



Northumberland County Council

**DIRECTOR OF LOCAL SERVICES AND HOUSING IN CONSULTATION
WITH PORTFOLIO HOLDER**

PROPOSED PARKING RESTRICTIONS, HIGH NEWTON-BY-THE-SEA

Cabinet Member: Councillor Glen Sanderson

Purpose of Report

To consider the results of the consultation exercise, regarding a proposal to provide parking restrictions in High Newton-by-the-Sea.

Recommendations

It is recommended that:

- 1) The proposed parking restrictions are implemented on an experimental basis for 6 months to allow the impact to be monitored and changes made if necessary.
- 2) Separately a scheme to provide an improved footway surface and appropriate street lighting be designed and implemented to improve the route between the village and the car park.

Link to Corporate Plan

This report is relevant to the *Places and Environment Aim* in the Corporate Plan:

"Our aim is to maintain and further improve the quality of our towns, villages and countryside and make it easier for residents to access services and high quality, affordable homes and to travel using different modes of transport. To achieve this, we will keep Northumberland clean, green and safe from detrimental impacts of climate change, build more houses to benefit those most in need and provide a convenient, integrated public transport network."

Key Issues

1. The County Council has received concerns from local residents, the County Councillor and the Parish Council about parking in High Newton.
2. Indiscriminate parking causes obstruction and has a negative impact on the appearance of the village which is located within the Northumberland Coast Area of Outstanding Natural Beauty.
3. The County Council has recently constructed a new public car park at the entrance to the village.
4. Temporary parking restrictions are in place to help ease the problem.

Background

1. The County Council has received concerns from local residents, the County Councillor and the Parish Council about parking in High Newton-by-the-Sea.
2. Indiscriminate parking causes obstruction as the village roads are narrow. Residents have often found themselves unable to either leave or return to their properties due to parked cars.
3. Agricultural and other large vehicles are often prevented from passing through and Arriva withdrew a bus service as the bus was frequently blocked causing significant delays.
4. Parked cars also have a negative effect on the appearance of the village which is located within the Northumberland Coast Area of Outstanding Natural Beauty.
5. Demand for parking in the village is high due to the success of the Joiners Arms public house and Newton Hall.
6. In response to these issues the County Council acquired land and constructed a new 62 space public car park at the entrance to the village.
7. Temporary parking restrictions were provided in the village centre to ease the situation whilst the new car park was under construction, with the intention of providing more wide-ranging restrictions once the car park was complete.

8. A site visit was held with representatives of the Parish Council before the proposed parking restrictions were drawn up for public consultation.
9. The proposals consisted mainly of 'No Waiting at Any Time' restrictions with an area of new and extended residents permit parking.
10. The results of the consultation were:
 - 15 in favour (88%)
 - 1 against (6%)
 - 1 neutral (6%)
11. A copy of the consultation Plan is shown in Appendix A. A summary of the responses is shown in Appendix B.
12. A public meeting was held in Newton where Officers were present to explain the proposals and discuss the options with residents. Feedback at the meeting was supportive of the scheme.
13. Subsequently, the residents of High Newton Farm Cottages requested, via the former Ward Councillor, residents permit parking outside their properties, as public parking was hindering access to their homes.
14. A public consultation was therefore carried out on this proposal which resulted in:
 - 3 in favour (75%)
 - 1 neutral (25%)
 - 0 against.
15. A copy of the consultation letter is shown in Appendix C. A summary of the responses is shown in Appendix D.
16. Following the conclusion of the consultations, the management of the Joiners Arms contacted the County Council to voice their concerns over the scheme.
17. Officers met with the pub manager to discuss the proposals and explain the rationale behind them.
18. Whilst generally supportive of the scheme as proposed, the Joiners Arms feel that removing public parking completely from the village will have a negative effect on their business, particularly during the winter months.
19. One of their main concerns was the distance of the new car park from the pub, particularly for elderly or disabled people, and the fact that the path between the car park and the village has a rough surface and is

unlit. It was felt that this would put off potential customers in the winter months when it gets dark early.

20. Following the discussion the Joiners Arms commissioned a report by Transport Initiatives, an independent transport planning consultancy, to consider whether it would be feasible to relax the proposed 'No Waiting at Any Time' restrictions. A copy of this report is attached as Appendix E.
21. The report suggested locations where car parking could be permitted in the village, and also suggested that some locations could have a parking restriction that is only in force during the day.
22. Officers and the local County Councillor have considered the recommendations put forward in the report and subsequently met with both the Joiners Arms and the Parish Council to discuss them.
23. Most of the locations suggested in the consultant's report for parking are considered unsuitable due to their potential negative impact on traffic flow and on the quality of life for residents.
24. The County Council has recently made a significant investment in the new car park, and the message to visitors should be that public parking takes place in the car park and not the village. To allow public parking within the village will dilute this message.
25. For this reason, allowing parking at certain times of the day is considered unsuitable.
26. The Parish Council are opposed to all of the consultant's suggestions and consider that all public parking should use the new car park.
27. It was agreed that some parking could be provided at the roadside just north of Karieth Drive where the road is relatively wide. This would be on an experimental basis to allow the impact to be monitored.
28. It was also agreed that disabled parking bays should be provided outside the Joiners Arms, to allow those with mobility problems suitable access.
29. Given the main concern of the Joiners Arms is the condition of the footpath link between the car park and the village the County Council will explore ways to improve it, specifically by improving its surface and providing suitable lighting.
30. The local Ward Councillor is in favour of the proposals.
31. The AONB Partnership is in favour of the proposals.

32. It is therefore recommended that:

- The proposed parking restrictions are implemented on an experimental basis for 6 months to allow the impact to be monitored and changes made if necessary.
- Separately a scheme to provide an improved footway surface and appropriate street lighting be designed and implemented to improve the route between the village and the car park.

Implications Arising out of the Report

Policy	None
Finance and value for money	The proposal will be jointly funded through the existing Car Parking capital allocation.
Legal	None
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
Risk Assessment	None
Crime & Disorder	None
Customer Consideration	Statutory consultees have been consulted.
Carbon reduction	None
Wards	Longhoughton

Background papers:

File ref: FC140002

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	
Portfolio Holder(s)	

Author and Contact Details

Report Author ***Richard McKenzie – Senior Programmes Officer***
(01670) 624099
Richard.Mckenzie@northumberland.gov.uk

Appendix A Consultation Plan

Appendix B Consultation Responses

FOR	AGAINST	NEITHER	Other Relevant Comments
1			We very much support the proposals: especially the double yellow lines along the road beside Bickertons Field. When cars are parked on the verge and also sometimes on the path at weekends gridlock happens and there would be no access for emergency vehicles down to Low Newton. This proposal in full is a blessing. Thank you! Do not water it down!
1			
1			The more the better.
1			These changes will make a huge difference to our village. They will improve the amenity for residents and visitors should benefit from a more pleasant village from them to enjoy. Out of village parking and restrictions must be the way forward for many coastal hotspots, like Newton. Visitors must expect to walk a short distance in the cause of preserving the villages and the rural nature of these settlements.
1			Especially for Bickerton Field.
1			I support the proposed parking restrictions but wish them (double yellow lines) to be extended. Please see enclosed letter and plan. As residents of High Newton Village, we live to the north of the village, within the 30 mile limit and assumed that the proposed double yellow lines would be extended to this 30 mile limit. However we find this not to be the case. The double yellow lines will stop just short of our properties. We already have problems with visitors parking their cars in our parking places (on the grass verges across from the houses) - and the proposed scheme will make this worse. So we are writing on behalf of No4, No5, and No6 High Newton Farm Cottages to ask that the proposed yellow lines be extended on the west side of the road to the existing 30 mile limit sign, and to provide the residents named below with permit parking lines to enclose our existing parking places. For these parking permits we are prepared to pay the annual fee of £15 per household. We, the undersigned, believe we are entitled to, and agree to pay for 2 parking places each costing £15 annually.
1			
1			
1			We have had the cottage in High Newton for over 3 generations now and have seen much change. The fact that they are making something of the Joiners Arms and it is a lively business is good. However this has to be supported with the infrastructure around - car parking provision and parking restrictions to protect residents. I have had many troubles with cars ruining the verges and obstructing our driveway. I am in full support of a carpark at the entrance to the village and double yellows throughout.
1			Major issue remaining is how will these restrictions be enforced? What will residents be able to do if they see an infringement. Note: Many residents ignore the residents parking areas and use the wider open space up near the bus stop area for their vehicles. These restrictions must apply to all.
1			The proposal seems eminently sensible to resolve a parking problem which is now of long standing. I hope it can be implemented soon.

1			<p>In principle, we, the residents of 1 Bickertons Field support the proposed parking restrictions in Newton by the Sea. However, we do have the following questions/concerns:</p> <p>1. We would like to have signage at the entrance to Bickertons Field to inform drivers the no vehicles are allowed except for access.</p> <p>2. We are also concerned that the current proposals would not prevent drivers from parking on the green opposite the houses in Bickertons Field. We would therefore suggest that double yellow lines are placed on the side of the road nearest to the green to complement the residents only parking. The double yellows should apply at all times.</p> <p>3. Drivers constantly ignore the residents only bays in front of Town Close. The signage therefore needs to be sufficient to ensure drivers don't ignore the regulations put in place.</p> <p>4. We also suggest that there is adequate signage for drivers to use the new car park and to also indicate that there is no parking available in High Newton.</p> <p>5. We are concerned about the lack of policing of the current parking restrictions and hope that this is improved when the new restrictions are put in place.</p>
1			<p>Further to a positive, recent telephone conversation with Richard McKenzie, we write as long term owners of one of the properties not affected by the proposals we fully support the creation of a new car park to cater for visitors to Newton. However we feel that the scale and length of the ***** will be unsightly, but understand the logic behind the proposal. We will require parking permits and presume that the extension to resident parking in the close is for our use (we are technically situated on the town close but were omitted from the previous allocation.) We suggest that***** a bay for two cars can be provided causing us to park outside white cottage, where we have ***** so safely for nearly 30 years. We understand that the chairman of the parish council raised the matter on our behalf at the open day.</p>
1			<p>I would like to have some reassurance that this scheme will be accompanied by FREQUENT enforcement. It will only be effective if this occurs.</p>
		1	
	1		<p>Will you create resident parking areas before permits are applied for? I am concerned that there may end up being spaces not used by any one. Has anyone applied for residents parking permits directly for the spaces at the front of the Joiners Arms?</p>
1			<p>We live in Newham Cottage - set back from the Joiners Arms. We are regularly blocked in by cars parked next to the wall of white cottages adjacent to the Joiners Arms car park. This road is supposed to be a throughfare with access to our house and white cottage at all times is there anything you can do to advise or do to prevent this.</p>
15	1	1	

Appendix C

High Newton Farm Cottages Residents Permit Parking Consultation Letter.

County Hall • Morpeth • Northumberland • NE61 2EF
• Web: www.northumberland.gov.uk

[Name]
[Job Title]
[Business]
[Thoroughfare]
[Post town]
[County]
[Postcode]

Our Ref: FC140002
Your Ref:
Contact: Richard McKenzie
Direct Line: 01670 624099
E-mail: HighwaysProgramme@northumberland.gov.uk
Date: 2nd March 2017

Dear Sir/Madam,

Proposed Residents Permit Parking, High Newton Farm Cottages

Councillor Kate Cairns has informed me that the residents of High Newton Farm Cottages have requested residents permit parking as part of the wider restrictions planned for the area following the completion of the new car park.

The permit parking area would apply to the verge opposite the cottages. Households are entitled to 2 permits, one for residents, the other for visitors, at a cost of £15 per permit annually. The area would be clearly marked using road markings and signage.

Either side of the residents permit parking area, double yellow lines will be provided which will connect to the existing double yellows nearby.

I am therefore writing to you to find out your views on this proposal. A freepost form is enclosed or you can reply on line at: <http://trafficconsult.northumberland.gov.uk/>.

Please reply by Thursday 23rd March 2017.

I look forward to hearing from you,

Yours faithfully,

R McKenzie

Richard McKenzie
Senior Programmes Officer (Highways)



Appendix D

High Newton Farm Cottages Residents Permit Parking Consultation Responses.

For	Against	Neither	Other Relevant Comments
		1	I would inform you that as Emergency Service we may be required to use the above road for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.
1			I am happy with your enclosed proposal. I only hope that after all this that the yellow line will be policed.
1			Thank you for your letter dated 2nd March 2017. I wholeheartedly agree with your proposals, as I previously requested as in my letter of 27th December 2016. Please see enclosed copy.
1			
3	0	0	

Appendix E

Consultants Report

Final Report

For: Duncan Fisher,
Apartment Group

By: Transport Initiatives LLP



Visitor Parking Newton by the Sea



May 2017

Office 4, 145 Islingword Road
Brighton BN2 9SH
www.transport-initiatives.com

Visitor Parking, Newton by the Sea

Final Report

Contact for this project:

Steve Essex

The Rest
Brookbottom
New Mills
High Peak
SK22 3AY

0161 449 9001 / 07725 466 836

Steve.essex@transport-initiatives.com

Transport Initiatives LLP

Registered Office: Office 4
145 Islingword Road
Brighton BN2 9SH



0845 345 7623

www.transport-initiatives.com

Registered in England and Wales

Partnership number OC310831

VAT registration no. 855 4208 21

Checking and sign off	
Job: Visitor Parking Newton by the Sea	Client: Apartment Group
Job number: CSNE20	Version number: 1.0
Issued by:	
Steve Essex for and on behalf of Transport Initiatives LLP	
Signed 	Date 19 th May 2017
Checked by:	
	Date 18 th May 2017

© Transport Initiatives LLP 2017

All photos © Transport Initiatives

Transport Initiatives LLP is an independent transport planning consultancy formed in 2005. Our members have a strong in depth knowledge of sustainable transport in general and cycling, pedestrian and local traffic issues in particular.

We specialise in innovative ways of developing and promoting sustainable transport options, covering every step from initial strategies to managing implementation and monitoring outcomes. Our clients include local authorities, national parks, development agencies, tourist boards, private companies, train operators and anyone else requiring practical and achievable transport advice.

1. Introduction

Newton by the Sea is a popular visitor destination. It boasts several large beaches, coastal and inland walks and is close to Dunstanburgh Castle. Like many popular tourist villages, it also suffers from parking and obstruction problems. These can affect the viability of local businesses as well as causing problems for the residents. Newton by the Sea has two pubs, the Ship at Low Newton and the Joiners Arms at High Newton. Newton Hall on the outskirts of the village is a popular venue for events such as weddings.

To control parking and keep the bus route clear Northumberland County Council have introduced 24 hour no waiting restrictions around the green in High Newton with resident's parking bays along the east side as well as installing bollards to prevent people parking on the grass. This has worked well. The bus operator, Travelsure, reports that since the restrictions were implemented they have not had one complaint about obstructions. Similarly the Community Police have also expressed satisfaction with the restrictions.

There is currently an additional proposal to extend the 24 hour restrictions to cover most of the village and to provide residents' parking in Bickerton Field. Visitor parking will be displaced to a new 62 space car park at the entry to High Newton.

2. Background

Transport Initiatives was asked by the owners of the Joiners Arms and Newton Hall whether it would be feasible to relax the proposed "no waiting at any time" restriction in the village. The Council's proposed parking arrangements would suit some visitors some of the time but would cause problems for the Joiners Arms particularly in the evenings and during poor weather. The middle of the car park is 205 metres from the pub via a public footpath along a farm track or 230m via the road. The road has bends with poor visibility, no pavement and no lighting. 230 metres is an acceptable distance for an able-bodied person without luggage during the day in good weather but it is outside reasonable walking distance for certain people and at certain times:

- The Joiners Arms is open all year and this includes periods with bad weather
- The route via the road is unsuitable for families with children due to the lack of footway and poor forward visibility.
- The distance to the car park is too far for mobility impaired people. The recommended distance without a rest is 150m for someone in a wheelchair but only 50m for someone with a stick. A car with a disabled blue badge can park on double yellow lines but only for a limited period and not every infirm person qualifies for a blue badge.
- The shorter route (but still over 150m) using the public footpath is unlikely to be surfaced due to farm traffic. As well as being unsuitable for mobility impaired people the footpath is also unsuitable for certain types of footwear.
- The distance is too far for people with luggage.
- Both routes to the car park are unlit.

The Joiners Arms is open all year, and during the winter evenings is important. This is when the weather is worse and darkness falls earlier. Sunset in December is before 4pm. The owner informed me that every winter customer is critical to keeping the business running. Many other rural pubs in this area close for the winter months. A significant proportion of the Joiners Arms' customer base are families and senior citizens, the very people who would find it difficult to walk from the car park.

The Joiners Arms has made the investment and commitment to achieve a five star rating. It is the only five star coaching inn in Northumberland. It has five guest rooms yet its on site car park has only four spaces. It appears the owners could convert its garden to create more spaces but in practise this would be impossible without some spaces blocking others or blocking access to Newham Cottage. Clearly one cannot always expect to have parking but at a five star establishment there should be a fair expectation of parking within easy distance.

The pub proposed an additional car park on land behind it but planning permission was refused.

An alternative approach is to find places in the village with space for parking that do not conflict with access, safety or amenity. The easiest way would be to divide the roadside into those areas where you can park at any time and those where you can't. 24 hour waiting restrictions (double yellow lines) only require lines on the carriageway but no signs. It would be possible to more closely tailor the waiting restrictions to only operate when the problems are greatest. They could cover the period when day visitors arrive and through the middle of the day but allow parking during late afternoons and overnight. Or they could operate only during the summer months. Limiting parking restrictions to the times they are most needed requires small signs explaining the times. The more complicated the restriction (e.g. middle of the day, summer months only) the bigger and more complicated the signs. The signs would add to visual clutter and detract from the village's appearance. To reduce the intrusive nature of the signs they can be mounted on stout wooden posts rather than the more usual metal pole.

3. Options

There are four basic options

1.	24 hour no waiting throughout the village. Northumberland County Council option	This would require double yellow lines and no signs. It would keep the roads clear at all times but would restrict parking at times or places where it is not a problem, such as evenings, overnight or during the winter.
2.	Seasonal variations. 24 hour no waiting for the summer months	This would require double yellow lines and yellow signs explaining the times. This would keep the roads clear during the summer but you would not be able to park overnight.
3.	Daily variations, no parking between, say, 10am – 4pm.	This would require single yellow lines and yellow signs explaining the times. The restrictions would keep the roads clear during the day but would also unnecessarily restrict parking during the winter.
4.	No restrictions	Would not require signs or lines. A continuation of the present.

The options could be mixed, for instance some parts of the village could be subject to 24 hour no waiting and in other parts no waiting would be limited to the middle of the day. We propose that parts of the village have new double yellow lines and other parts where parked vehicles do not cause a problem should remain with no restrictions at all. The main road through the Green should have no parking during the middle of the day when parked cars would detract from its appearance but parking should be permitted during the evenings. This is similar to Low Newton where parking is permitted on one side of the hill into the village during the evenings and overnight. The question is where can people park without causing a problem.


Transport Initiatives visited High Newton on Friday 31st March and Saturday 1st April 2017. The weather was bright and sunny on the Friday and overcast on the Saturday. Clearly the amount of parking and through traffic was less than it would be on a summer's day during the holiday season but vehicles were observed parking in most of the potential places.



The criteria for determining the acceptability of a space for parking was that:




- There should be at least 3 metres of carriageway left for general traffic. The exception to this was the road alongside the west side of the green where the existing arrangements leave around 2.7 metres between the white line at the edge of the parking bay and the grass of the green.
- The bus turning area should be kept clear
- There should be sufficient places for vehicles to pass each other

Spaces for 24 vehicles were identified closer to the Joiners Arms than the car park.

4. Potential Spaces

Ref.	Number of spaces	Location	Distance from Joiners Arms entrance to mid point of parking	Comments
A	4	North of Karienth Drive	50m	
				Carriageway 5.1m – 6.5m. During the two days containing the site visits there were vehicles parked here but there were no problems observed. There was ample room for the bus to pass. Not lit at night but light reaches it from the street lamp by the pub

Ref.	Number of spaces	Location	Distance from Joiners Arms entrance to mid point of parking	Comments
B	2	Outside White Cottage	12m	 <p>Vehicles seen parked here during the site visits but no problems observed. In practise three vehicles park here. Lit at night.</p>
C	2	Outside Joiners Arms	12m	
D	4	Outside the Old School House	130m	 <p>Carriageway 5.3m, footway 1.9m – 2.7m. Vehicles observed parking here. Not lit at night. No problems were observed</p>

Ref.	Number of spaces	Location	Distance from Joiners Arms entrance to mid point of parking	Comments
E	3	Outside Rose Cottage	75m	<p>Carriageway 5.4m. The footway, where it exists, is around 0.9m – 1.7m. Vehicles regularly parked here. The carriageway between here and the Old School House narrows to 4.6m. No problems were observed here. The space between the two parking areas (D&E) gives space for vehicles to pass.</p>
				
F	4	The Green	50m	<p>These spaces would have to be what is currently grass. The grass would need to be resurfaced or hardened. There is a level area approximately 3.4m wide before the line of trees. No trees would need to be removed. The line of posts would need to be moved back to give a parking area between 2 and 2.5m wide. Lit at night. If this is restricted 10am-4pm there would need to be one yellow sign mounted on a bollard.</p>
				
G	5	Bickerton Field	45m	<p>Carriageway 5m. Footway 1.8m. The County Council suggest this is a possible residents' parking area. If each property is notionally allocated two spaces there is space for five vehicles at the outer end of the road. Vehicles currently park here sometimes on the carriageway and sometimes partly on the footway. No problems were observed. Bickerton Field is not lit but light reaches it from the street lamp by the pub</p>
				
	Total 24			



In addition, cars were also seen parked on the verge near Newton House. This space is further from the Joiners Arms than the car park and so is of little relevance to the village itself but could be of use to relieve the car park at Newton Links.

5. Recommendations

The County Council's new proposals for 24 hour no waiting throughout most of High Newton plus a car park at its entrance will reduce the problems caused by parking on good days during the high season. They will however cause problems for the Joiners Arms particularly during the parts of the day and year when visitor parking causes less of a problem. The parking restrictions will also cause problems for any resident who may have, for instance, a family gathering with many guests. Any proposal needs to consider the balance between access, safety and amenity. It should keep the roads clear enough to allow the passage of the bus and emergency vehicles. It should also seek to keep parked vehicles away from places where they could obstruct sightlines. But it does not need to remove every single parked vehicle; residents as well as the pub require parking and a few parked cars help reduce speeds. Any proposal should be sympathetic to the village atmosphere and not introduce clutter. The proposals should also be simple to understand.

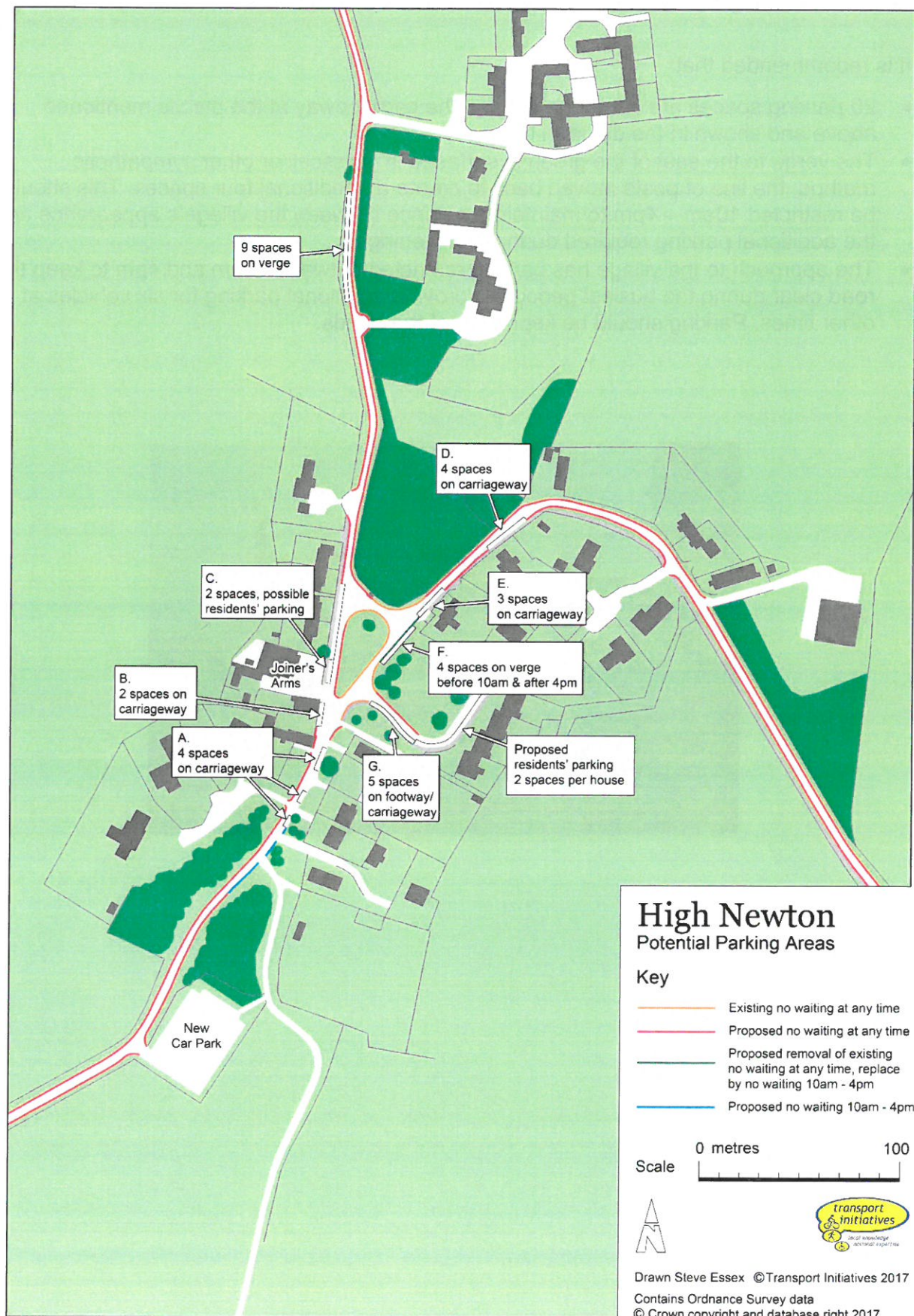
We need to bear in mind that both the bus company, Travelsure, and the Community Police are satisfied with the operation of the current restrictions which confirms that the Council's new proposal for additional double yellow lines throughout virtually the entire village is probably excessive. The owners of the Joiners Arms say it is essential to the business that they have sufficient easily accessible parking. They are fully aware that too much parking detracts from the appearance of the village and that they themselves benefit from the pub being sited in a quality environment.

The recommendations give flexibility to provide parking in the evenings and winter months and ensure that methods to reduce visitor congestion during the high summer days do not adversely affect the business of the Joiners Arms and the village in the winter.

It is recommended that:

- 20 parking spaces are left for parking on the carriageway at the places mentioned above and shown in the diagram below.
- The verge to the east of the green is surfaced in grasscell or other sympathetic method, the line of posts moved back to create an additional four spaces. This should be restricted 10am – 4pm to maintain a balance between the village's appearance and the additional parking required during the evenings.
- The approach to the village has parking restricted between 10am and 4pm to keep the road clear during the busiest period but provide additional parking for six vehicles at other times. Parking should be kept clear of the bends.





DECISION TAKEN

Title of Officer(s) and Portfolio Holder:

Director of Local Services & Housing
Portfolio Holder for Local Services

Subject:

**PROPOSED PARKING RESTRICTIONS, HIGH
NEWTON-BY-THE-SEA**

Consultation

Village-wide restrictions:

- 15 in favour (88%)
- 1 against (6%)
- 1 neutral (6%)

Residents permit parking at High Newton Farm Cottages:

- 3 in favour (75%)
- 1 neutral (25%)

Decision Taken:

- The proposed parking restrictions are implemented on an experimental basis for 6 months to allow the impact to be monitored and changes made if necessary.
- Separately a scheme to provide an improved footway surface and appropriate street lighting be designed and implemented to improve the route between the village and the car park.

Signature of Director/
officer/Portfolio Holder



Date

