



Northumberland County Council

**RECORD OF DECISION TAKEN BY
EXECUTIVE DIRECTOR – Local Services**

Executive Director – Local Services - Barry Rowland

**PROPOSED Limited Waiting Bays, No Waiting at Any Time and Limited
Waiting Restrictions at various key locations in Amble**

Purpose of report:

To consider introducing "Limited Waiting Bays, No Waiting at Any Time and Limited Waiting Restrictions at various key locations in Amble"

Recommendations:

It is recommended that the Executive Director – Local Services agrees the proposals set out in the report relating to;

- 1) The provision of "Limited Waiting Bays, No Waiting at Any Time and Limited Waiting Restrictions at various key locations in Amble"**

Key issues

- 1) There is an acknowledged lack of limited waiting parking bays in Queen Street Amble.
 - 2) With the increase in visitors to Amble, especially at weekends, there are a number of traffic safety issues in the town centre and surrounding area.
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PROPOSED Limited Waiting Bays, No Waiting at Any Time and Limited Waiting Restrictions at various key locations in Amble

BACKGROUND

Introduction

- 1) There is an acknowledged shortfall in the availability of public car parking in Amble town centre. This causes particular problems during the peak holiday season and weekends, particularly on Sunday Market days. This produces a 'knock-on' affect to the surrounding area causing traffic safety concerns.
- 2) It is intended that these proposed changes will go some way to alleviate these traffic safety issues and improve traffic flows. a) By providing additional limited waiting bays on Queens Street, by removing the loading bays. Due to the changes in businesses on Queen Street, the number of loading bays are no longer utilised to the same degree. A number of the existing loading bays on Queen Street are currently being trialled as limited waiting bays, which is proving very successful. It is anticipated that these permanent changes will provide a greater turnover of customers to the Queen Street businesses. b) By introducing no waiting at any time (double yellow lines) and limited waiting (single yellow lines) restrictions at specific locations in Amble. These proposed changes are detailed in Appendix 3.
- 3) It should be noted that over the past 18-24 months a number of different proposals have been put forward, consulted on and discussed regarding the parking issues in Amble, i.e. park and ride, additional parking facilities, one- way street options and so on. These proposals and others are currently being discussed or being currently trialled. However, this report is specifically for the proposed introduction of limited waiting bays, no waiting at any time and limited waiting restrictions at specific locations in Amble, designed to alleviate traffic safety concerns, improve traffic flows and to provide a greater turnover of parking places in Queen Street Amble. This will be done with the creation of an amendment to the existing Traffic Regulation Orders in Amble.

Consultation

- 4) A consultation exercise was carried out in November 2013 on a range of proposed parking restrictions in Amble. See Appendix 1. This was designed to provide additional safety for road users, improve traffic flows and provide additional limited waiting parking. The responses were analysed together with information provided by the Town Council. The following summary has been prepared in order to take forward the

key issues and prepare the necessary amendments required to the Traffic Regulation Orders.

- 5) 406 consultation letters were sent out to those affected and to associated statutory bodies. A total of 61 responses were received, 25 responded in favour whilst 29 were against. See Appendix 2

When considering the responses in isolation i.e. numbers for or against, they appear to be negative, further detailed analysis and discussion with the Town Council and local businesses, provided a more positive reaction to these proposals. Both the Town Council and business community organisations support these proposed changes.

The consultation responses showed more against the proposals, further analysis highlighted that very often objections were on quite specific parking issues and not necessarily related to these proposals. Of the positive responses it was highlighted for example; Queen Street should be maximised where possible, Leazes Street has a number of B&B establishments; parking restriction may be detrimental to these businesses. These comments and other observations have been considered and included as part of final proposals supported by the Town Council and business groups. See Appendix 3.

Additional observations as part of the consultation i.e. resident parking, one way systems, clearer signage, park and ride and other suggestions are being considered outside this report/proposal.

- 6) The Council has the power to hold a public inquiry before making a traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

BACKGROUND PAPERS

File Ref: TRO_004_06 and TRO_003_07

APPENDIX INDEX

Appendix 1 – Consultation

Appendix 2 – Consultation Summary

Appendix 3 – Summary of Proposals

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	None
Finance and value for money	To be financed by Local Transport Plan Fund
Human Resources:	None
Property	None
Equalities	None
Risk Assessment	Residential and business use
Sustainability	None.
Crime & Disorder	None
Customer Considerations:	Motorists will be required to comply with the restrictions imposed.
Consultation	Emergency Services, Road User Organisations, Town Council, County Councillor for the area.
Wards	Amble Ward and Amble West with Warkworth Ward

DECISION TAKEN

Title of Executive Member or Officer(s)

Ian Swithenbank – Policy Board Member,
Streetcare and Environment
Barry Rowland Executive Director – Local
Services

Subject:

***PROPOSED Limited Waiting Bays, No
Waiting at Any Time and Limited Waiting
Restrictions at various locations in Amble***

Consultation

25 For (including Town Council and business
organisations)

29 Against (mainly in relation to specific
parking issues and not necessarily related to
the proposals)

7 Neither

Decision Taken:

***TO APPROVE THE PROPOSAL FOR
'Limited Waiting Bays, No Waiting at Any
Time and Limited Waiting Restrictions at
various key locations in Amble'***

Signature of
Executive Director – Local Services



PAUL JONES

HEAD OF NEIGHBOURHOOD
SERVICES

Date

24/7/14

NORTHUMBERLAND

Northumberland County Council

APPENDIX 1

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

The Occupier

Our Ref: M/D/1/107/2
Your Ref:
Contact: Mr Paul McKenna
Direct Line: 01670 624129
Fax: 01670 626136
E-mail: Paul.McKenna@northumberland.gov.uk
Wednesday 27th November 2013

Dear Sir/Madam

Proposed Parking Review - Amble

Northumberland County Council has been working closely with Amble Town Council on matters relating to parking in the town. In February 2013 a '1 hour limited waiting' restriction was introduced on Queen Street to encourage turnover for the businesses and the general feedback has been mostly positive.

Discussions have since continued and other areas have been identified where the level of parking raises road safety concerns. With that in mind it is proposed to introduce a number of amendments to the existing restrictions which are summarised below and shown on the attached plan.

- Protecting the junctions where visibility is an issue on Gibson Street, Albert Street, Middleton Street, Church Street, High Street, Percy Street, Dilston Terrace, Turner Street, Coquet Street, Leslie Drive, Newburgh Street, John Street, Ladbroke Street, Marine Road, and Ivy Street.
- Proposed 'No Waiting Monday-Saturday 9am-6pm' on Church Street
- Proposed 'No Waiting Every Day 9am-6pm' on Leazes Street
- Proposed 'Loading bays' and 'Disabled Bays' on Queen Street
- Proposed Removal of Restriction on High Street (already consulted and approved).

I am therefore writing formally in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) to ask for your comments on the proposals as above and shown on the enclosed plan. The proposal is being considered for preventing the use of the road by vehicular traffic in a manner which is unsuitable having regard to the existing character of the road.

The County Council is seeking your views and a free post response form is attached to facilitate the consultation process. It is appreciated that you may agree with some aspects of the scheme and disagree with others, or you may feel that certain issues have not been addressed, therefore please provide detail in the comments section. I would welcome a reply by **Wednesday 8th January 2014**. If no comments are received by that date it will be assumed that you do not wish to make any representations regarding the above proposal. You may wish to note that any comments received may be included in a report to the Corporate Director of local Services and may be available for public inspection.

Please visit the following address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond to this consultation online.

Yours faithfully

A handwritten signature in black ink, appearing to be 'P. McKenna'.

Paul McKenna
Project Planning Team

CONTRACT
DRAWING No. A3



- KEY**
- PROPOSED NO WAITING AT ANY TIME RESTRICTIONS
 - PROPOSED NO WAITING EVERY DAY 9AM – 6PM
 - PROPOSED REMOVAL OF RESTRICTION
 - PROPOSED LOADING ONLY RESTRICTION
 - PROPOSED DISABLED ONLY PARKING
 - PROPOSED NO WAITING MON – SAT 9AM – 6PM
 - EXISTING NO WAITING AT ANY TIME RESTRICTIONS TO REMAIN
 - EXISTING NO WAITING EVERY DAY 9AM – 6PM TO REMAIN
 - EXISTING LIMITED WAITING 1 HOUR NO RETURN WITHIN 1 HOUR TO REMAIN
 - EXISTING TAXI RANK TO REMAIN

REVISION
Drawing Status By Date Rev.

Client
NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL, MORPETH.
NORTHUMBERLAND. NE61 2EF Tel. 01670 533000

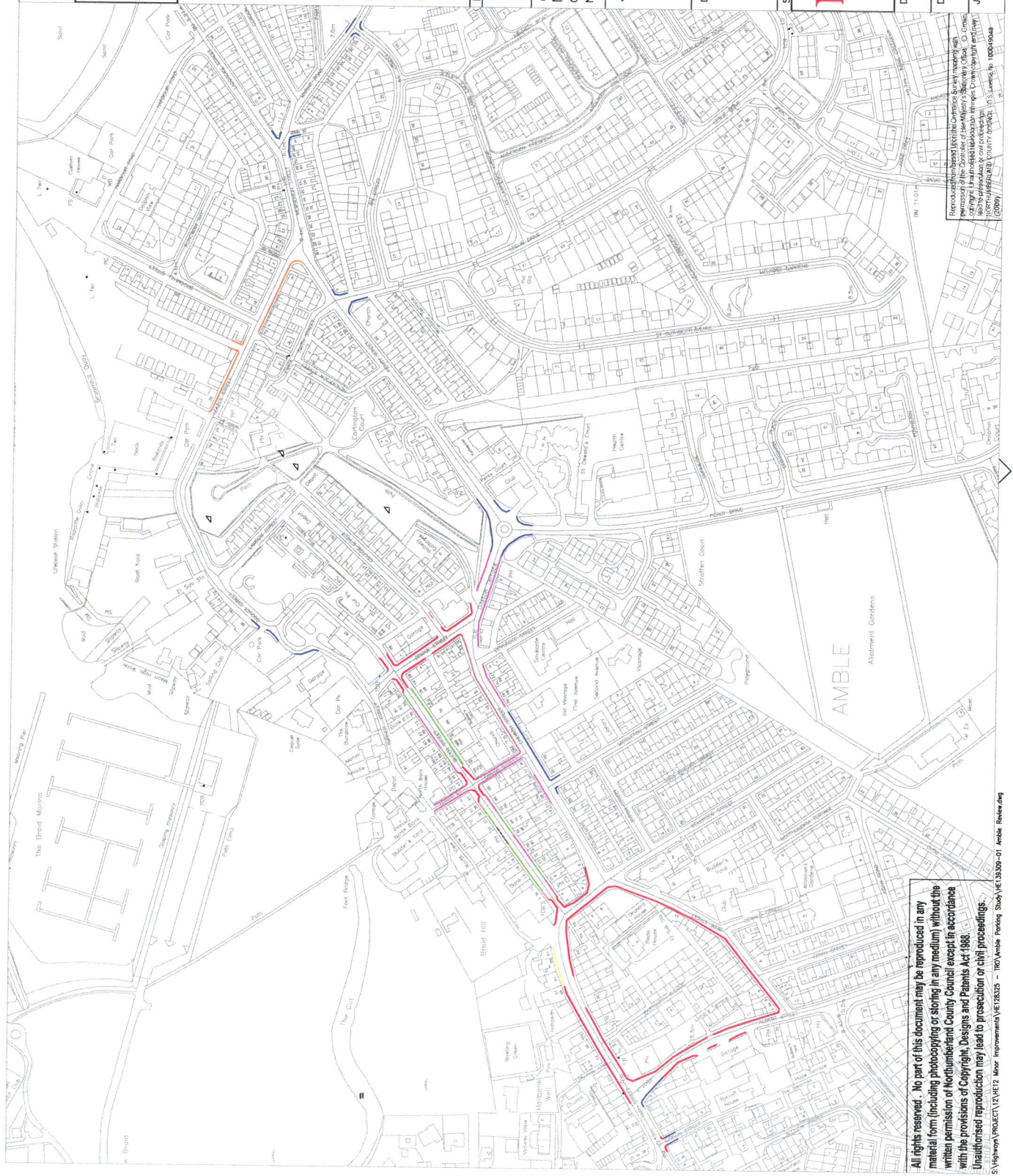
Job Title
AMBLE TRAFFIC REGULATION ORDER
REVIEW

Drawing Title
PROPOSED RESTRICTIONS

Scales



Drm	Date	Checked	Passed
PM	NOV13		
Drawing Number	HE7.39300-01	Rev	
Job Number/File Number		Rev	



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Appendix 2 – Consultation Summary

FOR	AGAINST	NEITHER	Other Relevant Comments
	1		Why is there only a loading bay and disabled parking at the top end of Queen Street do the shops at the bottom not matter. Does not solve the parking issue on Queen Street and why is Bridge Street double yellows you could park on one side.
	1		Please remove all parking restrictions in Amble. People are scared to park in fear of the traffic warden thus effecting small business. I tend to shop in Morpeth now as parking is easier but miss the atmosphere of Amble town.
	1		The street was made one way for a reason to enable more parking. There is ample room for all the yellow lines to be removed on Queen Street to allow more parking. There is not much parking in Amble and people like to do a lot of shopping on the street, more than they can carry so why limit the availability of parking space when there is no need. Surely it is more important to help boost the economy and use the high street shops than put obstacles in the way??? Fair enough have time restrictions to stop people parking all day but really yellow lines? The whole street is big enough for parking on. We need to be able to access it for it to survive. The other car parks are already closing down and there aren't any near the street for people doing their weekly shop. I do a large shop at heron and cant carry it all home by hand and need to park on the street so I can do my weekly shopping as do many other residents of Amble. I say rethink this plan and enable more parking.
	1		I do not shop in Amble as the parking is totally inadequate. I much prefer to travel to Morpeth as parking is much easier. Queen Street was change years ago to make parking easier but this has not happened.
	1		
1			Is it possible to extend the proposed parking restrictions to the area from 1 Percy Street to the methodist church. Reason being that Percy Street is a main throughfare but narrow. Vehicles tend to park on either side of the road, limiting through traffic to a single lane. Also vehicles park opposite Henderson Street and also park on the pavement and junction of said Henderson/Percy Street. This is not only very dangerous but I believe illegal. The parking problem becomes critical on a Friday because of functions held at the church.
	1		Both sides of Queen Street should be limited waiting, return within 1 hour.
1			Congestion on Leazes Street is a problem. Vehicles park on both sides day and night. A lot of heavy traffic use this road. We get lorries pulling trailers with large pleasure boats. I've even had the driver knocking at my door trying to find the car owner as he was totally hemmed in. I've often thought there should be a one way system along here. Parking restrictions should help.
	1		Would like no waiting area from junction with Middleton Street and Church Street extended to include the alley way between 42 Church Street and 38 Church Street. As cars are parked across the opening restricting access making it a dangerous area to negotiate.
1			telephone call
1			
1			I fully support any proposals to aid better parking in Amble. Hopefully this will allow residents of North Street, North Bank, Turner Street and North View to use the area at the rear of Queen Street near the post office for parking rather than visitors. It would also be a great gesture from Tesco's when on completion of their project, they were able to designate parking slots to the above residents for the inconvenience and disruption they have caused especially to do with anti social behaviour and security risks.
	1		We had a petition signed by 3500 people to increase parking on Queens Street your proposed parking review is causing less parking spaces. Suggestions - remove single yellow, put in 1 loading bay and 2 disabled either half of Queen Street on side where since yellow is. Thus increasing parking. Remove double yellow on Bridge Street, put parking bays on one side thus increasing parking, buy all the land behind Turner Street. Reinstate the car park this would solve all issues.

1		Why cant the yellow lines on Queen Street be removed or ignored? As a business owner and a shopper there is nothing more disheartening than the sight of the traffic warden appearing on the street and the shopping street becomes a ghost town. I know its only a small area but the gesture would be huge. Parking bays would also be a good idea. You must also take into consideration people having their hair done (can take up to 3 hours) and people taking part in all day workshops.
1		The restrictions need to continue the full length of Leaze Street into Coquet Street around the bend past the car park and up to Spurelli Café. The congestion there on weekend days and other market days is unbearable plus on exiting the car park it is dangerous as the driver cannot see any oncoming traffic in either direction. Double yellows should be on at least one side starting at The Harbour Pub up to Shrelli.
	1	Telephone - parked cars helps slow traffic.
1		As I live on the High Street, I am particularly keen that the junctions are protected at Gibson Street and Albert Street, where visibility can be a real problem to pedestrians trying to cross the road.
1		As an emergency services worker both paramedic and volunteer lifeboat crewman the Leazes Street proposals cant be implemented quick enough. The madness seen from the front of my house during the summer months is quite unbelievable, the street is constantly grid locked at weekends preventing ambulances, fire engines, police vehicles, coastguards and lifeboat crew attending life threatening emergencies lack of access. One other point is the junction of Smith Street on to Percy Street, vehicles parking right up to the junction making it impossible to see out as you negotiate out of Smith Street into Percy Street, could use a similar restriction as on the Leslie Drive junction directly opposite.
1		
	1	We are very disappointed to see that far from radical proposals to increase the amount of parking for local customers and tourists alike, restrictions have been increased to affect a further 5 businesses in Amble, including our own, directly and a further 5 to 6 indirectly. We have over the years spent a lot of our own money and effort building on what was a well established business employing 6 people and turning it into employment for 18 local staff, plus ourselves, making us a major employer in this part of Amble. Restrictions on parking will have a disastrous effect on the viability of this business meaning a reduction in the number of staff we can employ. Needing to park for a few minutes, the majority of our customers include local trade, workmen in their vans, tourists in cars, local people returning from a day out and people from surrounding villages such as Broomhill, Red Row and Warkworth thereby bringing in much needed revenue into the town. We have limited access as it is for deliveries, any further restrictions would severely hamper the ones we have due to the size of the vans and lorries. Refuse collection would also be affected with only a short area available for the size of the wagon. Trying to park these vehicles in the proposed available space would present a danger at the junction of Leases Street and Broomhill Street. We are situated in the main tourist attraction of the town, the harbour, and any further parking restrictions will have a knock-on effect, driving people away from what is becoming one of the main attractions of the district. Traders along Leases Street have, over the last few years, invested heavily in the area, including Spurrelli's, The Boathouse, The Quayside Chippy, The Harbour Guest House, The Harbour Inn, the Amble Guesthouse, the Naked Nun and ourselves. Further development is planned next to the Coastguard station.
		All this will have been in vain if visitors are put off by the present lack of parking, which is to be reduced even further by your proposal. Most of the main access streets, Percy Street, Newburgh Street and Leases Street, around the harbour have problems during very busy periods i.e. Sundays and Bank Holidays. We note however that it is not proposed to put restrictions at the main bottleneck at the west end of Leases Street where cars are parked either side of the road and turning in and out of the car park. Poor visibility around the corner next to the coastguard station presents a danger to cars approaching from the square when only one lane is available to them. Could not a solution be found that restricts parking temporarily instead of blanket restrictions for seven days a week which affect the livelihoods of people in the area? We hope that our concerns are taken seriously and that a re-think of the Leases Street restrictions is undertaken.
1		I would inform you that as an emergency service we may be required to use the above road for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I do appreciate however the need for restrictions to improve road safety. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.

1		<p>Loading bays are very necessary on Queen Street to prevent deliveries been done on North Street, as this makes street very unsafe. Post office should have own bay as at the minute they park over the no right turn sign to drop off deliveries and its making North Street unsafe, preventing pedestrians using footpath. Cars parking behind Queen Street on Turner Street makes walking on footpath impossible so restrictions might help. Shop keepers should put cones out on their own loading bay if expecting delivery make North Street one way traffic or put bollards across thus preventing parking from vans, cars etc. Will these measures be monitored or they will be useless.</p>
1		<p>In view of these proposals, especially where there is no waiting or parking, I feel it would be prudent to provide the following - more disabled parking and more public car parks that are free.</p>
1		<p>Loading bay essential on Queen Street as 3/4 of shops have no rear loading spaces. Good idea to have disable bays. Post office on Queen Street should have own parking bay as vans use North Street everyday covering over no right turn road markings. Mr McKenna has been informed of on going problems to residential homes in North Street, it has, and is, being used as a short term car park for Queen Street shops. One stopping bang bang car doors, return bang bang and another and another our living rooms are like sitting in a supermarket car park!!! Turner Street was promised to be adopted by NCC when tarmacked, the problem on the corner of North Street / Turner Street is highly dangerous, as large lorries, refuse vehicles cannot turn corner as cars parked right up to corner. You cannot walk down Turner Street as pavements used a car park from top to bottom. Mr McKenna was in meeting in Amble and was informed by a resident who drives refuse lorry of dangerous corner our narrow town centre streets need respected.</p>
	1	<p>Releases parking on Queen Street, which is a good thing for business/customers, but congests Church Street and other nearby areas, as employees take up residential parking. Residential area and parking permits required. No parking facilities for church i.e. weddings, funerals. Bus stop and crossing are a hazard on Church Street as I feel they are too close to two junctions and main bus stop should be in town square. Make Church Street a one-way system i.e. down Queen Street and up Church Street with traffic calming put in place to prevent turning road / area into a race track.</p>
	1	<p>I am concerned that the proposed no waiting every day 9am-6pm will cause us a problem. If we park on the opposite side, where the restriction wont be, this is directly outside the doors of our neighbours and I feel this would be inconsiderate. My partner is a retained fire fighter and it is necessary he parks very close to our home in order to make it to the fire station if he receives an emergency call. If this proposal comes into place we would need to knock down our back wall and replace it with gates and have the pavement dropped in order to park in our garden. This will be very costly. I do agree that something needs to be done about the parking. During the summer visitors and residents double park along Leazes Street which causes lots of trouble. I have marked on teh map in X's the areas which I feel are most dangerous and cause most trouble. During winter months parking is not an issue as there are few visitors and only residents park on the road sides. I would therefore suggest that residents may be given a permit if this proposed parking restriction does come into place.</p>
1		<p>Any info on resident parking on Leazes Street. As carer for my elderly mother I am parked there everyday and am aware of the appalling traffic problems in the area particularly on a Saturday/Sunday.</p>
1		
	1	<p>I am strongly in favour of providing more parking and easing current restrictions at Amble but feel unable to support the proposal, as presented, because it does go far enough. For example, on Queen Street it (the proposal) appears to represent maintaining the status quo. There's too much no waiting every day 9am to 6pm on teh lower part of Queen Street and I can see little or no need for any such restriction. The proposal envisages no waiting at any time on Bridge Street yet I believe its wide enough to allow a few parking bays on what would be the western side even if only limited to 2-4 disabled only bays. I am a registered disabled driver and there are occasions on which it is difficult for me to find any parking on Queen Street within a reasonable distance of shops or services I wish to visit. With this in mind, 2-4 disabled only parking bays should be provided at the top end of Queen Street in teh area where the proposal shows no waiting every day 9am-6pm. Finally, there must surely be scope to provide 3-4 limited waiting 1 hour bays on the High Street opposite the proposed removal of restrictions not with standing the fact that the road is used by buses and other large vehicles. Its certainly wide enough to allow parking on both sides without interfering with traffic flow and in practical term, allowing such parking would only formalise the existing reality.</p>

	1	Putting more limitations on the streets will not make things any better, all this does is move cars off these streets and into very congested side streets. These side streets are already at bursting point, to alleviate travel/parking problems to increase safety a one way system is a must, especially on Saturday and Sundays. If a home owner on a main street, living in a terrace house cant park their vehicle outside their home, please explain where they can park safely as Amble has very little parking space. Another load of rubbish from Northumberland County Council.
	1	As we run a successful guest house on Leazes Street we do require parking for our guests later than 9am and earlier than 6pm. When looking at your map you have left [parking outside our guest house but as there is no parking for residents over the road they are obviously going to park on our side thus taking up any space we were going to have. Same goes with the chip shop parking as there is no designated parking for their patrons they too are going to park outside our house.
	1	After the petition last December Queen Street has been much better with the extra parking provided by the loading bays. It is disappointing to see that workers on the street have again started parking all day stopping shoppers parking, this pushes shoppers onto the yellow lines, hence they get a parking ticket when the TEO's arrive and do not come back to Amble to spend money. The 1hr limited parking is not being patrolled properly by the TEO's. On saying all that, as the Coquet Street car park has been closed and only intermittently open, all day parking has been difficult. As Amble desperately lacks parking, at one meeting I put to representatives of NCC and Amble TC that they look to purchase the land to the rear of Tesco. Sell the bungalow and create a metered car park thus having an income and solving all the parking problem. The proposal takes away 5 parking spaces, with the disabled bays and the loading bay outside the Dock, this is the amount of parking that was created by the petition last December. Blue badge holders can park on the yellow lines on Queen Street, so dedicated parking is unnecessary, why take away two spaces. The loading bay outside the Dock, for use once a week by a dray wagon seems a waste of valuable parking space. The Dock are not the only business on the street who have deliveries, other businesses have deliveries every day and seem to manage. Why not shift the yellow line over the street to the north side and allow parking on the south side thus allowing lorries that supply pub, butchers chemists etc being able to pull in on the yellow line and deliver. Could all the regulations on Queen Street not be 1hr Mon-Sat. At the moment so many regulations on one street causes confusion.
		Church Street is one of the main arteries of Amble and a bus route. The yellow line on the north side of the road needs extending until the road starts to widen, to stop the one way traffic that constantly occurs. Putting traffic regulations on only part of Leazes street will not solve the problem the yellow line should be continued along in front of the car park to stop the constant traffic congestion on a Sunday. This regulation could be a Sunday only as it is the day of worst congestion. In the early days of the Sunday market the police used to put cones along one side of the road to stop this congestion and allow safe through traffic for the lifeboat and coastguards, now that traffic is heavier this practice has stopped. To conclude Amble desperately needs a car park that is adequate for the town and to help the businesses survive and if the TEO's are not going to patrol the regulation of 1hr. it would be a waste of time, effort and money to go ahead with any part of this scheme. I thank you for the chance to comment on this review. I have worked on Queen Street for 30 years and the parking has been restructured many times and never satisfactorily. Amble has never had a problem until the TEO's arrived. In my opinion it is sad to put NCC revenue in front of the viability of the Town and local business. LETS GET IT RIGHT THIS TIME.
	1	I am totally against the proposal to introducing restrictions on Leazes St and its surrounding area. I have investor around £30,00 into my salon in Leazes St from Nov 12 - Nov 13, many of my clients are walk in appointments, and tell me over and over that being able to get a parking spot is one of many reasons they choose to come to Naked Nun. I have recently investor in a new treatment for the salon, for this treatment I take no bookings, its used by 100's of people who just drive to the salon for this treatment only. The treatment being a 'sun shower', its used in 3 minute intervals so you can imagine how many people I get through the door in one day alone! Many clients call up before booking a slot for other treatments to check they can park outside. I also have many deliveries on a daily basis that pick up or drop off. I feel that introducing a no waiting system will without doubt affect my beauty salon that I opened just over a year ago and have worked hard to build up clientele! For the money I have invested it will only be a disadvantage to my business as well as all the other business in this area trying to make Amble a more welcoming village!

1		<p>The proposals are ok as far as they go but there needs to be a longer time scheme for Amble as a whole. Turner Street would be safer and better if it was one way from North Street In view of the traffic problems and increasing traffic and the harbour village consideration could be given to a one way down Coquet Street and Leazes Street and back along Percy Street and Bridge Street. This should be combined with great thought to long term car parking. A car park and walk into Queen Street should be developed from Amble industrial estate site to reduce on Queen Street parking problem. More thought is required to encourage cycling and cyclists and cycle ways need creating. Car parks need done</p>
1		<p>Another area of town with a parking issue is Dovecote Street. This is a dead end (although there is an access road to the back of Dilston Terrace where some residents have their garage). Unfortunately the Dovecote centre users park on the street (or in the middle of the road) when there is a class on. This is particularly frustrating as there is a car park at teh Dovecote centre. By blocking access to the rear of the properties on Dovecote Street and parking on teh street too, elderly residents are unable to park near their houses. If the Dovecote centre users could be encouraged to use the car park that would be good, but failing that is there any possibility of having resident only parking (especially as it isn't a through road) for Dovecote Street & Dilston Terrace residents?</p>
1		<p>In respect of your proposal as a business owner at 58 Queen Street can I request that consideration is given to the traders on the street and that Queen Street in its entirety be given the classification "limited waiting 1 hour no return within 1 hour" between 9am and 6pm. I fully support the planned loading bays and disabled parking that are currently shown on your enclosed plan, therefore they could remain as planned. Access for customers to the shops and premises on Queen Street needs to be provided. The street already struggles with regards to parking and currently cars are being parked on both sides of the street in contrary to the current recollections. When NCC introduced the regime of regular visits by the traffic wardens to Queen Street I suffered a 25% loss in trade almost immediately. My customers expect to be able to roll up outside my shop, come in and pick up their newspapers / gorceriesetc and then leave. At present, and in teh future, should these proposals not be amended, then this will not be possible. This exact scenario will be present for over 15 of the current business premises. This whole issue has raised its head since the introduction of the regular portals by the parking wardens. Queen Street is a very unsuitable place to trade at present due to the interface of you our local authority, could me respectfully ask that our needs are considered?</p>
1		<p>Firstly, (at least) one of the "existing" restrictions shown on the map is wrong. The proposal is that the "Existing no waiting every day 9am-6pm (restrictions) remain" on Queen Street. The existing restrictions are 9am-6pm Monday to Saturday. Is the proposal therefore to change this to "Every day" or keep the existing restriction? Secondly, the letter states that feedback on the 1 hour limited waiting restriction on Queen Street has been "mostly positive". I don't know who from; I have spoken to a lot of business owners and shop assistants, both in my professional status as an accountant and in a personal capacity, and I have not heard one piece of positive feedback. The most common comment has been "These restrictions are killing Amble". If the council wants to encourage people to visit businesses on Queen Street, then one hour is simply not long enough. Don't forget there are not just shops on the street, but cafés, beauticians, therapists, hairdressers and pubs as well, that people want to spend time in. Thirdly, there is absolutely no mention of any provision for residents in any of the proposals. Since the parking restrictions in Queen Street were first introduced, I have been in correspondence with Town and County Councillor Robert Arkless about a proposed residents' permit scheme. My suggestion is for a permit exempting Queen Street residents from all time restrictions (both parking and no-waiting). This would not have any effect on any "road safety concerns". I am also aware of concerns from residents of Leazes Street along similar lines, and with a similar suggestion for a residents permit scheme. In Robert's e-mail to Jim Long of 26 February he clearly stated that "The specific problems of residents will have to be considered in any review." Mr Long's reply on behalf of the county council of 15 March stated "We can consider as part of the Amble review some type of permit scheme for residents on Queen Street." This appears to have been completely ignored in the review. I assume therefore that since Amble Town Council's views have not been taken into account in any way, they will be objecting to the proposals in their current form. Fourthly, surprisingly, there is one stretch of road that does not appear to be included in the proposals that I feel should be; the west side of Albert Street opposite the junction with Bede Street. This can be a difficult junction, especially since it is used by buses, and is right next to a pedestrian crossing. It is the main road through Amble, and an A-road, yet is often obstructed by cars parking outside the shop and/or chip shop, when a public car park is available just around the corner. Because of the above, I cannot support the proposals in their current form.</p>

1		<p>I am responding on behalf of the Parochial Church Council of Amble Parish Church, Church Street, Amble, NE65 0DZ. We oppose the change to restrictions on the north side of Church Street between Cross Street and Bridge Street. We have several disabled people who attend the church on Sunday mornings, and who can currently use their blue badges to park outside the church on the single yellow line. We believe that lifting the restriction on Sunday parking would mean that others would park there, and that our disabled parishioners would find it impossible to park close to the church. We have no objections to any of the other proposals.</p>
	1	<p>I support those proposals for Queens Street but have issue with the proposals for Church Street. The proposal suggests that there should be parking on both sides of the West end of Church Street, though this often causes a restriction to traffic moving through. It does not cause any problem with visibility. Given that there are businesses on the North Side I would like to suggest that there be no parking on the south side from 9am-6pm Mon-Sat To the East End of Church Street the proposal suggests no parking from 9-6pm Mon-Sat on either side. I would suggest that there would be no constriction to traffic if there were parking on one side of the road, though this could be on the basis of a max two hours waiting, no return within 2 hours, with no restrictions outside the hours of 9-6pm. Given that the church is on the North Side, it would be best if this was the side with the parking. There should be no parking at the end of the road where the bus stop is, and the corners with Cross Street should be protected at all times as they are with Middleton Street.</p>
	1	<p>Members acknowledged the difficulties in providing a solution which would assist residents, businesses and visitors alike. Amble's traditional town layout meant there was an abysmal lack of larger car parking areas and it is felt that NCC should try to address this issue as a matter of urgency. Amble needs better traffic management but this review must also maximise parking spaces to keep our town viable. Where streets are not named below, members concur with the existing restrictions or those proposed by Highways Officers. IVY STREET/MARINE ROAD: Suggest continue further along frontage of 40 Marine Road to make safer egress from Ivy Street. LESLIE DRIVE/ PERCY STREET: Suggest continue further into Percy Street for safer egress from Leslie Drive. HIGH STREET/ALBERT STREET: Suggest no waiting along the whole length from the junction to Gibson Street as this is quite a dangerous corner to negotiate if there are vehicles parked along this area. CHURCH STREET: Suggest parking limited to 1 hr for the short stretch approx. 43-51 Church Street as road is wider here and it would create some needed overflow parking for visitors/shoppers. Also the area from the Cross Street junction to the Wellwood Street junction is the narrowest area and there should be some further no waiting areas included to help traffic flow. BRIDGE STREET: Suggest some limited to 1 hr parking approx. 4-16 to create much needed spaces. (This area was originally restricted for safety due to an operational garage which no longer exists.) QUEEN STREET: Suggest urgent need for direction signage to Car Park areas- this would direct traffic down Church Street along Bridge Street to Coquet Street and the harbour or down Percy Street to the Beach. Suggest limited 1hr parking both sides of the street to maximise the spaces available. Members note that in both sections of the street there are opposite areas which allow parking- they feel the whole street can accommodate this. If introduced, then a loading and a disabled bay both top and bottom sections would be required.</p>
		<p>Traffic Enforcement Officers need to enforce the restrictions. However if the proposals in the review are implemented, there is no requirement for a loading bay or disabled bays as this type of stopping is allowed on the restricted areas. Traffic Enforcement Officers must be made aware that businesses and the public are permitted to do so. GLOUCESTER PARK-(TOURIST INFORMATION CAR PARK): Suggest 4 hr waiting, no return within 24 hours- to be enforced particularly in relation to the 1 disabled bay available there. LEAZES STREET: NCC were asked to bring proposals for a one way system in this area at the same time however this has not been forthcoming- it may still need to be considered in the future. Members were concerned about the impact of the Harbour Village proposal in this area of the town. It was strongly felt that the current proposal of 2 long stretches will further restrict parking spaces and so do little to help the residents or the traffic flow problems and will have severe repercussions for businesses in this area. COASTGUARDS CORNER-: Suggest the Hazard markings remain with clear indications that this area is for emergency vehicle use only- allowing Coastguards/ Lifeboat volunteers to park here when necessary. Clear signage to ALL the Car Parks in this area inc. those on Harbour Road are vital. Suggest No Waiting Anytime at the junction of Newburgh Street and Leazes Street; also Broomhill Street and Leazes Street in the interest of safety. Suggest: Any further limitations should be implemented only on SUNDAYS & BANK HOLIDAYS. EASTER TO END OF SEPTEMBER 9.30AM TO 3.30PM. These are the times where the congestion problems occur. To assist traffic flow, give residents some parking and help businesses to trade it is felt that alternating short stretches of no waiting would be best. Whilst it is acknowledged that there may be some initial confusion, clear signage should alleviate this quickly.</p>

			Suggest: No Waiting from junction of Newburgh Street – 1 Leazes Street; from 10 Leazes Street to Broomhill Street junction; from 5 to 7 Leazes Street; from Broomhill Street Back Lane to opposite 21 Leazes Street; from 21 Leazes Street to Lime Street; all the frontage of the Car Park area. If the review results in amendments to the proposed traffic regulations which then require a further public consultation, it is urged this be done as soon as possible as this review has been considerably delayed.
		1	I rarely use the parking facilities in Queen Street, but am a regular pedestrian. As the shops need business to survive, they need safe parking in Queen Street. Why any yellow lines at all, except junctions, loading bays and some disabled facility? If adequate parking is not available, people will shop elsewhere e.g. supermarket with parking. As there are a lot of houses built on the outskirts of the town, people need to use their cars. Yet another housing development is beginning soon. Tesco hasn't appeared yet, so no parking spaces there. The car park marked on the map behind Tesco extra has not been available for a few years now. Could Cross Street be one way? The best way to view the parking situation in Amble town centre is to walk around. Presumably this has been done by officers of NCC? From the point of view of a pedestrian, it can be quite dangerous walking i.e. front of the Co-Op car park, as cars are parked right up to the road. Sometimes pedestrians have to step into the main road. There is no defined footpath. Basically there is not enough parking to accommodate the shop workers and shoppers.
		1	I live at John Street and parking outside my house is bad enough as it is. Putting a no waiting at any time will cause parking issues for me and my neighbours as we do not have drives or garages - it is a terraced house. Also I will eventually have my boyfriend moving in - he also has a car, we cannot share cars as he works in Rothbury and I work in Berwick. Unless you are going to provide me with my very own parking space then I am against the proposal to put parking restrictions on Newburgh Street round to John Street. Car parking already big problem outside my house as other residents are using it to park their cars outside the problem can only get worse if you put restrictions on it, I appreciate any help to be able to park outside my own property.
1			This is a step in the right direction but there are major issues regarding parking in Amble. We do not have enough designated parking spaces available to cope with the volume of people who need to park whether they are residents, workers or visitors. I live in Amble and I also have a business on Queen Street and parking is a big issue with many of my customers. I also have a problem with the restrictions on the corner of Dilston Terrace and Percy Drive opposite St Oswalds Court there is a dropped kerb on both sides of the road used by many people especially school children and when vehicles are parked you have to walk into the road to see if there is traffic approaching. The no waiting at any time I think needs to extend further along Percy Drive.
		1	The changes proposed will deprive the residents of Gibson Street of four parking places in a situation where we are already competing with occupants of the High Street flats and visitors to the town shopping centre. I have found no difficulty in exiting or entering the street and view these changes as being completely unnecessary. The people who complained about the parking in the street have now left the area.
1			We do need parking spaces in front of and opposite the shop for customer use - and this has been taken into consideration.
1			The compliance with the proposed regulations would surely be helped by the reopening of the Turner Street car park and the purchase and development of further car parking space of that dreadfully neglected eyesore where Breeze's garage stood - especially as the re-surfacing of the 'marina' car park has resulted in further reducing available parking spaces.
		1	If the no waiting everyday was implemented then the vehicles that are parked on the street would probably park behind Leazes St, causing Smith Street to be bottle necked with vehicles. There is already a major problem trying to get out of Smith Street onto Percy Street due to vehicles parked at each side of the junction and up Percy Street and down Newburgh Street. A one way system along Leazes Street and Broomhill Street would be a better solution. I support the majority of the proposals but not the one for Leazes Street.
		1	I would like to see Turner Street car park brought back in to use and new Tesco sited on old JusRol site.
		1	The parking restriction in Amble are too onerous with such limited public parking space in the west of the town. Many of our patients at our dental practice are elderly and find it very difficult to park close by, often having to walk considerable distance from any parking. If there are no further sites available to designate for public parking then I can't support the proposal, except for the removal of restrictions on High Street, but this will only give limited help.

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	1		<p>We have received your letter regarding the parking proposals in Leazes Street, Amble and wish to inform you that we do not accept the proposal that has been drafted as this will severely impact on our business. The proposal has in effect reduced parking spaces by 50% and consequently will result in congestion moving near the town into Coquet Street where there are no restrictions, which leads me to believe that the county council has not given due consideration to the impact the changes would bring to the area. We believe there are several criteria which need to be addressed - Guest accommodation, tourism to Amble, employment, business in and around Leazes Street and delivery of provisions. We run the largest guesthouse in Amble housing 6 bedrooms and up to 12 guests, it is guest expectations that they are able to park near the building, currently we inform guests that they can park outside our building. If the proposed restrictions are ratified then our guests will have to seek alternative spaces to park thus reduction in car parking places will then cause congestion in other streets. We also have a tearoom as part of the business a lot of our visitors are retired, some have difficulty in walking distances and will park outside the tearoom for easy access. As parking will be limited we are very concerned visitors will not visit our premises and as a result will impact on revenue for our business thus reducing the amount of staff we will be able to employ. As I said we have a guest house and tearoom business we are reliant on visitors to the area to use our facilities. This year we were able to employ 10 people on a part time basis some of whom were seeking job seekers allowance. I do not know whether you are aware but there are 14 businesses in Leazes Street as follows: 3 guesthouses, 2 fish & chip establishments, 1 Chinese takeaway, 1 pub with restaurant, 1 pub with guest accommodation, 1 tearoom, 1 restaurant, 1 beauty shop, 1 ice cream parlour, 1 furniture shop and access to the RNLI and coastguard. It concerns us that the restrictions do not appear to have taken into account that there are 33 residential homes requiring parking. The amount of parking spaces available under the proposal is not enough for potentially 33 vehicles this is without the addition of the 14 business that use the street for parking.</p>
			<p>As we are providing for for our guests who visit our business we have companies that deliver provisions and equipment to us, on average we have 5 -6 deliveries per week. Currently our delivery people are able to park next to our building but putting the proposed restrictions outside our building will cause disruption, this will result in our delivery driver having to park down the street (if space is available) whereby they will have to transport our goods from their vehicle to us. We are not the only business that has deliveries we have seen suppliers who are delivering to their businesses park outside our building due to lack of space to park, this is before imposing the proposed restrictions. We have been owners of the business for 4.5 years, the building is owned by the Warkworth Harbour Commissioners and under our lease agreement this building has to be run as a guest house. The proposed restrictions state no parking between 9am-6pm, our guests check in from 4pm and check out by 10am the timings of the restrictions do not help to alleviate the situation. Since we have been in this business we have observed the only time we have seen congestion is during the summer occasionally on a Sunday which is market day but more likely on a bank holiday. Congestion seems to be at its peak between 12pm and 3pm this is the time when people are visiting the takeaways or visiting eateries. We realise that there needs to be some change to the current situation perhaps that following suggestions could be explored, one way system form the town, double yellow lines on teh road outside the gated access of RNLI, to not instigate the timing restrictions as per the proposal and permit parking? Lack of parking availability will impact on local businesses that provide much needed services for the local and tourism industry. Reduction in tourists results in the viability of businesses and consequently reducing teh revenue to the market town of Amble. We urge the county council to reconsider the proposal and look forward to a favourable outcome.</p>

	1	<p>Firstly, (at least) one of the 'existing' restrictions shown on the map is wrong. The proposal is that the existing no waiting every day 9am-6pm restrictions remain on Queen Street. As can quite clearly be seen on the attached picture, the existing restrictions are 9am-6pm Monday to Saturday. Is the proposal therefore to change this everyday or keep the existing restriction? Secondly, the letter states that feedback on the 1 hour limited waiting restriction on Queen Street has been 'mostly positive'. I don't know who from; I have spoken to a lot of business owners and shop assistants, both in my professional status as an accountant and in a personal capacity, and I have not heard one piece of positive feedback. The most common has been "these restrictions are killing Amble". If the council wants to encourage people to visit businesses on Queen Street, then one hour is simply not long enough. Don't forget there are not just shops on the street, but cafes, beauticians, therapists, hairdressers and pubs as well, that people want to spend time in. Thirdly, there is absolutely no mention of any provision for residents in any of the proposals. Since the parking restrictions in Queen Street were first introduced, I have been in correspondence with town and county Cllr R Arkless about a proposed residents permit scheme. My suggestion is for a permit exempting Queen Street residents from all time restrictions (both parking and no-waiting). This would not have any effect on any 'road safety concerns'. I am also aware of concerns from residents of Leazes Street along similar lines, and with a similar suggestion for a residents permit scheme. In Cllr's email to Jim Long of 26 Feb he clearly stated that "the specific problems of residents will have to be considered in any review". Mr Long's reply on behalf of the county council of 15 March stated "we can consider as part of the amble review some type of permit scheme for residents on Queen Street".</p>
		<p>This appears to have been completely ignored in the review. I assume therefore that since Amble town council's views have not been taken into account in any way, they will be objecting to the proposals in their current form. Fourthly, surprisingly, there is one stretch of road that does not appear to be included in the proposals that I feel should be; the west side of Albert Street opposite the junction with Bede Street. This can be a difficult junction, especially since it is used by buses, and is right next to a pedestrian crossing. It is the main road through Amble, and an A road, yet is often obstructed by cars parking outside the shop and / or chip shop, when a public car park is available just around the corner. Because of the above, I cannot support the proposals in their current form. This letter should be taken as a formal notice of objection.</p>
	1	<p>It is reasonable to protect junctions but the restrictions go too far. If people are not allowed to park outside their homes where are they supposed to park? There are some public parking spaces but if residents are there, where are visitors going to park? Apart from Sundays there is not a traffic flow problem so why not manage Sundays? An improvement on Queen Street restrictions would be welcomed as the aggressive enforcement has deterred many shoppers. If the main shopping area has no parking, shops will close and you will have no revenue there. Unnecessarily restrict if you must but please offer reasonable alternatives so people can live and work without extra stress.</p>
	1	<p>I do not support the part of the proposal that relates to Gibson Street. In the time since Gibson Street has become part of this scheme, there have been some developments. First, the two residents who supported the changes (living at Nos 1 and 6) to parking in the street have moved away. In any case, Angela Henderson, who lived at number 1, believed that she would still be able to park outside her house, and wasn't aware that the proposed double yellow line would stop her from doing that. The new residents at No1, Mr & Mrs Taylor, do not support the proposed changes. If the proposal goes ahead, it will have a knock-on effect for residents parking in Gibson Street, a street which is already used during the average day by people working or shopping in Amble. Another change has been the approval of a new house just about opposite Gibson Street entrance on the High Street. There are several residential garages to be knocked down where the house is to be built, which is likely to further affect residential parking in Gibson Street. My sense having talked to current residents is that there is agreement that the proposed changes for Gibson Street would make an, at times, congested street even more difficult for those who live here. I therefore do not support the proposal insofar as it relates to Gibson Street.</p>
	1	<p>We support the fact that something needs to be done in these areas. However what about residents that live on Church Street and Leazes Street that own vehicles but do not have any off street parking? This will only cause side street like Dovecote Street, Middleton Street, Wellwood Street, Broomhill Street, Runciman Way and Harbour Road to have an influx of cars from these no stopping areas. Will these no stopping areas apply to the mass ranks of the Blue Badge holders or will it be a free for all and be 2 streets of disabled parking? Why can't there be permit or residents only parking?</p>

		1	Amble Development Trust in the main supports the response provided by Amble Town Council however we believe the proposal for Leazes Street will be too complicated for motorists to understand. However with the lack of an alternative or the possibility of a one way system from Queen Street, down Coquet Street, Leazes Street and on to Percy Street this would appear to be the best option. The possibility of NCC exploring the use of part of the Braid area as parking should be researched - this would provide more than enough parking for the town in a central location and should be relatively cheap to develop.
1	1		Would like markings to denote our drive and garage on High Street (Hallgarth). Frequently cars park across garage doors and also driveway.
	1		Re Gibson St - to stop parking on both sides is overkill. Suggest stop parking on west side where exiting can be a problem but not on east side which is not a problem for entry into Gibson Street.
		1	Would like restriction shortened - phoned in
1			The proposals hopefully will reduce some of the difficulties in Amble. I live in High Street - a female pensioner living alone. I have had to drive around Amble at night to look for a place to leave my car and then carry heavy goods to my flat. It can be frightening walking along up Queen Street when the pubs are coming out and I have sometimes been frightened. I cannot have a lie in on a Saturday if I leave the car outside my flat because I have to get up to move it. The road is wide enough and the extra spaces would leave room for shoppers. Tax discs need to be checked more regularly because three years ago there were two cars standing permanently untaxed.
25	29	7	

APPENDIX 3

TRO Consultation Summary

A consultation exercise was carried out in November 2013 on a range of proposed parking restrictions in Amble. This was designed to provide additional safety for road users, improve traffic flows and provide additional limited waiting parking.

The following summary has been prepared in order to take forward the key issues and prepare the necessary amendments required to the Traffic Regulation Orders.

Street	Comment from Consultation	Proposed Changes	Agreed Changes
Queen Street	Parking should be maximised where possible. Loading and disabled parking can take place on single Yellow lines	<ul style="list-style-type: none">• The current Temporary Traffic Regulation Order is for limited waiting of 1 hour with no return within 1 hour, this should be made permanent.• All remaining restrictions should remain	<ul style="list-style-type: none">• The current Temporary Traffic Regulation Order is for limited waiting of 1 hour with no return within 1 hour, this should be made permanent• All remaining restrictions should remain. I have investigated the option to replace the existing single yellow line, with limited waiting bays of 1 hour with no return within 1 hour. To create additional parking on Queen Street. However, after checking with our legal team the Regulation do not allow the use of a Temporary TRO for this purpose. However, I will look to use an 'Expertmental Order' to consult on this provision. This will however take a number of months to introduce.

Street	Comment from Consultation	Proposed Changes	Agreed Changes
Leazes Street	B&B have a number of vehicles requiring close access to properties. Restricting parking will have a detrimental effect on parking availability on this street. Suggestion to make restrictions seasonal and on Sundays. This has been suggested across the whole of Amble, but to do so would require a large amount of large signs at regular intervals, so should be avoided	<ul style="list-style-type: none"> No waiting Sundays 9 am to 6 pm – at specific area on Leazes Street (as per the consultation plan) 	<ul style="list-style-type: none"> I have consulted with our legal team and we would be able to make this restriction as discussed Saturday and Sunday 9 am to 6 pm. To accommodate potential parking problems as a result of the Saturday boot sale.
Church Street	The church personnel state that the current restriction and proposed restrictions allow blue badge holders to park.	<ul style="list-style-type: none"> No Waiting at any time, to assist with flow of traffic along this street 	<ul style="list-style-type: none"> As discussed this restriction is not required and will be taken out of the proposed Amendment Order
Gibson Street	The proposed restriction to be reduced in length to cater for perceived 'knock on' effect further down the street	<ul style="list-style-type: none"> No Waiting at any time (minor increase to existing restriction to assist with visibility at junction) 	<ul style="list-style-type: none"> No Waiting at any time (minor increase to existing restriction to assist with visibility at junction) - Agreed

Street	Comment from Consultation	Proposed Changes	Agreed Changes
Albert Street	No obvious objections	<ul style="list-style-type: none"> No Waiting at any time at corner, with High Street 	<ul style="list-style-type: none"> No Waiting at any time at corner, with High Street - Agreed
High Street	No obvious objections	<ul style="list-style-type: none"> Removal of single yellow line restriction adjacent to restaurant, to allow all day parking 	<ul style="list-style-type: none"> Removal of single yellow line restriction adjacent to restaurant, to allow all day parking - Agreed
Dilston Terrace	No obvious objections	<ul style="list-style-type: none"> No Waiting at any time at roundabout and adjacent junctions to assist with flow of at this roundabout 	<ul style="list-style-type: none"> No Waiting at any time at roundabout and adjacent junctions to assist with flow of at this roundabout - Agreed
Leslie Drive	No obvious objections	<ul style="list-style-type: none"> No Waiting at any time at junction with Percy Street, to assist visibility at junction 	<ul style="list-style-type: none"> No Waiting at any time at junction with Percy Street, to assist visibility at junction - Agreed

Street	Comment from Consultation	Proposed Changes	Agreed Changes
Ivy Street	No obvious objections	<ul style="list-style-type: none"> No Waiting at any time at junction with Marine Road, to assist visibility at junction 	<ul style="list-style-type: none"> No Waiting at any time at junction with Marine Road, to assist visibility at junction - Agreed
John Street	Two objectors in front of the proposed restrictions	<ul style="list-style-type: none"> Proposed No Waiting at any time restriction no longer included. 	<ul style="list-style-type: none"> Proposed No Waiting at any time restriction no longer included.- Agreed
Ladbroke Street, Newbrough Street, John St, Marine Road	No additional objections (see above John Street)	<ul style="list-style-type: none"> No Waiting at any time at junction, to assist visibility at junction 	<ul style="list-style-type: none"> No Waiting at any time at junction, to assist visibility at junction - Agreed
Coquet Street	No additional objections	<ul style="list-style-type: none"> No Waiting at any time at junction, to assist visibility at junction at car park and passing 	<ul style="list-style-type: none"> No Waiting at any time at junction, to assist visibility at junction at car park and passing There was also a discussion to investigate further restrictions on this street, especially at 'the bends' – This will be investigated with a view of including on the next Amendment Order for Amble.