feel this is a totally unnecessary closure which actually is at the detriment to other businesses elsewhere in the town.

I shop in Alnwick weekly and use the facilities in Fenkle Street and Bondgate within regularly. The traffic using Fenkle Street causes major problems. Buses trying to pass bin lorries completely closes the street causing the whole of Alnwick to block up. I met a disabled tourist who was finding it impossible to cross the street. The access in to Fenkle Street at the South end is a nightmare. You are driving away the rural shoppers from Alnwick who have used the local facilities for over 60 years to encourage a few tourists most of my friends now say they go out of town to M&S and Sainsbury's. Other friends now go to Morpeth instead of Alnwick. We are the people who spend money in the town. I have spoken to businesses around the entrance eg Beauty Box and other shops who have suffered. Make it one way and it would work for everyone. People can drink coffee in the Market Place.

Causes an absolute nightmare with cars turning around and also just directs traffic along fenkle street to a terrible junction to pull out of as it has no visibility. There is already a pedestrian area (the market place) with plenty of seating and shops.

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Alnwick is a traditional market town which makes its narrow streets unique and part of the towns history. We have plenty of outdoor cafes in the market place and Paikes Lane which are not part of the highway. You seem to be prioritising the few businesses in Narrowgate to enable them to put tables outside the premises which they chose to use as cafes even though they aren't big enough. Why does so much of Councillor Castle's time have to be spent trying to create a cafe culture on a main route through the town. There are plenty of places for a cup of tea elsewhere in Alnwick, please focus on more important issues in and around the town and leave our town as it should be.

One way system in place the current closure is a nightmare for traffic in the main street and dangerous for pedestrians due to all the vehicles turning at the top with no proper turning space. The junction on fenkle Street has poor visibility turning out either left or right and very narrow at the top near the chocolate box end which causes a bottleneck of traffic due to cars parking outside the market tavern area the street is becoming very busy with the re routed traffic. The junction at morrison's is also very busy and with cars parking on the double yellows outside wilco makes congestion and issues exiting via that junction. A one way flow through the main street area would be safer with a very low speed limit. The area of narrow gate being shut is making driving dangerous on the outer routes up fence street and dispensary street. Make the whole street one way

Traffic is bad enough in Alnwick without the closure of Narrowgate. The closure has spoilt the middle of the town. More needs to be done on either end of Fenkle Street to stop problems there. Please open it all up again. Not easy for disabled and elderly people needing the shops along that part of town.

Danger to public on Fenkle Street junction I witness near misses on a daily basis

Open it please but 20 mph.

Its had an impact on the shops and if you take your car into the area beside Boots to pick anything up etc its causing chaos as cars and vans are trying to reverse and turn as they cant go through narrowgate. Its chaotic so you have just moved one problem for another. Also Fenkle street and maynards corner is dreadful with traffic now so you are just moving the problem around not solving it. The only people it benefits are cafe owners. Its bad enough in the market place trying to get past. I couldn't get through past the Pig in muck the other day due to tables so had to walk all the way around. Not great for pedestrian access for people who actually live here its all geared up just for tourists! You wont get me sitting in narrowgate having a coffee thats for sure as its not a nice warm sunny bright place to sit!

The lack of premises that have retailers in has increased, there isn't anything to draw you to the pedestrian area. Tourists maybe for browsing, however local people don't shop daily in these kind of independent shops. The cafes won't have outdoor seating during winter months, so a waste of an area. Alnwick needs to cater for local practical shopping.

Open the street Narrowgate again to traffic as has caused lots of problems turning around where closed with Disabled people, pushchairs, tourists, and dupery vans. Needs to open again to keep the flow of people and traffic through

Absolute joke of an idea that helps 3-4 businesses and stops traffic flow past many others. Ill thought out on a whim of a couple of councilors whose business interests lie outside the Bondgate Tower. While our trade hasn't suffered to the extent many other fellow business owners have It has still had a detrimental effect on trade as a whole. Get it scrapped and get traffic flowing normally again.

Open it back up to cars. Or make the whole of town centre one way.

It is not clear above but I am presuming The Proposal is to close Narrowgate to traffic - as it has been for some time now. I am opposed to this and believe strongly that Narraowgate should be open to traffic again as soon as possible. My reasons for this belief are twofold; (1) the alternative route along Fenkle street and in particular at the southern junction with the B6341 (Market Street) is inappropriate and dangerous. There is a protruding high curb on the Market Square corner which requires cars to pull well into the centre of the road before swinging left which catches many unwary drivers. Traffic approaching the junction from the Rothbury direction is invisible to cars trying to join from Fenkle Street so both right and left hand corners are dangerous (2) the pedestrian free zone

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<p>on Narrowgate itself is unworthy of Alnwick. The town ambiance really is not helped by this dreary attempt at café culture and the shambolic car-turning area beyond Boots is a nightmare. Shops fronting the pavement in Narrowgate should NOT be allowed to place A-boards, signage or stuffed animals outside, bicycles should not be allowed to be left outside shops and the pavement made as free flowing for pedestrians as possible. The ancient and once prosperous Alnwick town centre has many natural traffic problems; this trial has not improved the experience for visitors or residents and should be abandoned immediately.</p>
<p>Since narrowgate has been closed i have found a drop in my early morning sales. This is because the builders find it difficult to turn some of their vehicles around at the top and therefore go else where. I have found a drop of approx 10% in sales on breakfast.</p>
<p>I support the idea of a pedestrianised area in Alnwick but do not feel this is the right spot. It disrupts the flow of traffic and doesn't look like its in fitting with the town. I avoid narrowgate now. Efforts would be better suited to pedestrianising the market place. This would be a huge benefit to the town and bring it back to life!</p>
<p>It's a good idea only if the town was easier to drive through, having narrow gate as a no through road cause back up of traffic, and causes wagons to have great difficulty when delivering to local shops, restaurants and other outlets. Being able to drive through is more appealing to locals as its easier to avoid busier areas especially in the summer months. Locals need to be thought about instead of tourists.</p>
<p>In it's current format I am not in favour. The pedestrianisation has left the businesses further down Narrowgate very much out on a limb. The situation with cars turning on Bondgate Within is extremely dangerous for pedestrians and an accident waiting to happen. There seem to be no restrictions on cafe tables, shop signs etc in the pedestrianised area, the result being that there is not actually any extra space for pedestrians to walk. However all of these are issues that could certainly be addressed were the scheme made permanent. I hope if that is the case local businesses will be consulted on their suggestions for ways it could be improved.</p>
<p>Need traffic to flow through town. More chance of being knocked down by cars turning around! Nightmare trying to get out of fenkle street. Not pedestrian friendly with all tables and chairs. God forbid there is a fire down there as fire engine will struggle to get to fire!</p>
<p>The pedestrianisation of Narrowgate has led to increased risk to motorists who have no alternative but to exit Fenkle Street by The Chocolate Spa. This in turn makes crossing Fenkle Street very difficult for pedestrians due to the reduced visibility evident at that point anyway. Vehicles coming into Alnwick and turning left into Fenkle Street have a very much reduced turning space than there is turning left into Narrowgate, and I have seen several near misses - particularly with larger vehicles. If it transpires that the pedestrianised area is to be kept, some thought should urgently be given to traffic control at the exit from Fenkle Street.</p>
<p>Let me drive along</p>
<p>closed in the summer only for tourists .if you close that area permanently then you will see greggs and the former coop close along with wh smiths. dont forget these shops depend on people going to them throughout the day from 6am to 10pm especially tradesmen at breakfast and lunch time.if you close it on a permanent basis that area of the town will die very quickly</p>
<p>It will be like a ghost town again in the colder months. The junction at the end of fenkle street is an absolute nightmare at times, especially when the shops around this area are getting deliveries.</p>
<p>The road should be open permanently</p>
<p>The current road closer makes using the main part of Alnwick harder. As the road is shut you have to turn watching out for other lost cars, pedestrians as no crossing so they just walk in front of moving cars. I feel it will eventually cause an accident.</p>
<p>Narrowgate isn't pedestrianised, pedestrians are restricted because of free license cafe culture. Traffic turning is an accident waiting to happen. One way system would be much better.</p>
<p>Alnwick is expanding with population and housing and the road infrastructure around Alnwick isn't good or big enough to support a permanent road closure. There have never been any road accidents</p>

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<p>involving pedestrians/vehicles on Narrowgate. When holidays abroad resume Alnwick wont be as busy as this year, Im all for café culture but the market place should be utilised more like they do in Europe.</p>
<p>Make it one way like ashington high street with parking and extra pedestrian paths/space for tables and seats</p>
<p>It causes major traffic problems at other points of the town, which effects more local people and visitors that are served by the road being pedestrianised.</p>
<p>Turning traffic on the narrow gate area which is still open to traffic is dangerous. I have seen near misses on a weekly basis whilst visiting Alnwick</p>
<p>I have witnessed first hand the traffic problems that have been created by closing Narrowgate. Driving along Fenkle street has become an obstacle course with the increased traffic, parked cars reversing across the whole road, and the chaos caused by delivery vans/lorries blocking traffic, sometimes for long periods while the van/lorry is unloaded. The junction onto Market Street is a particular problem. When turning left onto Market Street the line of site right is very limited - there have been several near misses at that junction. Crossing Market Street is also problematical in the vicinity of the junction with Fenkle Street. The area from the road closure at Narrowgate to the junction with Bondgate Within has also become a traffic nightmare with cars trying to turn around when no parking spaces are available. Alnwick has a natural center - The Market Place - more resources should be put into improving it rather than trying to change the center of Alnwick to Narrowgate. Finally this road closure may have been beneficial to the small number of businesses on Narrowgate but it has certainly not been of benefit to the majority of businesses in Alnwick.</p>
<p>It's killing businesses, Alnwick is a busy town doesn't need to have one area for pedestrians, there will be an accident on bond gate within with people just think the can walk around the around. Just put it back to the way it was otherwise Alnwick will be like a Ghost town, as there will be no shops here. Just killing trade.</p>
<p>It's killing those businesses who have been established and paid business rates a lot longer than the new cafe's. It feels to me that it causes the traffic to back up on the other roads. It also makes tourists think the whole town centre is pedestrianised so they step out in front of my car...countless times and not use the pedestrian crossing.</p>
<p>Traffic redirection around the town would address the bottleneck in Narrowgate. Perhaps a one-way system would work? The pedestrianisation area looks ridiculous and is a visual barrier to pedestrians!</p>
<p>The backlog of traffic on fenkle Street, particularly in the morning is terrible due to the pedestrianised road on narrowgate. I can see the appeal for those cafes on narrowgate as over the summer it allowed for more business but that isn't necessary in the winter. The roads in Alnwick are already busy especially during peak hours and that road could be better used as such, instead of the dining area it has become. Either close the whole road down to Yorkshire trading, or open the whole road up as it was intended for.</p>
<p>Congestion on other roads and vehicles having to do a u turn in Bondgate Within makes it more dangerous for pedestrians. Emergency Services also have to detour . It was a stupid thing to close off a through road just so a few could sit and have a coffee in the road. The impression I got when it was done was so the Council could tick a box! Open it up again</p>
<p>No the junction at the top is very dangerous</p>
<p>The issue isn't narrowgate but fenkle street junction onto Clayport Street, you have traffic trying to get out of a blind junction, which there has been several near misses and is a accident waiting to happen.</p>
<p>There is alot of other options for NCC to look at. Narrowgate is a through road and should be maintained as that. Consideration should be given to pedestrian area along fenkle street along the cobbled area if any at all.</p>
<p>The proposal to pedestrianise Narrowgate has been shortsighted and I do wonder if the people who have made this decision are local people based upon the negative impact this has on travelling</p>

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<p>through the town and the additional pressures this puts on addition routes. In addition I do question if there is an anti car theme that is being persued. In short, we need to encourage people into our town and not drive them away by choking off the main artery of access. I also think we need to be aware that idling traffic has a negative impact on the local population and environment which is what the current plan has created.</p>
<p>Turning in Bondgate within is a serious hazard to pedestrians, Also the junction at the end of Fenkle street is a nightmare, Open Narrowgate up again to let the traffic flow again.</p>
<p>The pedestrianised area is far to small and benefits only a handful of businesses. Cars turning outside WH Smith's is an accident waiting to happen along with visitors walking out of the pedestrianised area into the middle of the road. If this scheme is made permanent then most of Bondgate Within should be closed off too, which would create a proper pedestrianised area.</p>
<p>The area currently set-up as a cafe culture blocks the easy flow of traffic. The turning area is limited and often has many people standing in it. Create a functional one way system that has been done in the past that worked well. Use this to then create parking at an angle with the flow of traffic. After this you can look at creating outside seating and walkways. Encourage people to come into the town centre rather than hinder the majority</p>
<p>Draws traffic away from businesses, Costa saw dramatic drop in sales due to losing morning commuters being redirected away from the store</p>
<p>The scheme makes it unsafe for pedestrians as cars turn at WH Smith's. The junction at Fenkle street is also unsafe now. The road needs to be open.</p>
<p>I think that Narrowgate should be opened up to traffic because it is becoming a real danger to pedestrians who wander about, unaware, that the only way back out of Bondgate Within in a vehicle is to turn at the top of Narrowgate. During busy times it is an accident waiting to happen. Also the increased congestion with people looking for parking spaces and not finding a space during peak tourist season is adding to the problems. Alnwick is a market town and for centuries people have travelled through these streets so why change it. All this has done is increased the traffic problems at the Fenkle Street Junction out onto Clayport Street which is also becoming a hazard. I would be in agreement for Narrowgate to become a one way street if it allowed traffic to exit out of the town, making it a safer option.</p>
<p>During tourist season (school summer holidays) I agree that the road can be pedestrianised, but for the majority of the year it isn't necessary. 2 businesses would benefit in the better weather. Reinroduce the 20mph speed limit within the town, with better signage, not temporary and blocking the tower. Reduced speed limit would help pedestrians navigate the narrow pavement along Narrowgate.</p>
<p>The use of Fenkle Street as the main road is dangerous when trying to turn onto Market Street due to being unable to see clearly, it is also a struggle for emergency services as they have to detour. Also the way cars have to turn around outside Costa is horrendous and dangerous amd very congested. People are also taking less care when crossing the road on either side of the closing and not watching where they cross.</p>
<p>Traffic congestion because of closure</p>
<p>THE CLOSURE HAS NO MERIT. LOCAL SHOPS EXCEPT 3 CAFES HAVE LOST BUSINESS. TRAFFIC PROBLEMS OCCUR EVERY DAY WITH U TURNS AND REVERCSING CAUSING DANGER TO PEDESTRIANS INCREASED CONGESTION ON FENK;LE ST</p>
<p>Lack of traffic has had a huge affect on footfall for shops along that street resulting in shop closures after covid, cafes putting chairs out look a mess plus intimidating walking past, people cannot pass each other safely as no space from chairs n tables</p>
<p>Narrowgate is messy and scruffy around the seating on narrowgate, the litter and debris during the summer was awful, that end of Alnwick is unwelcoming and cramped for pedestrians since it was closed to traffic. It is not a nice outdoor seating area, its an inconvenience and an eyesore. The traffic is a problem because it isn't clear that the road comes to a dead end, cars are often trying to turn where they cant go on.</p>

## Delegated decisions

Alnwick is a historic market town, not a modern city centre suburb Narrowgate cannot be modernised, consideration and priority has to be with the locals, the elderly, disabled and not the happy weekenders/2nd home owners The junction at the top of Fenkle Street is dangerous,

Kelp road open

If Narrowgate is to be pedestrianised then I suggest that it is done all the way to Yorkshire trading company corner thus allowing the market to use the street instead of the market place. I also suggest that the town has a one way system implemented with only traffic exiting the town centre to use Hotspur tower. Incoming traffic to use the green batt route or up the peth and around Baliffgate. Heavy goods vehicles and buses to use peth and/or down by the war memorial

Cars turning round outside boots/costa are having to do 3 point turns etc with pedestrians wandering all ways. That section isn't pedestrianised but they seem to assume it is. I've seen a few occasions where people have almost been hit and also cars reversing into each other. When it was a through road pedestrians didn't wander randomly all over the place between cars

If it is extend the pedestrian section up to baileys cafe. It's a total nightmare crossing the road outside WHSmith with 5 cars trying to turn around when they didn't find a parking space

Alnwick is a market town and more should be made of the market place where there is plenty of space...Narrowgate should be re opened as the through road it always has been

The issue I have is the impact this closure has on the rest of the town centre. The alternative route through Fenkle street leads to a tricky corner with a blind crest, which would create more of a hazard than opening Narrowgate. It has also led to a poorly managed area throughout Bondgate Within, with no appropriate turning circle at the end of the street. For areas with outside seating, it makes much more sense to have money spent on revitalising the market place. For me, at my address the personal impact on my privacy is actually much greater with a busier market square, however in terms of access, safety and improved circular traffic management (including reducing standing cars, which has a higher emission rate) then keeping the flow of traffic through narrowgate makes much more sense. Conducting the trial throughout the pandemic has not created a fair playing field and the full impact is yet to be seen. Unfortunatley ridding the town centre of traffic is not a logical or viable step, with the main drag up to Rothbury rolling through town, and a severe lack of public transport links throughout our rural community, cars I'm afraid, are a vital connection for many people, including myself. There seems to be a determination within the council of reducing traffic within the town, funnelling it in the directions that are left creates more drama.



## DECISION TAKEN

**Title of Officer(s) and  
Portfolio Holder (where  
appropriate):**

**Subject:**

**Proposed Pedestrianisation, Narrowgate, Alnwick**

**Consultation**

The recommendations in the report have been informed by the feedback from public consultation exercises on the pedestrianisation scheme in addition to consultation with both local County Councillors, the Cabinet Member for Environment and Local Services, Alnwick Town Council and Alnwick Forum.

**Decision Taken:**

- a. A permanent pedestrianisation scheme is implemented in Narrowgate.
- b. An improvement scheme is designed and implemented for the turning area in Bondgate Within.
- c. An improvement scheme is drawn up and implemented at the Fenkle Street/Market Street junction.
- d. Consultation is carried out with relevant stakeholders on the design and appearance of the 'streetscape' in the pedestrian area following a decision being taken to make the pedestrianisation scheme permanent.

Signature of Executive Director



Signature of Cabinet member



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**Date** 08.04.22

**Date** 08.04.22

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## Delegated decisions

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