



# **Northumberland**

## **County Council**

### **RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Paul Jones – Director of Environment and Transport**

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#### **PROPOSED PARKING RESTRICTIONS, LADBROKE STREET/HARBOUR ROAD JUNCTION, AMBLE**

**Cabinet Member: Councillor John Riddle**

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#### **Purpose of Report**

To consider a proposal to provide parking restrictions at the junction of Ladbroke Street and Harbour Road in Amble, to assist HGV movements through the junction.

#### **Recommendations**

It is recommended that the proposed parking restrictions are implemented.

#### **Link to Corporate Plan**

Living - "We want you to feel safe, healthy and cared for"  
Enjoying - "We want you to love where you live"

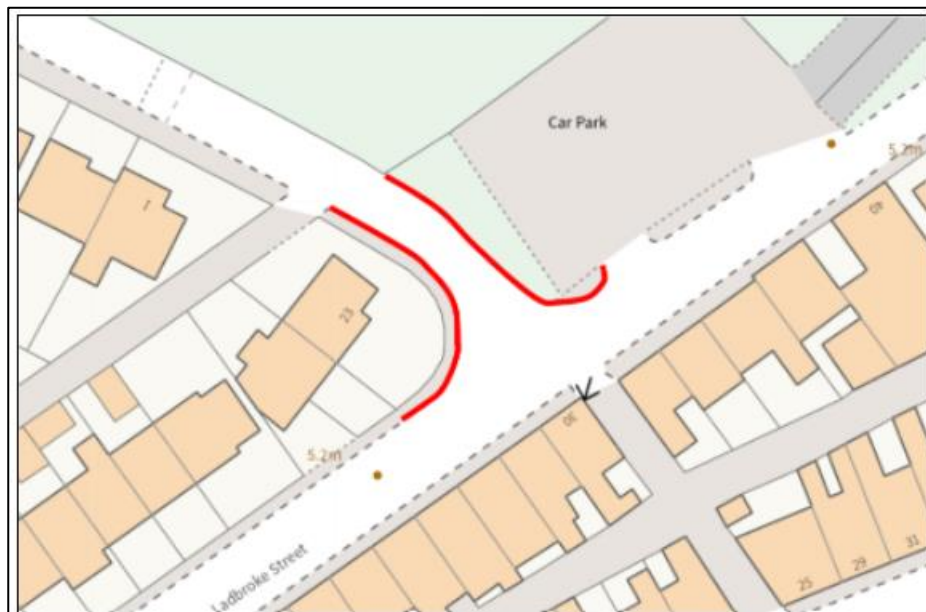
#### **Key Issues**

- Concerns have been raised by residents and Amble Town Council via the local ward member about congestion at the junction of Ladbroke Street and Harbour Road.
- Parked cars make it difficult for vehicles to pass safely through the junction, particularly HGVs accessing the Harbour.

## Delegated decisions

### Background

1. Concerns have been raised by residents and Amble Town Council via the local ward member about congestion at the junction of Ladbroke Street and Harbour Road.
2. The junction is close to the popular visitor attractions of the harbour area and is adjacent to a public car park. The area experiences significant volumes of traffic, particularly during the summer months and at weekends.
3. Vehicles are often parked within the junction at busy times when the car park is full, or by those seeking to avoid parking charges.
4. These parked vehicles make it difficult for traffic to pass through the junction safely, as they obstruct sightlines and narrow the road so that when vehicles meet 'head-on' one is forced to reverse.
5. In addition, parked cars can cause significant obstruction to HGVs which need to use the junction to access the harbour.
6. To address these issues, residents and statutory consultees were consulted on a proposal to provide parking restrictions in the form of double yellow lines, as shown on the plan, below:



7. Three responses were received, all in favour of the proposals. A summary of the responses is shown in the Appendix.
8. One of the responses requested that the proposed double yellow lines be extended approximately 4 metres further along Ladbroke Street. This is considered appropriate as it will prevent vehicles attempting to park in the small

## Delegated decisions

space that would otherwise be left between the end of the double yellow lines and the first driveway.

9. Another response stated that the proposed double yellow lines on the western side of Harbour Road did not need to extend as far as proposed and shortening them by approximately 7 metres would provide a useful parking space for residents.
10. The proposal has been revised to take account of these two suggestions, as shown below.



11. The local Ward Member supports the amended proposals which will be funded via Members Local Improvement Schemes. It is therefore recommended that the proposed amended parking restrictions are implemented.

## Implications Arising out of the Report

|                                    |  |
|------------------------------------|--|
| <b>Policy</b>                      | The proposal is in accordance with relevant guidance.                            |
| <b>Finance and value for money</b> | The proposal will be funded via the Members Local Improvements Scheme programme. |

## Delegated decisions

|   |   |
|---|---|
| <b>Legal</b>  | Motorists will be required to comply with the Traffic Regulation Order. |
| <b>Procurement</b>  | None  |
| <b>Human Resources</b>  | None  |
| <b>Property</b>   | None  |
| <b>Equalities</b><br>(Impact Assessment attached)<br>Yes <input type="checkbox"/> No <input type="checkbox"/><br>N/A <input type="checkbox"/> | None  |
| <b>Risk Assessment</b>  | None  |
| <b>Crime &amp; Disorder</b>   | None  |
| <b>Customer Consideration</b>   | Statutory consultees have been consulted.                               |
| <b>Carbon reduction</b>   | None  |
| <b>Wards</b>  | Amble   |

### **Background papers:**

File ref: 2020/146

### **Report sign off.**

***Authors must ensure that relevant officers and members have agreed the content of the report:***

|                          |          |
|--------------------------|----------|
|                          | initials |
| Finance Officer          | n/a      |
| Monitoring Officer/Legal | n/a      |
| Human Resources          | n/a      |
| Procurement              | n/a      |
| I.T.                     | n/a      |
| Director                 |          |
| Portfolio Holder(s)      |          |

**Delegated decisions**

**Author and Contact Details**

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Report Author     ***Richard McKenzie – Senior Programmes Officer***

## Delegated decisions

### Appendix – Consultation Responses

| F<br>O<br>R<br>T | A<br>G<br>E<br>I<br>N<br>T<br>H<br>E<br>R | Other Relevant Comments  |
|------------------|---|--|
| 1                |   | <p>Thank you for your communication of the 13th Jan. It is good to see you are now considering more than the minimal 5m restriction which only addressed what the public see as the most stupid type of parking right on the junction corner. Fig 1 shows where I propose restrictions are not needed, in green, as this section of kerbside is not part of the gridlock problem and it is unnecessarily removing a space used by residents and their visitors on the many days of the year when there is no gridlock problem. Figure 2 is a photograph showing an example vehicle at this kerbside which is causing no obstruction to anyone. The side gate and gateposts to my house can serve as a visual clue to where the parking restriction ends. I am a supporter of the restriction you show at the side of the car park because this is an area that would become more frequently blocked with parked cars once drivers noticed they could not park on the bend outside my house. I do also appreciate that there never will be a perfect solution to this situation as this junction has 4 entrances that all connect to what becomes single track, but two-way roads, when holiday and market day parking occurs. It is obvious that if this traffic flow situation occurred due to roadworks you would be insisting on 4-way phased traffic lights! I do think your proposals could be further improved by considering the situations I show in Figs 3- 5. I also show in Fig 6 something that might be a different type of solution. Fig 3 shows cars waiting to enter the junction as is expected in the highway code if their exit from the junction is not clear. Your proposals are making road space available for 2 of these positions but omitted to make road space for the 3rd driver exiting Bay View/Car Park. Fig 5 shows the situation where gridlock starts from an overflowing car park with a procession of simultaneously trying to enter and exit the car park. This type of gridlock initiation is most severe, (and amusing to us as locals), when the vehicle starting the futile loop around the car park is a motorhome cruising around trying to find a seafront spot to park. These vehicles are typically driven just a few days a year by owners who are not very skilled at reversing when attempts are made to clear the gridlock that forms in the main road junction. This type of scenario is not helped by the road markings showing priority is from Ladbroke St. into Bay View and the car park. Locals know 90% of traffic makes the turn into Harbour Rd. but holiday visitors don't. Fig 6 shows parking restrictions where I would expect them to help in these scenarios. I have also marked with a blue arrow the public 'cut through' that is what often helps us, (or the drivers with some sense), clear gridlocks. This is an alleyway that is fairly heavily used by locals and residents of Gordon St., but it is not visually obvious that it is a public access road. What could be an aid to the gridlocks is if this cut through was made one-way so it is always a 'safety valve' to a crowded gridlocked junction. If this alleyway was made one way then there would be obvious road signage to indicate this possibility to non-locals. For completeness I have added a photograph below showing the entrance to this cut-through, the give way markings, and the holiday homes likely to be affected if parking restrictions are added in front of these properties that face into the junction.</p> |
| 1                |   | Amble Town Council has no objections to this consultation  |
| 1                |   | <p>We would like to say that the starting point for the double yellow lines should start from the front gate of no 21 and carry on right along Harbour Road, all the properties along this road have drives/off road parking. Turning into Harbour road from Ladbroke street is a nightmare when vehicles/trailers are parked anywhere along this road. We have two large car parks opposite for visitors to Amble and these properties to park in.</p>  |
| 3                | 0   | 0  |

## Delegated decisions

**Delegated decisions**

**DECISION TAKEN**

**Title of Officer(s) and  
Portfolio Holder (where  
appropriate):**

**Paul Jones - Director of Environment and  
Transport**

**Subject:**

**PROPOSED PARKING RESTRICTIONS,  
LADBROKE STREET/HARBOUR ROAD  
JUNCTION, AMBLE**

**Consultation**

Three responses received in favour.

Local ward Member is in favour.

**Decision Taken:**

The proposed amended parking restrictions should be  
implemented.

Signature of Director



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**Date**

25th March 2025

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