

Berwick Neighbourhood Plan

Sustainable Transport Background Paper

Draft 27 February 2017

Contents

1.	Background	3	
2.	Strategic Planning Context	x	
3.	Other Strategies and Plan	x	
4.	Feedback	x	
5.	Sustainable Transport Vision and Objectives		x
6.	Planning Policy Options	x	
7.	Potential Community Actions	x	
Appendix 1:	Action Plan, Traffic Management and Parking Study, Colin Buchanan and partners (2009)		
Appendix 2:	Draft Berwick Sustainable Transport Plan		

1. Background

- 1.1. This document is one in a series of background papers prepared by the Berwick Neighbourhood Plan Working Groups. It sets out the relevant national and local policy and guidance that will inform the Berwick Neighbourhood Plan. The background paper also identifies and explains the relevant evidence base, feedback from early engagement and identifies a series of options for planning policies and potential community actions to address the issues that have been identified.
- 1.2. The background paper has been prepared alongside the emerging Berwick Sustainable Transport Plan which has identified a number of important issues for consideration through the preparation of the Neighbourhood Plan, including through potential planning policies and community actions.
- 1.3. The Transport Working Group aims to support the delivery of the Neighbourhood Plan vision for Berwick by proposing policies and community actions which aim to secure appropriate and sustainable transport infrastructure. These will be designed to seek to ensure that the town is both attractive and accessible to residents, workers and visitors.
- 1.4. The draft Neighbourhood Plan Vision Statement (December 2016), defines how the Neighbourhood Plan area will look in 2032 and identifies a number of areas of relevance to the sustainable transport topic:
 - *‘A border town bridging England and Scotland benefiting from a plethora of historic attractions, river/waterfront activities and the surrounding natural environment which provide a playground for outdoor adventure, history buffs, walkers, cyclists and naturalists’;*
 - *‘The Town Centre is pedestrian friendly...’;*
 - *‘It will be the Gateway to the Borders, Scotland and the North East, supporting developments that exploit our strategic location and transport infrastructure as the premier access point to a hinterland stretching for up to 50 miles, on both sides of the border’;*
 - *‘New design measures will promote sustainable transport such as walking, cycling and buses, effectively and efficiently connecting people to the social, economic, educational, recreational and cultural facilities which they require on a day to day basis’;*
 - *‘Our strategic location, and transport infrastructure (road, rail and sea) will be used to build the town’s economy.’*
- 1.5. The main areas covered by this background paper are:
 - The national and local policy context for sustainable transport;
 - An overview of other relevant documents and evidence;
 - Consideration of feedback received as part of the early engagement on the Plan;
 - Draft vision and objectives for the sustainable transport elements of the Plan;

- Planning policy options; and
- Options for community actions.

1.6 As part of the consultation which will take place during 2017 we are inviting comments on the issues identified within this background paper. Comments can be made in the following ways:

- By completing the online questionnaire via the link at Berwick-TC-GOV.UK
- By submitting a comment via <http://www.berwickplan.co.uk/>
- By email to: consult@berwick-tc.gov.uk
- By letter to: Berwick Town Council, The Arch Workspace, Boarding School Yard, 90 Marygate, Berwick-upon-Tweed TD15 1BN

1.7 Comments must be submitted by the published date.

2. Strategic Planning Context

Background

- 2.1 In order to pass an examination and proceed to referendum, Neighbourhood Plans must meet a number of 'basic conditions', to ensure they are legally compliant they must:
- Have regard to national planning policy and guidance;
 - Be in general conformity with the strategic policies of the Local Plan;
 - Contribute to sustainable development; and
 - Be compatible with European obligations.

National planning policy and guidance

- 2.2 National planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) respectively.

- 2.3 Paragraph 29 of the NPPF recognises that:

'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'

- 2.4 Paragraph 34 of the NPPF identifies that Plans and decisions on planning applications should ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This is reaffirmed within paragraph 37 which requires:

'Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.'

- 2.5 Paragraph 38 of the NPPF identifies that for larger scale residential developments, planning policies should promote a mix of uses in order to provide opportunities to undertake day to day activities including work on site. In addition, Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

- 2.6 With regard to Local and Neighbourhood Plans, the NPPF identifies in paragraph 35 that:

'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;*
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- consider the needs of people with disabilities by all modes of transport.'*

2.7 The glossary of the NPPF defines of sustainable transport modes as:

'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.'

2.8 Where development will generate significant amounts of movement Paragraph 32 of the NPPF identifies that a Transport Statement or Transport Assessment should be carried out. Plans and decisions will take into account of whether:

- 'the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

2.9 A transport assessment is defined in the glossary of the NPPF as:

'A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.'

2.10 Transport statements are defined in in the NPPF as:

'A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.'

2.11 Paragraph 39 of the NPPF provides guidance on setting local parking standards:

'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.'*

- 2.12 NPPG provides additional advice regarding the importance of assessing the transport implications in developing planning policy (Reference ID: 54-001-20141010:

'The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.'

Local Plan

Berwick upon Tweed Local Plan

- 2.13 Currently the Local Plan for Northumberland consists of the saved¹ policies of the former Local Planning Authorities that made-up Northumberland before Local Government Reorganisation in 2009. For the Berwick Neighbourhood Plan Area, these are the saved policies of the Berwick upon Tweed Local Plan (1999). Given the time that has elapsed since the preparation of the Berwick upon Tweed Local Plan and as it was prepared to cover the period up to 2006, some elements of it are out of date, therefore it does not provide a wholly appropriate strategic context for the Neighbourhood Plan.

- 2.14 Objectives of the Local Plan do however include:

- *'To maintain and improve choice for people to walk, cycle or use public transport; and*
- *To reduce the overall need to travel'.*

- 2.15 The Local Plan states the complexities of exploiting sustainable development opportunities in the sparsely populated area, however it *'supports the principles of sustainable development, which are reflected throughout the Local Plan policies.'* (Paragraph 3.15.2).

- 2.16 The following transport policies were 'saved' in 2007 and remain part of the Development Plan, those in bold have been identified by NCC as the strategic policies, which the Neighbourhood Plan must comply:

- **M2 – Ensuring development will not impact on the proposed dual carriageway improvements to the A1 Trunk Road;**

¹ http://www.northumberland.gov.uk/WAMDocuments/C7737F00-2738-43F3-9D25-681033B85351_1_0.pdf?nccredirect=1

- **M3 – Supporting proposals to improve the A1 Trunk Road through sensitive landscaping improvements;**
- **M7 – Supporting development at Berwick-upon-Tweed Railway Station to provide improvements in the rail service;**
- M9 – Supporting the provision of improved road infrastructure for cyclists;
- M10 – Encouraging the provision of cycle parking facilities for workspace/retailing or other services/ facilities;
- M14 – Supporting the provision of adequate car parking in new development;
- M16 – Encouraging traffic calming where appropriate; and
- **M45 – Supporting the development of improved harbour facilities, Tweed Dock and Spittal Quay.**

Emerging Northumberland Core Strategy

2.17 Northumberland County Council (NCC) is currently preparing a new Local Plan which will replace the existing saved planning policies of the Berwick Local Plan. The Core Strategy is the first Local Plan document and it will set out the strategic policies, with the subsequent Northumberland Delivery Document adding detail to the Core Strategy. Whilst the emerging Core Strategy is not an adopted planning document the strategic policies and associated evidence base are helping to inform the preparation of the Neighbourhood Plan.

2.18 Policy 1 of the emerging Core Strategy sets out the approach to Sustainable Development, highlighting the presumption in favour of sustainable development. With regard to sustainable transport, Policy 1 seeks to focus significant development in locations which are accessible by, or can be made accessible by public transport, walking or cycling. In accordance with NPPF, this will reduce the need to travel for both people and goods and promote opportunities to reduce dependence on travel by private car.

2.19 Section 9 of the emerging Core Strategy highlights the importance of ensuring connectivity and the delivery of infrastructure to the County. Paragraph 9.1 states that the Core Strategy:

'...seeks to create a sustainable pattern of development which will result in a reduction in the need to travel, with the majority of development focused in the most sustainable locations. Living closer to jobs, education, services and amenities and making the most of communication technologies can lead to more sustainable travel, reduced carbon emissions and more sustainable and enduring communities in the long term.'

2.20 Policy 41 again highlights the importance of creating accessible development by:

- Reducing the need to travel by car and maximising the use of sustainable modes of transport;
- Promoting good design principles in respect of the permeability, connectivity and legibility of buildings and public spaces and inclusive access;

- Promoting sustainable transport choices including supporting, providing and connecting to networks for walking, cycling and public transport;
- Ensuring the delivery of cycle parking and supporting infrastructure; and
- Protecting and enhancing public rights of way.

2.21 Policy 41A looks to manage the effects of new development on the transport network by requiring all development proposals affecting the transport network to:

- *‘Provide effective and safe access and egress to the existing transport network;*
- *Include appropriate measures to mitigate its adverse impacts on the transport network including its contribution to cumulative impacts;*
- *Minimise conflict between different modes, including measures for network, traffic and parking management;*
- *Facilitate the safe use of the network, including suitable crossing points, footways and dedicated provision for cyclists;*
- *Suitably accommodate the delivery of goods and supplies; and*
- *Minimise any adverse impact on communities and the environment, including noise and air quality.’*

2.22 Policy 42 provides support for proposals which will maintain and improve Northumberland’s core road network. This includes proposals to fully dual the A1 through Northumberland. In order to maximise opportunities for the movement of goods by rail Policy 44 seeks to safeguard existing rail freight facilities, including that at the Tweedmouth Good Yard.

2.23 The emerging Core Strategy identifies the importance of the port in Berwick as Northumberland’s second largest port and that it will continue to play a key role in the County’s economy, including in facilitating the sustainable transport of freight. Policy 46 therefore supports the expansion of port facilities.

2.24 Policy 44 calls for the promotion of the development of a public transport interchanges at key locations along the main East Coast Main Line, including Berwick upon Tweed. It goes on to state:

Support will be given to proposals to improve the flow of passengers and freight by rail, including:

- Improvements to car and cycle parking provision at stations;
- Improvements to the frequency and quality of passenger rail services stopping at Northumberland stations;
- Improvements to station facilities provided that they would not result in an unacceptable impact on the environment and communities.

Development which would prejudice the retention of these facilities will not be permitted unless the benefits of the development outweigh the importance of the retention of the facilities.

Summary

- 2.25 The NPPF emphasises the important role that transport policies have not only in facilitating sustainable development but also in contributing to wider sustainability and health objectives. With regards to sustainable transport the NPPF specifically identified as one of the core land use planning principles, that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Also, that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people.
- 2.26 The saved Berwick upon Tweed Local Plan policies support the principles of sustainable development and seek to maintain and improve choice for people to walk, cycle or use public transport and reduce the overall need to travel.
- 2.27 The emerging Core Strategy seeks to create a sustainable pattern of development which will result in a reduction in the need to travel, with the majority of development focused in the most sustainable locations. Alongside reducing the need to travel the critical importance of ensuring connectivity is fully recognised. The Core Strategy seeks to maintain and support a local transport system that is resilient and responsive to changing needs.

3. Other strategies and plans

- 3.1 In addition to the strategic planning framework, there are a number of other documents and evidence available to inform the preparation of the sustainable transport elements of the Neighbourhood Plan.

National level

2011 Census

- 3.2 The 2011 Census highlights that the majority of journeys to work within Berwick are made by car.

	Berwick East		Berwick North		Berwick West with Ord		Whole Area		Within Area	
	No	%	No	%	No	%	No	%	No	%
Car/van/taxi/mc	1,450	62.2	1,183	56.6	1,234	67.7	3,867	61.9	3,442	61.3
Public transport	184	7.9	125	6.0	89	4.9	398	6.4	199	3.5
On foot	542	23.2	561	26.9	377	20.7	1,480	23.7	1,480	26.3
Bicycle	39	1.7	49	2.3	24	1.3	112	1.8	112	2.0
Work from home	94	4.0	152	7.3	76	4.2	322	5.2	322	5.7
Other	23	1.0	19	0.9	22	1.2	64	1.0	64	1.1
Total	2,332	100.0	2,089	100.0	1,822	100.0	6,243	100.0	5,619	100.0

Source: Northumberland Knowledge 2011 Census Factsheet

XXX Add title of document, once found

- 3.3 A range of Government and EU policies are promoting modal shift away from road haulage, and private car usage. This include the Department of Transport Policy Paper on Freight updated in May 2015, I cannot find this document, suggest a summary is included (as bullet points) of what the main points are.

Commons Transport Select Committee

- 3.4 The Eighth Report of the parliamentary Transport Committee “The major road network “. The eighth report relates to the bus services bill? What is being referred to? Suggest, as above a summary of the points is included

Regional level

North East Strategic Economic Plan (2014)

- 3.5 Transport and digital connectivity is one of the six strategic themes of the North East Strategic Economic Plan (SEP). The SEP identifies the need to invest in transport resources in a way which supports economic and employment growth, connects businesses with markets and suppliers and increases the accessibility of local people to employment locations. Whilst aiming to improve transport connectivity, the SEP also identifies a commitment to reducing carbon emitted by transport. The SEP highlights that a key way of achieving both goals is through the use of shared and

sustainable modes of transport alongside reducing carbon emissions from all vehicles and networks. The SEP also highlights the importance of the port at Berwick and dualling of the A1.

- 3.6 As a result of the changing economic climate and in light of the UK's decision to leave the European Union, the North East Local Enterprise Partnership is now looking to refresh parts of the SEP, reflecting on new evidence relating to the region's economic position and evolving public policy environment.
- 3.7 Berwick's economy is closely linked to the Edinburgh Regional Economic Zone, with which we have strategic transport links, including the A1 and the East Coast Main Line. Account needs to be taken of emerging policies in adjacent areas of Scotland, and connectivity to the Scottish Transport Network. This to include the Scottish Government's and Scots Borders Council's commitment to improving the A1 north to Edinburgh, and the re-opening of disused railway lines, such as the proposed local service from Edinburgh that will terminate at Berwick.

County level

Northumberland Infrastructure Delivery Plan (2016)

- 3.8 To support the emerging Local Plan, NCC have produced an Infrastructure Delivery Plan (IDP), this sets out the County's strategic infrastructure requirements to support the delivery of the Local Plan: Core Strategy. The provision of transport infrastructure is categorised in the 'physical' section of the IDP.
- 3.9 For the purpose of the IDP, the delivery of projects are categorised under five headings:
- Critical
 - Necessary
 - Place Shaping
 - Further Investigation Necessary
- 3.10 This categorisation reflects only the link of projects with the delivery of the Local Plan for the County, and therefore is not to be read as a priority list. Identified under 'Place Shaping' is the project to dual the A1 north of Newcastle to Berwick, with a vision of upgrading the whole route between Newcastle and Edinburgh.

Northumberland Transport Assessment and Mitigation Report (2016)

- 3.11 The Northumberland Transport Assessment was commissioned by NCC to inform the emerging Core Strategy. The analysis and modelling was based on the development proposed over the Core Strategy plan period, 2011 to 2031.
- 3.12 The assessment indicates that the highest proportion of traffic from new development sites that is expected to remain within the Berwick. It is estimated that

almost 60% of new traffic is anticipated to be from those who both live and work within the town.

3.13 The assessment tested the capacity of five junctions within Berwick (see map):

1. A1167 / Billendean Terrace roundabout junction;
2. A1167 / Etal Road priority junction;
3. A1167 / Ord Drive / Tweed Bridge roundabout junction;
4. A1167 / Marygate / Tweed Bridge mini-roundabout junction; and
5. A1167 / Walkergate / Castlegate mini-roundabout junction.



3.14 In summary, the scenarios tested were:

- Assessment Test 1: committed housing development;
- Assessment Test 2: housing sites identified as deliverable.

Ref	Junction	Assessment Test 1	Assessment Test 2
1	A1167 / Billendean Terrace		
2	A1167 / Etal Road		
3	A1167 / Ord Drive / Tweed Bridge		
4	A1167 / Marygate / Tweed Bridge		
5	A1167 / Walkergate / Castlegate		

Source: Northumberland Local Plan Core Strategy Transport Assessment

- 3.15 Based on the assessments, the main impacts are expected to be concentrated around the double mini-roundabout junctions to the north of the Royal Tweed Bridge in the town centre. The two junctions are located approximately 30m apart and therefore there is a high likelihood of each junction impacting on the other in terms of queuing and delay given their proximity.
- 3.16 The A1167 / Marygate / Tweed Bridge junction is expected to witness the most significant deterioration in performance; however, both junctions individually are anticipated to observe queuing which therefore presents a constrained highway network in this location. The majority of development in Berwick has already gained planning permission; therefore, it is likely that these junctions will require some form of mitigation scheme to accommodate development already permitted.
- 3.17 The A1167 / Ord Drive / Tweed Bridge junction at the southern end of the Tweed Bridge is expected to continue to operate marginally within capacity, with manageable impacts.
- 3.18 The Mitigation Report makes recommendations with regard to the capacity of the A1167 / Marygate / Tweed Bridge and A1167 / Walkergate / Castlegate Double Mini Roundabout Junction. It highlighted the options for the area are severely limited due to the town centre location and the close proximity of surrounding properties. This also prevents an alternative route from being used for through traffic movements. The lack of available space and close proximity of each mini roundabout to one another rules out options such as widening the existing junctions or incorporating a larger diameter roundabout and thus the options considered initially focussed on the implementation of traffic signals at both junctions, both within the existing highway infrastructure.
- 3.19 The report identified five alternative options. This included a signal arrangement in isolation but also in combination with restrictions to certain traffic movements to reduce the overall traffic volumes routing through the junction. Due to the nature of the road network, any traffic movement restrictions were associated with the implementation of a one way system between Walkergate and Marygate. The options considered were:
1. Signalising both junctions to work in tandem with all movements still permitted;
 2. Signalising both junctions with movements along Marygate restricted to eastbound only (i.e. traffic would only be permitted to travel into Marygate and it would operate as an entry only link);
 3. Signalising both junctions with movements along Walkergate restricted to northbound only (i.e. traffic would only be permitted to travel into Walkergate and it would operate as an entry only link);
 4. Signalising both junctions with traffic restricted from turning right into Marygate from the Tweed Bridge (i.e. traffic would only be permitted to enter Marygate from the west, with all traffic previously turning right into Marygate instead routing via Walkergate); and

5. As option 4 but with traffic also restricted from exiting Walkergate (i.e. all traffic would divert and exit via Marygate and Walkergate would operate as an entry only link).
- 3.20 The modelling results for the various options identified that the main capacity issues for all options are observed in the PM peak. The installation of traffic signals in isolation in Option 1 is anticipated to result in an improvement in the junction performance compared to the existing double mini-roundabout arrangement, although the junction is still anticipated to operate overcapacity. The modelling for Options 2, 3 and 4 showed queue lengths to increase and overall capacity to decrease compared to Option 1. As these options would be likely to cause further congestion in the area, they were not considered further.
- 3.21 Option 5 however did show some further anticipated improvement in the junction operation compared to all other options assessed with the junction expected to operate with a manageable impact in the AM peak and slightly overcapacity in the PM peak. Option 5 however, although providing the most capacity enhancements, would require the most extensive restriction of vehicle movements at the junction.
- 3.22 Given the lack of available options within the available infrastructure, the Mitigation Report recommended that Option 1 is pursued given that this option provides implementation of signals in isolation, which itself provides some capacity enhancements compared to the future operation of the existing arrangement, however all movements are retained.

Northumberland Local Transport Plan

- 3.23 The 'interim' Northumberland Local Transport Plan (LTP) covers the period 2011-2026, this is accompanied by an Implementation Plan that covers the period 2011-2015. The LTP is in need of updating as it reflects a number of proposals and initiatives that are now out of date and a lot of the background data is taken from the 2001 Census. Also, whilst the LTP does seek to improve opportunities for walking and cycling the actions are limited.
- 3.24 The Local Transport Plan aims to:
- Support Northumberland's economic competitiveness and sustainable growth by delivering reliable, resilient and efficient transport networks.
 - Minimise the environmental impact of transport by reducing carbon emissions and addressing the challenge of climate change.
 - Promote greater equality of opportunity by improving peoples' access to services and facilities.
 - Improve transport safety and security and promote and enable healthier travel.
 - Ensure that transport helps to improve quality of life for residents, workers and visitors and protects and enhances the environment.

Northumberland Draft Walking and Cycling Strategy (2016)

- 3.25 NCC are developing a Walking and Cycling Strategy for the County, the purpose of the document is to support the Local Transport Plan by stating the Council's policies, aims and objectives in relation to walking and cycling to increase the number of people using these forms of active travel in Northumberland. The report identifies that the Government aim to increase active travel from less than 2% in 2011 to 10% by 2025 and 25% by 2050.
- 3.26 Berwick is referenced in the Strategy as one of the towns to be audited and reviewed in order to develop a range of improvements in delivering the walking and cycling element of the LTP. Identified in the report is that Berwick currently forms part of the following walking routes:
- Northumberland Coastal Path (58.1 miles, Berwick to Cresswell); and
 - It is anticipated that the England Coastal Path will be delivered between Seaton Sluice to Berwick by 2020.
- 3.27 Also, identified in the report is that Berwick currently forms part of the following cycling routes:
- The Sandstone Way (120 mile linear route, Berwick to Hexham);
 - NCN 1, Coast & Castles Route (Newcastle to Edinburgh), follows the coast between Seaton Sluice and Berwick upon Tweed before turning inland to cross the border at Norham; and
 - NCN 68, Pennine Cycleway (Appleby/Penrith to Berwick upon Tweed) between Alston and Berwick upon Tweed via Haltwhistle, Bellingham and Wooler.

Rights of Way Improvement Plan

- 3.28 The Rights of Way Improvement Plan (un dated) provides an overview of public rights of way in Northumberland and sets out strategic objectives, policies and actions to improve access for the public and landowners. The version of the improvement plan on NCCs website does not have a date, but it is clear that it was prepared prior to the current administration, therefore it is likely to be out of date.
- 3.29 The vision of the plan is to manage and maintain a public rights of way network which: 'Enables the public's use of rights of way for recreation and purposeful journeys as well as promoting wider countryside access and contributing to the social and economic well being of residents of the County and the health and enjoyment of its local communities and visitors'.
- 3.30 Based on the assessment of the network and the needs of users, four strategic objectives were identified:
- *'Ensure the network of public rights of way in Northumberland meets present and future needs, is accurately recorded and in a condition which enables legal use;*

- *Identify and implement improvements to the rights of way network which will enhance its role in providing for the recreational, health and transport requirements of all Northumberland's residents and visitors;*
- *Enhance the range, type and accessibility of information available about Northumberland's rights of way network for local people and visitors;*
- *Work in partnership with interest groups to manage, enhance and promote the rights of way network'.*

Local level

Traffic Management and Parking Study (2009)

3.31 A traffic management and parking study was carried out in March 2009 by Colin Buchanan and partners, the research identified some key issues, recommendations and actions. Some aspects of the action plan have been implemented. The action plan accompanying the report can be found in Appendix 1. The key issues from the study are summarised below.

Parking:

- 3.32 From the analysis of the survey data, and on-site inspections, the following key issues were identified:
- There are nearly 1300 paid on and off-street parking spaces in Berwick town centre, however, 450 of these are in the Castlegate car park. Sections of Castlegate can be closed following wet weather, significantly reducing the overall town centre parking supply;
 - Peak weekday occupancy is approximately 85% of capacity, with the overflow area of Castlegate unavailable. Generally, an occupancy of 90% should be considered as a practical maximum;
 - Within the Ramparts, nearly 60% of all off-street car parking is currently long stay. This results in low levels of vehicle turnover and impacts upon the economic vitality of the town centre, particularly for local shops and businesses;
 - Duration surveys indicate significant numbers of vehicles parking in excess of 2 hours in short stay car parks;
 - Peak on-street demand is approximately 80% of capacity on a weekday and 72% of capacity on a Saturday;
 - Hide Hill and Chapel St parking demand is close to capacity for much of the day;
 - Existing signing of car parks is poor, particularly for visitors. Improved signing of the Castlegate car park would encourage visitors to park there, helping to reduce vehicle numbers in the historic town centre core;
 - No coach parking is available in or near the town centre, although, coaches are being advised to park at Newfields, where there are adjacent toilet and eating facilities.

- 3.33 The report set out an action plan in partnership with Historic England to develop a new parking strategy for Berwick. In return, Historic England allowed the Castlegate car park extension to remain in force for 5 years.²

Traffic movement:

- 3.34 Congestion occurs on the A1167 at peak times and the Castlegate / Golden Square and Walkergate mini-roundabout junctions are extremely busy throughout the day. Right turning traffic into the Castlegate car park can block back into these junctions causing significant congestion at peak periods. Other issues include:
- Other than on Castlegate / Golden Square, traffic volumes are relatively low, however, there are many potential vehicle conflicts;
 - The large number of small car parks results in drivers searching for parking spaces, increasing overall traffic volumes;
 - 'Stop n shop' trip making further increases traffic flows.

Public transport/ taxis:

- 3.35 A number of issues affecting taxis and public transport were identified:
- There is relatively poor penetration of the town centre by bus;
 - Bus shelters are old and have limited facilities;
 - Bus stop timetable information is poor;
 - The existing taxi rank on Marygate is well positioned but waiting facilities and information is poor.

Walking and cycling:

- 3.36 Some of the issues affecting pedestrian and cycling movement identified within the report were:
- There are high levels of pedestrian footfall on Marygate, but, much lower levels elsewhere;
 - Pedestrian signage is insufficient and not comprehensive enough to attract people to alternative areas. Especially for visitors, wayfinding is not always intuitive;
 - The Marygate / Castlegate / Golden Square junction acts as a barrier to pedestrian movement;
 - There are limited facilities for cyclists. While there is a designated cycle route through the town it is poorly signed. Also, the provision of cycle racks at strategic locations is limited;
 - People should be encouraged to cycle more and use it as a valuable alternative transport mode.

Streets and public spaces

- 3.37 The report identified that significant effort has been put into improving the streetscape in Berwick, particularly on Marygate and West St - nevertheless, the

²

This expired in September 2016 and Historic England have allowed a temporary extension.

overall appearance of the town could be improved. Other issues impacting on the attractiveness of the urban realm identified included:

- Narrow pavements on Bridge St and on Marygate adjacent to the town hall;
- Worn and broken paving on Hide Hill and Bridge St;
- Existing street furniture is old and of poor quality. Most seating, bins and railings are painted black offering little contrast with the Caithness stone paving. Consequently, streets appear dowdy and dull;
- A poor quality environment in the Eastern Lane car park. This is an accidental space overlooked on two sides by the rear of commercial properties. Fragmented ownership of the site has resulted in poor quality surfacing, landscaping and street furniture.

Berwick upon Tweed Sustainable Travel Audit (January 2015)

3.38 An extensive study was carried out for NCC by Sustrans which presented a programme of capital works, and road developments to promote sustainable travel solution for Berwick. Proposals included:

- Town 'Gateways' public space allocation improvements at Castle Tce/ North Rd and Bridge End/ Main St/ Union Brae onto Berwick Bridge;
- Castlegate and North Rd two way hybrid cycle track to Marygate for improved access to schools, train station, town centre and residential areas to the north;
- Marygate public square and shared space;
- Bridge Street shared space area;
- Berwick Bridge pedestrianisation.

3.39 The report also included a number of observations, including:

- A distinct lack of public space, parks and public realm within the town centre boundary, which would normally be core to a historical town;
- Marygate and Castlegate divide the town due to lack and quality of crossings as well as high volume, low speed traffic;
- Hazardous pinch points at footways at a number of corners and streets, such as lower Marygate and Bridge St;
- An easy circular route through the town centre encourages and endorses car use and convenience for motorists;
- The Town wall and other off road routes are obscured from view and should be highlighted wherever practical;
- The stretch of road from the Castlegate tunnel and entrance to the 'Cooperative' car park and two subsequent roundabouts towards Marygate cause a considerable impasse for pedestrians and blockage for vehicles.

Berwick Chamber of Trade and Commerce - Parking Survey (2016)

3.40 The survey was commissioned to gauge opinion on the parking problems and possible solutions in the town. It was designed to be short and simple in order to maximise the number of responses. The survey was issued to every Chamber of Trade Member electronically and all non-member Town Centre traders by hand. Responses were collected during August 2016 and 120 responses were received.

3.41 Key findings:

- Parking capacity at peak times is an issue and limits the number of visitors to the town and results in a subsequent loss of trade in the Town Centre. Improving and extending the Castlegate Car Park is a popular option. But capacity improvements would be welcomed;
- Free Parking is popular and has helped Town Centre business, but it has also produced some bad habits which has limited the overall parking capacity in the town;
- Although the majority of traders would not like to see the number of long term car parking spaces reduced, this policy could work if mitigating policies were introduced to assist residents and workers;
- Most traders agree that the current parking arrangement on Marygate are unsatisfactory and unsafe.

Summary

- 3.42 The evidence work that has been developed alongside the Core Strategy has identified that The A1167 / Marygate / Tweed Bridge junction is expected to witness the most significant deterioration in performance. A number of alternative options for mitigation measures have been considered with regard to the capacity of of the A1167 / Marygate / Tweed Bridge and A1167 / Walkergate / Castlegate Double Mini Roundabout Junction. Signalising both junctions to work in tandem with all movements still permitted is anticipated to result in an improvement in the junction performance compared to the existing double mini-roundabout arrangement, although the junction is still anticipated to operate overcapacity.
- 3.43 At both the regional and County level a positive framework exists to improve the delivery of sustainable transport solutions, however there is a need for resources to be available to support this.
- 3.44 Local level studies have identified parking issues at peak times. This has the potential to impact on the number of visitors to the town, as well as town centre trade.

4. Feedback

Early engagement – local community

- 4.1 As a means of starting the process of collecting information and opinions that would influence the content of the Neighbourhood Plan, the Town Council arranged five community engagement drop-in sessions across the Plan area which took place during February 2016. The purpose of the events was to raise awareness of the opportunities presented by neighbourhood planning and to engage as broad a range of people from the local community as possible from the start of the plan making process. Engagement sought to help the Steering Group to define those issues of greatest importance to the local community.
- 4.2 Each drop-in session sought views from the community using a variety of techniques, each of which looked to determine local opinions about life in Berwick. These techniques included:
- Feedback display boards seeking opinions about the topic areas that should be covered in a neighbourhood plan;
 - Feedback display boards which allowed people to identify, by using ‘Post-it’ notes what is good and not so good about life in Berwick;
 - Feedback postcards inviting people to identify the 3 things they would change about Berwick-upon-Tweed; and
 - A mapping exercise which allowed people to highlight specific locations of concern and where opportunities exist for improvements.
- 4.3 A full report on the engagement activities is available on the Neighbourhood Plan website³.

Sustainable transport issues identified through early engagement

Key themes the Plan should cover:

Issue identified	Potential Planning response	Potential Community Action
Potential to designate more cycleways	Policy re active travel routes	
Coach parking facilities (potentially former Kwik save site)	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Better roads	Overarching policy re transport and new development	
Safer cycling to promote more cycling	Overarching policy re transport and new development – incorporating new active travel routes	

³ <http://www.berwickplan.co.uk/wordpress/wp-content/uploads/2016/07/160617-Drop-in-session-Reportsmall-FINAL-17-June-2016.pdf>

Issue identified	Potential Planning response	Potential Community Action
Implementation of modest parking charges for all day parking.	N/A – does not require planning permission	
Castle Gate car park should remain as car park in the long term, (contrary view is expressed by English Heritage, as they don't want cars parked next to the Town Walls).	Potential land allocation – but likely problem if there is an objection from Historic England/ NCC	
Improvement of Pedestrian Crossings in Town Centre.	N/A – does not require planning permission	
Well signed viewpoints around Berwick area and improvement of paths and walkways would be of benefit to the town.	N/A – does not require planning permission	
Lack of car parking.	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Marygate needs alternative arrangements for parking due to safety.	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Park and ride introduction.	Policy supporting the provision of park and walk/ride and potential land allocation (where the evidence is available)	
Parking at railway station requires improvement	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Bridges - Improvements required.	N/A – does not require planning permission	
The use of river ferries would be good	N/A – does not require planning permission	
National cycle route 1 needs improving.	Policy re active travel routes	
The dualling of the A1 was also considered by some respondents to be a priority	N/A – strategic matter	
Walking bus for school children	N/A – does not require planning permission	
Closure of the Old Bridge	A highly controversial	

Issue identified	Potential Planning response	Potential Community Action
to vehicular traffic	proposal from NCC that requires analysis and extensive public consultation.	

Good issues:

Issue identified	Potential Planning response	Potential Community Action
Access to beaches, riverside, entertainment, the Maltings, station cafes/restaurants public transport, historical features e.g. Walls.	N/A – does not require planning permission	
The main line train station is cited as a great benefit to the town	N/A – does not require planning permission	
Fantastic transport links – need to exploit, later train	Of relevance to the vision/objectives of the plan and potential land allocations/policy approaches.	
Easy access to Edinburgh, Alnwick, Newcastle etc.	Of relevance to the vision/objectives of the plan and potential land allocations/policy approaches.	
Long distance buses	N/A – does not require planning permission	
Berwick has great road rail links – but they need updating	Overarching policy re transport and new development	
Good transport (not car) with Edinburgh, Newcastle, York and London.	Of relevance to the vision/objectives of the plan	

Not so good issues:

Issue identified	Potential Planning response	Potential Community Action
Lack of parking spaces for visitors in Berwick	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Coach park on kwik-save site, be much the best place. Could be toilets and information there – important.	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Signs needed to stop people parking at top end of South Greenwich	N/A – does not require planning permission	

Issue identified	Potential Planning response	Potential Community Action
Road to Stop people parking to close to the prom		
Parking at station difficult	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Marygate (on main street) – should be enhanced – get rid of parking except for disabled.	N/A – does not require planning permission	
Have a bus station	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Parking at top end of South Greenwich Road needs some sort of sign to stop cars going too close to railings.	N/A – does not require planning permission	
The Old Bridge should be closed to all vehicles. The pavements are very narrow and kerbs are low – vehicles travel too fast.	N/A – does not require planning permission	
Coach parking should be in Walkergate – near shops etc. Berwick badly needs tourists.	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Traffic calmers or humps in the region off Spittal Hall Road, Adams Drive, Sunnyside Crescent, Farne Road, and Billendean Road are disintegrating.	N/A – does not require planning permission	
Parking – signs for direction on entering town	N/A – does not require planning permission	
Cars travelling through the centre of the town	N/A – does not require planning permission	
Berwick badly needs more cycle lanes.	Overarching policy re transport and new development – incorporating new active travel routes	
Coach parking should be in Tweedmouth (near Old Bridge).	Policy re town centre parking provision and potential to allocate sites (where the	

Issue identified	Potential Planning response	Potential Community Action
	evidence is available)	
Berwick needs more traffic calming facilities, such as traffic lights near the Railway Station.	N/A – does not require planning permission	
Have a pedestrian crossing, don't have all day parking for all the Parade Car Park.	N/A – does not require planning permission	

Feedback postcard – three changes:

Issue identified	Potential Planning response	Potential Community Action
Better transport links, keep hoppa bus/ park and ride solution	Policy supporting the provision of park and walk/ride and potential land allocation (where the evidence is available)	
Public Transport Sunday buses poor to NCL, no late trains from cities local Sunday buses stop about 5.30!!	N/A – does not require planning permission	
Transport – particularly to hospitals	N/A – does not require planning permission	
Better parking	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Park and ride for cars	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Special coach park for visitors	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Improve parking at the station	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Make Castle Drive (Residential Area) an access only road.	N/A – does not require planning permission	
Get rid of the disastrous parking scheme on Marygate.	N/A – does not require planning permission	
Make the town centre safer – especially on Marygate – it is	N/A – does not require planning permission	

Issue identified	Potential Planning response	Potential Community Action
dangerous.		
To pedestrianize the old Bridge is madness.	N/A – does not require planning permission	
Make town more pedestrian and cycle friendly (and more accessible to disabled).	Overarching policy re transport and new development – incorporating new active travel routes	
Move coach parking to Tweedmouth (near old bridge).	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Pedestrianize central area and prioritize for walking and cycling.	Overarching policy re transport and new development – incorporating new active travel routes	
Later train services from Edinburgh to Berwick.	N/A – does not require planning permission	
Walking bus initiative	N/A – does not require planning permission	
Proper Coach facilities	Policy re town centre parking provision and potential to allocate sites (where the evidence is available)	
Car-free zone on Marygate	N/A – does not require planning permission	

Areas of opportunity:

Issue identified	Potential Planning response	Potential Community Action
Can we have a car-share scheme.	N/A – does not require planning permission	
Opportunities for exercise – safe walking route, Pier and Town Walls.	Potential active travel routes policy	
We should use the river ferries (like in the last decade), as a town – very attractive.	N/A – does not require planning permission	
Traffic matters need to be addressed – making Berwick car free perhaps with a park and ride system established.	Overarching policy re transport and new development. Potential for land allocation for park and walk/ride.	

Early engagement - key stakeholders

- 4.4 Following the early engagement with the local community, initial discussions were held with a number of key stakeholders around a number of issues identified through

the early engagement particularly with the Berwick Station Travel Plan Steering Group.

Berwick Station Travel Plan Steering Group

4.5 The Steering Group is working in partnership to develop a Station Travel Plan. The Group was established in June 2016 jointly by Virgin Trains East Coast, Berwick Town Council, Northumberland County Council, Arriva Bus and Perrymans.

4.6 The following key issues have been discussed to date:

- Need for joined up working between train and local bus operators – the Steering Group will provide a basis for this;
- Need to make bus information more accessible, improving onward connections from the station and connections between bus and train arrival and departures. Opportunities to install a ‘journey planner’ unit;
- Parking is considered to be an issue, however this was not highlighted in the feedback;
- Feedback from face to face survey:
 - Lack of information re bus service availability;
 - Walking was identified as a key mode of transport, cycling was the lowest – opportunity to improve cycling facilities at the station to encourage greater use.

4.7 A number of past and recent studies, including the core strategy itself, have highlighted the need for a transport hub at the station, and its development as a Northern Gateway to the town. This could also include long-term parking. This proposal requires public consultation and feedback.

Summary

4.8 Early engagement has identified a number of matters for the Neighbourhood Plan to consider addressing including: ways to promote cycle use; ensuring new development embeds sustainable transport requirements and does not have a negative impact on the highway network; need for more parking and opportunities for park and ride/ walk; and the importance of the Rail Station as a transport hub.

5. Sustainable transport vision and objectives

Background

- 5.1 The early engagement with both the local community and key stakeholders has informed the preparation of a vision and objectives for the sustainable transport elements of the Neighbourhood Plan.

Vision

- 5.2 The vision for sustainable transport in Berwick is that by 2032:

'There will be a sustainable pattern of development which has resulted in a reduction in the need to travel, with new development maximising sustainable transport solutions.

The facilities will be in place to enable Berwick residents to undertake their journeys by sustainable means - walking, cycling or travelling by bus and that this is a realistic and effective alternative to the private car.

Berwick will have become a destination of national or even international importance and visitors will arrive in large numbers by train to be directed into the town centre by a well-signed walking route or on a frequent shuttle bus service. Those visitors arriving by car will make use of a free park and walk/ride facility.

The town centre thronged with people walking through streets where pedestrians have priority over cars.

Berwick will have become a hub for cycle tourism with cyclists on long tours (e.g. North Sea Cycleway) commencing, terminating or overnighing in Berwick, starting tours of the Scottish Borders or Northumberland from Berwick and using Berwick as a base for day trips into the surrounding countryside.'

Objectives

- 5.3 To deliver the vision the following objectives have been identified:
- Ensure that new developments are well connected with inclusive access;
 - Develop the infrastructure to encourage the use of more sustainable transport modes such as walking, cycling and public transport;
 - Manage the limited car parking space in the town centre so that that visitors and shoppers from outside Berwick have priority;
 - Increase the footfall in the town centre whilst reducing the level of traffic;
 - Enhance Berwick's potential for attracting cycle tourism by developing high quality, traffic free, well signed cycle routes connecting to the National Cycle Network;
 - Promote Berwick as a regional centre for active tourism and recreation, exploiting as position as the start of the Berwickshire & Northumberland Coast Paths.

6. Planning Policy Options

Background

- 5.4 Early engagement has identified a number of potential planning issues for the Neighbourhood Plan to seek to address:
- A policy approach which supports development that will deliver sustainable transport modes⁴ across the Plan area;
 - Ensuring that new development:
 - does not have a severe cumulative impact on traffic flows;
 - can be supported by existing or new public transport provision;
 - incorporates proposals for active travel;
 - provides sufficient parking spaces;
 - The protection, enhancement and creation of new active travel routes⁵;
 - Town centre parking issues – including the potential allocation of sites;
 - Provides support for the identification of park and walk/ ride facilities – including potential allocation of sites;
- 5.5 This section identifies possible planning policy options to address the issues identified above.

Issue 1: Supporting appropriate future sustainable transport development

- 5.6 Possible options:
- 1a. High level policy statement which supports the provision of sustainable transport;
 - 1b. Option 1a plus principles to guide future sustainable transport provision;
 - 1c. Option 1b plus identification of the key parts of sustainable transport that the plan is looking to support;
 - 1d. Inclusion of separate policies on different elements of sustainable transport.

Issue 2: Overarching sustainable transport and new development policy

- 5.7 Policy requiring new development proposals to demonstrate a number of factors before they are supported e.g. traffic impacts, access to public transport, opportunities for active travel, parking provision.

Issue 3: Active travel routes

- 5.8 Possible options:

⁴ Sustainable Transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

⁵ Active travel routes are those routes that are used by pedestrians, cyclists and horse-riders. They can include established pathways and cycle routes, Public Rights of Way, Bridle Paths and paths of a more informal nature.

- 3a. General policy supporting the protection of existing active travel routes and the creation of new;
- 3b. Allocation of specific routes on the policies map;
- 3c. Supporting proposals for new and improved cycling infrastructure and associated facilities.

Issue 4: Town Centre Parking

5.9 Possible options:

- 4a. No specific policy – rely on other policies e.g. overarching transport policy that requires sufficient parking to be provided through new development;
- 4b. General policy supporting new parking provision outside the town centre to support town centre uses and resisting the loss of existing public parking unless it will be replaced outside of the town centre;
- 4c. Allocation of specific sites for parking;
- 4d. Pro-active policy to reduce cars from the town centre; without undermining the need for access by people with mobility issues.

Issue 5: Park and walk/ride

5.10 Policy options:

- 5a. Policy to support the provision of appropriate park and walk/ ride proposals;
- 5b. Identification of potential park and walk/ ride site locations, to be protected from other development.

6. Potential Community Actions

Potential community actions:

1. Review town centre parking policy (duration, charging etc.) to discourage commuters and shoppers who make frequent, low spend trips and attract visitors and shoppers from outside Berwick.
2. Develop a high quality, safe cycle route from Spittal to the top of Castle Terrace via the town centre.
3. Develop a network of cycle and pedestrian routes that link residential areas with schools and other traffic generators and cross main roads by light controlled crossings.
4. Introduce traffic management measures to ensure that all traffic to and through the town centre travels via Scots Gate and the New Bridge and through traffic is restricted by the signalization of the junction Marygate/Walkergate/Golden Square.
5. Create a pedestrian friendly environment in the Town Centre by the introduction of “shared space” eventually covering the entire area.
6. Investigate sites for a long-stay car park within walking distance of the town centre.
7. Develop four high quality, traffic-free cycle paths from the main cycle route through Berwick (2. above) to Cocklawburn, Loanend, Paxton and Lamberton.
8. Develop guidelines for the optimum pattern of development compatible with a sustainable transport policy.
9. Develop guidelines for conditions on new development to ensure connectivity with inclusive access.

Appendix 1: Action Plan, Traffic Management and Parking Study, Colin Buchanan and partners (2009)

	Parking	Priority	Timescale	Lead agency	Partners
CP1	Work with English Heritage to secure the use of the overflow Castlegate car park in the short term	Very high	Short	BBC / NCC	EH
CP2	Work with English Heritage to prepare an exit strategy from the Castlegate car park. Options include: <ul style="list-style-type: none"> • extending the use of the overflow area for an agreed further period • making the Castlegate overflow area permanent, with a significant investment in a high quality scheme. • identifying new parking opportunities 	High	Ongoing	BBC / NCC	BFP, BTC, NR
CP3	Phase the relocation of long stay parking outside the ramparts in order to increase short stay supply in the town centre and help support local shops and businesses	High	Short	BBC / NCC	
CP4	Better define the role of each car park (possibly through the introduction of a colour coding system)	High	Short	BBC / NCC	
CP5	Improve car park signing, including VMS (particularly for visitors to encourage use of the Castlegate car park)	Very high	Short	BBC / NCC	
CP6	Review parking charges to: <ul style="list-style-type: none"> • better manage demand – e.g. lower charges at less popular car parks • make on-street car parking more expensive than off-street for the same length of stay • address existing parking anomalies 	High	Short	BBC / NCC	
CP7	Review length of stay restrictions to: <ul style="list-style-type: none"> • encourage visitors using the Castlegate car park to stay longer (visitors currently have to choose between staying for less or more than 3 hours) • Provide additional 3 hr short stay parking where demand is lower 	High	Short	BBC / NCC	
CP8	Improve enforcement of parking and waiting restrictions	High	Short	BBC / NCC	
CP9	Review parking permit charges and availability to maintain consistency with the strategy aims	High	Short	BBC / NCC	
CP10	Monitor demand for disabled parking - liaise with stakeholders to provide additional spaces as demand necessitates	Medium	Ongoing	BBC / NCC	
CP11	Formalise coach parking at Newfields in the short term (but review opportunities for parking closer to the town centre as opportunities arise)	High	Short / medium	BBC / NCC	
CP13	Develop a Park & Ride service (initially during summer weekends based on an enhancement of existing public transport services)	Medium	Medium	BBC / NCC	

Berwick Neighbourhood Plan: Sustainable Transport Background Paper

Traffic management		Priority	Timescale	Lead agency	Partners
TM1	Implement traffic signals at Marygate / Castlegate / Golden Square and Castlegate / Walkergate to reduce traffic / pedestrian conflicts	High	Short	NCC	BBC
TM2	Improve / replace directions signs in the town centre	Very high	Short	BBC / NCC	
TM3	Repaint road markings and review signing at the Marygate / Church St / Hide Hill / Woolmarket junction to better define vehicle priorities	Very high	Short	BBC / NCC	

Public transport		Priority	Timescale	Lead agency	Partners
PT1	Replace bus shelters, including new seating and lighting	High	Short	BBC / NCC	
PT2	Improve the quality of bus stop timetable information (through improved cooperation and support to bus operators)	High	Short	BBC / NCC	PRY, ARR
PT3	Explore the potential for real time bus information with the operators, the county council and neighbouring authorities	Low	Medium	BBC, NCC	PRY, ARR
PT4	Reinforce and strengthen town public transport services (possibly in conjunction with Park & Ride)	Medium	Medium	NCC	PRY
PT5	Develop proposals for a low energy hop-on/off bus to improve access to the town centre	Low	Medium	NCC	
PT6	Improve facilities and information and town centre and station taxi ranks	High	Short	BBC	

Walking / cycling		Priority	Timescale	Lead agency	Partners
WA1	Improve pedestrian signing to: <ul style="list-style-type: none"> • encourage pedestrian footfall on Hide Hill, Bridge St • improve wayfinding for tourists • explore the ramparts 	Very high	Short	BFP	BBC, BTC, BTP, CS
WA2	Better sign existing national and local cycle routes	Medium	Short	BBC / NCC	
WA3	Develop the local and sub-regional cycling network	Medium	Ongoing	BBC / NCC	BFP, BTC, NT
WA4	Provide additional cycle parking facilities	Medium	Short	BBC / NCC	
WA5	Introduce advanced stop lines for cyclists at junctions throughout the town	Medium	Medium	NCC	BBC

Streets and public spaces		Priority	Timescale	Lead agency	Partners
---------------------------	--	----------	-----------	-------------	----------

Berwick Neighbourhood Plan: Sustainable Transport Background Paper

PS1	Develop a design guide for street furniture to ensure a consistent look throughout the town	Very high	Short	BBC / NCC	BTC, BCT, BPT, BTP, EH, CS
PS2	Undertake an audit of existing street furniture and replace worn or broken items (following the design guide)	Very high	Short	BBC / NCC	BTC, BCT, BTP
PS3	Improve maintenance of streets and street furniture and create a budget for such works	Very high	Short		
PS4	Review the location of bollards on Marygate with a view to increasing the available space for pedestrians and the market	High	Short	BBC / NCC	BFP
PS5	Implement planned streetscape improvements on Castlegate, Golden Square and Bridge St	Medium	Short / Medium	BBC / NCC	
PS6	Develop proposals for streetscape improvements on Hide Hill	Medium	Medium		
PS7	Develop The Maltings space as a new civic square	Medium	Medium	BFP	BBC, BCT, BPT, BTP, EH, CS
PS8	Parade ground development and enhancement	Low	Medium	BFP	NCC, BBC
PS9	Turn Bridge St into a shared pedestrian / vehicle space with vehicle access restricted outside certain times	Low	Medium		
PS10	Turn Old Bridge into pedestrian / cycle only link to Tweedmouth and Spittal	Low	Long	BFP	
PS11	Extend share space scheme to Marygate and ultimately all areas within the ramparts (except Castlegate / Golden Square)	Low	Long	BFP	
New development / residential parking		Priority	Timescale	Lead agency	Partners
DV1	Where new on-site parking cannot be provided, work with developers to identify appropriate alternative arrangements	Medium	Ongoing	NCC	BBC
DV2	Monitor the loss of parking spaces as a result of new development and adjust provision to maintain short stay parking within the ramparts	High	Ongoing	BBC / NCC	NCC
RP1	Review residents permit charges on an annual basis, based on increases in general parking charges and residential demand	Medium	Ongoing	NCC	
Campaigns		Priority	Timescale	Lead agency	Partners
CA1	Promote walking and cycling to school	Very high	Ongoing		
CA2	Work with hotels and B&B's to promote car free / reduced car use holidays	High	Ongoing	NT	
CA3	Develop the town centre marketing campaign to encourage people to the town centre	High	Ongoing	BFP	BBC, BTC, BTP, CT
CA4	Promote health benefits of increased walking and cycling	High	Ongoing	NCT / NCC	

Berwick Neighbourhood Plan: Sustainable Transport Background Paper

CA5	Provide an integrated transport guide to the borough	Medium	Short	BBC / NCC
CA6	Join international campaigns to discourage car use	Medium	Short	BFP
CA7	Promote car free weekends (in conjunction with key town centre events)	Medium	Short	BFP

Key

Short 0 – 5 years

Medium 5-10 years

Long >10 years

BFP – Berwick's Future Partners

BBC – Berwick-upon-Tweed Borough Council
NCC – Northumberland
County Council

BTC – Berwick-upon-Tweed Town Council

BTP – Berwick-upon-Tweed Town Partnership

BCT – Berwick Community Trust

CS – Civic Society

NT – Northumberland Tourism

NCT – Northumberland Care Trust