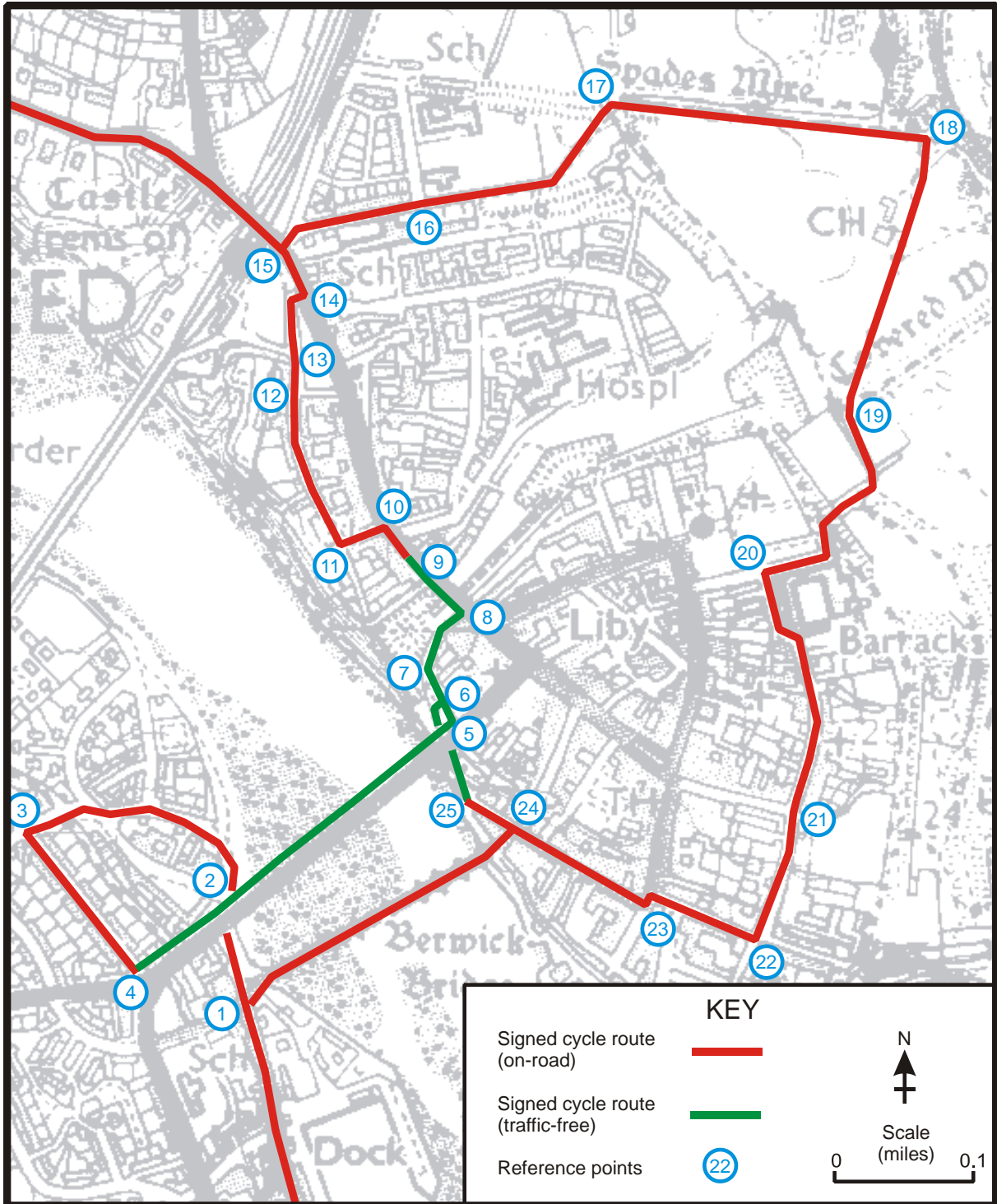


NCR 1 & NCR 68 Berwick-upon-Tweed Signing Schedule



Map of Berwick-upon-Tweed

Notes

1. The route of National Cycle Route 1 - Coast and Castles northbound is to be signed from point 1 to point 15 via the cycle path on the Royal Tweed Bridge (The New Bridge). Union Park Road (points 3 to 4) is one way as also is a short section of Railway Street between points 12 and 13. The route passes through the town walls by the western arch of Scots Gate (point 8) which is not easily accessible to southbound cyclists. For these reasons this route is unsuited to southbound cyclists and is signed one way only in a northbound direction.
2. Southbound cyclists will use a new route from point 15 to point 1 which enters the walled town through Cow Port between points 19 and 20. This route crosses the River Tweed by Berwick Bridge (The Old Bridge) between points 24 and 1.
3. The Old Bridge is one-way and so cannot be used by northbound cyclists. To enable these cyclists to access the town centre a link route is to be provided between points 6 and 24. From point 24 to point 15 via Cow Port the route is signed in both directions. The link between point 6 and point 24 is down a very steep hill and is not to be signed in the reverse direction.
4. National Cycle Route 68 - The Pennine Cycleway is to be signed to and from point 1. This will enable cyclists finishing the route at Berwick and returning by train to visit the walled town of Berwick.
5. As both route numbers 1 and 68 will appear on most signs in the area covered by this schedule all existing signs (which make reference to route 1 only) are to be removed.
6. The piecemeal addition of road signs throughout this area has led to considerable sign clutter and the opportunity could be taken in this exercise to rationalise the signing at key points. These opportunities are noted in the schedule.
7. The drawing of any sign in this document is purely representational. All signs are to be drawn to the Department of Transport specification.
8. Car should be taken to ensure that all signs are fixed in a way that prevents them being turned by local hooligans.

Standard Signs



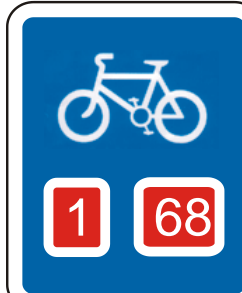
Type DR **Direction (right)**



Type DL **Direction (left)**



Type S **Straight on**



Type C **Confirmation**



Type AR **Advance (right)**



Type AL **Advance (left)**

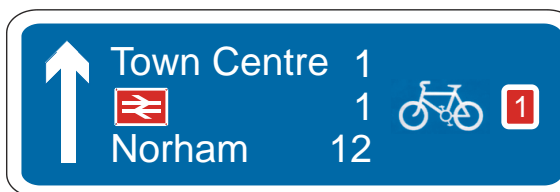


Type R* **Direction to railway station**
(one-sided)
Type R**
(two-sided)

The Schedule

Point 1

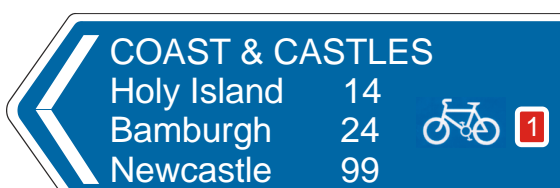
This is a key point for cyclists arriving from the South. Berwick town centre is clearly visible on the opposite bank of the River Tweed across the Old Bridge. Most cyclists will dismount and push or, worse, ride their cycles along the narrow foot ways on the bridge causing inconvenience to the many pedestrians using the bridge. Careful signing is necessary to persuade all cyclists, even those bound for the town centre, to use the longer but easier route along the cycle path on the New Bridge.



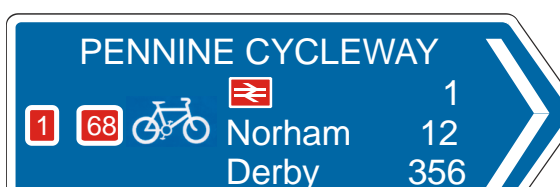
This sign is to be placed on lamppost 185B in Main Street underneath an existing sign which reads “Berwick Old Bridge Closed Northbound”.

There is a traffic island at the south end of the Old Bridge which contains a clutter of signs as well as a raised flower bed and a seat. Ideally the finger post signs attached to the lamppost in the centre of the island (which no longer serve any useful purpose) should be removed and replaced by the following three signs. The first two should be placed facing the bridge and the third facing away from the bridge.

Otherwise the signs should be placed as follows:



This sign should be mounted on a pole at the corner of Union Brae and Blakewell Road which contains a variety of No Waiting signs.



This sign marks the start of the Pennine Cycleway. It should be placed underneath the one above on the same pole. It may be necessary to replace the pole with a longer one to fit all the signs.



This sign should be placed on a pole in the traffic island carrying a direction sign to Spittal Promenade. It replaces an existing DL type sign.

All existing cycle signs at this point should be removed.

Point 2

Remove existing sign on lamppost 150B and replace with one type S sign facing northbound cyclists.

Point 3

Attach one type DL sign to post underneath one-way sign

Point 4

Attach one type AL sign on pole underneath roundabout sign. Attach one type S sign to lamppost 76. Remove existing signs.

Though nothing to do with signing it would be helpful if a drop kerb could be built here so that cyclists can access the cycle lane over the New Bridge.

Point 5

Attach a type DL sign to the tourist sign post.

Point 6



This sign to be attached to lamppost 1229B

Point 7

Remove existing sign from lamppost 1227B and replace with one sign of type DR.

Point 8



Remove the existing "Cyclists Dismount" sign from lamppost 1227B. Attach this sign to the "T" section support of traffic sign (special mounting required) so that it points through the pedestrian arch in Scotsgate.

It would be helpful to both cyclists and pedestrians if vehicular traffic could be prevented from entering or leaving Bank Hill from Marygate by a barrier. The above sign could then be fixed to the barrier.

Point 9

Attach a type S sign to pole underneath the direction sign on footway.

Point 10

Attach a type DL to pole underneath No Waiting "At Any Time" sign.

Point 11

Attach a type DR sign on lamppost 1261B above No Waiting "Mon-Sat 8am-6pm" sign.

Point 12

Attach a type S sign on the pole under the one-way sign.

Point 13

A new “No Entry” / “2-way traffic” sign has been erected at this point which obscures the existing signs on the adjoining lamppost. The existing signs need to be removed and the new sign pole used for a type S sign facing northbound cyclists. A type R** sign pointing to the station and a type DL sign facing the station should be attached to the pole containing the white arrow on blue circle sign.

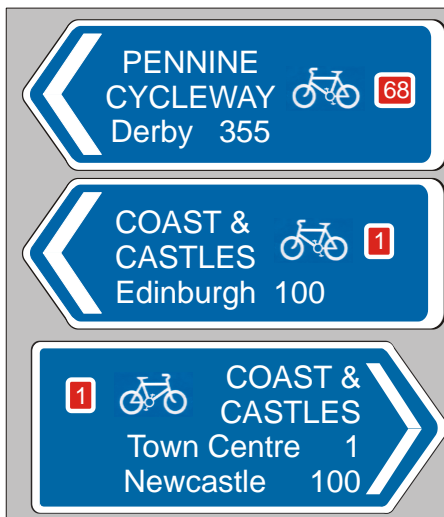
Point 14

The existing signs should be removed and replaced by a type DL sign pointing north and a type R* sign pointing to the station. A type AL sign should be attached to the lamppost adjacent to the roundabout sign on the approach from the station.

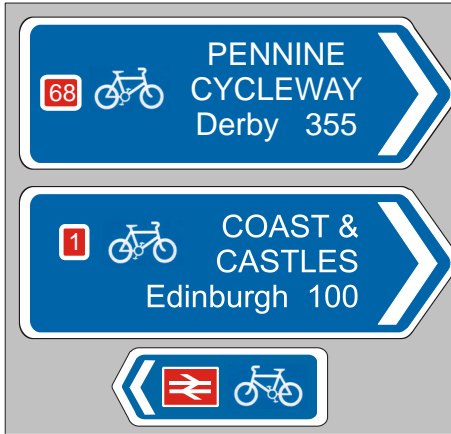
Point 15

This is another key point in the cycle routes through Berwick. Cyclists arriving from the north (or finishing the Pennine Cycleway) will need to be directed to the left along Northumberland Avenue to access the town centre and points further south along the Coast & Castles route towards Newcastle. Cyclists starting their journey from the railway station will need to decide at this point whether to turn right for points south or continue straight on for points north (or the Pennine Cycleway). The choices that have to be made at this point will be complicated by the fact that the new route along Northumberland Avenue may not be marked on their route maps.

To overcome these problems this point needs to be particularly well signed. The main signing will be three groups of signs on three points around the mini-roundabout each facing one of the three approaches



This sign is attached to lamp post OA35 facing cyclists coming from the railway station and south of Berwick along Castlegate

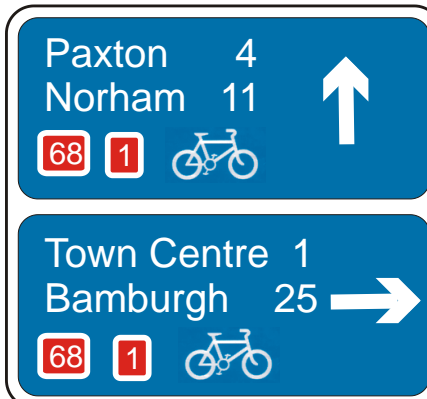


This sign is attached to a pole opposite the end of Northumberland Avenue which bears direction signs to “Berwick Holiday Centre” and “Golf Course”. It faces cyclists coming along Northumberland Avenue from the town centre.

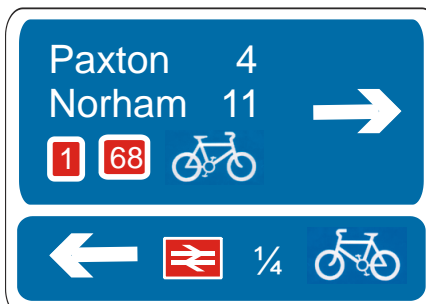


This sign is attached to an unnumbered lamp post located by the Rug Warehouse. It faces southbound cyclists entering Berwick over the railway bridge

These signs are supplemented by three advance signs one on each approach to the junction. All signs are to be placed on the left side of the carriageway.



This sign is to be attached to the unnumbered lamppost opposite Kwik Fit on Castlegate facing cyclists coming from the railway station and south of Berwick.



This sign is to be attached to an unused pole in Northumberland Avenue just before the Rug Warehouse facing cyclists coming along Northumberland Avenue from the town centre.



This sign is to be attached to the lamppost OA34 on the north end of the railway bridge facing cyclists coming into Berwick from the north down Castle Terrace.

Point 16

Note that the route from here to point 24 is signed in both directions. Two type C signs to be attached to lamppost 1336B.

Point 17

One type DR sign facing southbound cyclists to be attached to lamppost 1345 B and one type DL sign facing northbound cyclists attached to a post under a notice “You are in a designated public place....”

Point 18

One type DR sign facing southbound cyclists attached to the right hand pole and one type DL sign facing northbound cyclists attached to the left hand pole bearing the car parking information notice.

Point 19

Two type C signs to be attached to lamppost 1958B.

Point 20

One type DL sign facing southbound cyclists to be attached to sign post 85B and one type DR sign facing northbound cyclists to be attached to lamppost 1157B.

Point 21

One type S sign to be attached to sign post 83B facing southbound cyclists. One type S sign to be attached to sign post 82B facing northbound cyclists.

Point 22

One type DR sign facing southbound cyclists and one type DL sign facing northbound cyclists to be attached to no waiting sign post situated under Ness Street sign.

Point 23

For southbound cyclists attach one type DL sign on new post to be erected between Euan D Aitchison’s premises and Edward Thompson’s premises opposite the end of Silver Street.

This is followed by one type DR sign attached to an unused pole at the end of Bridge Street by the premises of Greaves West & Ayre.

For northbound cyclists attach one type DL sign on post underneath notice “P 125” adjacent to Royal Bank of Scotland premises opposite the end of Bridge Street. This is followed by one type DR sign attached to an new pole to be erected at the back of footway at the end of Silver Street by the premises of J J Youngman.

Point 24

A new pole is to be erected at the back of pavement at the corner of Love Lane and Bridge Foot by the premises of Norman Hargreaves. Attached to this pole is one DL type sign facing Bridge Street and one type S sign facing Love Lane.

There is an existing problem cycling over the old bridge. Traffic is one way along a narrow carriageway that is not wide enough for motorists to overtake cyclists. Nevertheless there are many cases of motorists trying to force cyclists off the carriageway and even mounting the footway to overtake. This is despite “Slow” notices painted on the carriageway. Some cyclists, to avoid this hassle, mount the pavement and do to pedestrians what motorists have done to them. This state of affairs can be avoided by traffic calming measures. I recommend that bollards are erected on each side of the carriageway all along the bridge preferably at each abutment.

Point 25

One type AL sign to be attached to lamppost 1231B facing cyclists coming down the hill under the New Bridge.

Summary

Point	Signs									New Poles
	DR	DL	S	C	AR	AL	R*	R**	Other	
1									4	
2			1							
3		1								
4			1			1				
5		1								
6									1	
7	1									
8									1	
9			1							
10		1								
11	1									
12			1							
13		1	1					1		
14	1				1		1			
15									6	
16				2						
17	1	1								
18	1	1								
19				2						
20	1	1								
21			2							
22	1	1								
23	2	2								2
24		1	1							1
25						1				
Total	9	11	8	4	1	2	1	1	12	3

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