Berwick-upon-Tweed Parking Study

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Berwick-upon-Tweed Parking Study

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Introduction

01

1 Introduction

1.1 Background

1.1.1 Northumberland County Council (NCC) appointed AECOM to carry out a parking study of the central area of Berwick-upon-Tweed to both assess the current situation and investigate the likely long term strategic parking issues that may arise.

1.1.2 Any long term parking strategy for Berwick-upon-Tweed needs to consider:

- Any current development proposals.
- The aspirations of the County Council's Core Strategy.
- The potential loss of the overflow area of Castlegate car park which only has temporary planning consent.

1.1.3 The study area is shown in Figure 1. All figures are contained in the figures section which commences on page 63 of this document.

1.2 The Brief

1.2.1 The brief for the study had the following specific requirements:-

Establish the existing parking provision and demand.

- The study shall include all existing off street car parks, both public and private, available to the general public. Private car parks to be included will be those available to the general public such as at supermarkets. Private car parks not to be included will be staff/visitor only car parks at small businesses, care homes, schools etc, not available to the general public and where any non staff/visitor parking would easily be identified.
- The study shall also include all on street parking within the study area.
- Parking surveys shall be conducted on a neutral weekday, a Wednesday which is Market Day and a Saturday both in March, outside school holiday time, and in July after the Scottish school holidays have begun, to assess the impact of tourists and caravan visitors.
- Local businesses shall be consulted with regards to their current staff parking behaviours.
- Meetings shall be held with NCC officers regarding the Core Strategy, with Arch regarding potential future regeneration proposals and with NCC Civil Enforcement Officers to gain their views on parking issues within the study area.

Establish future parking demand

- Consideration shall be given to the long term impact of the proposed developments on parking demand levels.
- Two future year scenarios shall be examined – 2020 and 2030

Make recommendations as to the future parking strategy, potentially including -

- Additional off-street parking provision in terms of numbers and options for locations;
- Changes to on-street parking restrictions and bay locations;
- Changes to permitted stay durations in both off-street and on-street locations;
- Any changes to off-street car parks,

- Changes to the number and locations of disabled parking bays, electric vehicle charging bays and coach parking;
- Consideration of walking routes and accessibility of proposed parking to key locations within the town centre;
- Changes to directional signing to parking places.
- Recommendations regarding the future operation of the railway station car parks, both existing and proposed.
- Potential for Park & Ride sites to be provided on the Tweedmouth side of the river.

Provide high level cost estimates of any recommended infrastructure proposals

1.3 Report Structure

1.3.1 In addition to this introduction, the following Chapters are presented within this report.

- **Chapter 2 – Review of the Study Area** – Contains an overview of the study area including the main roads, pedestrian and cycle facilities and bus routes as well as a thorough review of existing parking provision.
- **Chapter 3 – Policy Review** – Details a review of national and local policy relevant to the study.
- **Chapter 4 – Consultations** – Summarises the consultations carried out as part of the study.
- **Chapter 5 – Existing Parking Situation** – Describes the analysis and results of the parking occupancy surveys.
- **Chapter 6 – Future Parking Situation** – Contains a review of the proposed developments within the study area and the likely impact on the future parking situation of these developments, the Council's Core Strategy and general growth in vehicular traffic.
- **Chapter 7 – Recommendations** – Details the recommendations from the study.

Review of the Study Area

02

2 Review of the Study Area

2.1 Description of Study Area

2.1.1 The study area is shown in Figure 1. It includes the town centre and adjacent residential areas bounded by the holiday park to the north, the railway line to the west, the town walls to the east and the river to the west and south. Additionally it includes the housing area to the northwest of the town centre, beyond the railway line, as far as Castle Drive. It also includes a residential/retail area to the west of the river between the river and Prince Edward Road / Main Street. This area stretches from Blakewell Gardens in the north to Mount Road in the south.

2.1.2 The main traffic route through the study area is the A1167 which connects with the A1 at roundabouts to the south and north of Berwick. As the A1167 runs south to north through the study area it consists of Main Street, Prince Edward Road, Royal Tweed Bridge, Golden Square, Marygate, Castlegate and North Road.

2.1.3 The other main routes into the study area consist of the B6354 which joins the A1167 at the southern end of the study area and connects with the A1 at a priority junction, the A698 which joins the A1167 on the western side of the study area and connects to a roundabout on the A1 and the A6105 which joins the A1167 in the northwest of the study area and connects to a priority junction on the A1.

2.1.4 The main retail area within the town is centred around Castlegate, Hide Hill, Bridge Street, West Street and, in particular, Marygate.

2.1.5 Berwick's train station is on the east coast mainline and situated on the western boundary of the study area. Berwick does not have a bus station.

2.2 Parking

2.2.1 A full review of existing parking provision and restrictions within the study area was carried out by AECOM staff. Initially car park locations were established using Northumberland County Council's website and Parkopedia website but then the study area was fully surveyed by AECOM staff to identify any additional car parks and to obtain further details of car park space types and restrictions. Brief details were also noted regarding the general condition of car parks and their facilities. A review of existing signing to car parks was also carried out.

2.2.2 All streets within the study area were surveyed by AECOM staff to obtain full details of on street parking availability and restrictions and details of any adjacent off-street parking areas. Capacity estimates were mainly established on site during the site visits but longer lengths were estimated in the office through measuring available parking lengths on electronic mapping. Over lengths of parallel parking, capacity was generally determined allowing a length of 5.7m per vehicle. Over lengths of parking at right angles to the adjacent carriageway, capacity was generally determined allowing a width of 2.4m. These are measurements that are commonly used when assessing parking capacity. Where individual bays were marked the bays were simply counted to determine capacity.

2.2.3 There is an element of subjectivity in assessing the capacity of on-street parking and adjacent parking areas, for example in judging whether a road is wide enough to allow parking on both sides and whether to include on street space that would block driveways or garage access. Owners will sometimes park in front of their own garages or driveway and this parking will be picked up in the demand surveys. However within the study area the majority of the driveway and garage accesses occur on relatively narrow roads where on-street parking would form an obstruction or in areas of plentiful parking where obstructing driveways would not be necessary, therefore areas in front of driveways or garage accesses have not generally been included within on-street parking capacity assessments. The capacity of irregular shaped parking areas without marked bays can also be subjective and can be dependent on the way people park.

2.2.4 The results of the parking provision review are described in the following sections.

Capacity

2.2.5 All available parking of the types identified within the study brief, and all on street parking restrictions, within the study area are shown in Figure 2. The total four-wheel vehicle parking capacity in the study area and within each individual parking area is shown in the table below.

2.2.6 Car parks have been divided into two groups, public car parks operated by Northumberland County Council and private car parks in public use/use specific car parks. This last group includes the customer car parks of larger businesses and car parks at facilities such as medical centres.

2.2.7 On-street parking and adjacent parking areas have been broken down into 11 groups, major roads where parking is unlikely or forbidden, major roads where parking is allowed, and 9 sub-area groups. The area covered by each sub-area group is shown in Figure 3. Each group is then broken down into individual streets, or sections of street for longer streets.

2.2.8 A breakdown giving full details of parking space types within each car park and street is given in Appendix A.

Name	Vehicular Spaces
Public Car Parks - NCC	
Berwick Railway Station Short Stay	10
Berwick Railway Station Long Stay	116
Bridge Street	48
Eastern Lane	55
Castlegate Short Stay	105
Castlegate Long Stay	72
Castlegate Overflow	141
Waugh Place	12
Woolmarket	6
Coxons Lane	55
Foul Ford	30
Parade	78
Quayside	128
Sub-Total	*856*
Private Car Parks in Public Use / Use Specific Car Parks	
Asda	147
Berwick Infirmary – Maternity Unit	26
Berwick Infirmary – Mather Unit	12
Berwick Infirmary – Infirmary Unit	26
Berwick Infirmary – Minor Injuries Unit	12
Sub-Total	*223*
On-Street Parking & Adjacent Parking Areas	
Major Roads Where Parking is Unlikely / Forbidden	
Castlegate (Castle Terrace to High Greens)	0
Royal Tweed Bridge	0
Berwick Bridge	0
Golden Square	0
Main Street (Prince Edward Road to Church Road)	0
Sub-Total	*0*

Major Roads Where Parking is Allowed	
Castlegate (High Greens to Marygate)	74
Marygate	28
Prince Edward Road	14
Main Street (West End to Prince Edward Road)	59
Main Street (Church Road to Mount Road)	16
Sub-Total	*191*
Northwest	
Castle Drive	94
Castle Terrace	32
Windsor Crescent	48
North Road	37
Sub-Total	*211*
North	
Northumberland Avenue	40
Warkworth Terrace	28
Percy Terrace	10
Lovaine Terrace	20
Back alleys between Warkworth Terrace and Lovaine Terrace	19
Sub-Total	*117*
Central	
High Greens	18
Low Greens	76
Back Alley from Low Greens to Lord's Mount	0
Violet Terrace	8
Bell Tower Place	0
Bell Tower Park	24
Lords Mount	15
Castlegate Court	35
Brucegate	21
Well Close Square	22
Ivy Place	0
Scott’s Place	0
Sub-Total	*219*
Station	
Railway Street	0
Tweed Street	14
Sub-Total	*14*
East 1	
Walkergate	5
Hatters Lane	3
Coxons Lane	6
Wallace Green	66
Chapel Street	8
Crawford's Alley	0
Church Street	31
Parade	12

Ravensdowne	54
Woolmarket	7
Sub-Total	*192*
East 2	
Bank Hill	1
West Street	0
Easter Wynd	0
Eastern Lane	7
Love Lane	0
Bridge Terrace	5
Bridge End	0
Bridge Street	0
Drivers Lane	0
Dewar's Lane	1
Sub-Total	*14*
East 3	
Hide Hill	42
Sandgate	25
Silver Street	0
Ness Street	8
Weddell's Lane	0
Foul Ford	0
Oil Mill Lane	2
Palace Street	48
Palace Green	28
Palace Street East	18
The Avenue	3
Sub-Total	*174*
West 1	
Blakewell Gardens	30
Riverside Road	33
Bower's Crescent	16
Blakewell Road	32
West End to west of southern junction with Blakewell Road & West End Parking Area	42
West End to south of southern junction with Blakewell Road	31
Sub-Total	*184*
West 2	
Union Brae	0
Kiln Hill	32
Dock Road	117
Mill Strand	20
Brewery Lane	9
Brewery Bank	9
Church Road	46
Well Square	16
Lee's Lane	3
Tower Road	16

Well Road	3
Mount Road	35
Sub-Total	*306*
Total	**2701**

2.2.9 There are a total of 2701 four-wheel vehicular parking spaces within the study area. This breaks down into 856 spaces in Northumberland County Council operated public car parks, 223 spaces in private car parks in public use/use specific car parks and 1622 spaces in on-street or adjacent parking areas.

2.2.10 It should be noted that since the capacity assessment was carried out, Hatter's Lane car park has reopened providing an additional 24 spaces. This gives a total provision of 2725 spaces and a provision in Northumberland County Council operated public car parks of 880. Hatter's Lane car park was not open during the parking demand surveys and has therefore not been included in the table above or the assessment of demand against capacity for individual car parks and streets in section 5.2; however it is considered in the assessments of overall current and future demand against capacity which follow on from the assessments for individual areas.

2.2.11 The 1622 spaces in on street or adjacent parking areas break down further as follows:

- 816 unrestricted on street parking and adjacent parking area spaces
- 453 residents only on street parking and adjacent parking areas spaces
- 78 resident or short stay parking spaces
- 238 short stay parking spaces
- 37 other restriction parking spaces (10 disabled, 18 loading, 9 taxi)

2.2.12 All car parks and on-street parking within the study area is free except for the long stay parking in Berwick Rail Station car park which has a £3.50 all day charge between 8am and 6pm and parking at the Berwick Infirmary car parks where the first 20 minutes are free but then there is a charge of £1.20 per hour up to a maximum daily charge of £4.

Short Stay Parking

2.2.13 There are a total of 212 standard short stay parking bays within public car parks contained in the study area and a further 19 disabled spaces and 5 staff spaces within short stay car parks, giving a total of 236 spaces. It should be noted that the short stay restrictions do not apply to the disabled spaces contained within short stay car parks. Also the 5 staff spaces, which are located in Eastern Lane car park, are marked as being private parking and the short stay restrictions do not therefore apply.

2.2.14 Of the 236 spaces,

- 105 are located at Castlegate Short Stay car park (5 disabled),
- 48 are located at Bridge Street car park (3 disabled)
- 55 are located at Eastern Lane car park (7 disabled, 5 staff parking).
- 12 are located at Waugh Place (2 disabled)
- 10 are located at Berwick Railway Station
- 6 are located at Woolmarket (2 disabled).

2.2.15 Parking discs are required for the NCC operated car parks.

2.2.16 There are differing restrictions in place across the short stay car parks in Berwick. These are,

- a maximum stay of 3 hours (no return within 4 hours) at Castlegate Short Stay, Woolmarket and Waugh Place;
- a maximum stay of 2 hours (no return within 3 hours) at Eastern Lane and Bridge Street car parks;
- a maximum stay of 20 minutes (no return within 1 hour) at Berwick Railway Station

2.2.17 In addition there is a maximum stay duration of 2 hours on the private car park at Asda. This applies to all 147 spaces which includes 6 disabled spaces and 5 parent and child spaces.

There are a number of on street short stay parking bays in Berwick and these total 238 spaces. There are,

- 62 on Wallace Green,
- 8 on Chapel Street,
- 18 on Church Street,
- 7 on Woolmarket,
- 42 on Hide Hill,
- 25 on Sandgate,
- 20 on Well Close Square,
- 25 on Main Street,
- 31 on Castlegate.

2.2.18 Parking discs are required for some but not all of the on-street short stay parking areas.

2.2.19 As with the short stay car parks there are several different stay restrictions in place affecting these on-street parking bays as follows:

- Woolmarket and Wallace Green have a maximum stay of 3 hours (no return in 4),
- Church Street and Sandgate have a maximum stay of 2 hours (no return in 3),
- Hide Hill and Chapel Street have a maximum stay of 1 hour (no return in 2),
- Main Street and Well Close Square have a maximum stay of 1 hour (no return in 1)
- Castlegate has two restrictions in place on the road, at the south end opposite Scott's Place the stay restriction is 30 minutes (no return in 1 hour) further up the road the restriction is a stay of 1 hour (no return in 1 hour).

2.2.20 In addition to the on-street short stay parking bays there are a number of bays that are for short stays or resident parking; these total 78 spaces. There are,

- 28 spaces on Castlegate,
- 15 spaces on Main Street,
- 13 spaces on Castle Terrace,
- 7 spaces on Blakewell Road,
- 10 spaces on West End.
- 5 spaces on Brucegate

2.2.21 The restrictions in place are as follows:

- Castlegate has a 1 hour maximum stay restriction (no return within 1 hours),
- Main Street, Blakewell Road, West End and Brucegate have a 2 hour maximum stay restriction (no return within 1 hour),
- Castle Terrace has a 3 hour maximum stay restriction (no return within 1 hour).

Disabled Parking Bays

2.2.22 There are a total of 55 disabled parking bays within the study area. Most of these are located in Northumberland County Council operated public car parks with the exceptions being 6 disabled bays located in the Asda car park, 6 located in the Berwick Infirmary car parks, 3 bays on Riverside Road, 6 located on Marygate and 1 located on Palace Street.

Electric Vehicle Charging Bays

2.2.23 There is only one electric vehicle charging bay within the study area and this is located at the Berwick Infirmary Maternity Unit car park.

Parent & Child Parking Bays

2.2.24 There are 5 parent and child parking bays within the study area all of which are in the Asda car park.

Loading Bays

2.2.25 The only loading bays in the study area are located along Marygate to the east of the junction with Golden Square. A number of bays of varying length are marked here with a total capacity adequate to allow parking by approximately 18 car length vehicles.

Taxi Bays

2.2.26 There are a total of 9 taxi bays within the study area. They are spread across two locations with 5 on Walkergate and 4 on Marygate.

Resident Parking Areas

2.2.27 There are 29 residential parking areas within the study area with a total parking capacity of approximately 453 spaces. The residential parking areas are as follows:

- Bell Tower Park with space for approximately 24 cars
- Bridge Terrace with space for approximately 5 cars
- Brucegate with space for approximately 13 cars
- Castlegate Court with space for approximately 35 cars
- Castlegate with space for approximately 7 cars
- Church Street with space for approximately 13 cars
- Coxons Lane with space for approximately 6 cars
- Eastern Lane with space for approximately 7 cars
- Hatters Lane with space for approximately 3 cars
- High Greens with space for approximately 18 cars
- Lovaine Terrace with space for approximately 20 cars
- Low Greens with space for approximately 52 cars
- Main Street with space for approximately 7 cars
- Ness Street with space for approximately 6 cars
- Northumberland Avenue with space for approximately 15 cars
- Oil Mill Lane with space for approximately 2 cars
- Palace Green with space for approximately 28 cars
- Palace Street East with space for approximately 18 cars
- Palace Street with space for approximately 47 cars
- Parade with space for approximately 12 cars
- Percy Terrace with space for approximately 10 cars
- Ravensdowne with space for approximately 54 cars

- The Avenue with space for approximately 3 cars
- Tweed Street with space for approximately 14 cars
- Wallace Green with space for approximately 4 cars
- Warkworth Terrace with space for approximately 28 cars
- Well Close Square with space for approximately 2 cars

2.2.28 In addition to these areas, as described in the short stay parking section above, there are a number of on street bays marked for resident or short stay parking; these total 78 spaces. There are 28 spaces on Castlegate, 15 spaces on Main Street, 13 spaces on Castle Terrace, 10 spaces on West End, 7 spaces on Blakewell Road and 5 spaces on Brucegate.

Motorcycle Parking

2.2.29 There are four motorcycle parking areas within the study boundary with room for approximately 14 motorcycles. Two of the areas are at Castlegate Short Stay car park with room for approximately 9 motorcycles and the other two areas are at Bridge Street car park with room for approximately 5 motorcycles.

2.2.30 It should be noted that half of one of the motorcycle parking areas at Castlegate short stay car park also contains cycle stands and if these were fully in use 3 motorcycle spaces would be unavailable.

Cycle Parking

2.2.31 There are 30 cycle parking spaces within the study area consisting of 8 cycle stands providing 16 spaces at Berwick Railway Station, 3 stands providing 6 spaces at Castlegate Short Stay car park and 4 stands providing 8 spaces at Bridge Street Car Park.

2.2.32 As noted above the 3 stands at Castlegate short stay car park are within a motorcycle parking area which if in use by motorcycles would be unavailable to cycles.

Coach Parking

2.2.33 Coach parking is currently provided in Chapel Street coach park which has 4 spaces, however there are proposals for this coach park to revert back to a car park. There is a coach drop off bay on Church Street adjacent to Parade car park.

Condition & General Site Observations

2.2.34 The following observations were made by AECOM staff regarding the condition of car parks and parking facilities within the car parks:

Castlegate Overflow Car Park (see photo 1)

- *Grassed areas very muddy in wet weather*
- *Cars would struggle or get stuck in bad weather conditions*

Photo 1: Castlegate Overflow Car Park muddy in wet weather

- On second site visit the weather was much better and the overflow car park was heavily used without issue. (see photo 2)

Photo 2: Castlegate Overflow Car Park in good weather

Former Car Park off Hatters Lane

- This car park is fenced off and has been unused for a period of time. (see photo 3)
- Has overgrown weeds and substantial amount of litter around the outside.
- General surface is fairly uneven and white lines have faded in some areas.
- If brought back into use would need degree of maintenance work.

Photo 3: Hatters Lane Car Park

2.2.35 It should be noted that since the site visit and parking surveys Hatter's Lane car park has been brought back into use and maintenance works have been carried out to improve its condition.

Quayside Car Park

- Disabled space markings are not to Traffic Signs Regulations & General Directions standards (TSRGD). (see photo 4)

Photo 4: Disabled bay markings not to TSRGD

Berwick Infirmary Maternity Unit

- Surface very loose and uneven (see photos 5 and 6)
- Older sections of paving showing through newer surfacing (see photo 6)

- No marked spaces

Photos 5 & 6: Surfacing at Berwick Infirmary Maternity Unit

Berwick Infirmary Mather Unit

- Marking very faded across all spaces.
- Many potholes which have been tarmacked over
- Generally poor surface condition. (see photo 7)

Photo 7: Surfacing at Berwick Infirmary Mather Unit

Berwick Infirmary Minor Injuries Unit

- Markings very faded (see photo 8)

Photo 8: Faded markings at Berwick Infirmary Minor Injuries Unit

Foul Ford

- The markings in the car park are faded. (see photo 9)

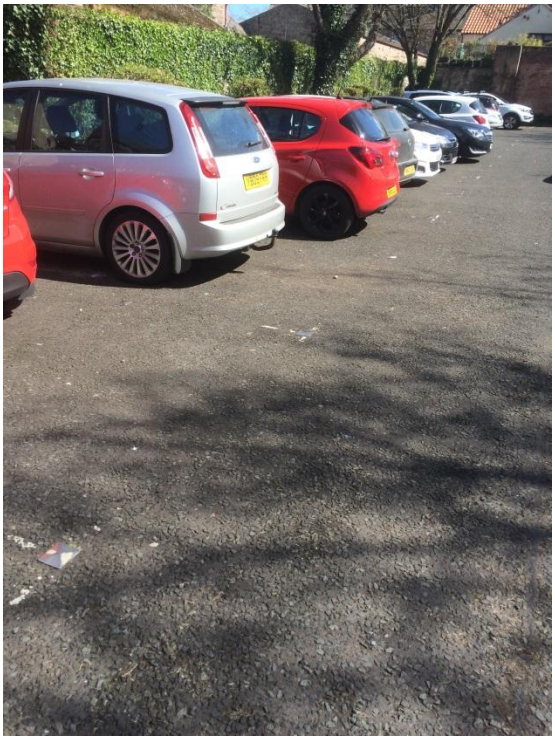

Photo 9: Faded markings at Foul Ford Car Park

Waugh Place

- The markings are faded. (see photo 11)

Photos 10 & 11: Markings at Waugh Place Car Park

Parade

- The markings are faded in some areas. (see photo 12)

Photo 12: Markings at Parade Car Park

Berwick Station Car Park

- Those parking in the southern section of the car park and wishing to access the town have to either cross the station access road where it is very wide in the vicinity of the bus stop, or follow a tortuous route towards the station across a four stage unassisted crossing point (see photo 13) and then back on themselves on the footway on the southern side of the access road.

Photo 13: Four stage pedestrian crossing at Station

Signing to Parking Areas

2.2.36 A survey of all signing to car parks within the study area and on the main routes into the study area was carried out by AECOM staff. The locations of and a photograph of each sign are shown in Figure 4 together with diagrammatic indications of the routes that are signed.

2.2.37 Traffic entering Berwick from the south on the A1167 or the B6354 and then the A1167, or from the west on the A698 is directed across the Royal Tweed Bridge to access town centre parking. It is then directed to turn right onto Marygate to access historic quayside parking or left onto Marygate to access all other parking.

2.2.38 Traffic turning right onto Marygate is then directed right onto Hide Hill straight on into Sandgate and into the Quayside car park. Traffic turning left onto Marygate is directed to turn right onto Walkergate to access English Heritage property / historic church parking or straight on to access Castlegate car park. Traffic turning left onto Walkergate is then directed left to access Coxons Lane car park or straight on to access Parade car park.

2.2.39 Just beyond the entrance to Castlegate car park there is a sign informing northbound vehicles that they can also go straight on to access further long stay parking. Vehicles going in this direction are then directed left onto Railway Street and into the Station car park.

2.2.40 Traffic entering Berwick from the north on the A1167 or the A6105 and then the A1167 is directed south along the A1167 to access town centre parking. There is then a sign at the junction with Railway Street directing them along Railway Street for train station parking. If they continue heading south along the A1167 Castlegate there are signs directing them into Castlegate car park for general parking or straight on for museum/tourist information/historic church/historic quayside parking. If they continue straight on there is then a sign at the junction with Walkergate directing them left along Walkergate to access English Heritage property / historic church parking.

2.2.41 Traffic turning left onto Walkergate is then directed left to access Coxons Lane car park or straight on to access Parade car park. For traffic continuing straight on at the junction with Walkergate there is no further parking direction signing.

2.2.42 There is no parking signing at the junction of Marygate / Golden Square for traffic arriving from the north. It would be useful to have a sign here showing that the quayside parking is straight ahead especially as the tendency may be to follow the main road to the right where there is no further town centre parking. This would also provide consistency with the signing for traffic arriving from the south.

2.3 Pedestrian Routes

2.3.1 A review was carried out by AECOM staff of the pedestrian routes between the main town centre public car parks of Castlegate, Coxons Lane, Parade, Quayside, Bridge Street and Eastern Lane and the main shopping streets of Castlegate, Hide Hill, Bridge Street, West Street and, in particular, Marygate.

2.3.2 Although Castlegate car park is very large and relatively linear, with motorists parking in some areas of it having a reasonably long walk to reach Castlegate, there is no defined pedestrian route through the majority of it resulting in pedestrians walking through trafficked areas. It is considered that a defined pedestrian route through the long and short stay sections of the car park, ideally raised above trafficked areas and connecting to the section of footway outside the public conveniences, would be of considerable benefit. In addition a marked pedestrian crossing point, ideally on a raised ramp, from the footway in front of B&M Bargains access steps to the short section of footway on the other side of the relatively wide car park access would assist pedestrians wanting to head south on Castlegate from the car park.

2.3.3 Another issue for pedestrians within Castlegate car park is that due to the overflow car park being a grassed surface it can be muddy and/or rutted at times as shown in photo 14 below.

Photo 14: Castlegate Car Park muddy and rutted surface at times

2.3.4 Once pedestrians from Castlegate car park have reached the footway on the eastern side of Castlegate provision is generally good with a reasonably wide footway, a signalised crossing of Castlegate approximately 40m to the north and a pedestrian refuge crossing approximately 50m to the south

2.3.5 Pedestrian provision from Coxons Lane and Parade car parks through to Castlegate/Marygate is good with no issues noted except for a number of potholes on Hatters Lane at the point where pedestrians travelling along Walkergate cross it.

2.3.6 From Quayside car park the main pedestrian route towards the town centre passes through a narrow archway under the town walls which is also a vehicular access to the car park and where there are no footways. This brings pedestrians into conflict with vehicles. It would however be difficult to resolve this issue due to the historic nature of the constraints involved. Beyond this archway the pedestrian connections to the town centre are good with no noted issues.

2.3.7 At Bridge Street car park, pedestrians exiting onto Bridge Street can do so via two build-out areas raised to footway level and containing planters and seating. These give access to the Bridge Street footways which are narrow in places however this is in keeping with the narrow one way carriageway and historic setting.

Pedestrians exiting via Drivers Lane have to walk along the vehicular exit from the car park which has no footways and where vehicles are approaching from behind. There is potential here to provide a footway on the north side of the access on the adjacent land. It is understood that this land is being developed as part of a Premier Inn facility. At the end of Drivers Lane pedestrians can join the footways on Sandgate which give access to Bridge Street and Hide Hill with no noted issues.

2.3.8 From Eastern Lane car park there are three possible pedestrian accesses. The most direct route to the main shopping areas is to head north along Eastern Lane, between buildings onto Marygate. As Eastern Lane passes between the buildings it is a narrow one way road with no footways. Although no pedestrian/vehicular conflicts were observed during the site visits, this is obviously not an ideal situation for pedestrians, but without demolition of the historic stone buildings, or closure of the access to vehicles, pedestrian access cannot really be improved. Neither of these options are practical as the vehicular access is the only exit from the car park.

2.3.9 The alternative pedestrian accesses are along Easter Wynd to West Street and then Bridge Street or Marygate; or south along Eastern Lane to Bridge Street. The first route has good footway links although these are a little narrow in places on West Street. The second route has very narrow footways towards its southern end. On both routes the narrowness of the overall highway corridor between buildings makes it impractical to widen footways. However in this area of the town, given its historic layout with generally narrow roads and footways, the situation appears to work well with lower traffic speeds and an almost shared space type feel to the highway corridors.

2.4 Cycle Routes

2.4.1 Sustrans Cycle Route 1 passes through the study area on Dock Road and Main Street to the south and Castlegate and Castle Terrace to the north. Between these points there are separately signed routes for northbound and southbound cyclists. Northbound cyclists are directed up Blakewell Road then back south on Union Park Road, across the Royal Tweed Bridge and up Bank Hill to join Castlegate. Southbound cyclists are directed down Marygate, along Hide Hill and Bridge Street and across Berwick Bridge to join Main Street.

2.4.2 Other than a section of segregated cycleway across the Royal Tweed Bridge the routes described above are completely on road. Within the study area Route 1 forms part of the Coast and Castles Cycle Route. From the River northwards it is also part of the Pennine Cycleway.

2.5 Bus Routes

2.5.1 There are a number of bus routes within the study area and the main services are shown in Figure 5. Buses typically enter/leave the study area to/from the north and south on the A1167 and to/from the west on the A698.

2.5.2 The main bus stops for Berwick are located along Golden Square and at the train station. There are some local routes which serve the more minor streets of Berwick but the main services tend to follow the A1167 across the Royal Tweed Bridge and along Golden Square and Castlegate.

2.5.3 There is also a local ‘hail and ride’ service which operates half hourly through the day and runs from Berwick Holiday Park to the railway station via Castlegate, Marygate, Hide Hill, Bridge Street, Tweedmouth West End, Spittal and Golden Square.

2.5.4 Destinations served by routes within the study area include:

- Newcastle
- Edinburgh
- Dunbar
- Kelso

- Galasheils
- Holy Island
- Alnwick
- Eyemouth

Policy Review

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3 Policy Review

3.1.1 There are a number of National and Local Policy documents relevant to the consideration of the parking provisions in the Berwick-upon-Tweed area of Northumberland. These documents were reviewed to identify relevant policy aims and objectives to inform the recommendations of this report.

3.1.2 The relevant content of each document is discussed below.

3.1 National Parking Policy

3.1.1 The National Planning Policy Framework (NPPF) issued in March 2012 sets out the Government's planning policies for England and how these are expected to be applied. The Government aims to achieve sustainable development that stimulates positive growth by way of change for the better in the built, natural and historic environments.

3.1.2 Guidance within the document relevant to parking is detailed below.

3.1.3 Para 29: '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.'

3.1.4 Para 30: 'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'

3.1.5 Para 39: '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.'

3.1.6 Para 40: 'Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.'

3.1.7 A Written Statement to Parliament, Planning update March 2015, outlined steps the government are taking to streamline the planning system, protect the environment, support economic growth and assist locally-led decision-making.

3.1.8 The statement outlined that the government is keen to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets.

3.1.9 The statement declared that:

3.1.10 "The imposition of maximum parking standards under the last administration lead to blocked and congested streets and pavement parking. Arbitrarily restricting new off-street parking spaces does not reduce car use, it

just leads to parking misery. It is for this reason that the government abolished national maximum parking standards in 2011. The market is best placed to decide if additional parking spaces should be provided.

3.1.11 However, many councils have embedded the last administration's revoked policies. Following a consultation, we are now amending national planning policy to further support the provision of car parking spaces. Parking standards are covered in paragraph 39 of the NPPF. The following text now needs to be read alongside that paragraph: "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."

3.1.12 Building on the success of our previous guidance to help householders rent out under-used car parking spaces, we have also updated planning guidance to local authorities to clarify that non-residential car parking space can be rented out. This will support the shared economy and increase the provision of competitively priced car parking spaces".

3.2 Local Policy

Consolidated Planning Policy Framework

3.2.1 The Consolidated Planning Policy Framework for Northumberland includes one document relevant to the Berwick-upon-Tweed area. This is:

- Berwick-upon-Tweed Borough Local Plan Adopted April 1999

3.2.2 The Local Plan is now fairly dated at 18 years old and therefore has reduced relevance to the current issues facing Berwick. Also a number of the policies contained within the document have now expired.

3.2.3 Section 3.15.1 of the document identifies its aims and what areas a Local Plan needs to address. In accordance with the principles of sustainable development, PPG13 at the time (Transport, March 1994, paragraph 1.7) states that policies for transport and other forms of development should aim to reduce the need to travel, especially by car, by: influencing the location of different types of development relative to transport provision (and vice versa); and, fostering forms of development which encourage walking, cycling and public transport use. Planning policies should: promote development within urban centres at locations highly accessible by means other than the private car; locate major generators of travel demand in existing centres; strengthen existing local centres which offer a range of everyday community, shopping and employment use opportunities; maintain and improve facilities for walking, cycling and public transport; and, limit parking provision within new developments.

3.2.4 Saved policies and proposals within the document with some relevance to this study include the following:

3.2.5 Proposal 19 – 'The feasibility of providing 'park and ride' bus services between the northern and southern ends of the town by way of Golden Square will be kept under review.

3.2.6 Proposal 20 – 'In co-operation with the Highway Authority and coach operators, the Council will seek to provide boarding and alighting points for coach passengers and limited-stay waiting spaces for coaches at appropriate locations.'

Northumberland County Council Local Transport Plan 2011-2026

3.2.7 The Local Transport Plan (LTP) contains a number of statements relevant to this parking study including:

3.2.8 Paragraph 3.32 – 'The need for increased parking at rail stations is also important to encourage modal shift from road to rail.'

3.2.9 The LTP sets out a number of actions to achieve its objectives. Regarding these it states:

3.2.10 Paragraph 5.10 – ‘Our first priority is to manage and maintain the transport networks and services to ensure the greatest transport benefits from the existing infrastructure. This includes traffic management to maximise the efficiency of the existing network for the benefit of all users including:

- Managing parking on the road to reduce obstructions and congestion; and ….’

3.2.11 Paragraph 5.12 – ‘Our second priority is to influence demand for travel on the transport network. This comprises interventions to encourage modal shift onto more sustainable modes such as:

- More car parking capacity at railway stations; ….’

3.2.12 Paragraph 6.5 sets out a number of identified transport issues affecting sustainable economic growth and competitiveness in Northumberland including, ‘Inadequate coach parking facilities in town centres, impacting on the number of tourists.’

3.2.13 Paragraph 6.33 states, ‘The lack of available car parking at stations is severely restricting passenger growth. This is a particular problem at stations on the ECML at Berwick, Morpeth and Cramlington. Indiscriminate parking of cars is also affecting local communities as well as the reliable operation of local bus services.

3.2.14 The LTP lists a number of specific actions to be carried out including:

- Review coach parking facilities in town centres and include improvements, as appropriate, in a prioritised programme of schemes.
- Investigate the provision of additional car parking at Berwick railway station.

Consultations

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4 Consultations

4.1.1 As part of the Berwick-upon-Tweed Parking Study a number of initial consultations were carried out. The purpose of these consultations was two-fold, firstly to establish details of proposals that may affect parking supply and demand in the future and secondly to establish any concerns of relevant stakeholders regarding the current and future parking situation in Berwick-upon-Tweed.

4.1.2 As part of the process to establish details of proposals that may affect parking supply and demand in the future the following were consulted:

- Northumberland County Council's Core Strategy Team
- Arch, the Northumberland Development Company

4.1.3 The following stakeholders were consulted regarding their comments and concerns over the current and future parking situation in Berwick.

- 35 local businesses and schools
- Northumberland County Council's Parking Enforcement Team
- Berwick-upon-Tweed Town Council
- The two local councillors who's wards cover the study area

4.1.4 As well as being asked for their general comments and concerns regarding parking the local businesses and schools were also asked for details of where their staff currently parked to help in building up a general picture of the long term parking arrangements in the study area.

4.1.5 The information obtained from the stakeholder consultations is described in the following sections.

4.2 Northumberland County Council's Core Strategy Team Consultation

4.2.1 A meeting was held with members of Northumberland County Council's Core Strategy team on 23rd June 2017 to establish details of any current proposals likely to affect parking supply or demand within the study area. Comments made at the meeting are summarised below.

- There is only one major proposed development that is likely to affect the parking provision in Berwick, this is the Premier Inn on Sandgate. There is no parking provision proposed according to the Transport Assessment which states that guests at the hotel are likely to be outside of Berwick during peak times.
- There are a number of potential housing developments which have planning permission in Berwick but only one actually in the study area. These are all residential areas which will serve themselves in terms of parking provision. The development within the study area is on Silver St/Palace St East and has plans for houses/flats with parking provided.
- Seton Hall residential development is outside of the study area but has a large number of houses planned at between 71 and 120.
- The core strategy plans to build 900 houses by the end of 2031, at a rate of approximately 45 a year.

- Summer, around July, will be the time when the figures are more definitive to the number of developments, as well as the likelihood they will go through.

- There are no planned tourism developments to generate parking provision or demand.

4.3 Arch Consultation

4.3.1 ARCH were contacted on 31st May 2017 regarding any proposals likely to affect parking supply or demand in Berwick. They stated that they have no current developments and no developments planned for the near future in Berwick.

4.4 Local Businesses & Schools Consultations

4.4.1 35 local businesses and schools were contacted by telephone to discuss any comments and concerns they had over the current or future parking situation in Berwick and their staff parking arrangements. 19 of the people spoken to provided comments. It should be noted that these comments may be the personal views of the individuals spoken to and do not necessarily reflect official comment from the businesses or schools. The comments are summarised below:

Lloyds Pharmacy*, Union Brae, Tweedmouth, Berwick-upon-Tweed TD15 2HB*

4.4.2 Staff usually park on Main St /West End underneath the Royal Tweed Bridge as there is no staff car park. Customers normally park outside of the shop on the double yellow lines which creates issues outside of the surgery with traffic building up. Overall the staff member considers that there is a lack of parking in Tweedmouth in general with very limited spaces.

St *Cuthbert's First School**, Prince Edward Rd, Tweedmouth, Berwick-upon-Tweed TD15 2EX*

4.4.3 There is a staff car park off Union Brae for staff at the school to park in. Parents park anywhere and everywhere they can which causes real issues, people park outside of the doctor's surgery blocking the junction especially at peak times for the school. People often can't enter or exit the junction due to the traffic build-up. If the school are ever getting deliveries the driver often can't get into the car park due to the number of people who park on the double yellow lines; the queues often end up onto Bridge End. The member of staff spoken to said she lives in Tweedmouth so she usually walks to work so she doesn't have any other comments about parking apart from the issues around the school.

Buds of Berwick, *11 Main St, Tweedmouth, Berwick-upon-Tweed TD15 2AA*

4.4.4 Staff park outside the shop when there is space available. Customers generally park outside of the shop if they can but if not it is Main St / West End under the Royal Tweed Bridge. The issues they are having is getting parking tickets when their delivery van is outside of the shop, the company have applied for a permit as it is a business vehicle but were not allowed. When they get deliveries it is the same problem, they often have to leave cones out in the spaces so that there is room for the delivery vehicle outside of the shop. In terms of wider comments the staff member spoken to considers that parking is horrendous and people like to complain about it. People often block spaces and there is one lady with a large camper van who parks over a number of bays which she doesn't need. It is a busy street so the staff often have to park on Kiln Hill away from the shop which makes deliveries difficult.

Tyne and Tweed Estate Agents, *9 Bridge St, Berwick-upon-Tweed TD15 1ES*

4.4.5 Staff park in the Bridge Street car park but it is a maximum stay of 2 hours so they have to keep going in and out to sort parking. The customers normally park in the same car park or they are just walking past and pop in. The main issue the shop has is that the staff have to keep going in and out to sort parking which isn't productive. Overall the staff member considers that it is chaos and there isn't enough parking, also makes reference to the closed car park behind the job centre on Walkergate which should be reopened.

***The Green Shop**, 30 Bridge St, Berwick-upon-Tweed TD15 1AQ*

4.4.6 Staff park in the Quayside car park, customers usually park in the Bridge Street car park. The manager thinks it was a mistake to make it free. Further comments made included that it was a shame they built Bridge Street car park where they did, where do you start and stop with the problems there are so many. Considers that there are insufficient places to park for coaches as there are only two spaces available near Parade.

***The Maltings, Theatre and Cinema,** Eastern Ln, Berwick-upon-Tweed TD15 1AJ*

4.4.7 There are four spaces for staff to park in the Eastern Lane car park but often the acts have to park in them so it is very limited. Customers park in Eastern Lane car park which only has a 2 hour maximum stay and often performances last longer than two hours so people are directed towards Parade or the Quayside car park. The main issue for the theatre is the 2 hour limit on car parking. In terms of further comments they think it is great that it has been made free parking but hope it can become three hour maximum stay to tie in with performance durations.

***Shoecare**, 8 Hide Hill, Berwick-upon-Tweed TD15 1AB*

4.4.8 Staff park at the Quayside car park and customers park anywhere they can find space. Currently has no issues with parking and has no further comments to make about parking in Berwick.

***G.C Grieve Ltd**, 1 Church St, Berwick-upon-Tweed TD15 1EG*

4.4.9 Staff park in the all-day car park at Castlegate and customers park wherever they can. The issue that the manager has with parking is that he considers the all-day free car park backfired, thought it was 'the best idea in the world' at first but 'it wasn't to be the case'. People who didn't used to pay for a ticket are now parking for free meaning that there are no spaces from around 9am to park. In terms of further comments the manager thinks it should go back to the way it was where everywhere had to pay, also thinks that 500 more spaces are needed for visitors, currently entering peak season and there is nowhere for them to park.

***Mountain Warehouse**, 41 Marygate, Berwick-on-Tweed TD15 1AX*

4.4.10 Most staff walk into work but some park in Castlegate car park. Customers tend to park in Castlegate or Eastern Lane. There currently aren't any issues with parking at the shop. In terms of further issues the manager said it's not bad but as soon as it gets busy you can't find a space to park, also made reference to the loading bays opposite the shop and stated that lots of people park in them and get tickets.

***H.B Longbone & Son**, 1-3 Walkergate, Berwick-upon-Tweed TD15 1DB*

4.4.11 Staff currently park in Coxons Lane car park, customers park anywhere they can but usually it is in Castlegate car park. Current issues regarding parking are that there is not enough parking; the new Greaves West & Ayre office means that it is difficult to find anywhere to park the van. In regards to further comments the staff member stated that they have benefitted greatly from the new parking measures although there is still not enough available. The staff member thinks that the loading bays in Marygate should be on short term 15-30 minute parking, and the car park behind the job centre should be reopened.

***Greaves, West & Ayre**, 17 Walkergate, Berwick-Upon-Tweed, Northumberland TD15 1DJ*

4.4.12 Staff tend to park at Coxons Lane car park. There is an area on site for 6 clients to park. Issues are that staff struggle to park after 8:30am in Coxons Lane so often have to go to Parade to park instead. Other issues are the general lack of parking in Berwick.

***The Music Gallery**, 83C Marygate, Berwick-upon-Tweed TD15 1BA*

4.4.13 Staff park wherever they can, usually the Quayside car park or Castlegate. but they sometimes get tickets. Customers are the same they try to get parked wherever they can. Customers sometimes get tickets when loading outside the shop as they are coming in and out of the shop and don't want to leave their car boots open with valuable instruments in. The issues that the owner has is the problem with loading. Often business

users are in and out of the shops and the wardens come at bad times. The owner had a lot of input about the wider issues regarding parking in Berwick. He stated, it's awful, the situation is ridiculous.

4.4.14 The owner has been thinking about relocating his business because the parking situation is so bad, customers can't get parked outside of the shop because of the fear of being ticketed. Lots of shops are struggling with the parking situation, which has been made worse by Greaves West & Ayre as the building shouldn't have been built in the owner's opinion, there are lots of empty offices in the trading estate to the North of Berwick and the current building should have been made a car park. He can't stress how bad it is, there are too many traffic wardens and cars get ticketed for silly offenses such as one tyre on the white line. Another shop keeper got ticketed twice in one day because of deliveries and left her in tears as she had no choice but to park there, the 30 minute bays were changed to loading only so she now can't park outside of her own shop. People are losing a lot of business from this and it is unfair, lots of spaces have been taken i.e. on the high street and none of them have been replaced, the owner thinks that the pedestrianisation of the high street was the start of the decline.

4.4.15 The problems are now in quieter season never mind the summer, the owner has spoken to councillors and MPs but they don't seem to do anything, he has started a campaign but to no avail and thinks it will be the death of Berwick. There should be alternative car park for staff and visitors so that there is better access to the town centre instead of people taking the spaces all day.

***Holy Trinity C E First School**, Bell Tower Pl, Berwick-upon-Tweed TD15 1NB*

4.4.16 There is a small staff car park but it is not enough for everyone so others park in Castlegate car park. Parents can't get parked within half a mile of the school so they really struggle. The main issue is the distance that parents have to walk to get to the school. In terms of additional comments the staff member stated that in general it is not very good for locals or visitors at the moment.

***Berwick Middle School**, Lovaine Terrace, Berwick-upon-Tweed TD15 1*

4.4.17 There is a small car park for staff within the school site but if that is full the staff park along Northumberland Avenue. Parents also tend to park along Northumberland Avenue. An issue that the member of staff highlighted was that outside is resident only from 9:30-3 so they have a problem with parking. A parent got a ticket when inside the school for two minutes when picking up a sick child. Sports events are near impossible to get parked for. Another issue the staff member referenced was the dangers of parking on Northumberland Avenue with the holiday park, staff members cars have been damaged by caravan deliveries. The staff member also added that parking is much better in Berwick now it is free but the main issue is the parking outside of the school for parents, jokingly said for Northumberland County Council to provide them with a larger car park.

***Hainsworths Menswear**, 108 Marygate, Berwick-upon-Tweed TD15 1BN*

4.4.18 Doesn't park, partner drops off and only member of staff in the shop so not applicable. Customers park wherever they can but usually at the back of Castlegate car park. The main issue is the lack of parking. In terms of more general comments, states that it is bad, people come to the business and partners business for suits and wedding dresses and many people have been ticketed and are now saying they will not come back due to the parking situation. Thinks that charging for parking should be re-introduced so that the money from the parking tickets would still come in but people would stop parking in the town centre for free.

***The Flower Room,** 18 Hide Hill, Berwick-upon-Tweed TD15 1AB*

4.4.19 Staff park in the Quayside car park, doesn't know where customers park, doesn't ask. Issue with parking is the new traffic warden, runs a delivery service and now can't get parked outside of own shop, doesn't have time to walk up and down all day. Considers that can't run a successful business if you can't park outside your own shop.

***Optimus Accounting**, 90 Marygate, Berwick-upon-Tweed TD15 1BN*

4.4.20 The staff have to move around different car parks all day so it is difficult. Clients park wherever they can get parked, one client spent half an hour driving round trying to get parked. Issue is the lack of parking, the GWA building added 100 staff and parking provision wasn't added so it is a real struggle to get parked. Also other car parks have been closed so more staff have been added to Berwick town centre and the number of parking spaces has decreased. No other issue in Berwick other than it is very difficult to get parked and it is affecting business.

***Brucegate Dentist**, 2-4 Brucegate, Berwick-upon-Tweed TD15 1LP*

4.4.21 There are four spaces outside of the surgery but try to avoid parking in them so usually park in the Castlegate car park. Customers use the four spaces at the surgery or have to drive around until they find one. Issues are that the four spaces are two and two so often people get blocked in the car park causing real issues. Also some patients aren't able to walk very far so if they can't get parked outside it is resident only around the streets so they can't find anywhere to park. Overall it is ridiculous and it makes it really difficult for patients

***Fairbairn G O Ltd**, 14-26 Church St, Berwick-upon-Tweed TD15 1DY*

4.4.22 Staff park wherever possible which is usually Parade. Staff are unsure where customers park as they often just visit a different town because parking is so difficult. There is an issue trying to find a space in the morning; a staff member spent 20 minutes trying to get a space this morning. There just isn't enough parking, and you need to arrive at 8:20am just to get a parking space. Overall it is horrendous and Berwick needs more public car parking spaces.

4.5 Northumberland County Council's Parking Enforcement Team Consultation

4.5.1 A meeting was held with members of Northumberland County Council's parking enforcement team on 23rd June 2017. The notes of the meeting are summarised below:

- There has been a big change in demand since 2014 when free parking was introduced, now a much higher demand for long stay parking.
- From 2009 – 2014 parking was pay and display and there were not the problems that are faced now.
- Quayside, Foul Ford, Parade and Coxons Lane are all busy car parks.
- Possible re-opening for car park on Hatters Lane, managed by Arch and they have been contacted regarding this but waiting to hear back.
- In terms of disc parking there has to be different signs on-street compared to off-street parking, big signs displaying rules of car park for off-street but not possible for on-street parking.
- Long stay parking works but catering for the demand is the real problem for Berwick.
- Struggle to get parked past 8:30am for long stay car parks.
- Considering imposing restrictions on Castlegate car park to limit stays to maximum of three days, also considering at railway station car park.
- There was an experimental order for bays on Marygate which were short stay but these didn't work so they have been returned to loading only.
- There is a big problem for enforcement on Marygate as people often park vehicles there and go to Greggs and Costa to get food/drink

- Sports direct parking is outside of the Eastern Lane car park and there are several private parts to the car park.
- Considering making Palace Street dual use, so residents only or two hours max stay, to try and increase short stay parking in the South of Berwick.
- West St is a problem, it is very narrow and once a car parks on there it is very difficult to get another down there, enforcement officer believes there should be double yellow lines on there to really enforce the area, as currently there are only signs which people may miss.
- Alongside the town hall is an area that about 3 cars can park but enforcement can't do anything about it.
- Disc parking is very hard to manage with limited staff and is very time consuming, but it works.
- Disabled badge holders can park up to 3 hours
- Highlighted an area of land to the south of Berwick off Palace Street East which could have capacity for a car park, seems to be a council owned building.
- Park and ride was discussed but generally felt that it would be very difficult to implement successfully.

4.6 Berwick-upon-Tweed Town Council and Local Councillors Consultation

4.6.1 A meeting was held with Gareth Davis, the Clerk of Berwick-upon-Tweed Town Council and the Councillor for Berwick North, Catherine Seymour, on 1st September 2017. Councillor Georgina Hill was unable to attend the meeting but subsequently provided comments by e-mail. The comments made by the Town Council and the Councillors are summarised below:

- Overall Berwick is short of parking.
- Hatters Lane has been opened to provide 24 more car park spaces free of charge. Chapel Street Coach Park is to be re-opened as a car park to provide a further 25 spaces. There is potential for another 40 spaces at the Greaves West and Ayre office but the land is barren at the moment in time.
- There are ideas for possible increased provision up to 4 hours.
- Gareth has looked at the parking issue in Berwick for a long time but has never seen any reliable data to back it up.
- There is a sense of under delivery and that Castlegate has been badly managed and badly designed. People often just change the time on their parking discs so they can park all day.
- Strongly seasonal traffic from tourists, but there is considerable local traffic on Wednesdays and Saturdays.
- Believe there is a demand for shorter time retail parking in the town centre.
- There is a plan for a marina to be built on the Quayside with room for 18-20 yachts in the summer. At Berwick Dock, owner is charging £10 per night for lorries to park there, had 8/9 lorries there previously, could be a potential short term solution for parking. Also the golf course has some land which could be available.

- There is an area of land opposite Berwick train station which could potentially be used for parking, but this is green space and has a very steep gradient for access so unsure if it can be engineered for car parking, and they don't really want to take green space away from Berwick.

- Councillors also made reference to a warehouse opposite the station which used to be a factory run by Flannigan's but it is likely high value development land, most likely for more flats in Berwick-upon-Tweed.

- They are also thinking about introducing a residents permit at £15 a year but think it would be opposed.

- There are lots of different restrictions for parking in Berwick and the town council want it simplifying, they have ideas for a long term parking permit but no other alternatives or other management of car parks.

- Tweedmouth doesn't seem to have the problems that Berwick does in terms of parking.

- There was talk of a multi-storey car park at the train station but they have been dismissed as it simply isn't feasible; although Virgin Rail who own the car park are looking into development plans.

- The council want Castlegate short stay car park to be for shoppers and they ideally want three types of parking in Berwick: Retail, Tourists and Workers but there is no rational plan as of yet.

- There has never been any data collected in relation to parking so they are looking forward to seeing the formal dataset.

- Berwick has a number of large events but they cannot continue putting these events on if there is no parking for visitors as they often have to close car parks to cater for the events.

- Overall they want parking in Berwick to be simple.

Existing Parking Situation

05

5 Existing Parking Situation

5.1 Introduction

5.1.1 In order to establish the existing parking situation within the study area in a neutral month, parking surveys were carried out on Wednesday 15th March 2017, a market day, Thursday 16th March 2017, a neutral weekday, and Saturday 18th March 2017 by survey specialists Streetwise Services.

5.1.2 To establish the existing parking situation in the peak summer period, further surveys were then carried out on Wednesday 5th July 2017, a market day, Thursday 6th July 2017, a neutral weekday, and Saturday 8th July 2017.

5.1.3 The surveys were between 0700 and 1900 on each day. The numbers and stay durations of parked vehicles were recorded using registration matching during hourly beat surveys.

5.2 Analysis

5.2.1 The parking survey data was analysed to determine the maximum occupancy and how occupancy varied through the day and between the six surveyed days. This was done for each of the car parks and on-street parking sub groups described in section 2.2, and for individual car parks and streets.

5.2.2 The average stay duration was also determined for the sub groups and for individual car parks and streets for the three surveyed days.

5.2.3 Parking occupancy and duration of stays for each car park category and each area of on-street parking are fully discussed in Appendix B which also contains tables for each area summarising maximum occupancy and duration of stay data. The findings of the analysis are summarised below.

5.2.4 Figures 6 to 11 show diagrammatically how maximum occupancy varies across the study area on each of the studied days.

NCC Public Car Parks

Occupancy – March Surveys

5.2.5 Overall key findings from analysis of the March occupancy surveys are as follows:

- 6 of the 11 car parks reached capacity on at least one of the surveyed days.
- 9 of the 11 car parks exceeded 95% capacity on at least one of the surveyed days.
- 10 of the 11 car parks exceeded 85% capacity, the maximum recommended for efficient operation, on at least one of the surveyed days; the exception being Waugh Place which only has 12 spaces and reached 83% occupancy.
- Across all the car parks, the highest combined occupancy occurred on the Thursday between 1100 and 1200 and was 92%.
- Across all the car parks the combined occupancy exceeded the recommended 85% maximum for efficient operation on all three of the surveyed days.
- Bridge Street is relatively underused on weekdays but reaches close to capacity on a Saturday.
- Berwick Railway Station and Quayside car parks have significantly lower maximum occupancies on a Saturday than weekdays indicating that a high proportion of weekday users are employees.

Occupancy – July Surveys

5.2.6 Overall key findings from analysis of the July occupancy surveys are as follows:

- The car parks were busier during the July surveys than during the March surveys on a Wednesday and Thursday but less busy on a Saturday.

- 7 of the 11 car parks reached capacity on at least one of the surveyed days.
- 9 of the 11 car parks exceeded 95% capacity on at least one of the surveyed days.
- 10 of the 11 car parks exceeded 85% capacity, the maximum recommended for efficient operation, on at least one of the surveyed days; the exception being Castlegate Long Stay/Overflow which still reached 85% occupancy on the Wednesday.
- Across all the car parks the highest combined occupancy occurred on the Wednesday between 1200 and 1300 and was 95%.
- Bridge Street is relatively underused on Saturday but reaches close to capacity on Wednesday and Thursday, the opposite to what occurred during the March surveys.
- Quayside car park has a significantly lower maximum occupancy on a Saturday than on weekdays indicating that a high proportion of weekday users are employees.

Issues

5.2.7 The parking surveys indicate that the NCC Public Car Parks do not have sufficient capacity to cope with the current demand. Seven car parks reached or exceeded capacity on at least one of the surveyed days, nine exceeded 95% occupancy on at least one of the surveyed days and all eleven exceeded 85% occupancy, the maximum recommended for efficient operation, on at least one of the surveyed days. As all the car parks suffer capacity issues at some time, simply encouraging motorists to use less busy car parks as opposed to the busiest car parks is not an option.

5.2.8 During the Saturday parking surveys a number of vehicles parked in Woolmarket car park for significantly longer than the permitted maximum stay of 3 hours.

Private Car Parks in Public Use / Use Specific Car Parks

Occupancy – March Surveys

5.2.9 Overall key findings from analysis of the March occupancy surveys are as follows:

- The Asda car park remains well below the recommended maximum occupancy for efficient operation of 85% on all of the three surveyed days with the maximum occupancy being 67% on the Saturday.
- At Berwick Infirmary the Mather Unit car park exceeds capacity on the Wednesday and Thursday and the Infirmary Unit car park exceeds 95% occupancy on the Thursday and exceeds 85% occupancy on the Wednesday. The Mather Unit car park exceeds capacity due to vehicles being parked in areas not designated as parking spaces.
- The Berwick Infirmary car parks are busier on weekdays with plenty of spare capacity on a Saturday.

Occupancy – July Surveys

5.2.10 Overall key findings from analysis of the July occupancy surveys are as follows:

- The Asda car park again remains well below the recommended maximum occupancy for efficient operation of 85% on all of the three surveyed days with the maximum occupancy being 72% on the Saturday. The maximum occupancies on Thursday and Saturday are higher than during the March surveys but the Wednesday maximum occupancy is lower.
- At Berwick Infirmary the Mather Unit car park reaches capacity on the Wednesday and Thursday and the Infirmary unit car park exceeds 95% occupancy on the Wednesday and Thursday.
- As for the March surveys the Berwick Infirmary car parks are busier on weekdays with plenty of spare capacity on a Saturday.

Issues

5.2.11 The parking surveys indicate that there are the following potential issues in the Private Car Parks in Public Use / Use Specific Car Parks:

- The Berwick Infirmary – Mather Unit car park is over capacity during the week.
- The Berwick Infirmary – Infirmary Unit car park operated close to capacity and above the 85% occupancy recommended for efficient operation during the week.

5.2.12 However given that the Minor Injuries Unit car park is very close to the Mather Unit car park and has spare capacity during the week and that the Maternity Unit car park is very close to the Infirmary Unit car park and has spare capacity during the week it is not considered that these currently represent serious issues that need addressing.

On-Street Parking & Adjacent Parking Areas – Major Roads Where Parking Forbidden/Unlikely

Occupancy – March Surveys

5.2.13 Overall key findings from analysis of the March occupancy surveys are as follows:

- The only parking occurring on these roads is on Golden Square which reached a maximum occupancy of four vehicles on the Thursday and Saturday.
- It is thought that this parking is a mixture of vehicles parking on the wide footways / vehicular access along Golden Square and loading by vehicles parking on the double yellow lines.

Occupancy – July Surveys

5.2.14 Overall key findings from analysis of the July occupancy surveys are as follows:

- Again the only parking occurring on these roads is on Golden Square which reached a maximum of four vehicles on the Wednesday.

Issues

5.2.15 The parking surveys indicate that there are the following potential issues with parking on major roads where parking is forbidden / unlikely:

- Some vehicles are parking on the wide footways on Golden Square.

On-Street Parking & Adjacent Parking Areas – Major Roads Where Parking Allowed

Occupancy – March Surveys

5.2.16 Overall key findings from analysis of the March occupancy surveys are as follows:

- Castlegate (High Greens to Marygate) reached an occupancy of 114% on the Wednesday however this was after 1800 when the single yellow line restrictions end and the effective capacity will increase significantly. However occupancy did still reach 109% before 1800 indicating that some loading and/or illegal parking must have been occurring.
- Main Street (Church Road to Mount Road) exceeded capacity on all three days, hence some parking must be occurring here in non-designated parking areas. Footway parking on areas of widened footway has been observed in this area so this is likely the cause of occupancy exceeding capacity.
- Prince Edward Road exceeds the 85% occupancy recommended for efficient operation on all three survey days and Marygate and Main Street (West End to Prince Edward Road) came close to the 85% on the Wednesday.

Occupancy – July Surveys

5.2.17 Overall key findings from analysis of the July occupancy surveys are as follows:

- Prince Edward Road greatly exceeded maximum capacity on the weekdays. This occurred at school pick-up/drop-off times and is therefore likely due to school parking. There are wide footways in the area so this is likely where the parking in excess of capacity is occurring.
- Castlegate (High Greens to Marygate) came close to capacity on all three survey days, and this was at times before the single yellow line restrictions had ended.
- Main Street (West End to Prince Edward Road) and Main Street (Church Road to Mount Road) both exceeded 85% capacity on at least one of the survey days.

Issues

5.2.18 The parking surveys indicate that there are the following potential issues on the major roads where parking is allowed:

- Parking exceeds capacity on Main Street (Church Road to Mount Road)
- Parking exceeds capacity at school pick-up and drop-off times on Prince Edward Road
- Parking exceeds 85% occupancy on Castlegate (High Greens to Marygate) and Main Street (Church Road to Mount Road)

On-Street Parking & Adjacent Parking Areas – Northwest

Occupancy – March Surveys

5.2.19 Overall key findings from analysis of the March occupancy surveys are as follows:

- None of the streets reached parking capacity or the 85% maximum occupancy recommended for efficient operation.
- The busiest street is Castle Terrace which reached 75% occupancy on all three survey days. The least busy street is Castle Drive which reached a maximum of 20% occupancy.

Occupancy – July Surveys

5.2.20 Overall key findings from analysis of the July occupancy surveys are as follows:

- Castle Terrace exceeded the 85% threshold on the Wednesday.
- The other three streets had relatively low occupancies at all times.
- It is possible the high occupancy on Castle Terrace is at least partly due to overspill parking from the train station.

Issues

5.2.21 The parking surveys indicate that there are the following potential issues with the on-street parking in the northwest area:

- On Castle Terrace parking occupancy exceeded the 85% threshold for efficient operation on one of the survey days and was close to it on other days. This may be due to overspill parking from the train station.

On-Street Parking & Adjacent Parking Areas – North

Occupancy – March Surveys

5.2.22 Overall key findings from analysis of the March occupancy surveys are as follows:

- Lovaine Terrace had the highest occupancy on all three survey days and reached the 85% threshold recommended for efficient operation on the Thursday. The times of maximum occupancy on Lovaine Terrace coincided with pick-up and drop-off times at the adjacent school so this is likely the reason for

the high occupancy. There is a residents only parking restriction in place but this only operates between drop-off and pick-up times.
- Occupancy on the other three streets remained relatively low on all three survey days.

Occupancy – July Surveys

5.2.23 Overall key findings from analysis of the July occupancy surveys are as follows:

- Again Lovaine Terrace had the highest occupancy and reached capacity on the Saturday. This was at school drop-off time so will likely be associated with a weekend event at the school. The maximum occupancy on the Wednesday and Thursday occurred at school pick-up time and reached the 85% threshold on the Thursday.
- Occupancy on the other three streets remained relatively low on all three survey days except on Northumberland Street on the Wednesday where occupancy reached 78%.

Issues

5.2.24 The parking surveys indicate that there are the following potential issues with the on-street parking in the north area

- Lovaine Terrace reached capacity on one of the survey days and the 85% threshold on a further two of the survey days. It is likely school drop-off / pick-up parking is contributing to the high parking demand here.

On-Street Parking & Adjacent Parking Areas – Central

Occupancy – March Surveys

5.2.25 Overall key findings from analysis of the March occupancy surveys are as follows:

- Brucegate reached capacity on the Thursday and exceeded 85% capacity on the other two survey days.
- Well Close Square exceeded the 85% threshold on the Wednesday.
- Castlegate Court exceeded the 85% threshold on the Saturday.
- On both Ivy Place and Scotts Place some parking was recorded despite their capacity being zero due to double yellow lines, indicating that some illegal parking is occurring here.

Occupancy – July Surveys

5.2.26 Overall key findings from analysis of the July occupancy surveys are as follows:

- Castlegate Court and Brucegate exceeded the 85% threshold on the Saturday and Well Close and High Greens did on the Thursday.
- Some parking was recorded again on Ivy Place and Scotts Place indicating that some illegal parking is occurring here.

Issues

5.2.27 The parking surveys indicate that there are the following potential issues with the on-street parking in the central area:

- Brucegate reached capacity on one of the survey days and exceeded the 85% threshold on a further three days.
- Castlegate Court, Well Close Square and High Greens exceeded the 85% threshold on at least one of the survey days.
- Some illegal parking is occurring in Ivy Place and Scotts Place.

On-Street Parking & Adjacent Parking Areas – Station

Occupancy – March Surveys

5.2.28 Overall key findings from analysis of the March occupancy surveys are as follows:

- Railway Street is shown to have significant parking even though the capacity is shown as zero. This is as there is a single yellow line restriction on Railway Terrace which operates 1000 to 1600 making the capacity zero for most of the day. However outside these times it has a capacity of approximately 14 meaning that parking does still reach capacity outside of the single yellow line restriction hours.
- The surveys do also show that some parking is occurring on Railway Terrace within the single yellow line restriction operating hours, therefore some illegal parking or loading must be occurring here.
- Tweed Street is shown to be over capacity but this is due to some of the street having single yellow line restrictions from 1000 to 1600. Outside of these hours, when maximum occupancy occurs, there are an additional 12 spaces giving a total of 26 and meaning that occupancy actually reaches a maximum of 76%.

Occupancy – July Surveys

5.2.29 Overall key findings from analysis of the July occupancy surveys are as follows:

- Outside of the single yellow line restriction times Railway Street exceeds its then capacity of 14 reaching a maximum of 107% occupancy indicating that some illegal parking and/or loading is occurring.
- Again some parking is occurring during the operational hours of the single yellow line restriction further indicating that illegal parking and/or loading is occurring.
- Outside of the single yellow line restriction hours Tweed Street reaches a maximum occupancy of 65% of its then capacity.

Issues

5.2.30 The parking surveys indicate that there are the following potential issues with the on-street parking in the station area:

- Railway Street exceeded its capacity outside of the single yellow line restriction hours on two of the survey days indicating that some illegal parking and/or loading is occurring here.
- Parking is occurring on Railway Street during the operational hours of the single yellow line restriction further indicating that some illegal parking and/or loading is occurring here.

On-Street Parking & Adjacent Parking Areas – East 1

Occupancy – March Surveys

5.2.31 Overall key findings from analysis of the March occupancy surveys are as follows:

- Walkergate, Hatters Lane, Wallace Green, Crawford's Alley, Church Road and Parade all exceed capacity on at least one of the survey days.
- Chapel Street reaches capacity on two of the survey days.
- Only Coxons Lane and Ravensdowne remain below capacity throughout the surveys and Ravensdowne exceeds the 85% threshold on the Saturday.
- On Walkergate there is a section of double yellow lines that are very faded and parking has been observed here. This is the likely cause of the parking in excess of capacity.
- Illegal parking has also been observed on Hatters Lane on a section of wide footway adjacent to double yellow lines so this is the likely cause of parking in excess of capacity here.

- On Wallace Green the parking slightly in excess of capacity is likely to be because of some illegal parking and/or loading or parking in non-designated areas.
- On Crawfords Alley, some illegal parking was observed so this is the likely cause of parking in excess of capacity here.
- Part of Church Street is covered by a single yellow line restriction which only operates between 0800 and 1800 however parking in excess of capacity was observed within these hours so some illegal parking and/or loading must be occurring here.
- On Parade one additional car was recorded in excess of capacity, this could be due to cars being parked very closely within the designated parking area or due to illegal parking.
- On Woolmarket the parking significantly in excess of capacity must be due to illegal parking and/or loading.

Occupancy – July Surveys

5.2.32 Overall key findings from analysis of the July occupancy surveys are as follows:

- Again Walkergate, Hatters Lane, Wallace Green, Crawfords Alley, Church Street and Woolmarket exceeded capacity on at least one of the survey days. This will be for the same reasons described above for the March surveys.
- Coxons Lane was also slightly over capacity during the July surveys. This occurred during the operational hours of the single yellow line restriction here so must be a result of illegal parking or parking in non-designated areas.
- Parade reached capacity during the July surveys.
- Occupancy on Ravensdowne exceeded the 85% threshold on the Saturday.

Issues

5.2.33 The parking surveys indicate that there are the following potential issues with the on-street parking in the east 1 area:

- Walkergate is over capacity with illegal parking occurring.
- Hatters Lane is over capacity with illegal parking occurring.
- Coxons Lane was over capacity due to illegal parking or parking in non-designated areas.
- Wallace Green is slightly over capacity due to illegal parking and/or loading or parking in non-designated parking areas
- Chapel Street is at capacity
- Some illegal parking is occurring in Crawford's Alley
- Church Street is over capacity due to illegal parking and/or loading
- Parade is at capacity
- Woolmarket is over capacity due to illegal parking and/or loading

On-Street Parking & Adjacent Parking Areas – East 2

Occupancy – March Surveys

5.2.34 Overall key findings from analysis of the March occupancy surveys are as follows:

- Bank Hill, West Street and Easter Wynd, Love Lane, Bridge Terrace, Bridge End, and Bridge Street are all shown to be over capacity on all days and Eastern Lane on two days. In all cases it is considered that this is due to illegal parking and/or loading.
- No parking was recorded on either Drivers Lane which has a capacity of zero, or Dewars Lane which has a capacity of one.

Occupancy – July Surveys

5.2.35 Overall key findings from analysis of the July occupancy surveys are as follows:

- Bank Hill, West Street and Easter Wynd, Eastern Terrace, Love Lane, Bridge Terrace, Bridge End, and Bridge Street are all shown to be over capacity on all days. In all cases it is considered that this is due to illegal parking and/or loading.
- Again no parking was recorded on either Drivers Lane which has a capacity of zero, or Dewars Lane which has a capacity of one.

Issues

5.2.36 The parking surveys indicate that there are the following potential issues with the on-street parking in the station east 2 area:

- Bank Hill, West Street and Easter Wynd, Eastern Terrace, Love Lane, Bridge Terrace, Bridge End, and Bridge Street are all over capacity due to illegal parking and/or loading.

On-Street Parking & Adjacent Parking Areas – East 3

Occupancy – March Surveys

5.2.37 Overall key findings from analysis of the March occupancy surveys are as follows:

- Silver Street, Foul Ford and Oil Mill Lane are all shown to be over capacity on more than one of the survey days.
- Parking on Hide Hill and Ness Street is shown to exceed the 85% threshold on two of the survey days.
- On Silver Street the parking shown to be in excess of capacity is due to a single yellow line restriction which only operates from 0800 to 1800. The parking in excess of capacity only occurs outside of the restriction hours so in effect remains below capacity.
- On Foul Ford there is an area next to double yellow lines where it is not clear if parking is forbidden by the lines or if the lane is private property and parking is allowed. This area has space for three cars and has not been included within the capacity assessment. Parking is occurring here and it is this area that is therefore causing the occupancy to show as over capacity.
- There is a similar situation on Oil Mill Lane with an area with sufficient space for two cars to park where it is not clear if parking is prohibited by double yellow lines. This area has not been included within the capacity assessment but parking is occurring here and causing the indicated occupancy in excess of capacity.

Occupancy – July Surveys

5.2.38 Overall key findings from analysis of the July occupancy surveys are as follows:

- Sandgate is shown to be over capacity on the Wednesday. This is due to illegal parking and/or loading on the double yellow lines in this street.
- Silver Street and Foul Ford are again shown to have occupancy in excess of capacity due to the reasons described above.
- Ness Street is shown to be at capacity on all three survey days.
- The Avenue is shown to be at capacity on the Saturday.
- Hide Hill is again shown to be over the 85% threshold, this time on all three of the survey days.

Issues

5.2.39 The parking surveys indicate that there are the following potential issues with the on-street parking in the east 3 area:

- Sandgate exceeded capacity on one of the survey days due to illegal parking and/or loading occurring on double yellow lines.
- Illegal parking is possibly occurring in two areas on Foul Ford and Oil Mill Lane but it is unclear if the adjacent double yellow line restrictions apply to the areas in question.
- The Avenue and Ness Street reached capacity on at least one of the survey days
- Hide Hill exceeded the 85% threshold on five of the six survey days.

On-Street Parking & Adjacent Parking Areas – West 1

Occupancy – March Surveys

5.2.40 Overall key findings from analysis of the March occupancy surveys are as follows:

- Occupancies remained well below capacity on all streets on all survey days except on Blakewell Gardens which exceeded the 85% threshold on the Wednesday.

Occupancy – July Surveys

5.2.41 Overall key findings from analysis of the July occupancy surveys are as follows:

- Occupancies remained well below capacity on all streets on all survey days.

Issues

5.2.42 The parking surveys indicate that there are the following potential issues with the on-street parking in the west 1 area:

- The occupancy on Blakewell Gardens exceeded the 85% threshold on one of the survey days.

On-Street Parking & Adjacent Parking Areas – West 2

Occupancy – March Surveys

5.2.43 Overall key findings from analysis of the March occupancy surveys are as follows:

- Lee's Lane reached capacity on the Wednesday.
- Church Road exceeded the 85% threshold on the Wednesday.

Occupancy – July Surveys

5.2.44 Overall key findings from analysis of the July occupancy surveys are as follows:

- The occupancy on Well Road slightly exceeded capacity on all three survey days.
- The occupancy on Lee's Lane reached capacity on all three days.
- The occupancy on Brewery Bank exceeded the 85% threshold on the Thursday.
- The occupancy on Well Square exceeded it on the Saturday.
- It is thought that the occupancy on Well Road is exceeding capacity due to vehicles parking in an area not designated for parking, namely the turning head at the end of the road.

Issues

5.2.45 The parking surveys indicate that there are the following potential issues with the on-street parking in the west 2 area:

- Occupancy slightly exceeded capacity on Well Road on three of the survey days due to vehicles parking in areas not designated for parking.
- Occupancy reached capacity on Lee's Lane on four of the survey days.

- Occupancies on Church Road, Brewery Bank and Well Square exceeded the 85% threshold on one of the survey days.

5.3 Overall Situation for Mixed Parking Areas

5.3.1 The analysis in Appendix B, summarised in Section 5.2 considers peak demand on individual streets and in individual car parks at their own individual peak times, irrespective of the timings of peak demand in adjacent streets or car parks. This is considered sufficient for streets in purely residential areas, or where parking is restricted to resident only, or in streets where mixed parking is likely to occur but there are no surrounding car parks or mixed use streets to use as alternative parking locations. In these locations parking demand is very street specific and not significantly interchangeable with other streets or car parks.

5.3.2 Similarly parking demand in the private car parks for public use/use specific car parks within the study area is considered not to be significantly interchangeable with surrounding car parks and streets and therefore analysis of individual car park peaks is appropriate.

5.3.3 However in streets where the majority of parking is available to all users and close to similar streets or public car parks, it is considered that car parking is interchangeable between these streets and car parks and demand should be considered at an overall peak demand for the area. It is considered that there is one such area within the study boundary located around the town centre core and encompassing all the public car parks, with the possible exception of the railway station car park, and the following streets:

- Castlegate (High Greens to Marygate)
- Marygate
- Scott's Place
- Railway Street
- Wallace Green
- Chapel Street
- Church Street
- Woolmarket
- West Street
- Easter Wynd
- Bridge End
- Bridge Street
- Drivers Lane
- Dewars Lane
- Hide Hill
- Sandgate
- Silver Street
- Foul Ford

5.3.4 Not all parking within these streets and car parks will be interchangeable; for example those wishing to stay for long durations will not be able to park in short stay car parks or on-street parking areas and some may have to be within a very short distance of their final destination limiting parking choice, however it is considered that parking is sufficiently interchangeable that current and future demand should be considered for the area as a whole.

5.3.5 The peak demand across all the public car parks combined has already been considered in section 5.2 and therefore the demand within the above listed streets at the corresponding times simply needs adding in to give the total demand for the area as a whole. Peak demand across the car parks and streets combined occurred on the Wednesday for both the March and July surveys.

5.3.6 Spreadsheet output in Appendix C shows the full area peak demand calculations and the table below shows the peak demand for March and July alongside the existing parking capacity and the resultant free spaces at peak demand. The table also shows the resulting free spaces if maximum occupancy is limited to 85%, the recommended maximum occupancy for efficient operation of parking. It should be noted that the existing capacity figure in the table includes the recently opened Hatters car park discussed in Section 6.2.

5.3.7 As mentioned above it is debatable as to whether the railway station car park should be considered within the overall area. This is because it is slightly removed from the other car parks and streets being considered and it is the only public car park which is charged. The table therefore also shows the capacity, demand and free space results for a scenario excluding this car park.

Scenario	Capacity	Peak Demand		Free Spaces		Free Spaces with 85% Max Occupancy	
		Mar	July	Mar	July	Mar	July
Existing Situation	1162	1027	1067	135	95	-39	-79
Existing Situation Excluding Railway Station Car Park	1036	906	938	130	98	-25	-57

5.3.8 It can be seen that over the area as a whole there are 135 free spaces at the time of peak demand in March and 95 free spaces at the time of peak demand in July. To keep maximum occupancy at 85% of capacity an additional **39 spaces** would be required in March and an additional **79 spaces** would be required in July.

5.3.9 If the railway station car park is excluded from the area under consideration there are 130 free spaces during the March peak and 98 spaces during the July peak with an additional **25 spaces** required to achieve 85% maximum capacity in March and **57 spaces** required to achieve this in July.

5.3.10 If the railway station car park is considered as a standalone car park it would require an additional 24 spaces to achieve 85% maximum occupancy in March and an additional 27 spaces to achieve it in July based on current peak demand.

Future Parking Situation

06

6 Future Parking Situation

6.1 Introduction

6.1.1 The future parking situation within the study area will potentially be affected in three ways:

- Through provision of new developments and the parking they generate,
- Through provision of new developments on areas of existing parking that is not replaced,
- Through general background growth in traffic levels and hence parking demand.

6.1.2 These three sources of potential impact are analysed in the following sections together with their likely combined impact on the future parking situation. Assessments have been made for 2020 and 2030 as agreed in the study brief

6.2 Proposed Developments

6.2.1 A review of potential developments likely to affect parking within the study area was carried out. This involved a review of Northumberland County Council Local Plan documents, a search of the Northumberland County Council online planning portal, meetings with Northumberland County Council officers including the Core Strategy Team and a discussion with Arch regarding any proposed developments they have in the area. Details of the discussions with the Core Strategy Team and ARCH are given in Chapter 4.

6.2.2 A number of specific developments with the potential to affect parking supply and/or demand within the study area have been identified through the research and discussions described above. These developments are discussed below.

Premier Inn - Sandgate

6.2.3 A planning application has been approved for a five storey 60 bedroom hotel on the site of the former playhouse cinema on Sandgate. No parking is to be provided as part of this development with guests expected to park in surrounding car parks or on-street parking bays.

6.2.4 The March and July parking surveys showed that existing parking peak demand occurs between 1000 and 1400 with the exact peak time varying across the different days of the week. The Transport Statement for the proposed Premier Inn development considers that within this time period the peak parking demand generated by the hotel will be approximately 15 cars. Therefore it is assumed that the hotel will add 15 cars to current peak parking demand on all days.

Train Station Car Park

6.2.5 Northumberland County Council is exploring the possibility of constructing an additional 102 space car park to the north of the station and tracks. This would be run by NCC and charged as per the existing station car park. There are difficulties in utilising this site with multiple issues to overcome. Progress of the scheme is currently on hold, partly due to a lack of finance and partly due to hold ups from Network Rail and Virgin Trains.

Chapel Street Coach Park

6.2.6 The Chapel Street Coach Park was constructed on the site of a former car park and opened in March 2017. During the March parking surveys it was closed to both cars and coaches while construction works were underway.

6.2.7 There are now plans to convert the coach park back to a car park providing 23 parking spaces.

Hatters Lane Car Park

6.2.8 The former car park on Hatters Lane has recently reopened on a short term lease providing 24 parking spaces. The car park was closed during the March and July parking surveys.

Overall Impact

6.2.9 Assuming that implementation of the additional train station car park is impractical at this time, the overall impact of the remaining three development proposals described above will be to increase parking provision by 47 spaces and increase parking demand by 15 spaces.

6.3 Traffic Growth

Public Car Parks

6.3.1 It has been assumed that the general background growth in parking demand in public car parks will be the same as background growth in traffic levels. TEMPRO was used to establish predicted background traffic growth in the Berwick area from 2017 to the assessment years of 2020 and 2030. The established rates were as follows:

- 2017 to 2020: 3.7%
- 2017 to 2030: 10.6%

Private / Use Specific Car Parks

6.3.2 Given that these car parks each serve a specific development of fixed size they will not be subject to background growth in demand for parking spaces. Any change to use or increase in size of the developments would be subject to the relevant planning applications when any increase in demand could be assessed and additional parking provision stipulated as appropriate.

On-Street Parking and Adjacent Parking Areas

6.3.3 It has been assumed that growth in parking demand for on-street parking on non-residential or mixed use streets will be the same as background growth in traffic levels as established above. The following streets were classified as non-residential or mixed use streets:

- Castlegate (High Greens to Marygate)
- Marygate
- Scott's Place
- Railway Street
- Wallace Green
- Chapel Street
- Church Street
- Woolmarket
- West Street
- Easter Wynd
- Bridge End
- Bridge Street
- Drivers Lane

- Dewars Lane
- Hide Hill
- Sandgate
- Silver Street
- Foul Ford
- Castlegate (Castle Terrace to High Greens)
- Royal Tweed Bridge
- Berwick Bridge
- Golden Square
- Main Street (Prince Edward Road to Church Road)
- Main Street (West End to Prince Edward Road)
- Main Street (Church Road to Mount Road)
- Brucegate
- Well Close Square
- Walkergate
- Crawford's Alley

6.3.4 In residential areas it has been assumed that the only growth in parking demand will be from growth in car ownership levels. TEMPRO was therefore used to establish predicted growth in car ownership rates for the Berwick area of Northumberland. The established rates were as follows:

- 2017 to 2020: 3.6%
- 2017 to 2030: 13.2%

6.4 Overall Impact

Town Centre Core Parking Area

6.4.1 As defined in section 5.3 the town centre core parking area consists of all town centre public car parks, with the possible exception of the railway station car park and the surrounding streets where the majority of parking is available to all users. In this area it is considered that parking is interchangeable to a high degree between the various car parks and on-street parking areas and therefore the overall area peak demand can be considered rather than the individual peaks of the separate car parks and streets.

6.4.2 Predicted traffic growth derived in section 6.3 can be applied to all car parks and streets in this area to estimate the peak parking demand for the combined area in 2020 and 2030. Spreadsheet output in Appendix C shows the full area peak demand calculations and the table below shows the peak demand for the existing situation, repeated from the section 5.3, together with the predicted demand for 2020 and 2030. The table also shows the resultant numbers of free spaces and the free spaces if maximum occupancy is limited to 85%. Results are also shown for scenarios excluding the railway station car park.

6.4.3 It should be noted that as general traffic growth to 2020 increases demand by significantly more than the 15 predicted from the Premier Inn development, this 15 has not been added in addition to general growth which is in theory already accounting for such developments.

Scenario	Capacity	Peak Demand		Free Spaces		Free Spaces with 85% Max Occupancy	
		Mar	July	Mar	July	Mar	July
Existing Situation	1162	1027	1067	135	95	-39	-79
2020 Situation	1162	1065	1106	97	56	-77	-119
2030 Situation	1162	1136	1180	26	-18	-148	-192
Existing Situation Excluding Railway Station Car Park	1036	906	938	130	98	-25	-57
2020 Situation Excluding Railway Station Car Park	1036	940	973	96	63	-59	-92
2030 Existing Situation Excluding Railway Station Car Park	1036	1002	1037	34	-1	-121	-157

6.4.4 It can be seen that the current free spaces at peak demand of 135 in March and 95 in July reduces to 97 and 56 by 2020 and 26 and -18 by 2030. To keep maximum occupancy at 85% of capacity by 2020 an additional **77 free spaces** would be required in March and an additional **119 free spaces** would be required in July. By 2030 an additional **148 free spaces** would be required in March and an additional **192 free spaces** would be required in July.

6.4.5 Assuming that the Castlegate overflow car park is lost between 2018 and 2020 and that the Chapel Street coach park reverts to a 23 space car park between 2018 and 2020, the new car parking space provision required to achieve 100% maximum occupancy and 85% maximum occupancy, with and without the railway station car park included as part of the town centre core parking area, will be as shown in the table below.

6.4.6 It should be noted that the 'required new spaces to achieve 85% maximum occupancy' are calculated as (current max occupancy/0.85) – current capacity. This calculation includes an allowance for the fact that when you change the number of car parking spaces provided, you change the number of free spaces required to achieve 85% occupancy. For instance if you currently had 100 spaces and 95 maximum occupancy, you are 10 spaces above 85% occupancy; however if you simply provide 10 more spaces you still don't achieve 85% occupancy, only 86.3%, as more free spaces are now required. Using the above calculation the required number of additional spaces to achieve 85% maximum occupancy is (95 / 0.85) – 100 = 11.76 spaces.

Scenario	Required new spaces for 100% Max Occupancy		Required new spaces for 85% Max Occupancy	
	Mar	July	Mar	July
Existing Situation	0	0	46	93
2020 Situation	21	62	209	258
2030 Situation	92	136	292	344
Existing Situation Excluding Railway Station Car Park	0	0	30	68
2020 Situation Excluding Railway Station Car Park	22	55	187	226
2030 Existing Situation Excluding Railway Station Car Park	84	119	261	303

6.4.7 It can be seen that based on the above assumptions the new space requirement will be between 0 and 93 depending on which criteria are to be met and this requirement will rise to between 21 and 258 by 2020 and to between 84 and 344 by 2030.

6.4.8 If the railway station car park is considered as a standalone car park, as stated in section 5.3, it would require an additional 24 spaces to achieve 85% maximum occupancy in March and an additional 27 spaces to achieve it in July based on current peak demand. This would rise to 29 and 32 spaces by 2020 and 38 and 41 spaces by 2030.

Streets Outside Town Centre Core Parking Area

6.4.9 Traffic growth or car ownership growth rates were used as appropriate to estimate the maximum percentage occupancy across the six survey days for each street in 2020 and 2030. Spreadsheet output showing the current maximum occupancy across the six days established from the parking surveys, together with estimated maximum occupancies in 2020 and 2030 is included in Appendix C.

6.4.10 Section 5.2 has already described the streets which are over capacity or over the 85% threshold for the existing situation. These are also illustrated in Figure 14. The predicted maximum occupancies for 2020 indicate that the following additional street will be over capacity on at least one of the six surveyed days by then:

- Castlegate Court

6.4.11 Furthermore the predicted 2020 occupancies indicate that the following additional streets will be over the 85% threshold on at least one of the six surveyed days by then:

- Bell Tower Place and Bell Tower Park

6.4.12 The streets predicted to be over capacity or over the 85% threshold by 2020 are illustrated in Figure 15.

6.4.13 By 2030 the predicted maximum occupancies indicate that the following additional streets will be over capacity on at least one of the survey days:

- Main Street (West End to Prince Edward Road)
- High Greens
- Well Close Square
- Blakewell Gardens
- Brewery Bank
- Church Road

6.4.14 Also by 2030 the predicted maximum occupancies indicate that the following additional streets will be over the 85% threshold:

- Northumberland Avenue
- Riverside Road
- Kiln Hill
- Brewery Lane
- Tower Road

6.4.15 The streets predicted to be over capacity or over the 85% threshold by 2030 are illustrated in Figure 16.

Recommendations

7 Recommendations

7.1.1 The following sections contain recommended actions regarding the future parking provision within the study area. The recommendations are based on consideration of the analysis carried out in the previous sections including reviews of the following:

- Existing parking provision, condition and occupancy levels,
- Associated infrastructure such as signage and pedestrian routes to the car parks,
- Relevant policy
- Consultations,
- Predicted future parking demand

7.1.2 The majority of the recommendations are standalone items which could be implemented independently. The set of recommendations therefore represents a 'shopping list' of works that can be carried out as funding becomes available.

7.2 Town Centre Core Parking Provision

Number of Additional Spaces

7.2.1 Assuming that the Castlegate overflow car park is lost between 2018 and 2020, that the Chapel Street coach park reverts to a 23 space car park between 2018 and 2020, and that the railway station car park should not be considered as part of the Town Centre Core Parking Area, it is recommended that the following numbers of additional public parking spaces are provided:

- As soon as possible 50 spaces
- By 2020 187 spaces
- By 2030 261 spaces

7.2.2 This level of provision will give a maximum occupancy in March of 85% and a maximum occupancy in July of 88% across the Town Centre Core Parking Area, based on the parking survey data and predicted growth in parking demand. It should be noted that the recommended immediate provision of 50 spaces could include the 23 spaces at Chapel Street car park but the 187 space and 261 space recommendations by 2020 and 2030 are in addition to the Chapel Street car park being provided. The reopened Hatters Lane car park is already accounted for in the existing capacity figures and therefore cannot be included as part of the recommended additional provision.

7.2.3 Furthermore it is recommended that Northumberland County Council continue to investigate ways of providing additional parking capacity close to the railway station to deal with the current capacity issues in the existing car park, the potential existing overspill of parking into surrounding on-street parking areas and the likely future growth in parking demand at the station.

Locations of Additional Spaces

7.2.4 The study area and surrounding area were reviewed to identify potential locations for additional Town Centre Core parking provision either as extensions to existing car parks or as new car parks. Any currently unoccupied or disused areas of land were considered as potential car parking locations as long as they were close enough to the Town Centre Core Parking Area to provide viable alternatives to the existing core area parking options.

7.2.5 Multi-storey car parking on existing or potential future parking areas was not considered due to both the aesthetic impact in a heritage rich area such as Berwick and the high cost in comparison to surface car

parking. The cost implications are particularly important as parking is currently free and therefore no cost can be offset against future parking revenues.

7.2.6 Six potential areas of land were identified for provision of additional parking. The locations of these are shown in Figure 12 and they are described below.

Land to East of Parade Car Park

7.2.7 There is a grassed area to the east of the existing Parade car park between Parade and Berwick Parish Church graveyard. Additional parking spaces could be provided here as an extension to the existing Parade car park. It is estimated that approximately 90 spaces could be provided on this land.

7.2.8 The advantages and disadvantages of progressing this option as an additional parking area were considered and are set out below:

- Advantages
  - Can be accessed from existing Parade car park
  - Flat area of ground so no earthworks costs
  - In a reasonably central area
  - In an area of high parking demand
  - Could be surfaced with grasscrete to minimise aesthetic impact
  - Land owned by NCC

- Disadvantages
  - Visual impact on both Barracks to south and church/church graveyard to north
  - Is a conservation area and close to the Town Walls
  - Land currently used as events area
  - Not close to main vehicular route through Berwick

Land at 76 Ravensdowne

7.2.9 This land is located on the east side of Ravensdowne and consists of disused buildings and a surfaced yard with a wide vehicular access. It is estimated that approximately 35 spaces could be provided here.

7.2.10 The advantages and disadvantages of this option were considered and are set out below:

- Advantages
  - Good vehicular access off Ravensdowne
  - Large area already hard surfaced
  - In area of high parking demand

- Disadvantages
  - Building demolition necessary
  - Land not owned by NCC
  - Routes traffic along residential street which is narrow at north end
  - Not close to main vehicular route through Berwick
  - Planning permission has been granted for housing on the site

Former Youth and Community Centre Site

7.2.11 This land is located off Palace Street East on the site of the disused Youth and Community Centre. There is a hard surfaced area located behind the existing buildings on Palace Street East that is reached via a narrow vehicular access and could be used for parking. It is estimated that approximately 50 spaces could be provided here.

7.2.12 The advantages and disadvantages of this option were considered and are set out below:

- Advantages
  - Large part of site already hard surfaced

- Existing main buildings could be retained for reuse with just smaller single storey buildings to rear demolished
- Land already owned by NCC
- Flat site so no earthworks required
- Close to existing car parks with high parking demand

· Disadvantages
- Not close to main vehicular route through Berwick
- Very narrow vehicular access between buildings, vehicles could not pass each other on it, may require signalled access/egress
- Some building demolition necessary to achieve full parking space potential

Palace Street East Garage Site

7.2.13 This land is located on the west side of Palace Street East on the site of a former garage. It is estimated that approximately 90 spaces could be provided here.

7.2.14 The advantages and disadvantages of this option were considered and are set out below:

· Advantages
- Large part of site already hard surfaced
- Flat site so no earthworks required
- Good vehicular access off Palace Street East and/or Silver Street
- Close to existing car parks with high parking demand

· Disadvantages
- Not close to main vehicular route through Berwick
- Building demolition required to achieve full parking space potential
- Planning permission was granted for flats/housing on the site but this has now possibly expired.

Land to East of Quayside Car Park

7.2.15 This land is located to the east of the existing Quayside car park and adjacent to the river. It is currently disused with just a single small building on the site. Additional parking could be provided here as an extension to the existing car park. It is estimated that approximately 125 spaces could be provided here.

7.2.16 The advantages and disadvantages of this option were considered and are set out below:

· Advantages
- Flat site so no earthworks required
- Could be accessed from existing Quayside car park.
- No existing building demolition required
- No developments currently have planning permission for the site
- Adjacent to well used car park

· Disadvantages
- None of site currently hard surfaced
- Not close to main vehicular route through Berwick

Land to North of Castle Terrace/Castlegate Junction

7.2.17 This is an area of greenfield land to the north of the Castle Terrace/Castlegate junction and west of the railway line. It is estimated that approximately 100 spaces could be provided here.

7.2.18 The advantages and disadvantages of this option were considered and are set out below:

· Advantages
- Adjacent to main vehicular route through Berwick

- Disadvantages
  - Not that close to Town Centre Core Parking Area so may be little used as an alternative to the parking here, but may be used as an alternative to busy station car park
  - None of site currently surfaced
  - Ramped vehicular access necessary from Castlegate due to level difference
  - Access would be located close to existing junction/accesses so would probably require more than simple T-junction access.
  - Loss of green space
  - Felling of some trees may be necessary

Land to Northwest of Railway Station

7.2.19 This is an area of brownfield land immediately to the west of the railway station on the other side of the tracks. It is the area where NCC are exploring the possibility of constructing an additional 102 space car park, as discussed in paragraph 6.2.5.

7.2.20 The advantages and disadvantages of this option were considered and are set out below:

- Advantages
  - Adjacent to main vehicular route through Berwick

- Disadvantages
  - Not that close to Town Centre Core Parking Area so may be little used as an alternative to the parking here, but could be used as an alternative to busy station car park
  - Access located at junction of two roads which would need realignment to allow right turns in and out of access.
  - Access road down to car park site is single lane only and would have to be used by 2 way traffic and pedestrians unless alternative pedestrian route provided
  - Although located close to railway station rail travellers parking here would have an approximately 400m walk to the station building unless a new footbridge was provided across the tracks
  - Successful negotiations with Network Rail and Virgin Trains required before car park can be progressed.

7.2.21 Based on the above assessments of each of the six sites it is recommended that they be considered for further investigation for potential parking provision in the following order:

1.) Land to East of Quayside Car Park

2.) Former Youth and Community Centre Site

3.) Palace Street East Garage Site

4.) Land to Northwest of Railway Station

5.) Land at 76 Ravensdowne

6.) Land to East of Parade Car Park

7.) Land to North of Castle Terrace/Castlegate Junction

7.2.22 The Quayside site could accommodate the 50 spaces recommended for provision as soon as possible. The Quayside site in conjunction with the Garage site could accommodate the 187 spaces recommended for provision by 2020. The Quayside site in conjunction with the Youth Centre site and the Garage site could accommodate the 261 spaces recommended for provision by 2030.

Park and Ride

7.2.23 As an alternative to provision of additional spaces within the Town Centre Core Parking Area or to complement some additional provision, a park and ride scheme could be introduced. Realistically a park and ride scheme would not be viable without reintroduction of charges for town centre parking, both to help make a park and ride scheme financially viable and to incentivise parkers to use it.

7.2.24 In order for parkers to use a park and ride system there must either be a financial or time saving benefit. While there remains any spare parking capacity within the town centre a park and ride system is unlikely to represent a time saving over driving directly to the town centre and then around parking areas to find a space; there must therefore be a financial incentive. The cost of any parking and/or bus fare charges for using the park and ride would have to be significantly less than charges for parking in the town centre.

7.2.25 The area surrounding the study area and on its outskirts was reviewed to identify potential locations for park and ride sites. Any currently unoccupied or disused areas of land, brownfield or greenfield were considered as potential park and ride locations as long as they were close to the main routes into Berwick and not too remote from its centre.

7.2.26 Six sites were identified for potential park and ride provision two to the north of Berwick, two to the west and two to the south. The locations of these are shown in Figure 13 and they are described below.

Land to South of Ramparts Business Park

7.2.27 This land is a playing fields/football pitch area to the south of Ramparts Business Park, north of Berwick.

7.2.28 The advantages and disadvantages of utilising this land for a park and ride site were considered and are set out below:

- Advantages
  - Adjacent to main route into Berwick from North
  - Good access from A1
  - Flat area of land so minimal earthworks

- Disadvantages
  - Loss of playing fields
  - Not practical location for traffic from south of Berwick

Land to West of Ramparts Business Park

7.2.29 This land is currently used for agriculture and is located to the north and west of the A1 and west of Ramparts Business Park to the north of Berwick.

7.2.30 The advantages and disadvantages of utilising this land for a park and ride site were considered and are set out below:

- Advantages
  - Adjacent to main route into Berwick from North
  - Good access from A1

- Disadvantages
  - Not practical location for traffic from south of Berwick

Land to West of Tesco

7.2.31 This land is currently used for agriculture and is located west of Tesco on the north side of the A698 to the west of Berwick town centre.

7.2.32 The advantages and disadvantages of utilising this land for a park and ride site were considered and are set out below:

- Advantages
  - On main signed route into Berwick for traffic from the south
  - Good access from A698
  - Could potentially be used by traffic from north and south of Berwick

- Disadvantages
  - Not as close to residential areas as sites to north and south of Berwick so less potential for use as walk and ride

Land North of Berwick Fire Station

7.2.33 This land is greenfield not currently in use and is located north of the fire station on the north side of the A698 to the west of Berwick town centre.

7.2.34 The advantages and disadvantages of utilising this land for a park and ride site were considered and are set out below:

- Advantages
  - On main signed route into Berwick for traffic from the south
  - Good access from A698
  - Could potentially be used by traffic from north and south of Berwick
  - Closest of potential sites to town centre

- Disadvantages
  - Land has planning permission for new care home and associated housing

Land to East of Swan Centre

7.2.35 This land consists of currently unused grassed areas on the east side of the Swan Centre to the south of Berwick town centre.

7.2.36 The advantages and disadvantages of utilising this land for a park and ride site were considered and are set out below:

- Advantages
  - On major route into Berwick from the south
  - Good access from A1167 already in place
  - Land already owned by NCC
  - Existing Swan Centre parking could be extended to provide large joint use parking area for Swan Centre visitors and park and ride users.
  - Could attract more custom to Swan Centre
  - Would provide a bus link between town centre and Swan Centre
  - Close to surrounding residential areas for potential use as walk and ride.

- Disadvantages
  - Not practical location for traffic from north of Berwick

Former Coal Yard Site

7.2.37 This land is a currently disused former coal yard site to the east of the A1167 and south of Mount Road, to the south of Berwick town centre.

7.2.38 The advantages and disadvantages of utilising this land for a park and ride site were considered and are set out below:

- Advantages
  - On major route into Berwick from the south
  - Land is for sale

- Disadvantages
  - The existing access to the site from the A1167 is not suitable for use for a park and ride site. It will need upgrading and is constrained by the adjacent railway bridge and two nearby junctions onto A1167. Signalised junction may be necessary
  - May be contaminated land issues
  - Not practical location for traffic from north of Berwick
  - Planning permission has been granted for housing on the site

7.2.39 Based on the above assessments of each of the six sites it is considered that the Swan Centre provides the best option for a potential park and ride site.

7.2.40 It is estimated that approximately 150 new parking spaces could be accomodated on the site without loss of any existing facilities, however some removal of existing earth mounding and construction of some lengths of retaining wall would be needed to achieve this number. As the Swan Centre falls outside the parking study boundary it is not known whether there is any spare capacity in the existing 107 parking spaces that could additionally be utilised for the park and ride facility.

7.3 Parking Restrictions

7.3.1 It is considered that the current range of parking restrictions within the study area is too complex. The following restrictions are all present in at least one location:

- Short stay 3 hours no return within 4 hours
- Short stay 2 hours no return within 3 hours
- Short stay 1 hour no return within 2 hours
- Short stay 1 hour no return within 1 hour
- Short stay 30 mins no return within 1 hour
- Short stay 20 mins no return within 1 hour
- Resident only
- Resident or 3 hours no return within 1 hour
- Resident or 2 hours no return within 1 hour
- Resident or 1 hour no return within 1 hour

7.3.2 Consideration should be given to reducing the range of short stay restrictions to the following:

- 3 hours no return within 4 hours in the short stay car parks other than Eastern Lane and Bridge Street, as per current restrictions.
- 2 hours no return within 2 hours in Eastern Lane and Bridge Street car parks and all on-street bays.

7.3.3 A simple colour coding scheme could then be used on all parking information and possibly on signing with a green symbol for the long stay car parks, orange for the 3 hour stay car parks and red for the 2 hour stay car parks and on-street bays.

7.3.4 Regarding the split of short stay and long stay parking numbers it is considered that the current arrangement whereby the more central car parks and on street parking are short stay to encourage high turnover and the more outlying car parks are long stay, is appropriate for the current conditions.

7.3.5 Because all car parks are very busy at times there is no scope at present to make changes to the current arrangements. If there were underused, more outlying car parks, more of Castlegate car park could be given over to short stay parking to force long stay parkers into the underused outlying car parks, however as there are currently no underused car parks this cannot be done without further parking provision first being created.

7.3.6 It is recommended that parking enforcement staff be advised of the findings of the parking surveys regarding a number of vehicles being parked in Woolmarket car park for significantly longer than the permitted maximum stay of 3 hours during the Saturday surveys.

7.4 Streets Outside Town Centre Core Parking Area

7.4.1 The parking surveys analysis and predicted traffic growth forecasts have shown that parking on some of the streets outside the Town Centre Core Parking Area are already over capacity, some are reaching capacity and more will be over or reaching capacity by 2020 and 2030.

7.4.2 Capacity issues on some of these streets will be assisted by provision of the additional Town Centre Core Parking Area spaces or additional railway station parking as recommended in section 7.1, however this is likely to be limited to a few streets close to the locations of the proposed additional parking; namely Castle Terrace, Ness Street and Oil Mill Lane. The issues on most of the streets will therefore not be addressed by provision of the additional Town Centre Core Parking Area spaces or additional railway station parking. To address these issues it is recommended that the following actions be carried out:

- All future developments within the study area should be required to provide sufficient parking, including visitor parking to avoid any overspill to neighbouring streets.
- The streets and parking areas where capacity issues have been identified or are predicted to occur in the future should be analysed in detail for opportunities to provide further parking and/or ways to maximise existing parking. This could include marking of individual bays to ensure the existing parking space is utilised efficiently, identification of any under-utilised area of land that could be given over to parking and a review of any areas of single or double yellow lines to ensure they are necessary
- Where school pick up/drop off parking is occurring in residential areas produce a travel plan for the school or review any existing plan with the aim of reducing vehicular pick-ups/ drop-offs on busy residential streets.
- Advise parking enforcement staff of streets where potential illegal parking has been identified during the parking surveys.

7.4.3 It is considered that the following particular actions are applicable to particular streets as listed below:

- Advise enforcement staff of potential illegal parking – Golden Square, Ivy Place, Tweed Street, Walkergate, Hatters Lane, Coxons Lane, Crawfords Alley, Bank Hill, Eastern Lane, Love Lane, Bridge Terrace, Oil Mill Lane, The Avenue, Union Brae
- Produce / review school travel plan – Lovaine Terrace, Prince Edward Road, Union Brae
- Provide additional Town Centre Core/Railway Station parking as recommended in Section 7.1 – Golden Square, Brucegate, Ivy Place, Walkergate, Hatters Lane, Coxons Lane, Eastern Lane, Ness Street, Castle Terrace
- Review opportunities to increase/maximise parking provision – Main Street (West End to Prince Edward Road)

7.5 Coach Parking

7.5.1 It is intended that the current coach parking facility at Chapel Street which has four coach parking spaces, revert back to a car park. It is therefore desirable to locate another site for a potential coach parking facility. The looked-for attributes of a coach parking facility include:

- Easy vehicular access from the main traffic route through Berwick
- Located such that parked coaches do not interfere with vehicular flow on adjacent roads
- Close to tourist attractions and main shopping streets
- Close to toilet / eating / drinking facilities for driver and passengers
- Suitable area for passengers to disembark from coach in safety and without blocking through route for passing pedestrians
- Good footway connections to main surrounding pedestrian routes

7.5.2 A review was carried out of the study area to identify potential locations for coach parking. Three types of area were considered as follows:

- Existing car parks that could be wholly or partially converted to provide coach parking
- The sites identified in section 7.1 as potential locations for additional parking provision
- Areas within the highway boundary where coach stands could be provided either on the existing carriageway or in newly constructed laybys.

7.5.3 The use of any existing car parks was immediately ruled out as the parking data shows that other than possibly Waugh Place and Castlegate Long Stay / Overflow they simply do not have any spare capacity to give over to coach parking. Even Castlegate Long Stay / Overflow exceeded the 85% occupancy recommended for efficient operation on one of the survey days. Considering this, the potential loss of the overflow parking area and the safety and congestion issues associated with introducing coaches into an already busy car park where cars and pedestrians already converge at a single access point off a main road, the use of Castlegate car park for coach parking was not considered further. Waugh Place car park was also discounted as it is too small to accommodate coach parking.

7.5.4 Of the six sites identified in Section 7.1 as potential additional parking provision sites the Quayside and Youth Centre sites were rejected due to the narrow accesses unsuitable for coaches. The land to east of Parade car park, the land at 76 Ravensdowne and Palace Street Garage sites were rejected due to their distance from the major vehicular routes through Berwick and the route coaches would have to take to reach them along narrow residential streets. The land to north of Castle Terrace/Castlegate junction site was rejected due to its distance from the main shopping streets, tourist attractions and toilet/eating/drinking facilities.

7.5.5 Two potential locations for coach parking provision within the existing highway boundary were identified using the above desirable attributes. Coach parking provision within the highway boundary will minimise coach parking manoeuvres, eliminate the need for coaches to reverse and minimise the travel distance from the main highway to the coach parking facility, however there are a limited number of locations where a coach parking facility can be fitted within the existing highway boundary without an unacceptable level of detriment to other existing facilities within the highway. The two identified locations were Golden Square and Castlegate between High Greens and Castlegate car park access. These are discussed below:

Golden Square

7.5.6 Coach parking could be provided on Golden Square through narrowing of sections of the wide footway to provide coach layby parking. A northbound facility could be provided to the east of the existing bus layby and a southbound facility could be provided to the west of the existing bus layby. This would provide a facility for coaches travelling in both directions. It would also provide a parking point very close to the main shopping streets and tourist attractions. .It is also approximately 200m walking distance from both the Castlegate and Eastern Lane public toilets.

7.5.7 This option would lead to a narrowing of the wide footways on Golden Square over two lengths of around 30m, as has already been done for the two bus laybys here.

Castlegate between High Greens and Castlegate Car Park

7.5.8 The ideal location on Castlegate for coach parking would be near to Castlegate car park so it would be as close as possible to the toilet facilities here and the main shopping streets and tourist attractions of Berwick. A single coach layby could be provided on Castlegate by narrowing a section of the western footway and the traffic lane widths, and by moving the signalised pedestrian crossing approximately 20m to the north. The layby would ideally be provided on the southbound side of the road for easy access to the Castlegate car park facilities but parked coaches here would have a detrimental effect on visibility for vehicles exiting the car park, so the northbound side would be a better location. Provision for a second coach could be made here but only with the loss of the four short stay parking bays to the north and by having the signalised crossing between the two parking laybys.

7.6 Disabled Parking Spaces

7.6.1 The provision of disabled bays across the Northumberland County Council car parks is approximately in line with commonly used standards, as is the on-street provision in the town centre. However on Main Street between West End and Prince Edward Road where 40 short stay or short stay/resident bays are provided, there are no disabled parking bays. It is recommended that two disabled bays be provided here.

7.7 Electric Vehicle Charging Spaces

7.7.1 There is currently just one electric vehicle charging space within the study area, located in the Berwick Infirmary Maternity Unit car park. With a view to the projected rapid increase in electric vehicle use it is recommended that further spaces be provided across the larger Northumberland County Council public car parks including Castlegate, Quayside and Parade. Initially two bays could be provided in each car park to help meet current and potential future demand.

7.8 Car Parks Condition

7.8.1 It is recommended that the following actions be carried out to address identified issues regarding the condition of existing car parks:

- Quayside — Remark disabled bays
- Foul Ford — Redo all markings
- Waugh Place — Redo all markings
- Parade — Redo all markings

7.9 Signing to Parking Areas

7.9.1 It is recommended that the following be carried out to address identified deficiencies in the existing signing to car parks.

- Provide signing to Quayside parking at the junction of Marygate / Golden Square for traffic approaching from the north.

7.10 Pedestrian Routes

7.10.1 It is recommended that the following be carried out to address identified deficiencies in the existing pedestrian routes between the main shopping streets and car parks:

- Provide a raised pedestrian route through Castlegate long stay and short stay car parks connecting to the existing section of footway outside the public conveniences.
- Provide a marked pedestrian crossing point on a ramp raised to footway level in Castlegate car park from the footway in front of B&M Bargains access steps to the footway on the opposite side of the vehicular access.
- If possible ensure that a footway is provided on the north side of Driver's Lane as part of the proposed Premier Inn development.

Figures

Figures

Appendices

APPENDIX A – Existing Parking Capacity Schedule

Name	No of Spaces																		2-wheel Vehicle Spaces		
	Unrestricted	Residents Only	Resi or 1 hr	Resi or 2hr	Resi or 3hr	Short Stay 20min	Short Stay 30 min	Short stay 1hr	Short Stay 2hr	Short Stay 3hr	Short Stay 4hr	Pay & Display	Disabled	EV	P & C	Staff	Loading	Taxi	Total	MC	BC Locker	BC Stand
Car Parks																					
Public Car Parks - NCC																					
Berwick Railway Station Short Stay						10													10			
Berwick Railway Station Long Stay												110	6						116			16
Bridge Street									45				3						48	5		8
Eastern Lane									43				7			5			55			
Castlegate Short Stay										100			5						105	9		6
Castlegate Long Stay	72																		72			
Castlegate Overflow	141																		141			
Waugh Place										10			2						12			
Woolmarket										4			2						6			
Coxons Lane	55																		55			
Foul Ford	30																		30			
Parade	74												4						78			
Quayside	124												4						128			
Private Car Parks In Public Use / Use Specific Car Parks																						
Asda									136				6		5				147			
Berwick Infirmary - Maternity Unit												25		1					26			
Berwick Infirmary - Mather Unit	4											4	4						12			
Berwick Infirmary - Infirmary Unit												26							26			
Berwick Infirmary - Minor Injuries Unit	10												2						12			
On-Street Parking & Adjacent Parking Areas																						
Major Roads Where Parking is Unlikely / Forbidden																						
Castlegate (Castle Terrace to High Greens)	0																		0			
Royal Tweed Bridge	0																		0			
Berwick Bridge	0																		0			
Golden Square	0																		0			
Main Street (Prince Edward Road to Church Road)	0																		0			
Major Roads Where Parking is Allowed																						
Castlegate (High Greens to Marygate)	8	7	28				4	27											74			
Marygate													6				18	4	28			
Prince Edward Road	14																		14			
Main Street (West End to Prince Edward Road)	12	7		15				25											59			
Main Street (Church Road to Mount Road)	16																		16			
Northwest																						
Castle Drive	94																		94			
Castle Terrace	19				13														32			
Windsor Crescent	48																		48			
North Road	37																		37			
North																						
Northumberland Avenue	25	15																	40			
Warkworth Terrace		28																	28			
Percy Terrace		10																	10			
Lovaine Terrace		20																	20			
Back alleys between Warkworth Terrace and Lovaine Terrace	19																		19			
Central																						
High Greens		18																	18			
Low Greens	24	52																	76			
Back Alley from Low Greens to Lord's Mount	0																		0			
Violet Terrace	8																		8			
Bell Tower Place	0																		0			
Bell Tower Park		24																	24			
Lords Mount	15																		15			
Castlegate Court		35																	35			
Brucegate	3	13		5															21			
Well Close Square		2						20											22			
Ivy Place																			0			
Scott's Place	0																		0			
Station																						
Railway Street	0																		0			
Tweed Street		14																	14			
East 1																						
Walkergate																		5	5			
Hatters Lane		3																	3			
Coxons Lane		6																	6			
Wallace Green		4								62									66			
Chapel Street								8											8			
Crawford's Alley	0																		0			
Church Street		13							18										31			
Parade		12																	12			
Ravensdowne		54																	54			
Woolmarket										7									7			
East 2																						
Bank Hill	1																		1			
West Street	0																		0			
Easter Wynd	0																		0			
Eastern Lane		7																	7			
Love Lane	0																		0			
Bridge Terrace		5																	5			
Bridge End																			0			
Bridge Street	0																		0			
Drivers Lane	0																		0			
Dewars Lane	1																		1			
East 3																						
Hide Hill								42											42			
Sandgate									25										25			
Silver Street	0																		0			
Ness Street	2	6																	8			
Weddell's Lane	0																		0			
Foul Ford	0																		0			
Oil Mill Lane		2																	2			
Palace Street		47											1						48			
Palace Green		28																	28			
Palace Street East		18																	18			
The Avenue		3																	3			
West 1																						
Blakewell Gardens	30																		30			
Riverside Road	30												3						33			
Bower's Crescent	16																		16			
Blakewell Road	25			7															32			
West End to west of southern junction with Blakewell Road & West End Parking Area	42																		42			
West End to south of southern junction with Blakewell Road	21			10															31			
West 2																						
Union Brae	0																		0			
Kiln Hill	32																		32			
Dock Road	117																		117			
Mill Strand	20																		20			
Brewery Lane	9																		9			
Brewery Bank	9																		9			
Church Road	46																		46			
Well Square	16																		16			
Lee's Lane	3																		3			
Tower Road	16																		16			
Well Road	3																		3			
Mount Road	35																		35			
Totals	1326	453	28	37	13	10	4	122	267	183	0	165	55	1	5	5	18	9	2701	14	0	30

APPENDIX B – Existing Parking Situation Analysis

9.1 Introduction

9.1.1 In order to establish the existing parking situation within the study area in a neutral month, parking surveys were carried out on Wednesday 15th March 2017, a market day, Thursday 16th March 2017, a neutral weekday, and Saturday 18th March 2017 by survey specialists Streetwise Services.

9.1.2 To establish the existing parking situation in the peak summer period, further surveys were then carried out on Wednesday 5th July 2017, a market day, Thursday 6th July 2017, a neutral weekday, and Saturday 8th July 2017.

9.1.3 The surveys were between 0700 and 1900 on each day. The numbers and stay durations of parked vehicles were recorded using registration matching during hourly beat surveys.

9.2 Analysis

9.2.1 The parking survey data was analysed to determine the maximum occupancy and how occupancy varied through the day and between the six surveyed days. This was done for each of the car parks and on-street parking sub groups described in section 2.2, and for individual car parks and streets.

9.2.2 The average stay duration was also determined for the sub groups and for individual car parks and streets for the three surveyed days.

9.2.3 Parking occupancy and duration of stays for each car park category and each area of on-street parking are discussed in the following sections. Tables are given for each area summarising maximum occupancy and duration of stay data.

9.2.4 Figures 6 to 11 show diagrammatically how maximum occupancy varies across the study area on each of the studied days.

NCC Public Car Parks

Occupancy – March Surveys

9.2.5 The table below shows the maximum occupancy observed in each car park across each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Berwick Railway Station	126	121	131	96	96%	104%	76%	5	-5	30
Bridge Street (Short Stay)	48	29	33	47	60%	69%	98%	19	15	1
Eastern Lane (Short Stay)	55	65	66	66	118%	120%	120%	-10	-11	-11
Castlegate Short Stay	105	99	96	103	94%	91%	98%	6	9	2
Castlegate Long Stay/Overflow	213	184	182	179	86%	85%	84%	29	31	34
Waugh Place (Short Stay)	12	10	10	10	83%	83%	83%	2	2	2
Woolmarket (Short Stay)	6	6	6	6	100%	100%	100%	0	0	0
Coxons Lane	55	57	56	56	104%	102%	102%	-2	-1	-1
Foul Ford	30	29	30	28	97%	100%	93%	1	0	2
Parade	78	77	76	78	99%	97%	100%	1	2	0
Quayside	128	124	119	97	97%	93%	76%	4	9	31
Total	**856**	**801**	**805**	**766**	**94%**	**94%**	**89%**	**55**	**51**	**90**

9.2.6 On the Wednesday 3 car parks reached maximum capacity, these were Eastern Lane, which reached 118% of capacity, Woolmarket and Coxons Lane. Foul Ford, Parade and Quayside car parks were all over 95% of

capacity and Castlegate Long Stay/Overflow was over 85% of capacity, the maximum recommended for efficient operation of a car park. Bridge Street had the lowest maximum occupancy at 60%.

9.2.7 On the Thursday 5 car parks reached full capacity and these were Berwick Railway Station, Eastern Lane, Woolmarket, Coxons Lane and Foul Ford. Parade car park was over 95% capacity and Castlegate Short Stay and Quayside were over 85%. The lowest occupancy was Bridge Street at 69%.

9.2.8 On the Saturday 4 car parks were at full capacity and these were Eastern Lane, Woolmarket, Coxons Lane and Parade. Both Bridge Street and Castlegate Short Stay car parks were over 95% capacity and Foul Ford was over 85%. Quayside car park had the lowest maximum occupancy at 76%.

9.2.9 Further occupancy analysis was carried out to identify the maximum occupancy that occurred across all of the car parks combined, on each of the three survey days. The maximum occupancy that occurred in each car park at the time of maximum occupancy across all of the car parks combined is shown in the table below for each survey day.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Berwick Railway Station	126	121	124	96	96%	98%	76%	5	2	30
Bridge Street (Short Stay)	48	27	31	40	56%	65%	83%	21	17	8
Eastern Lane (Short Stay)	55	56	59	66	102%	107%	120%	-1	-4	-11
Castlegate Short Stay	105	99	94	97	94%	90%	92%	6	11	8
Castlegate Long Stay/Overflow	213	184	182	179	86%	85%	84%	29	31	34
Waugh Place (Short Stay)	12	8	10	10	67%	83%	83%	4	2	2
Woolmarket (Short Stay)	6	6	5	6	100%	83%	100%	0	1	0
Coxons Lane	55	56	56	54	102%	102%	98%	-1	-1	1
Foul Ford	30	29	30	28	97%	100%	93%	1	0	2
Parade	78	77	76	76	99%	97%	97%	1	2	2
Quayside	128	120	119	97	94%	93%	76%	8	9	31
Total	**856**	**783**	**786**	**749**	**91%**	**92%**	**88%**	**73**	**70**	**107**

9.2.10 It can be seen that the maximum occupancy across all the car parks on the Wednesday was 91% which occurred between 1000 and 1100. At this time there were 73 unused spaces with 29 of these being in Castlegate Long Stay/Overflow and 21 being in Bridge Street.

9.2.11 On the Thursday the maximum occupancy across all car parks was 92% which occurred between 1100 and 1200. At this time there were 70 unused spaces with 31 of these being in Castlegate Long Stay/Overflow and 17 being in Bridge Street.

9.2.12 On the Saturday the maximum occupancy across all car parks was 88% which occurred between 1200 and 1300. At this time there were 107 unused spaces with 34 of these being in Castlegate Long Stay/Overflow, 31 being in Quayside and 30 being in Berwick Railway Station.

9.2.13 Overall key findings from analysis of the March occupancy surveys are as follows:

- 6 of the 11 car parks reached capacity on at least one of the surveyed days.
- 9 of the 11 car parks exceeded 95% capacity on at least one of the surveyed days.
- 10 of the 11 car parks exceeded 85% capacity, the maximum recommended for efficient operation, on at least one of the surveyed days; the exception being Waugh Place which only has 12 spaces and reached 83% occupancy.
- Across all the car parks, the highest combined occupancy occurred on the Thursday between 1100 and 1200 and was 92%.

- Across all the car parks the combined occupancy exceeded the recommended 85% maximum for efficient operation on all three of the surveyed days.
- Bridge Street is relatively underused on weekdays but reaches close to capacity on a Saturday.
- Berwick Railway Station and Quayside car parks have significantly lower maximum occupancies on a Saturday than weekdays indicating that a high proportion of weekday users are employees.

Occupancy – July Surveys

9.2.14 The table below shows the maximum occupancy observed in each car park across each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Berwick Railway Station	126	134	130	114	106%	103%	91%	-8	-4	12
Bridge Street (Short Stay)	48	47	44	30	98%	92%	63%	1	4	18
Eastern Lane (Short Stay)	55	63	64	62	115%	116%	113%	-8	-9	-7
Castlegate Short Stay	105	108	104	105	103%	99%	100%	-3	1	0
Castlegate Long Stay/Overflow	213	181	179	177	85%	84%	83%	32	34	36
Waugh Place (Short Stay)	12	11	11	10	92%	92%	83%	1	1	2
Woolmarket (Short Stay)	6	7	6	7	117%	100%	117%	-1	0	-1
Coxons Lane	55	56	56	51	102%	102%	93%	-1	-1	4
Foul Ford	30	30	30	29	100%	100%	97%	0	0	1
Parade	78	78	77	77	100%	99%	99%	0	1	1
Quayside	128	127	125	96	99%	98%	75%	1	3	32
Total	**856**	**842**	**826**	**758**	**98%**	**96%**	**89%**	**14**	**30**	**98**

9.2.15 On the Wednesday 7 out of the 11 car parks reached maximum capacity and these were Berwick Railway Station and Eastern Lane, Castlegate Short Stay, Woolmarket, Coxons Lane, Foul Ford and Parade. 5 out of the 11 were over capacity with Woolmarket reaching 117% of capacity. Of the 4 car parks that did not reach capacity Bridge Street and Quayside reached over 95% of capacity and Waugh Place reached over 85% of capacity.

9.2.16 On the Thursday 5 car parks reached maximum capacity and these were Berwick Railway Station, Eastern Lane, Woolmarket, Coxons Lane and Foul Ford. 3 of these were over capacity with Eastern Lane reaching 116% of capacity. Castlegate short stay, Parade and Quayside reached over 95% of capacity and Bridge Street and Waugh Place reached over 85% of capacity.

9.2.17 On the Saturday 2 car parks reached capacity and these were Eastern Lane and Woolmarket. Both were over capacity with Woolmarket reaching 117%. Castlegate Short Stay, Foul Ford and Parade reached over 95% of capacity and Berwick Railway Station and Coxon's Lane reached over 85% of capacity.

9.2.18 Further occupancy analysis was carried out to identify the maximum occupancy that occurred across all of the car parks combined, on each of the three survey days. The maximum occupancy that occurred in each car park at the time of maximum occupancy across all of the car parks combined is shown in the table below for each survey day.

Name	Capacity	Max Occ	Max % Occ	Unused Spaces

		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Berwick Railway Station	126	129	130	109	102%	103%	87%	-3	-4	17
Bridge Street (Short Stay)	48	35	40	20	73%	83%	42%	13	8	28
Eastern Lane (Short Stay)	55	61	50	54	111%	91%	98%	-6	5	1
Castlegate Short Stay	105	105	102	99	100%	97%	94%	0	3	6
Castlegate Long Stay/Overflow	213	181	179	177	85%	84%	83%	32	34	36
Waugh Place (Short Stay)	12	8	6	7	67%	50%	58%	4	6	5
Woolmarket (Short Stay)	6	4	4	7	67%	67%	117%	2	2	-1
Coxons Lane	55	56	56	48	102%	102%	87%	-1	-1	7
Foul Ford	30	30	29	27	100%	97%	90%	0	1	3
Parade	78	78	77	77	100%	99%	99%	0	1	1
Quayside	128	127	118	96	99%	92%	75%	1	10	32
Total	**856**	**814**	**791**	**721**	**95%**	**92%**	**84%**	**42**	**65**	**135**

9.2.19 It can be seen that the maximum occupancy across all the car parks on the Wednesday was 95% which occurred between 1200 and 1300. At this time there were 42 unused spaces with 32 of these being in Castlegate Long Stay / Overflow and 13 being in Bridge Street. The 95% maximum occupancy is higher than the 92% which occurred during the March surveys.

9.2.20 On the Thursday the maximum occupancy across all car parks was 92% which occurred between 1200 and 1300. At this time there were 65 unused spaces with 34 of these being in Castlegate Long Stay/Overflow. The 92% maximum occupancy is the same as occurred during the March surveys.

9.2.21 On the Saturday the maximum occupancy across all car parks was 84% which occurred between 1300 and 1400. At this time there were 135 unused spaces with 36 of these being in Castlegate Long Stay/Overflow, 32 being in Quayside and 28 being in Bridge Street. The 84% maximum occupancy is lower than the 88% which occurred during the March surveys.

9.2.22 Overall key findings from analysis of the July occupancy surveys are as follows:

- The car parks were busier during the July surveys than during the March surveys on a Wednesday and Thursday but less busy on a Saturday.
- 7 of the 11 car parks reached capacity on at least one of the surveyed days.
- 9 of the 11 car parks exceeded 95% capacity on at least one of the surveyed days.
- 10 of the 11 car parks exceeded 85% capacity, the maximum recommended for efficient operation, on at least one of the surveyed days; the exception being Castlegate Long Stay/Overflow which still reached 85% occupancy on the Wednesday.
- Across all the car parks the highest combined occupancy occurred on the Wednesday between 1200 and 1300 and was 95%.
- Bridge Street is relatively underused on Saturday but reaches close to capacity on Wednesday and Thursday, the opposite to what occurred during the March surveys.
- Quayside car park has a significantly lower maximum occupancy on a Saturday than on weekdays indicating that a high proportion of weekday users are employees.

Duration of Stay – March Surveys

9.2.23 The table below shows the average duration of stay in each of the car parks on each of the three surveyed days and the average across all the car parks, rounded to the nearest quarter hour. It should be remembered that the parking beat surveys were at hourly intervals so there is a margin for error of up to an hour in individual vehicle duration of stays but this margin for error will be much reduced when averages for each parking area are taken.

Name	Avg. Duration of Stay (Hours)		
	Wed	Thu	Sat
Berwick Railway Station	8.75	8	6.25
Bridge Street (Short Stay)	2.25	1.75	2.25
Eastern Lane (Short Stay)	2	2	1.75
Castlegate Short Stay	1.5	1.5	1.5
Castlegate Long Stay/Overflow	7	6.75	4.75
Waugh Place (Short Stay)	2.5	2.75	2
Woolmarket (Short Stay)	2.25	2.5	4
Coxons Lane	7.5	7.75	5.25
Foul Ford	6.25	7.25	5.5
Parade	6.5	7	6.25
Quayside	5.75	7	5
Average	**4.75**	**5**	**4**

9.2.24 The average duration of stay varies greatly between different car parks with, as would be expected, the car parks with short stay restrictions all having lower duration of stays than all of the car parks without stay restrictions. Castlegate short stay car park has the shortest average duration of stay on all three days at 1.5 hours. Berwick Railway Station car park has the longest average duration of stay on all three days, probably due to a high proportion of commuters / employees parking for long durations.

9.2.25 The average duration of stays across all car parks are 4.75 hours on a Wednesday, 5 hours on a Thursday and 4 hours on a Saturday. The shorter duration on a Saturday is probably due to there being a smaller proportion of commuters/employees parking for long stays than during the week.

9.2.26 The average duration of stay for Bridge Street car park on a Wednesday and a Saturday is slightly longer than the permitted maximum stay of 2 hours however this is due to the restriction not applying to the 3 disabled spaces in the car park which were occupied for long stay durations which increased the overall average for the car park. Without inclusion of the disabled bays, the average duration of stay for Bridge Street car park was 1.75 hours on all three survey days.

9.2.27 The average duration of stay for Woolmarket car park on a Saturday is significantly longer than the permitted maximum stay of 3 hours. There are 2 disabled spaces within the car park which permit longer stays but even with these bays excluded the average duration is significantly longer than the permitted maximum stay. In all other car parks with short stay restrictions the average duration of stay was less than the permitted maximum stay length.

Duration of Stay – July Surveys

9.2.28 The table below shows the average duration of stay in each of the car parks on each of the three surveyed days and the average across all the car parks, rounded to the nearest quarter hour.

Name	Avg. Duration of Stay

	(Hours)		
	Wed	Thu	Sat
Berwick Railway Station	7.75	8	7.25
Bridge Street (Short Stay)	1.75	1.75	2
Eastern Lane (Short Stay)	2	2	2.25
Castlegate Short Stay	1.5	1.5	1.5
Castlegate Long Stay/Overflow	7.5	7.25	5.5
Waugh Place (Short Stay)	2	2	2.25
Woolmarket (Short Stay)	2.5	2.5	4.25
Coxons Lane	7.75	7.25	5.5
Foul Ford	7.75	8	7.25
Parade	6	5.75	5.5
Quayside	6.25	5.75	4.5
Average	**4.75**	**4.75**	**4.25**

9.2.29 As with the March surveys the average duration of stay varies greatly between different car parks with, as would be expected, the car parks with short stay restrictions all having lower duration of stays than all of the car parks without stay restrictions. Castlegate short stay car park again has the shortest average duration of stay on all three days at 1.5 hours. Berwick Railway Station car park again has the longest average duration of stay on all three days, probably due to a high proportion of commuters / employees parking for long durations.

9.2.30 The average duration of stays across all car parks are very similar to those from the March surveys at 4.75 hours on a Wednesday, 4.75 hours on a Thursday and 4.25 hours on a Saturday.

9.2.31 The average duration of stay for Eastern Lane car park on a Saturday is slightly longer than the permitted maximum stay of 2 hours however this is due to the restriction not applying to the 7 disabled spaces and 5 staff parking spaces within the car park. Without these bays included the average duration of stay drops to the permitted 2 hours.

9.2.32 As in March, the average duration of stay for Woolmarket car park on a Saturday is significantly longer than the permitted maximum stay of 3 hours even with the disabled bays excluded. In all other car parks with short stay restrictions the average duration of stay was less than the permitted maximum stay length.

Issues

9.2.33 The parking surveys indicate that the NCC Public Car Parks do not have sufficient capacity to cope with the current demand. Seven car parks reached or exceeded capacity on at least one of the surveyed days, nine exceeded 95% occupancy on at least one of the surveyed days and all eleven exceeded 85% occupancy, the maximum recommended for efficient operation, on at least one of the surveyed days. As all the car parks suffer capacity issues at some time, simply encouraging motorists to use less busy car parks as oppose to the busiest car parks is not an option.

9.2.34 During the Saturday parking surveys a number of vehicles parked in Woolmarket car park for significantly longer than the permitted maximum stay of 3 hours.

Private Car Parks in Public Use / Use Specific Car Parks

Occupancy – March Surveys

9.2.35 The table below shows the maximum occupancy observed in each car park across each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
ASDA Car Park	147	96	87	99	65%	59%	67%	51	60	48
Berwick Infirmary - Maternity Unit	26	21	20	9	81%	77%	35%	5	6	17
Berwick Infirmary - Mather Unit	12	14	15	4	117%	125%	33%	-2	-3	8
Berwick Infirmary – Infirmary Unit	26	24	25	15	92%	96%	58%	2	1	11
Berwick Infirmary – Minor Injuries Unit	12	7	8	7	58%	67%	58%	5	4	5
Total	**223**	**162**	**155**	**134**	**73%**	**70%**	**60%**	**61**	**68**	**89**

9.2.36 It can be seen that the Asda car park remains well below the recommended maximum occupancy for efficient operation of 85% on all of the three surveyed days with the maximum occupancy being 67% on the Saturday.

9.2.37 At Berwick Infirmary the Mather Unit car park exceeds capacity on the Wednesday and Thursday and the Infirmary Unit car park exceeds 95% occupancy on the Thursday and exceeds 85% occupancy on the Wednesday. The Mather Unit car park exceeds capacity due to vehicles being parked in areas not designated as parking spaces.

9.2.38 The Berwick Infirmary car parks are busier on weekdays with plenty of spare capacity on a Saturday.

Occupancy – July Surveys

9.2.39 The table below shows the maximum occupancy observed in each car park across each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
ASDA Car Park	147	85	98	106	58%	67%	72%	62	49	41
Berwick Infirmary - Maternity Unit	26	19	19	6	73%	73%	23%	7	7	20
Berwick Infirmary - Mather Unit	12	12	12	3	100%	100%	25%	0	0	9
Berwick Infirmary – Infirmary Unit	26	25	25	13	96%	96%	50%	1	1	13
Berwick Infirmary – Minor Injuries Unit	12	6	7	4	50%	58%	33%	6	5	8
Total	**223**	**147**	**161**	**132**	**66%**	**72%**	**59%**	**76**	**62**	**91**

9.2.40 It can be seen that the Asda car park again remains well below the recommended maximum occupancy for efficient operation of 85% on all of the three surveyed days with the maximum occupancy being 72% on the Saturday. The maximum occupancies on Thursday and Saturday are higher than during the March surveys but the Wednesday maximum occupancy is lower.

9.2.41 At Berwick Infirmary the Mather Unit car park reaches capacity on the Wednesday and Thursday and the Infirmary unit car park exceeds 95% occupancy on the Wednesday and Thursday.

9.2.42 As for the March surveys the Berwick Infirmary car parks are busier on weekdays with plenty of spare capacity on a Saturday.

Duration of Stay – March Surveys

9.2.43 The table below shows the average duration of stay in each of the car parks on each of the three surveyed days and the average across all the car parks, rounded to the nearest quarter hour. No data is shown for the Asda car park as Asda would not permit surveys to be carried out within their car park so only an in/out occupancy survey was possible which does not give duration of stay information.

Name	Avg. Duration of Stay (Hours)		
	Wed	Thu	Sat
Berwick Infirmary - Maternity Unit	5.75	6.50	5.50
Berwick Infirmary - Mather Unit	4.00	3.50	2.75
Berwick Infirmary – Infirmary Unit	5.75	7.25	6.50
Berwick Infirmary – Minor Injuries Unit	3.25	4.75	4.25
Average	**4.75**	**5.50**	**4.75**

9.2.44 The average duration of stay varies to an extent across the four car parks with the Maternity and Infirmary Units having longer durations of stay than the Minor Injuries and Mather Units on all three days. The average duration of stay across all car parks is reasonably consistent over the three days at around 5 hours.

Duration of Stay – July Surveys

9.2.45 The table below shows the average duration of stay in each of the car parks on each of the three surveyed days and the average across all the car parks, rounded to the nearest quarter hour.

Name	Avg. Duration of Stay (Hours)		
	Wed	Thu	Sat
Berwick Infirmary - Maternity Unit	6.75	5.50	4.50
Berwick Infirmary - Mather Unit	3.50	3.50	1.50
Berwick Infirmary – Infirmary Unit	6.00	7.50	8.25
Berwick Infirmary – Minor Injuries Unit	3.75	2.75	3.00
Average	**5.00**	**4.75**	**4.25**

9.2.46 As with the March surveys the average duration of stay varies to an extent across the four car parks with the Maternity and Infirmary Units having longer durations of stay than the Minor Injuries and Mather Units on all three days. Again the average duration of stay across all car parks is reasonably consistent over the three days at around 4.5 to 5 hours.

Issues

9.2.47 The parking surveys indicate that there are the following potential issues in the Private Car Parks in Public Use / Use Specific Car Parks:

- The Berwick Infirmary – Mather Unit car park is over capacity during the week.

- The Berwick Infirmary – Infirmary Unit car park operated close to capacity and above the 85% occupancy recommended for efficient operation during the week.

9.2.48 However given that the Minor Injuries Unit car park is very close to the Mather Unit car park and has spare capacity during the week and that the Maternity Unit car park is very close to the Infirmary Unit car park and has spare capacity during the week it is not considered that these currently represent serious issues that need addressing.

On-Street Parking & Adjacent Parking Areas – Major Roads Where Forbidden/Unlikely

Occupancy – March Surveys

9.2.49 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Castlegate (Castle Terrace to High Greens)	0	0	0	0	N/A	N/A	N/A	0	0	0
Royal Tweed Bridge	0	0	0	0	N/A	N/A	N/A	0	0	0
Berwick Bridge	0	0	0	0	N/A	N/A	N/A	0	0	0
Golden Square	0	2	4	4	N/A	N/A	N/A	-2	-4	-4
Main Street (PE Rd to Church Rd)	0	0	0	0	N/A	N/A	N/A	0	0	0
Total	**0**	**2**	**4**	**4**	**N/A**	**N/A**	**N/A**	**-2**	**-4**	**-4**

9.2.50 It can be seen that the only parking occurring on these roads is on Golden Square which reached a maximum occupancy of four vehicles on the Thursday and Saturday. It is thought that this parking is a mixture of vehicles parking on the wide footways / vehicular access along Golden Square and loading by vehicles parking on the double yellow lines.

Occupancy – July Surveys

9.2.51 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Castlegate (Castle Terrace to High Greens)	0	0	0	0	N/A	N/A	N/A	0	0	0
Royal Tweed Bridge	0	0	0	0	N/A	N/A	N/A	0	0	0
Berwick Bridge	0	0	0	0	N/A	N/A	N/A	0	0	0
Golden Square	0	4	2	1	N/A	N/A	N/A	-4	-2	-1
Main Street (PE Rd to Church Rd)	0	0	0	0	N/A	N/A	N/A	0	0	0
Total	**0**	**4**	**2**	**1**	**N/A**	**N/A**	**N/A**	**-4**	**-2**	**-1**

9.2.52 Again the only parking occurring on these roads is on Golden Square which reached a maximum of four vehicles on the Wednesday.

Duration of Stay – March Surveys

9.2.53 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Castlegate (Castle Terrace to High Greens)	N/A	N/A	N/A
Royal Tweed Bridge	N/A	N/A	N/A
Berwick Bridge	N/A	N/A	N/A
Golden Square	2.25	1.75	1.5
Main Street (PE Rd to Church Rd)	N/A	N/A	N/A
Average Stay	**N/A**	**N/A**	**N/A**

9.2.54 The vehicles parking on Golden Square had reasonable short durations of stay which averaged from 1.5 hours to 2.25 hours across the three survey days.

Duration of Stay – July Surveys

9.2.55 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Castlegate (Castle Terrace to High Greens)	N/A	N/A	N/A
Royal Tweed Bridge	N/A	N/A	N/A
Berwick Bridge	N/A	N/A	N/A
Golden Square	2	1	1
Main Street (PE Rd to Church Rd)	N/A	N/A	N/A
Average Stay	**N/A**	**N/A**	**N/A**

9.2.56 Again the vehicles parking on Golden Square had reasonable short durations of stay which averaged from 1 hour to 2 hours across the three survey days.

Issues

9.2.57 The parking surveys indicate that there are the following potential issues with parking on major roads where parking is forbidden / unlikely:

- Some vehicles are parking on the wide footways on Golden Square.

On-Street Parking & Adjacent Parking Areas – Major Roads Where Parking Allowed

Occupancy – March Surveys

9.2.58 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Castlegate (High Greens to Marygate)	74	84	68	56	114%	92%	76%	-10	6	18
Marygate	28	23	16	18	82%	57%	64%	5	12	10
Prince Edward Road	14	13	12	12	93%	86%	86%	1	2	2
Main Street (West End to Prince Edward Road)	59	48	38	39	81%	64%	66%	11	21	20
Main Street (Church Road to Mount Road)	16	17	17	18	106%	106%	113%	-1	-1	-2
Total	**191**	**185**	**151**	**143**	**97%**	**79%**	**75%**	**6**	**40**	**48**

9.2.59 Castlegate (High Greens to Marygate) reached an occupancy of 114% on the Wednesday however this was after 1800 when the single yellow line restrictions end and the effective capacity will increase significantly. However occupancy did still reach 109% before 1800 indicating that some loading and/or illegal parking must have been occurring. Main Street (Church Road to Mount Road) exceeded capacity on all three days, hence some parking must be occurring here in non-designated parking areas. Footway parking on areas of widened footway has been observed in this area so this is likely the cause of occupancy exceeding capacity.

9.2.60 Prince Edward Road exceeds the 85% occupancy recommended for efficient operation on all three survey days and Marygate and Main Street (West End to Prince Edward Road) came close to the 85% on the Wednesday.

Occupancy – July Surveys

9.2.61 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Castlegate (High Greens to Marygate)	74	68	68	70	92%	92%	95%	6	6	4
Marygate	28	16	18	17	57%	64%	61%	12	10	11
Prince Edward Road	14	29	17	10	207%	121%	71%	-15	-3	4
Main Street (West End to Prince Edward Road)	59	44	46	55	75%	78%	93%	15	13	4
Main Street (Church Road to Mount Road)	16	14	11	14	88%	69%	88%	2	5	2
Total	**191**	**171**	**160**	**166**	**90%**	**84%**	**87%**	**20**	**31**	**25**

9.2.62 It can be seen that Prince Edward Road greatly exceeded maximum capacity on the weekdays. This occurred at school pick-up/drop-off times and is therefore likely due to school parking. There are wide footways in the area so this is likely where the parking in excess of capacity is occurring.

9.2.63 Castlegate (High Greens to Marygate) came close to capacity on all three survey days, and this was at times before the single yellow line restrictions had ended. Main Street (West End to Prince Edward Road) and Main Street (Church Road to Mount Road) both exceeded 85% capacity on at least one of the survey days.

Duration of Stay – March Surveys

9.2.64 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Castlegate (High Greens to Marygate)	2.5	2	2.25
Marygate	2.25	1.25	1.5
Prince Edward Road	3.25	3.25	4
Main Street (West End to Prince Edward Road)	2.5	2.25	2.25
Main Street (Church Road to Mount Road)	3.75	2.75	3.75
Average Stay	**2.75**	**2.25**	**2.75**

9.2.65 Marygate has the shortest average duration of stays which is due to its high proportion of loading and taxi bays. Castlegate (High Greens to Marygate) and Main Street (West End to Prince Edward Road) have the next shortest stays due to the short stay restrictions in place here.

9.2.66 The average duration of stays for all the streets is similar across the three survey days at around 2.5 hours.

Duration of Stay – July Surveys

9.2.67 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Castlegate (High Greens to Marygate)	2.00	2.00	2.25
Marygate	1.25	1.00	1.25
Prince Edward Road	2.50	2.25	2.25
Main Street (West End to Prince Edward Road	2.25	2.25	2.00
Main Street (Church Road to Mount Road)	2.5	2.75	3.25
Average Stay	**2**	**2**	**2.25**

9.2.68 As for the March surveys, Marygate has the shortest duration of stays followed by Castlegate (High Greens to Marygate). The average stay duration on Prince Edward Road is lower than during the March surveys but stays are similar to the July surveys for all other streets.

Issues

9.2.69 The parking surveys indicate that there are the following potential issues on the major roads where parking is allowed:

- Parking exceeds capacity on Main Street (Church Road to Mount Road)
- Parking exceeds capacity at school pick-up and drop-off times on Prince Edward Road
- Parking exceeds 85% occupancy on Castlegate (High Greens to Marygate) and Main Street (Church Road to Mount Road)

On-Street Parking & Adjacent Parking Areas – Northwest

Occupancy – March Surveys

9.2.70 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Castle Drive	94	19	19	17	20%	20%	18%	75	75	77
Castle Terrace	32	24	24	24	75%	75%	75%	8	8	8
Windsor Crescent	48	17	20	20	35%	42%	42%	31	28	28
North Road	37	9	14	22	24%	38%	59%	28	23	15
Total	**211**	**69**	**77**	**83**	**33%**	**36%**	**39%**	**142**	**134**	**128**

9.2.71 It can be seen that none of the streets reached parking capacity or the 85% maximum occupancy recommended for efficient operation. The busiest street is Castle Terrace which reached 75% occupancy on all three survey days. The least busy street is Castle Drive which reached a maximum of 20% occupancy.

Occupancy – July Surveys

9.2.72 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Castle Drive	94	19	20	22	20%	21%	23%	75	74	72
Castle Terrace	32	28	23	25	88%	72%	78%	4	9	7
Windsor Crescent	48	27	26	26	56%	54%	54%	21	22	22
North Road	37	16	15	15	43%	41%	41%	21	22	22
Total	**211**	**90**	**84**	**88**	**43%**	**40%**	**42%**	**121**	**127**	**123**

9.2.73 During the July surveys Castle Terrace exceeded the 85% threshold on the Wednesday. The other three streets had relatively low occupancies at all times. It is possible the high occupancy on Castle Terrace is at least partly due to overspill parking from the train station.

Duration of Stay – March Surveys

9.2.74 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Castle Drive	5.25	4.75	3.5
Castle Terrace	7.75	7.5	5.5
Windsor Crescent	4.25	4.75	5
North Road	2.5	2.75	4.5
Total	**5**	**5**	**4.75**

9.2.75 Castle Terrace has by far the longest duration of stays, especially on weekdays, despite a 3 hour stay restriction for non-residents in some of its parking areas. This further indicates that overspill parking from the train station may be occurring here.

9.2.76 The other three streets have similar durations of stays varying between 2.5 and 5.25 hours across the three survey days.

Duration of Stay – July Surveys

9.2.77 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Castle Drive	3.5	5	4.75
Castle Terrace	6	6.75	6
Windsor Crescent	4	4.25	5.75
North Road	3.75	4	5
Total	**4.25**	**5**	**5.5**

9.2.78 Again Castle Terrace has the longest average duration of stays although these are slightly shorter than during the March surveys. The other three streets have similar duration of stays varying between 3.5 and 5.75 hours.

Issues

9.2.79 The parking surveys indicate that there are the following potential issues with the on-street parking in the northwest area:

- On Castle Terrace parking occupancy exceeded the 85% threshold for efficient operation on one of the survey days and was close to it on other days. This may be due to overspill parking from the train station.

On-Street Parking & Adjacent Parking Areas – North

Occupancy – March Surveys

9.2.80 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Northumberland Avenue	40	24	26	21	60%	65%	53%	16	14	19
Warkworth Terrace	28	13	13	14	46%	46%	50%	15	15	14
Percy Terrace *inc back alleys	29	16	15	16	55%	52%	55%	13	14	13
Lovaine Terrace	20	16	17	16	80%	85%	80%	4	3	4
Total	**117**	**69**	**71**	**67**	**59%**	**61%**	**57%**	**48**	**46**	**50**

9.2.81 It can be seen that Lovaine Terrace had the highest occupancy on all three survey days and reached the 85% threshold recommended for efficient operation on the Thursday. The times of maximum occupancy on Lovaine Terrace coincided with pick-up and drop-off times at the adjacent school so this is likely the reason for the high occupancy. There is a residents only parking restriction in place but this only operates between drop-off and pick-up times.

9.2.82 Occupancy on the other three streets remained relatively low on all three survey days.

Occupancy – July Surveys

9.2.83 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Northumberland Avenue	40	31	25	20	78%	63%	50%	9	15	20
Warkworth Terrace	28	18	12	13	64%	43%	46%	10	16	15
Percy Terrace *inc back alleys	29	16	16	17	55%	55%	59%	13	13	12
Lovaine Terrace	20	16	17	20	80%	85%	100%	4	3	0
Total	**117**	**81**	**70**	**70**	**69%**	**60%**	**60%**	**37**	**47**	**47**

9.2.84 Again Lovaine Terrace had the highest occupancy and reached capacity on the Saturday. This was at school drop-off time so will likely be associated with a weekend event at the school. The maximum occupancy on the Wednesday and Thursday occurred at school pick-up time and reached the 85% threshold on the Thursday.

9.2.85 Occupancy on the other three streets remained relatively low on all three survey days except on Northumberland Street on the Wednesday where occupancy reached 78%.

Duration of Stay – March Surveys

9.2.86 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Northumberland Avenue	5.5	5.75	6
Warkworth Terrace	2.75	2.25	5
Percy Terrace	4	4.25	6
Lovaine Terrace	3.5	3.5	6
Total	**4**	**4**	**5.75**

9.2.87 Warkworth Terrace has the shortest duration of stays on all three survey days, shorter even than Lovaine Terrace where school pick-ups and drop-offs occur, indicating that school pick-ups and drop-offs are also likely to be occurring here. Warkworth Terrace has the same residents only parking restriction as Lovaine Terrace which operates only between drop-off and pick-up times.

9.2.88 Northumberland Avenue has the longest duration of stays on weekdays and joint longest on the weekends. This is likely because the parking on Northumberland Avenue on the approach to the school is residents only reducing the likelihood of drop-offs and pick-ups occurring here.

Duration of Stay – July Surveys

9.2.89 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Northumberland Avenue	4.75	5.75	5.75
Warkworth Terrace	2.75	2.75	4.75
Percy Terrace	3.5	3	4.25
Lovaine Terrace	3	3	4.75
Total	**3.5**	**3.75**	**5**

9.2.90 The duration of stays from the July surveys follow a similar pattern to the March surveys with Warkworth Terrace having the shortest stays and Northumberland Avenue the longest.

Issues

9.2.91 The parking surveys indicate that there are the following potential issues with the on-street parking in the north area

- Lovaine Terrace reached capacity on one of the survey days and the 85% threshold on a further two of the survey days. It is likely school drop-off / pick-up parking is contributing to the high parking demand here.

On-Street Parking & Adjacent Parking Areas – Central

Occupancy – March Surveys

9.2.92 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
High Greens	18	12	14	14	67%	78%	78%	6	4	4
Low Greens & Violet Terrace	84	38	39	36	45%	46%	43%	46	45	48
Bell Tower Park & Bell Tower Place	24	19	15	11	79%	63%	46%	5	9	13
Lords Mount	15	1	1	2	7%	7%	13%	14	14	13
Castlegate Court	35	27	28	34	77%	80%	97%	8	7	1
Brucegate	21	18	21	18	86%	100%	86%	3	0	3
Well Close Square	22	20	17	13	91%	77%	59%	2	5	9
Ivy Place	0	1	1	0	N/A	N/A	N/A	-1	-1	0
Scotts Place	0	0	1	0	N/A	N/A	N/A	0	-1	0
Total	**219**	**136**	**137**	**128**	**62%**	**63%**	**58%**	**83**	**82**	**91**

9.2.93 Brucegate reached capacity on the Thursday and exceeded 85% capacity on the other two survey days. Well Close Square exceeded the 85% threshold on the Wednesday and Castlegate Court did so on the Saturday.

9.2.94 On both Ivy Place and Scotts Place some parking was recorded despite their capacity being zero due to double yellow lines, indicating that some illegal parking is occurring here.

Occupancy – July Surveys

9.2.95 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
High Greens	18	15	17	13	83%	94%	72%	3	1	5
Low Greens & Violet Terrace	84	39	40	36	46%	48%	43%	45	44	48
Bell Tower Park & Bell Tower Place	24	15	20	14	63%	83%	58%	9	4	10
Lords Mount	15	10	5	5	67%	33%	33%	5	10	10
Castlegate Court	35	29	28	31	83%	80%	89%	6	7	4
Brucegate	21	16	17	19	76%	81%	90%	5	4	2
Well Close Square	22	0	19	7	0%	86%	32%	22	3	15
Ivy Place	0	0	1	0	N/A	N/A	N/A	0	-1	0
Scotts Place	0	3	3	1	N/A	N/A	N/A	-3	-3	-1
Total	**219**	**127**	**150**	**126**	**58%**	**68%**	**58%**	**92**	**69**	**93**

9.2.96 Castlegate Court and Brucegate exceeded the 85% threshold on the Saturday and Well Close and High Greens did on the Thursday.

9.2.97 Some parking was recorded again on Ivy Place and Scotts Place indicating that some illegal parking is occurring here.

Duration of Stay – March Surveys

9.2.98 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
High Greens	3.25	3	5.5
Low Greens & Violet Terrace	4.75	4.75	5.5
Bell Tower Park & Bell Tower Place	2.5	2.75	5.5
Lords Mount	5	5.5	2
Castlegate Court	3.75	4.25	4.5
Brucegate	4	4	5.75
Well Close Square	1.25	1.5	1.75
Ivy Place	7	5	0
Scotts Place	0	2	0
Total	**3.5**	**3.75**	**3.5**

9.2.99 Well Close Square had the shortest stay durations which will be due to the one hour maximum stay restriction which operates from 0900 to 1730. The other streets with parking capacity all had similar average duration of stays ranging between 2.5 hours and 5.5 hours.

Duration of Stay – July Surveys

9.2.100 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
High Greens	2.75	3.5	4.75
Low Greens & Violet Terrace	5	4.75	5.5
Bell Tower Park & Bell Tower Place	2.75	3.5	6.5
Lords Mount	5.75	5.25	5.75
Castlegate Court	4.5	4.25	5.75
Brucegate	3.75	6.25	5.5
Well Close Square	1.5	1.25	1.5
Ivy Place	0	1	0
Scotts Place	1	1.5	1.25
Total	**3.25**	**3.5**	**4.5**

9.2.101 Again Well Close Square had the shortest stay durations due to the one hour maximum stay restriction. Lords Mount and Brucegate had the longest stay durations

Issues

9.2.102 The parking surveys indicate that there are the following potential issues with the on-street parking in the central area:

- Brucegate reached capacity on one of the survey days and exceeded the 85% threshold on a further three days.
- Castlegate Court, Well Close Square and High Greens exceeded the 85% threshold on at least one of the survey days.
- Some illegal parking is occurring in Ivy Place and Scotts Place.

On-Street Parking & Adjacent Parking Areas – Station

Occupancy – March Surveys

9.2.103 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Railway Street	0	13	14	9	N/A	N/A	N/A	-13	-14	-9
Tweed Street	14	15	20	18	107%	143%	129%	-1	-6	-4
Total	**14**	**28**	**34**	**27**	**200%**	**243%**	**193%**	**-14**	**-20**	**-13**

9.2.104 Railway Street is shown to have significant parking even though the capacity is shown as zero. This is as there is a single yellow line restriction on Railway Terrace which operates 1000 to 1600 making the capacity zero for most of the day. However outside these times it has a capacity of approximately 14 meaning that parking does still reach capacity outside of the single yellow line restriction hours. The surveys do also show

that some parking is occurring on Railway Terrace within the single yellow line restriction operating hours, therefore some illegal parking or loading must be occurring here.

9.2.105 Similarly Tweed Street is shown to be over capacity but this is due to some of the street having single yellow line restrictions from 1000 to 1600. Outside of these hours, when maximum occupancy occurs, there are an additional 12 spaces giving a total of 26 and meaning that occupancy actually reaches a maximum of 76%.

Occupancy – July Surveys

The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Railway Street	0	15	13	12	N/A	N/A	N/A	-15	-13	-12
Tweed Street	14	15	17	15	107%	121%	107%	-1	-3	-1
Total	**14**	**30**	**30**	**27**	**214%**	**214%**	**193%**	**-16**	**-16**	**-13**

9.2.106 Outside of the single yellow line restriction times Railway Street exceeds its then capacity of 14 reaching a maximum of 107% occupancy indicating that some illegal parking and/or loading is occurring. Again some parking is occurring during the operational hours of the single yellow line restriction further indicating that illegal parking and/or loading is occurring.

9.2.107 Outside of the single yellow line restriction hours Tweed Street reaches a maximum occupancy of 65% of its then capacity.

Duration of Stay – March Surveys

9.2.108 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Railway Street	2.25	1.75	2
Tweed Street	3.5	3.5	4.75
Total	**3**	**2.75**	**3.5**

9.2.109 Railway Street had the shortest duration of stays but this will be as the single yellow line restrictions only permit parking here before 1000 and after 1600.

Duration of Stay – July Surveys

9.2.110 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Railway Street	1.75	2	2.25
Tweed Street	3	3.5	4
Total	**2.5**	**2.75**	**3.25**

9.2.111 Again Railway Street had the shortest duration of stays due to the single yellow line restrictions only permitting parking here before 1000 and after 1600.

Issues

9.2.112 The parking surveys indicate that there are the following potential issues with the on-street parking in the station area:

- Railway Street exceeded its capacity outside of the single yellow line restriction hours on two of the survey days indicating that some illegal parking and/or loading is occurring here.
- Parking is occurring on Railway Street during the operational hours of the single yellow line restriction further indicating that some illegal parking and/or loading is occurring here.

On-Street Parking & Adjacent Parking Areas – East 1

Occupancy – March Surveys

9.2.113 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Walkergate	5	10	4	8	200%	80%	160%	-5	1	-3
Hatters Lane	3	6	5	4	200%	167%	133%	-3	-2	-1
Coxons Lane	6	1	1	0	17%	17%	0%	5	5	6
Wallace Green	66	68	59	39	103%	89%	59%	-2	7	27
Chapel Street	8	8	8	2	100%	100%	25%	0	0	6
Crawford's Alley	0	3	2	1	N/A	N/A	N/A	-3	-2	-1
Church Street	31	34	28	37	110%	90%	119%	-3	3	-6
Parade	12	13	12	12	108%	100%	100%	-1	0	0
Ravensdowne	54	47	47	59	87%	87%	109%	7	7	-5
Woolmarket	7	9	10	14	129%	143%	200%	-2	-3	-7
Total	**201**	**224**	**192**	**188**	**111%**	**96%**	**94%**	**-23**	**9**	**13**

9.2.114 It can be seen from the table that Walkergate, Hatters Lane, Wallace Green, Crawford's Alley, Church Road, Parade, Ravensdowne and Woolmarket all exceed capacity on at least one of the survey days. In addition Chapel Street reaches capacity on two of the survey days. Only Coxons Lane remains below capacity throughout the surveys.

9.2.115 On Walkergate there is a section of double yellow lines that are very faded and parking has been observed here. This is the likely cause of the parking in excess of capacity. Illegal parking has also been observed on Hatters Lane on a section of wide footway adjacent to double yellow lines so this is the likely cause of parking in excess of capacity here. This may have become less of an issue since the reopening of Hatters Lane car park.

9.2.116 On Wallace Green the parking slightly in excess of capacity is likely to be because of some illegal parking and/or loading or parking in non-designated areas. On Crawfords Alley, some illegal parking was observed so this is the likely cause of parking in excess of capacity here.

9.2.117 Part of Church Street is covered by a single yellow line restriction which only operates between 0800 and 1800 however parking in excess of capacity was observed within these hours so some illegal parking and/or loading must be occurring here.

9.2.118 A large section of Ravensdowne is covered by a single yellow line restriction which only operates between 0800 and 1800. The maximum occupancy of 59 on the March Saturday occurs outside of these restriction times and so is actually below the capacity of the street at that time. The maximum Saturday occupancy that occurs within the restriction hours is 47, equivalent to 87% occupancy.

9.2.119 On Parade one additional car was recorded in excess of capacity, this could be due to cars being parked very closely within the designated parking area or due to illegal parking. On Woolmarket the parking significantly in excess of capacity must be due to illegal parking and/or loading.

Occupancy – July Surveys

9.2.120 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Walkergate	5	8	8	6	160%	160%	120%	-3	-3	-1
Hatters Lane	3	7	5	5	233%	167%	167%	-4	-2	-2
Coxons Lane	6	7	7	7	117%	117%	117%	-1	-1	-1
Wallace Green	66	67	64	47	102%	97%	71%	-1	2	19
Chapel Street	8	6	5	3	75%	63%	38%	2	3	5
Crawford's Alley	0	2	3	2	N/A	N/A	N/A	-2	-3	-2
Church Street	31	37	34	32	119%	110%	103%	-6	-3	-1
Parade	12	12	11	9	100%	92%	75%	0	1	3
Ravensdowne	54	44	46	52	81%	85%	96%	19	17	11
Woolmarket	7	16	9	11	229%	129%	157%	-9	-2	-4
Total	**201**	**231**	**192**	**174**	**115%**	**96%**	**87%**	**-30**	**9**	**27**

9.2.121 Again Walkergate, Hatters Lane, Wallace Green, Crawfords Alley, Church Streetand Woolmarket exceeded capacity on at least one of the survey days. This will be for the same reasons described above for the March surveys.

9.2.122 Coxons Lane was also slightly over capacity during the July surveys. This occurred during the operational hours of the single yellow line restriction here so must be a result of illegal parking or parking in non-designated areas.

9.2.123 The maximum Saturday occupancy on Ravensdowne occurred outside the operating hours of the single yellow line restriction. The maximum occupancy during the operating hours was 50, equivalent to 93% occupancy.

9.2.124 In addition to the above, Parade reached capacity on the Wednesday and Ravensdowne exceeded the 85% threshold on the Saturday (was this in 0800-1800).

Duration of Stay – March Surveys

9.2.125 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Walkergate	1	1.25	1.25
Hatters Lane	4.5	3.5	9.25
Coxons Lane	6	3.75	4.25
Wallace Green	2.75	2	1.5
Chapel Street	4.75	4	1.5
Crawford's Alley	5.5	3.75	3.75
Church Street	2.5	2	2.25
Parade	4.5	5.75	5.25
Ravensdowne	4.75	4.25	5.5
Woolmarket	2.25	1.75	1.75
Total	**3.25**	**3**	**3.25**

9.2.126 Walkergate has the lowest duration of stays, as would be expected as the only parking areas here are taxi bays and the illegal parking on the faded double yellow lines. The next lowest durations of stays are on Woolmarket and Wallace Green where all parking is subject to a 3 hour maximum stay.

9.2.127 The longest duration of stays occur on Parade, Ravensdowne and Hatters Lane which have no stay restrictions in place.

9.2.128 The average duration of stay for all the streets combined is very similar across the three days at 3 to 3.25 hours.

Duration of Stay – July Surveys

9.2.129 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Walkergate	1.25	1.25	1.5
Hatters Lane	3.25	3	3.75
Coxons Lane	6	3.75	4.25
Wallace Green	2.25	2	1.75
Chapel Street	2.75	2.25	3.5
Crawford's Alley	3	1.75	2
Church Street	2.25	2	2.25
Parade	4.25	5.5	5.25
Ravensdowne	4	4.5	5
Woolmarket	2.25	2.5	2.5
Total	**3.25**	**2.75**	**3.25**

9.2.130 The durations of stay during the July surveys follow very similar patterns to those recorded in the March surveys.

Issues

9.2.131 The parking surveys indicate that there are the following potential issues with the on-street parking in the east 1 area:

- Walkergate is over capacity with illegal parking occurring.
- Hatters Lane is over capacity with illegal parking occurring, although this may have become less of an issue since the reopening of Hatters Lane car park.
- Coxons Lane was over capacity due to illegal parking or parking in non-designated areas.
- Wallace Green is slightly over capacity due to illegal parking and/or loading or parking in non-designated parking areas
- Chapel Street is at capacity
- Some illegal parking is occurring in Crawford's Alley
- Church Street is over capacity due to illegal parking and/or loading
- Parade is at capacity
- Woolmarket is over capacity due to illegal parking and/or loading
- Parking on Ravensdowne exceeded the 85% threshold on both of the surveyed Saturdays.

On-Street Parking & Adjacent Parking Areas – East 2

Occupancy – March Surveys

9.2.132 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Bank Hill	1	3	4	3	300%	400%	300%	-2	-3	-2
West Street & Easter Wynd	0	6	9	6	N/A	N/A	N/A	-6	-9	-6
Eastern Lane	7	7	9	8	100%	129%	114%	0	-2	-1
Love Lane	0	0	2	0	N/A	N/A	N/A	0	-2	0
Bridge Terrace	5	7	7	6	140%	140%	120%	-2	-2	-1
Bridge End	0	3	3	4	N/A	N/A	N/A	-3	-3	-4
Bridge Street	0	5	5	4	N/A	N/A	N/A	-5	-5	-4
Drivers Lane	0	0	0	0	N/A	N/A	N/A	0	0	0
Dewars Lane	1	0	0	0	0%	0%	0%	1	1	1
Total	**14**	**31**	**39**	**31**	**221%**	**279%**	**221%**	**-17**	**-25**	**-17**

9.2.133 Bank Hill, West Street and Easter Wynd, Love Lane, Bridge Terrace, Bridge End, and Bridge Street are all shown to be over capacity on all days and Eastern Lane on two days. In all cases it is considered that this is due to illegal parking and/or loading.

9.2.134 No parking was recorded on either Drivers Lane which has a capacity of zero, or Dewars Lane which has a capacity of one.

Occupancy – July Surveys

9.2.135 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Bank Hill	1	5	3	2	500%	300%	200%	-4	-2	-1
West Street & Easter Wynd	0	1	1	1	N/A	N/A	N/A	-1	-1	-1
Eastern Lane	7	8	8	8	114%	114%	114%	-1	-1	-1
Love Lane	0	0	1	1	N/A	N/A	N/A	0	-1	-1
Bridge Terrace	5	8	9	7	160%	180%	140%	-3	-4	-2
Bridge End	0	4	4	2	N/A	N/A	N/A	-4	-4	-2
Bridge Street	0	2	3	2	N/A	N/A	N/A	-2	-3	-2
Drivers Lane	0	0	0	0	N/A	N/A	N/A	0	0	0
Dewars Lane	1	0	0	0	0	0	0	0	0	0
Total	**14**	**28**	**29**	**23**	**200%**	**207%**	**164%**	**-15**	**-16**	**-10**

9.2.136 Bank Hill, West Street and Easter Wynd, Eastern Terrace, Love Lane, Bridge Terrace, Bridge End, and Bridge Street are all shown to be over capacity on all days. In all cases it is considered that this is due to illegal parking and/or loading.

9.2.137 Again no parking was recorded on either Drivers Lane which has a capacity of zero, or Dewars Lane which has a capacity of one.

Duration of Stay – March Surveys

9.2.138 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Bank Hill	2.5	1.5	3
West Street & Easter Wynd	3.5	5.25	7
Eastern Lane	7.25	7.25	9.75
Love Lane	0	4.25	1
Bridge Terrace	7.5	5.25	5.5
Bridge End	3	2.25	2
Bridge Street	1.75	1.25	1.25
Drivers Lane	0	0	0
Dewar's Lane	0	0	0
Total	**3.25**	**3.5**	**3.5**

9.2.139 The average durations of stay vary from 1.25 hours to 9.75 hours with Bridge Street having the shortest stays across the three survey days and Eastern Lane having the longest followed by Bridge Terrace. This is unsurprising as Eastern Lane and Bridge Terrace or the only streets with designated parking capacity other than Bank Hill and Dewar's Lane which only have one space each. None of the streets have short stay restrictions in place.

9.2.140 The average duration of stay for all the streets combined is very similar across the three days at 3.25 to 3.5 hours.

Duration of Stay – July Surveys

9.2.141 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Bank Hill	2	2.5	3.75
West Street & Easter Wynd	1.75	1	1
Eastern Lane	6.75	9	8
Love Lane	0	1	1
Bridge Terrace	9	7.75	5.75
Bridge End	2.5	1.75	2.25
Bridge Street	1	1	1.25
Drivers Lane	0	0	0
Dewar's Lane	0	0	0
Total	**3**	**3**	**3**

9.2.142 The July durations of stay follow a similar pattern to the March ones. Love Lane and Bridge Street have the shortest durations of stay and Eastern Lane and Bridge Terrace the longest.

9.2.143 The average duration of stay for all the streets combined is the same for every day at 3 hours, and similar to the March surveys.

Issues

9.2.144 The parking surveys indicate that there are the following potential issues with the on-street parking in the station east 2 area:

- Bank Hill, West Street and Easter Wynd, Eastern Terrace, Love Lane, Bridge Terrace, Bridge End, and Bridge Street are all over capacity due to illegal parking and/or loading.

On-Street Parking & Adjacent Parking Areas – East 3

Occupancy – March Surveys

9.2.145 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Hide Hill	42	41	35	40	98%	83%	95%	1	7	2
Sandgate	25	15	16	19	60%	64%	76%	10	9	6
Silver Street	0	4	6	2	N/A	N/A	N/A	-4	-6	-2
Ness Street	8	6	7	7	75%	88%	88%	2	1	1
Weddell's Lane	0	0	0	0	N/A	N/A	N/A	0	0	0
Foul Ford	0	2	2	1	N/A	N/A	N/A	-2	-2	-1
Oil Mill Lane	2	3	4	0	150%	200%	0%	-1	-2	2
Palace Street	48	28	28	31	58%	58%	65%	20	20	17
Palace Green	28	11	9	8	39%	32%	29%	17	19	20
Palace Street East	18	11	11	11	61%	61%	61%	7	7	7
The Avenue	3	0	1	0	0%	33%	0%	3	2	3
Total	**174**	**121**	**119**	**119**	**70%**	**68%**	**68%**	**53**	**55**	**55**

9.2.146 Silver Street, Foul Ford and Oil Mill Lane are all shown to be over capacity on more than one of the survey days. In addition parking on Hide Hill and Ness Street is shown to exceed the 85% threshold on two of the survey days.

9.2.147 On Silver Street the parking shown to be in excess of capacity is due to a single yellow line restriction which only operates from 0800 to 1800. The parking in excess of capacity only occurs outside of the restriction hours so in effect remains below capacity.

9.2.148 On Foul Ford there is an area next to double yellow lines where it is not clear if parking is forbidden by the lines or if the lane is private property and parking is allowed. This area has space for three cars and has not been included within the capacity assessment. Parking is occurring here and it is this area that is therefore causing the occupancy to show as over capacity. There is a similar situation on Oil Mill Lane with an area with sufficient space for two cars to park where it is not clear if parking is prohibited by double yellow lines. This area has not been included within the capacity assessment but parking is occurring here and causing the indicated occupancy in excess of capacity.

Occupancy – July Surveys

9.2.149 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Hide Hill	42	39	38	38	93%	90%	90%	3	4	4
Sandgate	25	28	23	20	112%	92%	80%	-3	2	5
Silver Street	0	3	5	3	N/A	N/A	N/A	-3	-5	-3
Ness Street	8	8	8	8	100%	100%	100%	0	0	0
Weddell's Lane	0	0	0	0	N/A	N/A	N/A	0	0	0
Foul Ford	0	2	3	2	N/A	N/A	N/A	-2	-3	-2
Oil Mill Lane	2	0	0	0	0%	0%	0%	2	2	2
Palace Street	48	33	33	29	69%	69%	60%	15	15	19
Palace Green	28	9	12	9	32%	43%	32%	19	16	19
Palace Street East	18	13	12	13	72%	67%	72%	5	6	5
The Avenue	3	1	1	3	33%	33%	100%	2	2	0
Total	**174**	**153**	**135**	**125**	**88%**	**78%**	**72%**	**21**	**39**	**49**

9.2.150 Sandgate is shown to be over capacity on the Wednesday. This is due to illegal parking and/or loading on the double yellow lines in this street.

9.2.151 Silver Street and Foul Ford are again shown to have occupancy in excess of capacity due to the reasons described above. Ness Street is shown to be at capacity on all three survey days, The Avenue is shown to be at capacity on the Saturday and Hide Hill is again shown to be over the 85% threshold, this time on all three of the survey days.

Duration of Stay – March Surveys

9.2.152 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Hide Hill	1.25	1.25	1.5
Sandgate	1.5	1.75	1.5
Silver Street	2	2.5	7
Ness Street	3	4.75	8
Weddells Lane	N/A	N/A	N/A
Foul Ford	6	4.25	1
Oil Mill Lane	4.25	9	N/A
Palace Street	4.5	4.5	6
Palace Green	3.5	3.5	5.5
Palace Street E	6.25	5	6.75
The Avenue	0	10	0
Total	**3**	**4.25**	**3.5**

9.2.153 Hide Hill and Sandgate have the shortest duration of stays, which is as expected due to the short stay restrictions in place here. The average stays on Hide Hill are slightly in access of the 1 hour maximum but the restriction only applies from 0900 to 1730 so longer stays outside of this period will be increasing the average.

9.2.154 Palace Street East had the longest durations of stay on all three survey days.

Duration of Stay – July Surveys

9.2.155 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Hide Hill	1.5	1.5	1.25
Sandgate	2.5	1.5	1.5
Silver Street	3.25	2.5	2.25
Ness Street	5.75	6.5	9.75
Weddells Lane	N/A	N/A	N/A
Foul Ford	1.75	6.25	5
Oil Mill Lane	N/A	N/A	N/A
Palace Street	6.25	6	6
Palace Green	3.25	4.25	4.75
Palace Street E	4.75	4.5	6.5
The Avenue	1.5	3	5.25
Total	**2.75**	**3.25**	**3.75**

9.2.156 Again Hide Hill and Sandgate have the shortest duration of stays. Palace Street and Ness Street have the longest durations of stays.

Issues

9.2.157 The parking surveys indicate that there are the following potential issues with the on-street parking in the east 3 area:

- Sandgate exceeded capacity on one of the survey days due to illegal parking and/or loading occurring on double yellow lines.
- Illegal parking is possibly occurring in two areas on Foul Ford and Oil Mill Lane but it is unclear if the adjacent double yellow line restrictions apply to the areas in question.
- The Avenue and Ness Street reached capacity on at least one of the survey days
- Hide Hill exceeded the 85% threshold on five of the six survey days.

On-Street Parking & Adjacent Parking Areas – West 1

9.2.158 Occupancy – March Surveys

9.2.159 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Blakewell Gardens	30	28	23	24	93%	77%	80%	2	7	6
Riverside Road	33	25	17	14	76%	52%	42%	8	16	19
Bower's Crescent	16	6	6	8	38%	38%	50%	10	10	8
Blakewell Road	32	12	12	14	38%	38%	44%	20	20	18
West End	73	34	36	33	47%	49%	45%	39	37	40
Total	**184**	**105**	**94**	**93**	**57%**	**51%**	**51%**	**79**	**90**	**91**

9.2.160 It can be seen that occupancies remained well below capacity on all streets on all survey days except on Blakewell Gardens which exceeded the 85% threshold on the Wednesday.

Occupancy – July Surveys

9.2.161 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Blakewell Gardens	30	17	18	22	57%	60%	73%	13	12	8
Riverside Road	33	16	18	18	48%	55%	55%	17	15	15
Bower's Crescent	16	5	6	7	31%	38%	44%	11	10	9
Blakewell Road	32	14	12	12	44%	38%	38%	18	20	20
West End	73	33	34	30	45%	47%	41%	40	39	43
Total	**184**	**85**	**88**	**89**	**46%**	**48%**	**48%**	**99**	**96**	**95**

9.2.162 It can be seen that occupancies remained well below capacity on all streets on all survey days.

Duration of Stay – March Surveys

9.2.163 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Blakewell Gardens	3.5	3.5	3.75
Riverside Road	3.25	3.5	4
Bower's Crescent	3.75	3.5	3.25
Blakewell Road	3	3.75	4.25
West End	3.5	3.5	3
Total	**3.5**	**3.5**	**3.75**

9.2.164 It can be seen that the average durations of stay were very consistent across all streets on all three survey days, only varying between 3 hours and 4.25 hours.

Duration of Stay – July Surveys

9.2.165 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Blakewell Gardens	2.75	2.75	4
Riverside Road	3.5	3.5	4.5
Bower's Crescent	6.5	3.75	3.5
Blakewell Road	3	3.5	4.5
West End	2.75	3	2.75
Total	**3.75**	**3.25**	**3.75**

9.2.166 The average durations of stay varied a little more than during the March surveys with a minimum of 2.75 hours and a maximum of 6.5 hours. Bower's Crescent had slightly longer durations of stay than the other streets.

Issues

9.2.167 The parking surveys indicate that there are the following potential issues with the on-street parking in the west 1 area:

- The occupancy on Blakewell Gardens exceeded the 85% threshold on one of the survey days.

On-Street Parking & Adjacent Parking Areas – West 2

Occupancy – March Surveys

9.2.168 The table below shows the maximum occupancy observed on each street on each survey day for the March 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Union Brae	0	5	4	0	N/A	N/A	N/A	-5	-4	0
Kiln Hill	32	19	19	16	59%	59%	50%	13	13	16
Dock Road	117	16	16	15	14%	14%	13%	101	101	102
Mill Strand	20	6	6	6	30%	30%	30%	14	14	14
Brewery Lane	9	5	4	1	56%	44%	11%	4	5	8
Brewery Bank	9	7	6	5	78%	67%	56%	2	3	4
Church Road	46	43	31	34	93%	67%	74%	3	15	12
Well Square	16	10	12	11	63%	75%	69%	6	4	5
Lee's Lane	3	3	2	2	100%	67%	67%	0	1	1
Tower Road	16	4	7	4	25	44%	25%	12	9	12
Well Road	3	1	1	1	33%	33%	33%	2	2	2
Mount Road	35	13	13	12	37%	37%	34%	22	22	23
Total	**306**	**132**	**121**	**107**	**43%**	**40%**	**35%**	**174**	**185**	**199**

9.2.169 It can be seen that Lee's Lane reached capacity on the Wednesday and Church Road exceeded the 85% threshold on the Wednesday.

Occupancy – July Surveys

9.2.170 The table below shows the maximum occupancy observed on each street on each survey day for the July 2017 surveys.

Name	Capacity	Max Occ			Max % Occ			Unused Spaces		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
Union Brae	0	4	3	0	N/A	N/A	N/A	-4	-3	0
Kiln Hill	32	26	26	18	81%	81%	56%	6	6	14
Dock Road	117	18	18	14	15%	15%	12%	99	99	103
Mill Strand	20	8	7	6	40%	35%	30%	12	13	14
Brewery Lane	9	7	5	3	78%	56%	33%	2	4	6
Brewery Bank	9	7	8	7	78%	89%	78%	2	1	2
Church Road	46	31	31	32	67%	67%	70%	15	15	14
Well Square	16	11	11	14	69%	69%	88%	5	5	2
Lee's Lane	3	3	3	3	100%	100%	100%	0	0	0
Tower Road	16	10	12	13	63%	75%	81%	6	4	3
Well Road	3	4	4	4	133%	133%	133%	-1	-1	-1
Mount Road	35	14	14	15	40%	40%	43%	21	21	20
Total	**306**	**143**	**142**	**129**	**47%**	**46%**	**42%**	**163**	**164**	**177**

9.2.171 The occupancy on Well Road slightly exceeded capacity on all three survey days and the occupancy on Lee's Lane reached capacity on all three days. The occupancy on Brewery Bank exceeded the 85% threshold on the Thursday and the occupancy on Well Square exceeded it on the Saturday.

9.2.172 It is thought that the occupancy on Well Road is exceeding capacity due to vehicles parking in an area not designated for parking, namely the turning head at the end of the road.

Duration of Stay – March Surveys

9.2.173 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Union Brae	1.25	1.25	N/A
Kiln Hill	5	6.25	4.5
Dock Road	3.75	3.5	4.25
Mill Strand	3.75	2.75	2.75
Brewery Lane	5.75	5.25	6
Brewery Bank	3	4.25	4.25
Church Road	3.25	4.75	4.75
Well Square	5	4.5	5
Lees Lane	3.75	2.5	3.5
Tower Road	2	3	4.25
Well Road	1	3	1.25
Mount Road	2.5	3.5	4
Total	**3.25**	**3.75**	**3.75**

9.2.174 Union Brae, where all the parking will be illegal or for loading, had the shortest average durations of stay. The longest average durations of stay were on Kiln Hill and Brewery Lane.

Duration of Stay – July Surveys

9.2.175 The table below shows the average duration of stay on each street on each of the three surveyed days and the average across all the streets, rounded to the nearest quarter hour.

Name	Average Duration of Stay (hrs)		
	Wed	Thurs	Sat
Union Brae	1.25	1.25	N/A
Kiln Hill	3.75	3.75	4.25
Dock Road	4	4.25	4
Mill Strand	3.5	3.5	3.25
Brewery Lane	2.75	2.5	4.5
Brewery Bank	3.75	4.25	4.25
Church Road	3.5	3.75	4.25
Well Square	3.25	3	4.25
Lees Lane	5.5	5	4
Tower Road	4.25	4.25	4
Well Road	5.75	9.5	11.75
Mount Road	2.5	3.25	3.75
Total	**3.75**	**4**	**4.25**

9.2.176 Again Union Brae had the shortest average durations of stay. Well Road had the longest durations of stay.

Issues

9.2.177 The parking surveys indicate that there are the following potential issues with the on-street parking in the west 2 area:

- Occupancy slightly exceeded capacity on Well Road on three of the survey days due to vehicles parking in areas not designated for parking.
- Occupancy reached capacity on Lee's Lane on four of the survey days.
- Occupancies on Church Road, Brewery Bank and Well Square exceeded the 85% threshold on one of the survey days.

9.3 Overall Situation for Mixed Parking Areas

9.3.1 The analysis in Section 5.2 considers peak demand on individual streets and in individual car parks at their own individual peak times, irrespective of the timings of peak demand in adjacent streets or car parks. This is considered sufficient for streets in purely residential areas, or where parking is restricted to resident only, or in streets where mixed parking is likely to occur but there are no surrounding car parks or mixed use streets to use as alternative parking locations. In these locations parking demand is very street specific and not significantly interchangeable with other streets or car parks.

9.3.2 Similarly parking demand in the private car parks for public use/use specific car parks within the study area is considered not to be significantly interchangeable with surrounding car parks and streets and therefore analysis of individual car park peaks is sufficient.

9.3.3 However in streets where the majority of parking is available to all users and close to similar streets or public car parks, it is considered that car parking is interchangeable between these streets and car parks and demand should be considered at an overall peak demand for the area. It is considered that there is one such area within the study boundary located around the town centre core and encompassing all the public car parks, with the possible exception of the railway station car park, and the following streets:

- Castlegate (High Greens to Marygate)
- Marygate
- Scott's Place
- Railway Street
- Wallace Green
- Chapel Street
- Church Street
- Woolmarket
- West Street
- Easter Wynd
- Bridge End
- Bridge Street
- Drivers Lane
- Dewars Lane
- Hide Hill
- Sandgate

- Silver Street
- Foul Ford

9.3.4 Not all parking within these streets and car parks will be interchangeable; for example those wishing to stay for long durations will not be able to park in short stay car parks or on-street parking areas and some may have to be within a very short distance of their final destination limiting parking choice, however it is considered that parking is sufficiently interchangeable that current and future demand should be considered for the area as a whole.

9.3.5 The peak demand across all the public car parks combined has already been considered in section 5.2. and therefore the demand within the above listed streets at the corresponding times simply needs adding in to give the total demand for the area as a whole. Peak demand across the car parks and streets combined occurred on the Wednesday for both the March and July surveys.

9.3.6 Spreadsheet output in Appendix C shows the full area peak demand calculations and the table below shows the peak demand for March and July alongside the existing parking capacity and the resultant free spaces at peak demand. The table also shows the resulting free spaces if maximum occupancy is limited to 85%, the recommended maximum occupancy for efficient operation of parking. It should be noted that the existing capacity figure in the table includes the recently opened Hatters car park discussed in Section 6.2.

9.3.7 As mentioned above it is debatable as to whether the railway station car park should be considered within the overall area. This is because it is slightly removed from the other car parks and streets being considered and it is the only public car park which is charged. The table therefore also shows the capacity, demand and free space results for a scenario excluding this car park.

Scenario	Capacity	Peak Demand		Free Spaces		Free Spaces with 85% Max Occupancy	
		Mar	July	Mar	July	Mar	July
Existing Situation	1162	1027	1067	135	95	-39	-79
Existing Situation Excluding Railway Station Car Park	1036	906	938	130	98	-25	-57

9.3.8 It can be seen that over the area as a whole there are 135 free spaces at the time of peak demand in March and 95 free spaces at the time of peak demand in July. To keep maximum occupancy at 85% of capacity an additional **39 spaces** would be required in March and an additional **79 spaces** would be required in July.

9.3.9 If the railway station car park is excluded from the area under consideration there are 130 free spaces during the March peak and 98 spaces during the July peak with an additional **25 spaces** required to achieve 85% maximum capacity in March and **57 spaces** required to achieve this in July.

9.3.10 If the railway station car park is considered as a standalone car park it would require an additional 24 spaces to achieve 85% maximum occupancy in March and an additional 27 spaces to achieve it in July based on current peak demand.

APPENDIX C – Parking Occupancy Analysis Data

Town Centre Core Parking Area Demand Calculations

Name	Capacity	Area Peak Occupancy						Free Spaces						Free Spaces if 85% Max Capacity					
		March			July			March			July			March			July		
		Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat	Wed	Thu	Sat
		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400	1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400	1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400
Car Parks																			
Public Car Parks - NCC																			
Berwick Railway Station	126	121	124	96	129	130	109	5	2	30	-3	-4	17	-14	-17	11	-22	-23	-2
Bridge Street	48	27	31	40	35	40	20	21	17	8	13	8	28	14	10	1	6	1	21
Eastern Lane	55	56	59	66	61	50	54	-1	-4	-11	-6	5	1	-9	-12	-19	-14	-3	-7
Castlegate Short Stay	105	99	94	97	105	102	99	6	11	8	0	3	6	-10	-5	-8	-16	-13	-10
Castlegate Long Stay & Overflow	213	184	182	179	181	179	177	29	31	34	32	34	36	-3	-1	2	0	2	4
Waugh Place	12	8	10	10	8	6	7	4	2	2	4	6	5	2	0	0	2	4	3
Woolmarket	6	6	5	6	4	4	7	0	1	0	2	2	-1	-1	0	-1	1	1	-2
Coxons Lane	55	56	56	54	56	56	48	-1	-1	1	-1	-1	7	-9	-9	-7	-9	-9	-1
Foul Ford	30	29	30	28	30	29	27	1	0	2	0	1	3	-4	-5	-3	-5	-4	-2
Parade	78	77	76	76	78	77	77	1	2	2	0	1	1	-11	-10	-10	-12	-11	-11
Quayside	128	120	119	97	127	118	96	8	9	31	1	10	32	-11	-10	12	-18	-9	13
On-Street Parking & Adjacent Parking Areas																			
Major Roads Where Parking is Allowed																			
Castlegate (High Greens to Marygate)	74	59	59	60	64	59	68	15	15	14	10	15	6	4	4	3	-1	4	-5
Marygate	28	23	12	15	12	16	14	5	16	13	16	12	14	1	12	9	12	8	10
Central																			
Scott's Place	0	0	1	0	0	1	0	0	-1	0	0	-1	0	0	-1	0	0	-1	0
Station																			
Railway Street	0	8	8	6	8	4	4	-8	-8	-6	-8	-4	-4	-8	-8	-6	-8	-4	-4
East 1																			
Wallace Green	66	63	54	39	66	64	47	3	12	27	0	2	19	-7	2	17	-10	-8	9
Chapel Street	8	4	8	1	1	3	2	4	0	7	7	5	6	3	-1	6	6	4	5
Church Street	31	31	23	32	27	28	27	0	8	-1	4	3	4	-5	3	-6	-1	-2	-1
Woolmarket	7	6	4	7	6	6	6	1	3	0	1	1	1	0	2	-1	0	0	0
East 2																			
West Street & Easter Wynd	0	4	6	5	1	0	0	-4	-6	-5	-1	0	0	-4	-6	-5	-1	0	0
Bridge End	0	2	3	2	3	2	1	-2	-3	-2	-3	-2	-1	-2	-3	-2	-3	-2	-1
Bridge Street	0	3	5	3	2	3	1	-3	-5	-3	-2	-3	-1	-3	-5	-3	-2	-3	-1
Drivers Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dewars Lane	1	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
East 3																			
Hide Hill	42	32	30	32	34	33	31	10	12	10	8	9	11	4	6	4	2	3	5
Sandgate	25	8	7	17	28	22	20	17	18	8	-3	3	5	13	14	4	-7	-1	1
Silver Street	0	1	1	1	1	1	1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Foul Ford	0	0	1	0	0	3	2	0	-1	0	0	-3	-2	0	-1	0	0	-3	-2
Current Total	1138	1027	1008	969	1067	1036	945	111	130	169	71	102	193	-60	-41	-2	-100	-69	22
Current Total with Hatters	1162	1027	1008	969	1067	1036	945	135	154	193	95	126	217	-39	-20	19	-79	-48	43
Current Total with Hatters, with Chapel Street, without Castlegate Overflow	1044	1027	1008	969	1067	1036	945	17	36	75	-23	8	99	-140	-121	-82	-180	-149	-58
2020 Total with Hatters	1162	1065	1045	1005	1106	1074	980	97	117	157	56	88	182	-77	-58	-17	-119	-87	8
2020 Total with Hatters, with Chapel Street, without Castlegate Overflow	1044	1065	1045	1005	1106	1074	980	-21	-1	39	-62	-30	64	-178	-158	-117	-219	-187	-93
2030 Total with Hatters	1162	1136	1115	1072	1180	1146	1045	26	47	90	-18	16	117	-148	-127	-84	-192	-158	-57
2030 Total with Hatters, with Chapel Street, without Castlegate Overflow	1044	1136	1115	1072	1180	1146	1045	-92	-71	-28	-136	-102	-1	-248	-227	-184	-293	-258	-158
Totals excluding current and proposed railway station car parks																			
Current Total with Hatters	1036	906	884	873	938	906	836	130	152	163	98	130	200	-25	-3	8	-57	-25	45
Current Total with Hatters, with Chapel Street, without Castlegate Overflow	918	906	884	873	938	906	836	12	34	45	-20	12	82	-126	-104	-93	-158	-126	-56
2020 Total with Hatters	1036	940	917	905	973	940	867	96	119	131	63	96	169	-59	-36	-25	-92	-59	14
2020 Total with Hatters, with Chapel Street, without Castlegate Overflow	918	940	917	905	973	940	867	-22	1	13	-55	-22	51	-159	-136	-125	-192	-159	-87
2030 Total with Hatters	1036	1002	978	966	1037	1002	925	34	58	70	-1	34	111	-121	-97	-85	-157	-121	-44
2030 Total with Hatters, with Chapel Street, without Castlegate Overflow	918	1002	978	966	1037	1002	925	-84	-60	-48	-119	-84	-7	-222	-197	-185	-257	-222	-144

Required new spaces for 85% Ma	
Mar	July
70	117
46	93
164	211
91	140
209	258
174	226
292	344
30	68
148	186
69	108
187	226
143	185
261	303

Streets Outside Town Centre Core Parking Area Demand Calculations

Name	Capacity	2017 Max Occupancy							2017 Max % Occupancy							2020 Max Occupancy							2020 Max % Occupancy						
		March			July				March			July				March			July				March			July			
		Wed	Thu	Sat	Wed	Thu	Sat		Wed	Thu	Sat	Wed	Thu	Sat		Wed	Thu	Sat	Wed	Thu	Sat		Wed	Thu	Sat	Wed	Thu	Sat	
		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400	
Car Parks																													
On-Street Parking & Adjacent Parking Areas																													
Major Roads Where Parking is Unlikely / Forbidden																													
Castlegate (Castle Terrace to High Greens)	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A		0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Royal Tweed Bridge	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A		0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Berwick Bridge	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A		0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Golden Square	0	2	4	4	4	2	1		N/A	N/A	N/A	N/A	N/A	N/A		2	4	4	4	2	1		N/A	N/A	N/A	N/A	N/A	N/A	
Main Street (Prince Edward Road to Church Road)	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A		0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Major Roads Where Parking is Allowed																													
Prince Edward Road	14	13	12	12	29	17	10		93%	86%	86%	207%	121%	71%		13	12	12	30	18	10		96%	89%	89%	215%	126%	74%	
Main Street (West End to Prince Edward Road)	59	48	38	39	44	46	55		81%	64%	66%	75%	78%	93%		50	39	40	46	48	57		84%	67%	69%	77%	81%	97%	
Main Street (Church Road to Mount Road)	16	17	17	18	14	11	14		106%	106%	113%	88%	69%	88%		18	18	19	15	11	15		110%	110%	117%	91%	71%	91%	
Northwest																													
Castle Drive	94	19	19	17	19	20	22		20%	20%	18%	20%	21%	23%		20	20	18	20	21	23		21%	21%	19%	21%	22%	24%	
Castle Terrace	32	24	24	24	28	23	25		75%	75%	75%	88%	72%	78%		25	25	25	29	24	26		78%	78%	78%	91%	74%	81%	
Windsor Crescent	48	17	20	20	27	26	26		35%	42%	42%	56%	54%	54%		18	21	21	28	27	27		37%	43%	43%	58%	56%	56%	
North Road	37	9	14	22	16	15	15		24%	38%	59%	43%	41%	41%		9	15	23	17	16	16		25%	39%	62%	45%	42%	42%	
North																													
Northumberland Avenue	40	24	26	21	31	25	20		60%	65%	53%	78%	63%	50%		25	27	22	32	26	21		62%	67%	54%	80%	65%	52%	
Warkworth Terrace	28	13	13	14	18	12	13		46%	46%	50%	64%	43%	46%		13	13	15	19	12	13		48%	48%	52%	67%	44%	48%	
Percy Terrace inc Back Alleys	29	16	15	16	16	16	17		55%	52%	55%	55%	55%	59%		17	16	17	17	17	18		57%	54%	57%	57%	57%	61%	
Lovaine Terrace	20	16	17	16	16	17	20		80%	85%	80%	80%	85%	100%		17	18	17	17	18	21		83%	88%	83%	83%	88%	104%	
Central																													
High Greens	18	12	14	14	15	17	13		67%	78%	78%	83%	94%	72%		12	15	15	16	18	13		69%	81%	81%	86%	98%	75%	
Low Greens & Violet Terrace	84	38	39	36	39	40	36		45%	46%	43%	46%	48%	43%		39	40	37	40	41	37		47%	48%	44%	48%	49%	44%	
Bell Tower Place & Bell Tower Park	24	19	15	11	15	20	14		79%	63%	46%	63%	83%	58%		20	16	11	16	21	15		82%	65%	47%	65%	86%	60%	
Lords Mount	15	1	1	2	10	5	5		7%	7%	13%	67%	33%	33%		1	1	2	10	5	5		7%	7%	14%	69%	35%	35%	
Castlegate Court	35	27	28	34	29	28	31		77%	80%	97%	83%	80%	89%		28	29	35	30	29	32		80%	83%	101%	86%	83%	92%	
Brucegate	21	18	21	18	16	17	19		86%	100%	86%	76%	81%	90%		19	22	19	17	18	20		89%	104%	89%	79%	84%	94%	
Well Close Square	22	20	17	13	0	19	7		91%	77%	59%	0%	86%	32%		21	18	13	0	20	7		94%	80%	61%	0%	90%	33%	
Ivy Place	0	1	1	0	0	1	0		N/A	N/A	N/A	N/A	N/A	N/A		1	1	0	0	1	0		N/A	N/A	N/A	N/A	N/A	N/A	
Station																													
Tweed Street	14	15	20	18	15	17	15		107%	143%	129%	107%	121%	107%		16	21	19	16	18	16		111%	148%	133%	111%	126%	111%	
East 1																													
Walkergate	5	10	4	8	8	8	6		200%	80%	160%	160%	160%	120%		10	4	8	8	8	6		207%	83%	166%	166%	166%	124%	
Hatters Lane	3	6	5	4	7	5	5		200%	167%	133%	233%	167%	167%		6	5	4	7	5	5		207%	173%	138%	242%	173%	173%	
Coxons Lane	6	1	1	0	7	7	7		17%	17%	0%	117%	117%	117%		1	1	0	7	7	7		17%	17%	0%	121%	121%	121%	
Crawford's Alley	0	3	2	1	2	3	2		N/A	N/A	N/A	N/A	N/A	N/A		3	2	1	2	3	2		N/A	N/A	N/A	N/A	N/A	N/A	
Parade	12	13	12	12	12	11	9		108%	100%	100%	100%	92%	75%		13	12	12	12	11	9		112%	104%	104%	104%	95%	78%	
Ravensdowne	54	47	47	59	44	46	52		87%	87%	109%	81%	85%	96%		49	49	61	46	48	54		90%	90%	113%	84%	88%	100%	
East 2																													
Bank Hill	1	3	4	3	5	3	2		300%	400%	300%	500%	300%	200%		3	4	3	5	3	2		311%	414%	311%	518%	311%	207%	
Eastern Lane	7	7	9	8	8	8	8		100%	129%	114%	114%	114%	114%		7	9	8	8	8	8		104%	133%	118%	118%	118%	118%	
Love Lane	0	0	2	0	0	1	1		N/A	N/A	N/A	N/A	N/A	N/A		0	2	0	0	1	1		N/A	N/A	N/A	N/A	N/A	N/A	
Bridge Terrace	5	7	7	6	8	9	7		140%	140%	120%	160%	180%	140%		7	7	6	8	9	7		145%	145%	124%	166%	186%	145%	
East 3																													
Ness Street	8	6	7	7	8	8	8		75%	88%	88%	100%	100%	100%		6	7	7	8	8	8		78%	91%	91%	104%	104%	104%	
Weddell's Lane	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A		0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Oil Mill Lane	2	3	4	0	0	0	0		150%	207%	0%	0%	0%	0%		3	4	0	0	0	0		155%	207%	0%	0%	0%	0%	
Palace Street	48	28	28	31	33	33	29		58%	58%	65%	69%	69%	60%		29	29	32	34	34	30		60%	60%	67%	71%	71%	63%	
Palace Green	28	11	9	8	9	12	9		39%	32%	29%	32%	43%	32%		11	9	8	9	12	9		41%	33%	30%	33%	44%	33%	
Palace Street East	18	11	11	11	13	12	13		61%	61%	61%	72%	67%	72%		11	11	11	13	12	13		63%	63%	63%	75%	69%	75%	
The Avenue	3	0	1	0	1	1	3		0%	33%	0%	33%	33%	100%		0	1	0	1	1	3		0%	35%	0%	35%	35%	104%	
West 1																													
Blakewell Gardens	30	28	23	24	17	18	22		93%	77%	80%	57%	60%	73%		29	24	25	18	19	23		97%	79%	83%	59%	62%	76%	
Riverside Road	33	25	17	14	16	18	18		76%	52%	42%	48%	55%	55%		26	18	15	17	19	19		78%	53%	44%	50%	57%	57%	
Bower's Crescent	16	6	6	8	5	6	7		38%	38%	50%	31%	38%	44%		6	6	8	5	6	7		39%	39%	52%	32%	39%	45%	
Blakewell Road	32	12	12	14	14	12	12		38%	38%	44%	44%	38%	38%		12	12	15	15	12	12		39%	39%	45%	45%	39%	39%	
West End	73	34	36	33	33	34	30		47%	49%	45%	45%	47%	41%		35	37	34	34	35	31		48%	51%	47%	47%	48%	43%	
West 2																													
Union Brae	0	5	4	0	4	3	0		N/A	N/A	N/A	N/A	N/A	N/A		5	4	0	4	3	0		N/A	N/A	N/A	N/A	N/A	N/A	
Kiln Hill	32	19	19	16	26	26	18		59%	59%	50%	81%	81%	56%		20	20	17	27	27	19		62%	62%	52%	84%	84%	58%	
Dock Road	117	16	16	15	18	18	14		14%	14%	13%	15%	15%	12%		17	17	16	19	19	15		14%	14%	13%	16%	16%	12%	
Mill Strand	20	6	6	6	8	7	6		30%	30%	30%	40%	35%	30%		6	6	6	8	7	6		31%	31%	31%	41%	36%	31%	
Brewery Lane	9	5	4	1	7	5	3		56%	44%	11%	78%	56%	33%		5	4	1	7	5	3		58%	46%	12%	81%	58%	35%	
Brewery Bank	9	7	6	5	7	8	7		78%	67%	56%	78%	89%	78%		7	6	5	7	8	7		81%	69%	58%	81%	92%	81%	
Church Road	46	43	31	34	31	31	32		93%	67%	74%	67%	67%	70%		45	32	35	32	32	33		97%	70%	77%	70%	70%	72%	
Well Square	16	10	12	11	11	11	14		63%	75%	69%	69%	69%	88%		10	12	11	11	11	15		65%	78%	71%	71%	71%	91%	
Lee's Lane	3	3	2	2	3	3	3		100%	67%	67%	100%	100%	100%		3	2	2	3	3	3		104%	69%	69%	104%	104%	104%	
Tower Road	16	4	7	4	10	12	13		25	44%	25%	63%	75%	81%		4	7	4	10	12	13		26%	45%	26%	65%	78%	84%	
Well Road	3	1	1	1	4	4	4		33%	33%	33%	133%	133%	133%		1	1	1	4	4	4		35%	35%	35%	138%	138%	138%	
Mount Road	35	13	13	12	14	14	15		37%	37%	34%	40%	40%	43%		13	13	12	15	15	16		38%	38%	36%	41%	41%	44%	

Name	Capacity	2030 Max Occupancy							2030 Max % Occupancy						
		March			July				March			July			
		Wed	Thu	Sat	Wed	Thu	Sat		Wed	Thu	Sat	Wed	Thu	Sat	
		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400		1000-1100	1100-1200	1200-1300	1200-1300	1200-1300	1300-1400	
Car Parks															
On-Street Parking & Adjacent Parking Areas															
Major Roads Where Parking is Unlikely / Forbidden															
Castlegate (Castle Terrace to High Greens)	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Royal Tweed Bridge	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Berwick Bridge	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Golden Square	0	2	4	4	4	2	1		N/A	N/A	N/A	N/A	N/A	N/A	
Main Street (Prince Edward Road to Church Road)	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Major Roads Where Parking is Allowed															
Prince Edward Road	14	15	14	14	33	19	11		105%	97%	97%	234%	137%	81%	
Main Street (West End to Prince Edward Road)	59	53	42	43	49	51	61		90%	71%	73%	82%	86%	103%	
Main Street (Church Road to Mount Road)	16	19	19	20	15	12	15		118%	118%	124%	97%	76%	97%	
Northwest															
Castle Drive	94	22	22	19	22	23	25		23%	23%	20%	23%	24%	26%	
Castle Terrace	32	27	27	27	32	26	28		85%	85%	85%	99%	81%	88%	
Windsor Crescent	48	19	23	23	31	29	29		40%	47%	47%	64%	61%	61%	
North Road	37	10	16	25	18	17	17		28%	43%	67%	49%	46%	46%	
North															
Northumberland Avenue	40	27	29	24	35	28	23		68%	74%	59%	88%	71%	57%	
Warkworth Terrace	28	15	15	16	20	14	15		53%	53%	57%	73%	49%	53%	
Percy Terrace inc Back Alleys	29	18	17	18	18	18	19		62%	59%	62%	62%	62%	66%	
Lovaine Terrace	20	18	19	18	18	19	23		91%	96%	91%	91%	96%	113%	
Central															
High Greens	18	14	16	16	17	19	15		75%	88%	88%	94%	107%	82%	
Low Greens & Violet Terrace	84	43	44	41	44	45	41		51%	53%	49%	53%	54%	49%	
Bell Tower Place & Bell Tower Park	24	22	17	12	17	23	16		90%	71%	52%	71%	94%	66%	
Lords Mount	15	1	1	2	11	6	6		8%	8%	15%	75%	38%	38%	
Castlegate Court	35	31	32	38	33	32	35		87%	91%	110%	94%	91%	106%	
Brucegate	21	20	23	20	18	19	21		95%	111%	95%	84%	90%	100%	
Well Close Square	22	22	19	14	0	21	8		101%	85%	65%	0%	96%	35%	
Ivy Place	0	1	1	0	0	1	0		N/A	N/A	N/A	N/A	N/A	N/A	
Station															
Tweed Street	14	17	23	20	17	19	17		121%	162%	146%	121%	137%	121%	
East 1															
Walkergate	5	11	4	9	9	9	7		221%	88%	177%	177%	177%	133%	
Hatters Lane	3	7	6	5	8	6	6		226%	189%	151%	264%	189%	189%	
Coxons Lane	6	1	1	0	8	8	8		19%	19%	0%	132%	132%	132%	
Crawford's Alley	0	3	2	1	2	3	2		N/A	N/A	N/A	N/A	N/A	N/A	
Parade	12	15	14	14	14	12	10		123%	113%	113%	113%	104%	85%	
Ravensdowne	54	53	53	67	50	52	59		99%	99%	124%	92%	96%	109%	
East 2															
Bank Hill	1	3	5	3	6	3	2		340%	453%	340%	566%	340%	226%	
Eastern Lane	7	8	10	9	9	9	9		113%	146%	129%	129%	129%	129%	
Love Lane	0	0	2	0	0	1	1		N/A	N/A	N/A	N/A	N/A	N/A	
Bridge Terrace	5	8	8	7	9	10	8		158%	158%	136%	181%	204%	158%	
East 3															
Ness Street	8	7	8	8	9	9	9		85%	99%	99%	113%	113%	113%	
Weddell's Lane	0	0	0	0	0	0	0		N/A	N/A	N/A	N/A	N/A	N/A	
Oil Mill Lane	2	3	5	0	0	0	0		170%	226%	0%	0%	0%	0%	
Palace Street	48	32	32	35	37	37	33		66%	66%	73%	78%	78%	68%	
Palace Green	28	10	9	10	6	7	8		42%	42%	57%	35%	42%	50%	
Palace Street East	18	12	12	12	15	14	15		69%	69%	69%	82%	75%	82%	
The Avenue	3	0	1	0	1	1	3		0%	38%	0%	38%	38%	113%	
West 1															
Blakewell Gardens	30	32	26	27	19	20	25		106%	87%	91%	64%	68%	83%	
Riverside Road	33	19	16	18	20	20			86%	58%	48%	55%	62%	62%	
Bower's Crescent	16	7	7	9	6	7	8		42%	42%	57%	35%	42%	50%	
Blakewell Road	32	14	14	16	16	14	14		42%	42%	50%	50%	42%	42%	
West End	73	41	37	37	38	34			53%	56%	51%	51%	53%	47%	
West 2															
Union Brae	0	6	5	0	5	3	0		N/A	N/A	N/A	N/A	N/A	N/A	
Kiln Hill	32	22	22	18	29	29	20		67%	67%	57%	92%	92%	64%	
Dock Road	117	18	18	17	20	20	16		15%	15%	15%	17%	17%	14%	
Mill Strand	20	7	7	7	9	8	7		34%	34%	34%	45%	40%	34%	
Brewery Lane	9	6	5	1	8	6	3		63%	50%	13%	88%	63%	38%	
Brewery Bank	9	8	7	6	8	9	8		88%	75%	63%	88%	101%	88%	
Church Road	46	49	35	38	35	35	36		106%	76%	84%	76%	76%	79%	
Well Square	16	11	14	12	12	12	16		71%	85%	78%	78%	78%	99%	
Lee's Lane	3	3	2	2	3	3	3		113%	75%	75%	113%	113%	113%	
Tower Road	16	5	8	5	11	14	15		28%	50%	28%	71%	85%	92%	
Well Road	3	1	1	1	5	5	5		38%	38%	38%	151%	151%	151%	
Mount Road	35	15	15	14	16	16	17		42%	42%	39%	45%	45%	49%	

COLUMN KEY

= Max % occupancy over 85%

=Max % occupancy 100% or over

COLUMN KEY

= Growth increases max %occupancy to over 85%

=Growth increases max % occupancy to 100% or over

COLUMN KEY

= Growth increases max %occupancy to over 85%

=Growth increases max % occupancy to 100% or over