

North Tyneside Council Report to Cabinet Member for Environment and Transport Date: 9 August 2018

Traffic Regulation
Order – Western Way,
Whitley Bay

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: St Mary's

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment and Transport to extend the existing 'No waiting at any time' restriction on the north side of Western Way at its junction with The Links and set aside one objection received to the proposal.

1.2 Recommendation(s):

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

- (1) considers the objection;
- (2) sets aside the objection in the interests of maintaining two-way traffic flows and improving visibility and road safety at the eastern end of Western Way; 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 2020:

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

1.5 Information:

1.5.1 Background

The proposal to introduce additional waiting restrictions at the eastern end of Western Way was developed as a result of requests from local residents concerned about vehicles parking on the bend at this location obstructing the flow of traffic and affecting forward visibility, 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 additional waiting restrictions on the bend will improve forward visibility for motorists using Western Way and will also allow two-way traffic flows to be maintained without vehicles being required to mount the footway, thereby improving road safety.

The original proposal involved double yellow lines being introduced on both sides of the bend. An informal consultation exercise took place and, as a result of feedback received from some local residents concerned about the potential impact of displaced parking, it was agreed with ward councillors that the proposal should be amended. A revised proposal involving the introduction of restrictions on the northern side of the bend only was then progressed.

Affected residents were informed of the proposals by letter. 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.

One objection was received in response to the statutory Notice of Intention. A summary of that objection is 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 Objection

Ms F, a local resident, submitted an objection to the scheme based on her view that the proposed restriction was unnecessary as a result of the carriageway being wide enough at this location to accommodate parking on one side of the road whilst still maintaining two-way traffic flows. The objector also questioned the need for restrictions from a road safety point of view based on information she had been provided which suggested that no accidents had been recorded at this location. She also raised concerns about the potential for the restrictions to displace parking to other, inappropriate locations nearby.

An officer wrote to the objector to clarify that the proposal had been developed as a result of concerns amongst residents regarding traffic being able to flow freely along the route during busier periods when parking on the northern side of the road occurs. It was also explained that parking on the inside of the bend affects forward visibility and the proposed restrictions would make the situation safer. The officer also clarified that an accident had in fact been recorded at the location and apologised for any contradictory

information that may have been provided previously. In response to the objector's concerns about parking being displaced further into Western Way, it was confirmed that, in the event of the restrictions being introduced, the situation on the street would be monitored and the implementation of further measures considered as appropriate.

The objector was invited to reconsider her objection in light of this information by responding to officers in writing by 24 May 2018. No response was received.

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 improve visibility and road safety at the eastern end of Western Way.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Legal Notice of Intention as published in local press

Appendix 3 Plan of scheme

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Nicholas Bryan, Highway Network Manager, Capita, 0191 643 4808

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Alison Campbell, Senior Business Partner, 0191 643 7038

1.10 Background information:

(1) North Tyneside Transport Strategy

<https://my.northtyneside.gov.uk/category/1237/transport-strategy>

(2) 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

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

Details of Objection – Ms F (dated 25 April 2018)

I would like to put forward my objection to the proposed double yellow lines in Western Way from The Links. People do not park opposite the proposed area due to drive ways and there is more than enough width for 2 cars to pass comfortably. All this proposal will do is push the traffic up the street where residents park outside their homes and therefore 2 cars are not able to pass. I was advised by the council that no accidents have been recorded where the double yellow lines have been proposed so I am at a loss as to the benefit of this?

Officer Response (dated 3 May 2018)

Dear Sir / Madam,

With reference to your recent objection to the proposal to extend the double yellow lines on the northern side of Western Way at its junction with The Links, please allow me to address the issues you have raised.

I can confirm that the extended restrictions have been proposed to ensure that this particular section of carriageway is kept clear of parked vehicles in order to maintain adequate forward visibility for traffic using this route which is compromised when vehicles park on the bend. The proposal has been taken forward as a result of longstanding concerns amongst some local residents and following inspections by officers from the Council's traffic and road safety team. It is also supported by ward councillors. I can also confirm that a road traffic collision was recorded at this location in 2015 and apologise if any information contrary to this was provided to you previously.

Your comments regarding the possibility of parking being displaced following the introduction of the proposed restrictions are noted but the extents of the restrictions have been kept to a minimum in order to address the road safety issue without unnecessarily affecting residential amenity. However, I can confirm that if the extended restrictions are introduced, the situation will be monitored and the implementation of further measures considered as appropriate. I hope you will find this approach satisfactory and would be happy to discuss the matter further once the lines have been installed and any impact on the surrounding area becomes apparent.

If you would like to withdraw your objection based on the information provided, I would appreciate it if you could let me know by email before Thursday 24th May. If I do not hear from you before this date, your objection will be referred to the Cabinet Member for Housing and Transport for consideration in due course.

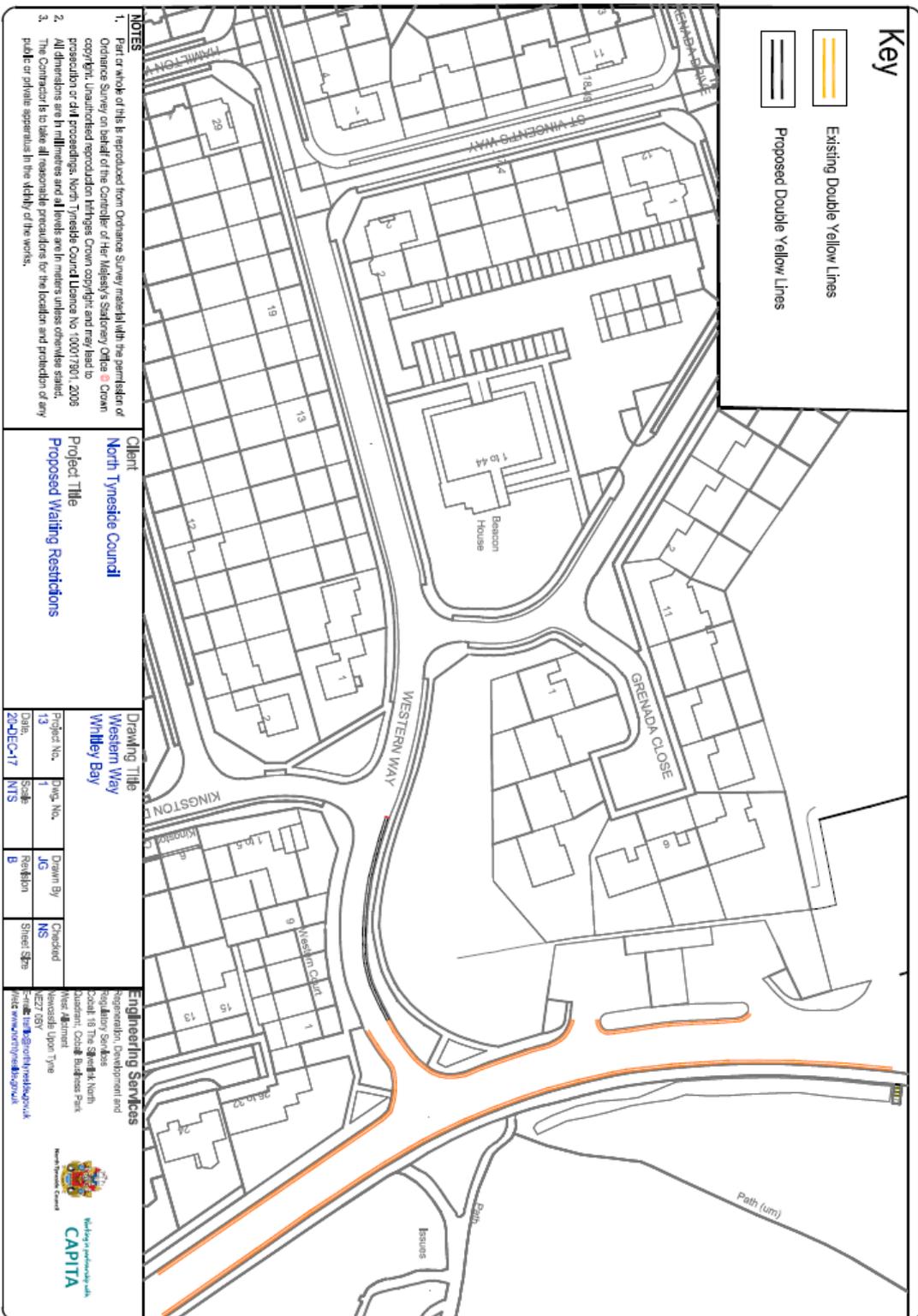
**NORTH TYNESIDE COUNCIL
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 Variation
Order 2018**

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 Order, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 so that:-

1. no waiting at any time restrictions (double yellow lines) will be introduced on:-
 - a) Western Way, Whitley Bay on its north side from a point 19m west of its junction with The Links to a point 74m west 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 (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 by 30 April 2018. Any objections received will be placed in the working file and can be viewed by the public if requested.

9 April 2018
V Geary, Head of Law & Governance
Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



Key



Existing Double Yellow Lines



Proposed Double Yellow Lines

NOTES

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2. All dimensions are in millimetres and all levels are in metres unless otherwise stated.
3. The Contractor is to take all reasonable precautions for the location and protection of any public or private apparatus in the vicinity of the works.

Client
North Tyneside Council

Project Title
Proposed Waiting Restrictions

Drawing Title
Western Way
Whitley Bay

Project No.	13	Dwg. No.	1	Drawn By	JG	Checked	NS
Date	20-DEC-17	Scale	1:1	Section	B	Sheet Size	A3

Engineering Services

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Whitley Bay
CAPITA
 Engineering Services