

# North Tyneside Council

## Report to Cabinet Member for Environment and Transport

Date: 19 November 2018

**Traffic Regulation  
Order – King Edward  
Road, Tynemouth**

**Portfolio(s):** Environment and Transport

**Cabinet Member(s):** Cllr C Johnson

**Report from Service Area:** Environment, Housing and Leisure

**Responsible Officer:** Phil Scott, Head of Environment,  
Housing and Leisure (Tel: 0191 643 7295)

**Wards affected:** Tynemouth

## **PART 1**

### **1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment and Transport to introduce a 'No waiting at any time' restriction on sections of King Edward Road and Mariners Lane and set aside three objections received to the proposal.

### **1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment and Transport:

- (1) considers the objections;
- (2) sets aside the objections in the interests of maintaining two way traffic flows on King Edward Road during busy times, facilitating safe use of the pedestrian crossing to the west of Edith Street and improving access and visibility at the northern end of Mariners Lane; and
- (3) determines that the Traffic Regulation Order should be made unchanged.

### **1.3 Forward Plan:**

Considering objections relating to proposed Traffic Regulation Orders is a standing item on the Forward Plan.

## **1.4 Council Plan and Policy Framework**

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2018 to 2021:

- Our places will:
  - have an effective transport and physical infrastructure

## **1.5 Information:**

### **1.5.1 Background**

The proposal to introduce waiting restrictions on King Edward Road and Mariners Lane was developed as a result of requests from local residents and bus operators concerned about vehicles parking on both sides of the carriageway in this area obstructing the flow of traffic particularly at weekends when the number of visitors to the area increases significantly. It was also supported by ward councillors.

It is envisaged that the introduction of waiting restrictions on the section of King Edward Road between Tynemouth Golf Club and Mariners Lane will ensure that parking is confined to one side of the road only thereby maintaining two way traffic flows and improving access for buses in particular. The restrictions proposed for the south side of King Edward Road opposite the shops to the west of Edith Street will also prevent parking in the vicinity of the informal crossing thereby improving road safety for pedestrians.

Affected residents were informed of the proposal by letter and as a result of feedback received; the original proposal was amended so that the restrictions were extended further into Mariners Lane to protect the access to St Aidan's Court. Vehicles parked on the west side of Mariners Lane between King Edward Road and the access to St Aidan's Court were reportedly restricting visibility for vehicles exiting St Aidan's Court as well as creating a pinch point at the junction with King Edward Road resulting in potential conflict between vehicles entering and exiting Mariners Lane at this location. This amendment to the original proposal was approved by ward councillors. In accordance with the statutory process, a Notice of Intention for the amended proposal was displayed on site, in the local newspaper and on the Authority's website outlining the proposed restrictions.

Three objections were received in response to the statutory Notice of Intention. A summary of these objections are provided below.

### **1.5.2 Statutory Consultation**

Parking proposals are subject to statutory legal process. Schemes must be advertised on site and in the local press. This enables members of the public or businesses to object to the proposal. Any objectors are first sent a detailed response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment and Transport for consideration in accordance with the Scheme of Delegation for Cabinet Members.

### 1.5.3 Summary of Objections

**Mr C**, a local resident, submitted an objection to the scheme based on his view that the proposed restriction would have an adverse effect on people attempting to use Northumberland Park. In his opinion, the restrictions would put more pressure on the already limited parking provision in the area surrounding Northumberland Park including Mariners Lane.

The objector stated that a short stay parking restriction would be preferable and that implementing a double yellow line restriction straight away would represent a failure to recognise the needs of the community.

An officer wrote to the objector to clarify that the proposal had been developed as a result of concerns amongst residents and bus operators regarding traffic being able to flow freely along the route during busier periods when parking on both sides of the road occurs. It was explained that double yellow lines had been chosen rather than short stay parking to ensure that parking could not occur on both sides of the road. In response to the objector's concerns about parking being displaced into Mariners Lane, it was confirmed that this street would be assessed for permit parking restrictions in due course.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 13<sup>th</sup> February 2018. No response was received.

**Mr F**, a local resident, submitted an objection to the scheme based on his view that the proposed restriction on King Edward Road would have an adverse effect on residents as a result of creating increased parking in adjoining residential streets. In his opinion, the restriction would also deter visitors from coming to use Northumberland Park.

The objector acknowledged that traffic volumes along the road see an increase during the summer months but believes that better signage to other more appropriate parking areas would be preferable to the introduction of restrictions.

An officer wrote to the objector to clarify that the proposal had been developed as a result of concerns amongst residents and especially bus operators regarding traffic being able to flow freely along the road during busier periods when parking on both sides of the road occurs. It was explained that this solution was chosen as it would manage parking along King Edward Road in a more effective and safe manner. It was also made clear to the resident that North Tyneside Council aims to support the operation of public transport on its network wherever possible. In response to the objector's concerns about the effect of displaced parking, it was explained that the situation would be monitored following the implementation of the proposed scheme and further restrictions considered if appropriate.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 13<sup>th</sup> February 2018. No response was received.

**Mr M**, a local resident, submitted an objection to the scheme based on his view that the proposed restriction would have an adverse effect on local residents and the parking situation in Tynemouth generally as a result of parking being displaced into unrestricted areas.

An officer wrote to the objector to clarify that the proposal had been developed as a result of concerns amongst residents and especially bus operators regarding traffic being able to flow freely along the route during busier periods when parking on both sides of the

road occurs. It was also pointed out that North Tyneside Council aims to support the operation of public transport on its network wherever possible. In response to the objector's concerns about the effect of displaced parking, it was explained that the situation would be monitored following the implementation of the proposed scheme and further restrictions considered for adjoining streets if required.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 13<sup>th</sup> February 2018. He responded stating that he still felt that the restrictions were unnecessary and consequently did not wish to withdraw his objection.

## **1.6 Decision options:**

The following decision options are available for consideration by the Cabinet Member for Environment and Transport:

### Option 1

Approve the recommendations set out in section 1.2.

### Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option:**

Option 1 is recommended as the proposals will help to maintain two way traffic flows and support the operation of bus services on King Edward Road during busy times, facilitating safe use of the pedestrian crossing to the west of Edith Street and improving access and visibility at the northern end of Mariners Lane.

## **1.8 Appendices:**

Appendix 1 Details of objection and associated correspondence  
Appendix 2 Details of objection and associated correspondence  
Appendix 3 Details of objection and associated correspondence  
Appendix 4 Legal Notice of Intention as published in local press  
Appendix 5 Plan of scheme

## **1.9 Contact officers:**

Andrew Flynn, Integrated Transport Manager, 0191 643 6083  
Nicholas Bryan, Highway Network Manager, 0191 643 4808  
Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598  
Alison Campbell, Senior Business Partner, 0191 643 7038

## **1.10 Background information:**

North Tyneside Parking Strategy

<https://my.northtyneside.gov.uk/category/737/parking-strategy>

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

Funding is available from the 2018/19 (Parking Management) Local Transport Plan capital budget.

### **2.2 Legal**

Parking proposals that involve revocations or amendments to existing parking orders and any new parking restrictions are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. All schemes are formally advertised and include a 21-day period for objections. Before making a Traffic Regulation Order the Authority must consider all objections made and not withdrawn, and can decide whether to make the Order unchanged, to make the Order with modifications or not to proceed with the Order.

In accordance with the Authority's scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment and Transport is asked to consider those objections made and not withdrawn and to determine the Traffic Regulation Order.

The Legal Notice of Intent was published in the local press and may be cited as the North Tyneside Council (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 Variation Order 2018 -

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal consultation**

Ward members' views on the proposal were sought as described in section 1.5.1.

#### **2.3.2 Community engagement**

Local residents' views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

### **2.4 Human rights**

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

### **2.5 Equalities and diversity**

There are no adverse equalities or diversity issues arising from this report.

## 2.6 Risk management

There are no risk management implications directly arising from this report.

## 2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

## 2.8 Environment and sustainability

There are no environment and sustainability implications directly arising from this report.

## PART 3 - SIGN OFF

- Acting Chief Executive ☒
- Head of Service ☒
- Mayor/Cabinet Member ☒
- Chief Finance Officer ☒
- Monitoring Officer ☒
- Head of Corporate Strategy ☒

**Details of Objection – Mr C (dated 20 December 2017)**

I'm concerned about your choice to put double yellow lines in Mariners Lane and King Edwards Road. These are roads that neglect local residents (Mariners Lane), in that their parking is already limited and struggling.

Also with King Edwards Road having a wide path on both sides I would like to ask where someone would park for access to Northumberland Park while they have so much room for walking?

I suggest more permit to pay for parking, or at least a stay for one hour and no return for two zone. Straight to double yellow lines is neglecting the potential of community enjoying N.Park. I'm rambling as I'm on a phone and in a rush, but surely you can address my concerns here and why double yellow lines are chosen above these other options.

**Officer Response (dated 30 January 2018)**

Dear Sir / Madam,

Following your formal objection to the waiting restrictions proposed for King Edward Road and Mariners Lane, I have discussed your comments with the bus operator and they have reiterated that the proposed restrictions are necessary to facilitate their regular bus service along King Edward Road. The proposals will also improve access to St Aidan's Court and improve road safety by discouraging parking near the junction.

Whilst I appreciate that you are concerned about any reduction in parking capacity, officers believe that the length of the proposed double yellow lines has been kept to the minimum length required to achieve the desired effect of keeping the access of St Aidan's Court and the narrowest section of King Edward Road clear of parked vehicles to improve visibility and access.

The primary reason that waiting restrictions are being used and not a permit or limited waiting style restriction is because this would not prevent parking on both sides of the road. This means that having a 'no waiting' restriction is the only solution that would achieve the result that is required.

In relation to the volume of parking on Mariners Lane, we are looking to assess the street for a permit parking scheme (residents' only parking). This assessment will be completed in the following months due to a recent change in policy.

If you would like to withdraw your objection in light of the information provided above I would be grateful if you could let me know in writing by 13th February. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

## **Details of Objection – Mr F (dated 20 December 2017)**

Dear Sir/Madam

I wish to object to the proposed parking restrictions along King Edward Road and Mariners Lane, Tynemouth.

Having been involved with the New Friends of Northumberland Park I have seen the successful Lottery bid transform the park from a drab and unkempt piece of land into a vibrant and well maintained park with a number of visitor attractions for all ages. As a local resident I am rightly proud and appreciative of having such a wonderful facility on my doorstep. It is therefore disappointing to see the council now planning to make access along a section of mostly residential free thoroughfare more difficult by introducing parking restrictions. In my opinion these restrictions will have either two outcomes:-

1. A reduced number of visitors to the park as they are simply put off visiting and move on due to the lack of available restriction free parking.
2. Increased traffic in surrounding residential streets as visitors seek to take advantage of restriction free parking.

Admittedly the volume of traffic along this road as with other roads in Tynemouth during the summer months can makes navigating them a little slower. Better signage informing visitors of alternative routes or entrances to the park and Tynemouth would help.

In summary, the success of the park and respect for its facilities is down to an increase in visitor numbers. Whilst large numbers enjoy the park I believe this also deters those who wish to use the park for anti-social behaviour.

Time and effort should be spent promoting the park and the benefits of a visit rather than covering its surrounding roads and main access points with restrictive parking which will no doubt improve the experience of drivers but possibly put off visitors.

## **Council Response (dated 30 January 2018)**

Following your formal objection to the waiting restrictions proposed for King Edward Road and Mariners Lane, I have discussed your comments with the bus operator and they have reiterated that the proposed restrictions are necessary to facilitate their regular bus service along King Edward Road. The proposals will also improve access to St Aidan's Court and improve road safety by discouraging parking near the junction.

Whilst I appreciate that you are concerned about any reduction in parking capacity, officers believe that the length of the proposed double yellow lines has been kept to the minimum length required to achieve the desired effect of keeping the access of St Aidan's Court and the narrowest section of King Edward Road clear of parked vehicles to improve visibility and access.

The primary reason that waiting restrictions are being used and not a permit or limited waiting style restriction is because this would not prevent parking on both sides of the road. This means that having a 'no waiting' restriction is the only solution that would achieve the result that is required.

In relation to your concerns of the parking being moved into the surrounding residential streets, we have a requirement to support the operation of public transport and therefore maintain their ability to traverse the roads in North Tyneside safely. Following the potential installation of this restriction, officers will monitor the effect of the dispersion of the parking, we will then look at providing further restrictions to aid the residents parking if necessary.



If you would like to withdraw your objection in light of the information provided above I would be grateful if you could let me know in writing by 13th February. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

### **Details of Objection – Mr M (dated 20 December 2017)**

Good evening,

As a resident of Park Crescent East I am writing to object to the proposal of installing double yellow lines on King Edward Road.

Whilst I would not object to installing double yellow lines on one side of the road I feel that installing them on both sides of the road will cause parking chaos in and around Tynemouth whilst simultaneously pushing visitors to the coast parking in and around my street.

Please can you provide a suitable justification for the installation of the double yellow lines and confirm that suitable studies have taken into account the popularity of Tynemouth on a hot summer weekend (the level of visitors can be phenomenal) and that there is adequate parking to meet such demand without the need to park in the streets local to my home or others in the area.

### **Officer Response (dated 30 January 2018)**

Following your formal objection to the waiting restrictions proposed for King Edward Road and Mariners Lane, I have discussed your comments with the bus operator and they have reiterated that the proposed restrictions are necessary to facilitate their regular bus service along King Edward Road. The proposals will also improve access to St Aidan's Court and improve road safety by discouraging parking near the junction.

Whilst I appreciate that you are concerned about any reduction in parking capacity, officers believe that the length of the proposed double yellow lines has been kept to the minimum length required to achieve the desired effect of keeping the access of St Aidan's Court and the narrowest section of King Edward Road clear of parked vehicles to improve visibility and access.

The primary reason that waiting restrictions are being used and not a permit or limited waiting style restriction is because this would not prevent parking on both sides of the road. This means that having a 'no waiting' restriction is the only solution that would achieve the result that is required.

In relation to your concerns of the parking being moved into the surrounding residential streets, we have a requirement to support the operation of public transport and therefore maintain their ability to traverse the roads in North Tyneside safely. Following the potential installation of this restriction, officers will monitor the effect of the dispersion of the parking, we will then look at providing further restrictions to aid the residents parking if necessary.

If you would like to withdraw your objection in light of the information provided above I would be grateful if you could let me know in writing by 13th February. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

**Further Response from Mr M (dated 30 January)**

Thank you for the reply.

Unfortunately I still feel the installation of parking restrictions 65m South East of mariners lane (i.e. outside Northumberland park) is not going to be agreeable with myself and people living in the neighbouring streets however I can appreciate the need for parking restrictions on the other side of the road (i.e. north east of Preston avenue)

Kind Regards

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**NORTH TYNESIDE COUNCIL**

**(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 Variation Order 2018**

North Tyneside Council gives notice that it proposes to make a Variation Order under Sections 1, 2 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the Orders, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 so that:-

No waiting at any time restrictions (double yellow lines) will be introduced on:-

**King Edward Road, Tynemouth** on its north west side, from a point 33m north east of its junction with Preston Avenue, to a point 234m north east of that junction and on its south east side, from a point 65m south west of its junction with Mariners Lane to a point 14m north east of that junction.

**Mariners Lane, Tynemouth** on its north east side, from its junction with King Edward Road to a point 14m south east of that junction and on its south west side, from its junction with King Edward Road to a point 54m south east of that junction.

Full details of the proposals, may be examined at the address below between 8.30am and 4.00pm on Mondays to Fridays or on the Council's website [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk) (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk) by 11 January 2018. Any objections received will be placed in the working file and can be viewed by the public if requested.

8 December 2017

V Geary, Head of Law & Governance

Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

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