

North Tyneside Council Report to Cabinet Member for Environment and Transport Date: 29 September 2020

Title: Traffic Regulation Order – North Road, North Shields

Portfolio(s):	Environment and Transport	Cabinet Member(s):	Councillor 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:	Preston		

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment and Transport to introduce waiting restrictions (double yellow lines) on North Road at its junction with Pennyfine Close, North Shields and to set aside seven 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 improving visibility for vehicles exiting Pennyfine Close onto North Road thereby improving road safety; and
- (3) determines that the Traffic Regulation Order should be made incorporating an amendment to the proposal as described in Section 1.5.1 of this report.

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 2020 to 2024:

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

1.5 Information:

1.5.1 Background

The proposal to introduce waiting restrictions on North Road at its junction with Pennyfine Close was developed following requests from residents who raised concerns about parking at that location restricting visibility for vehicles attempting to join North Road from Pennyfine Close. A petition with 11 signatures requesting the introduction of restrictions was submitted to the Authority by residents of Pennyfine Close and the reported issue was confirmed by officers during a number of site visits.

Residents living in the vicinity of the junction were informed of the proposal by letter and as a result of feedback received and subsequent site observations by officers, the scheme was amended so that the proposed restrictions were extended further north to improve visibility to the right for vehicles exiting Pennyfine Close.

The proposal was also supported by ward councillors.

In accordance with the statutory process, a Notice of Intention for the proposal was displayed on site, in the local newspaper and on the Authority's website outlining the proposed restrictions.

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

Taking into account the concerns raised about the extent of the proposed restrictions and associated loss of parking provision, and following additional site observations by officers, it is proposed that the scheme is amended so that the restrictions proposed for the south side of the junction are reduced in length as shown in the drawing at Appendix 4. This will still allow adequate visibility to the left for vehicles exiting Pennyfine Close whilst maintaining some parking provision at this location.

1.5.2 Statutory Consultation

Proposed parking restrictions or the revocation or amendment of existing parking restrictions 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

A local resident, **Ms F** submitted an objection to the scheme based on her view that it would reduce parking provision for residents and that the restrictions did not need to be the proposed length. She suggested that shorter yellow lines and a lower speed limit would provide an appropriate solution.

An officer wrote to the objector to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve a satisfactory visibility splay. Officers explained that North Road is a link distributor road and therefore the existing speed limit is appropriate. The resident was also advised of the process for requesting permit parking restrictions due to her comments regarding parking pressures in the area.

The objector was invited to reconsider her objection in light of this information by responding to officers in writing by 6 April 2020. No such response was received.

Local residents, **Mr and Mrs C** submitted an objection to the scheme based on their view that it would reduce parking provision for residents and the nearby Scout Hut and was not necessary.

An officer wrote to the objectors to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve a satisfactory visibility splay. Officers explained that the Scout Hut had been included in the consultation exercise conducted prior to the proposal being formally advertised. The residents were also advised of the process for requesting permit parking restrictions due to their comments regarding parking pressures in the area.

The objectors were invited to reconsider their objection in light of this information by responding to officers in writing by 6 April 2020. No such response was received.

A local resident, **Mr D** submitted an objection to the scheme based on his view that it would reduce parking provision for residents and the nearby Scout Hut and that visibility at the junction was adequate.

An officer wrote to the objector to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve a satisfactory visibility splay. Officers explained that the Scout Hut had been included in the consultation exercise conducted prior to the proposal being formally advertised. The resident was also advised of the process for requesting permit parking restrictions due to his comments regarding parking pressures in the area.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 6 April 2020. No such response was received.

Local residents, **Mr and Mrs C** submitted an objection to the scheme based on their view that it would reduce parking provision for residents and that the extent of the proposed restrictions was excessive. They also highlighted the fact that a disabled person was living in the vicinity and the proposal may be detrimental to them.

An officer wrote to the objector to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve an adequate visibility splay. The residents were also advised of the process for requesting permit parking restrictions due to their comments regarding parking pressures in the area. The officer also explained that blue badge holders are permitted to park on double yellow lines for a period of up to three hours.

The objectors were invited to reconsider their objection in light of this information by responding to officers in writing by 6 April 2020. No response was received from the residents.

A local resident, **Mr A** submitted an objection to the scheme based on his view that it would reduce parking provision for residents and that the extent of the proposed restrictions was excessive. He suggested that a reduced length of yellow lines, traffic calming and a lower speed limit would provide an appropriate solution.

An officer wrote to the objector to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve a satisfactory visibility splay. Officers explained that the recorded average speeds on North Road were below the threshold of 35mph specified in Department for Transport guidance and would therefore not necessitate the introduction of traffic calming measures. The resident was also advised of the process for requesting permit parking restrictions due to his comments regarding parking pressures in the area.

The objector was invited to reconsider their objection in light of this information by responding to officers in writing by 6 April 2020. The resident responded requesting further details about a particular response to the consultation exercise. The officer advised that the information requested could not be provided but confirmed that a letter was sent to the property in question during the consultation. No further responses were received from the objector.

A local resident, **Ms A** submitted an objection to the scheme based on her view that it would reduce parking provision for residents and that the extent of the proposed restrictions was excessive.

An officer wrote to the objector to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve a satisfactory visibility splay. The resident was also advised of the process for requesting permit parking restrictions due to her comments regarding parking pressures in the area.

The objector was invited to reconsider her objection in light of this information by responding to officers in writing by 6 April 2020. No such response was received.

A local resident, **Ms C** submitted an objection to the scheme based on her view that it would reduce parking provision for residents and that the extent of the proposed restrictions was excessive.

An officer wrote to the objector to clarify that the proposed restrictions had been kept to the minimum effective length and that the junction was not an appropriate place to park vehicles. It was explained that owing to the alignment of the junction, the length of restrictions would need to be longer than the 10 metres advised by the Department for Transport in order to achieve a satisfactory visibility splay. The resident was also advised of the process for requesting permit parking restrictions due to her comments regarding parking pressures in the area.

The objector was invited to reconsider her objection in light of this information by responding to officers in writing by 6 May 2020. 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 proposal will help to ensure that visibility for vehicles exiting Pennyfine Close onto North Road is maintained thereby improving road safety.

1.8 Appendices:

- Appendix 1 Details of objections and associated correspondence
- Appendix 2 Traffic Regulation Order advertised on site
- Appendix 3 Copy of Proposed Plan as originally advertised
- Appendix 4 Copy of Proposed Plan showing revised proposal

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
Cathy Davison, Principal Accountant Investment (Capital) and Revenue, 0191 643 5727

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 2020/21 (Parking Management) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve the revocation or amendment of existing parking orders and the introduction of 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 it is expedient to make the Order unchanged, to make the Order with modifications or not to make the Order.

In accordance with the Authority's scheme of Delegation to Cabinet Members, if any objections made in relation to a proposed Order cannot be resolved, then the Cabinet Member for Environment and Transport is required to consider the objections made and not withdrawn and to determine whether it is expedient for the Traffic Regulation Order to be made.

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 2019 Variation Order 2020.

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. This included letters being sent to residents living in the immediate vicinity of the proposed restrictions inviting comments and two meetings taking place between officers and different groups of residents to discuss the restrictions. The proposal was advertised in line with statutory process as described in section 1.5.2. and representations from residents used to inform the proposed amendment to the scheme described in section 1.5.1.

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

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

Details of Objection – Ms F (Dated February 2020)

Proposed Double Yellow Lines on North Road, Preston Village

I wish to object to the length of yellow lines in the proposal.

1. I am 83 years old and have a blue badge. My flat adjoins North Road (North View is a pedestrian street). I have lived there for 30 years and parked on North Road.
2. We have lost approx. 3 car spaces from our parking in last 2 years. There are more cars than spaces.
3. I reverse into Pennyfine Close and drive out again daily without any problem.
4. To my knowledge there have been no accidents in our area.
5. North Road is very wide and even with cars parked on both sides there is lots of room for 2 way traffic.
6. When I go out at night I frequently have to park on other side of road if no space is available, but not near Pennyfine Close.

Maybe a small amount of yellow lines and make it a 20 mile limit would provide a solution to all concerned.

Officer Response (Dated 24th March 2020)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the enclosed plan). I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles must not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

As the implementation of any restrictions is likely to affect parking provision to some degree, officers always review the situation once schemes are operational and this would also be the case here. We do recognise that parking is limited in Preston Village and whilst it would be difficult to create additional parking for the area, if you believe that there is a significant amount of non-residential parking occurring and would consequently like to request that consideration is given to the introduction of permit parking restrictions in this area you could complete a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process. It should also be noted that blue badge holders can legally park on double yellow lines for up to three hours in some circumstances in order to facilitate access to premises.

Officers appreciate your comment in regard to reducing the speed limit to 20mph however North Road is a classified link distributor road with medium to high volumes of traffic and as such we would consider the current speed limit appropriate.

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 6th April 2020. 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.

If you have any further questions, please do not hesitate to contact me.

Details of Objection – Mr and Mrs C (Dated February 2020)

We the undersigned living on the west side of North Road would like to protest most strongly to the above application for double yellow road markings on the east side of North Road.

Having lived in the village all of my life (78) years, my husband and I have resided in our home for 50 years we cannot believe that, the residents of Pennyfine Close after all this time, have now requested double yellow lines to be placed 23 metres to the east side of North Road, "as they say" their line of vision is blocked when exiting Pennyfine Close, 23 metres is over 75 feet, surely they cannot need all of 23 metres to see a clearway, seems to me that they should not be driving if they need as much as that 30 feet at most also the highways engineers have stated that it need to be 23 metres because of the bend in the road (what bend) is this.

We cannot believe as residents in North Road that we were not contacted at all to express our points of view to the council as it affects us with limited parking, and what has not been taken into account, that it is not only North Road, it is North View, who have pedestrian parking, Preston Terrace (who have horrendous parking) Moorcrest Terrace etc. and to put double yellow lines is only going to restrict parking further and exaspate the problem.

Secondly we think the council officers have handled this problem badly to erect 2 small notices outside of our houses on the lamppost (one of which was so far along the street, no (one would have taken notice of it) The other one was seen by my husband to be vandalised and cut off the lamppost and then the person went into Pennyfine Close, (seems to be a funny coincidence) It would have also been a common courtesy to put a letter in the 8 houses concerned, as we pointed out to the officer, we think that when the road engineers came to measure up that all the residents both of Pennyfine Close, and North Road and North View could have put there points of view, instead we were not informed at all.

I contacted the council and spoke to the officer who agreed to meet with the residents of North Rd and North View on Monday 10 Feb where he found the residents very angry how it had all been handled. (all very one sided) and none on the other) as pointed out to the officer in all the time we have had to contend with cars using the swimming pool, rugby club, the school, public house, as well as visitors to Pennyfine Close who park on our side of the road. Not once have we complained, our motto being live and let live) unlike Pennyfine Close as one of the residents told my husband last year that quote ("that they would get double yellow lines put on the road" (is she clairvoyant) my husband said "where do you expect the cars to park" with a shrug of her shoulders and then said "you could always use the swimming pool car park" (we don't all have the luxury of private parking) and we would not like our cars to be vandalised if we had to park our cars overnight (would they) our cars were vandalised last year when a resident of Pennyfine Close glued notices to the front and rear car windscreens telling us not to park on the east side, funny how no one would admit to this vandalism offence???

One other point we would like to make is that if it is a confined view, when exiting Pennyfine Close, it has taken them a very long time to complain, the houses having been built for 40 years, could I also suggest that the gentleman using a wheelchair would be much safer turning

left and using the zebra crossing provided instead of taking his life into his hands crossing a main road.

As for the scouts (which is another bane of contention) dropping off and picking up children two nights of the week do the residents of Pennyfine Close realise if they can't do this as the scout master says "they will go somewhere else where they don't have a problem with parking" thus leaving the scout hut empty and open to vandalism, I am sure for the short time, they drop off and pick up, they could put up with it, in this day and age we should all be encouraging children to join clubs and keep them off the streets where they cause trouble and vandalism.

And finally we would like to say in 78 years we have never witnessed an accident in this area at all, I'm sure like good neighbours we all are, it would have been better if all residents could have worked together with the engineers etc to come to an amicable agreement to solve this problem. We hope we can have a meeting with all the concerned parties before a decision is finally made.

Officer Response – (Dated 24th March 2020)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the enclosed plan). I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions. We appreciate your comments regarding the initial consultation however it was not felt that the properties on the west side of North Road were directly impacted by the proposal. All properties in the immediate vicinity of the junction were consulted and officers met with a number of residents on North Road to discuss their concerns about the scheme. During the statutory consultation two notices were erected on lamp columns on site and the proposed restrictions were advertised in the local press and North Tyneside Councils' website. An officer also attended site to ensure the notice that had been removed by a member of the public was reinstalled.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles must not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

Similarly, in regard to the south side of the junction, it is felt that this is an inappropriate place to leave vehicles parked due to the proximity of the back lane and access to Moor Crest Terrace. I can also confirm that both [address] and the Scout Hut have been consulted about the proposal. In addition, it should be noted that the proposal is for waiting restrictions rather than loading restrictions. As a result, vehicles dropping off and picking up children would not receive a Penalty Charge Notice as long as they are not left parked unattended. As the implementation of any restrictions is likely to affect parking patterns to some degree, officers always review the situation once schemes are operational and this would be the case here. Whilst it would be difficult to create additional parking for the village, if you believe there is a significant issue with non-residential parking and would consequently like to request that consideration is given to the introduction of permit parking restrictions in this area you could complete and submit a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process.

In regard to the notices that were placed on vehicles, this is of course not promoted by North Tyneside Council and should be raised with the police using their non-emergency number (101).

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 6th April 2020. 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.

If you have any further questions, please do not hesitate to contact me.

Details of Objection – Mr D (Dated 21st February 2020)

To Whom it May Concern

I am writing today, by way of a registering a strong opposition to the proposed double yellow lines on the east side of North Road.

I have been a resident of North Road for 21 years along with my partner, and subsequently our 2 teenage children.

I would like to point out that in my opinion, the matter has thus far been dealt with in an extremely unsatisfactory manner...Given that my family, and all other residents of the west side of North Road, also North View and Preston Terrace, would be likely to end up suffering a great deal of distress and inconvenience if these proposals were to come into fruition, I find it abhorrent that we were not consulted on the matter.

The lack of parking in this area is already a cause of anxiety to myself and my neighbours, all of which we have good relationships with, yet should these proposals cause even more concern due to parking, I can foresee a great deal of negativity emerging in this and neighbouring streets as a direct result.

These proposals do not appear to have been looked at from an actual practical standpoint given the modern and future problems with parking, and in my opinion are heavily subjective and as previously stated have been drawn up with no input from, or indeed correspondence with the people they will affect most.

It should also be noted that we the residents have recently lost several parking spaces due to the new build project on North Road that was recently passed.

It seems to me that these proposals are unnecessarily extreme, and although I would concur that it would be reasonable to allow for a small area from the corner heading North to be yellow lines, maybe 30 ft, and as for the proposed line heading South, they would be directly in front of a dwelling on the east side of the road.

As a driver for 30 years myself I would be very worried about my driving ability if I could not negotiate joining North Road from Pennyfine Close under these conditions, as long as I wasn't cutting the corner of the junction off – and was actually making full use of the opening from Pennyfine to gain a view of North Road.

There is no issue whatsoever for anyone crossing North Road in this area, as a pedestrian crossing is situated in close proximity.

I have been made aware that someone who is thought to be a resident of Pennyfine Close, was seen by my neighbour, to remove the notices regarding this matter from the lamppost on North Road. I am also aware of occasions when messages have been affixed to my neighbours cars with no authority. This along with various uncouth comments about "where we could park instead" leads me to the conclusion that we are being unfairly disregarded in this matter.

In my opinion, the only time it could be reasonably argued that the parking on the East side of North Road is a problem, would be the brief period twice a week when the parents of the Scouts and Cubs who attend the Scout group, drop off and pick up their children. This however is in no way a true representation of the everyday situation! Given the fact that most of Preston Village is already suffering serious parking issues, the proposed changes would see residents of North Road/North View having to park a wholly unreasonable distance away from their own homes, the knock on effect would then make it almost impossible for these parents to get within a hundred meters minimum, and I would find it saddening to think that the Scout Group would be at risk of parents taking their children elsewhere, which would certainly not benefit our neighbourhood.

My partner and myself have video and photographs showing that the situation with the Scout parking is again, brief and things rapidly return to normal once the children have been collected.

Aside from the obvious inconvenience etc these proposals would cause, there is also the issue with security and safety. I would ask who would find it reasonable that my van could now end up scores of meters away parked almost out of view of my own home?

And worst of all the fact that my 17 year old daughter and all of my neighbours for that matter- could find themselves parking in an unlit area on the East side of the road, and walking an unreasonable distance to their own homes.

Yes this is a Terrace on a busy road, and no we do not have the luxury of private parking, but that in no way negates the need for our opinions as a community in the whole to be heard and considered objectively and with a practical inspection of the facts and further reaching connotations of these proposals.

I would therefore strongly request that these proposals are reconsidered and a compromise sought.

Officer Response – (Dated 23rd March 2020)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the attached plan). I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions. We appreciate your comments regarding the initial consultation however it was not felt that the properties on the west side of North Road would be significantly impacted by the proposal. Local ward councillors and the properties either side of the junction were consulted in the first instance and officers met with a number of residents on North Road to discuss their concerns about the scheme. The intention was for residents living in the wider area to voice their views during the statutory consultation phase of the process when the proposal was formally advertised.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a

minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles should not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

Similarly, in regard to the south side of the junction, it is felt that this is an inappropriate place to leave vehicles parked due to the proximity of the back lane and access to Moor Crest Terrace. I can also confirm that both [address] and the Scout Hut have been consulted about the proposal. In addition, it should be noted that the proposal is for waiting restrictions rather than loading restrictions. As a result, vehicles dropping off and picking up children would not receive a Penalty Charge Notice as long as they are not left parked unattended. As the implementation of any restrictions is likely to affect parking provision to some degree, officers always review the situation once schemes are operational. Whilst it would be difficult to create additional parking for the village, if you would like to request that consideration is given to the introduction of permit parking restrictions in this area you would need to complete a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process. We are aware that the parking situation is worse when the Scout Hut operates however officers have carried out site visits at various different times during the day and in the evening and observed obstructive parking taking place.

In regard to the notices that were placed on vehicles, this is of course not promoted by North Tyneside Council and we would advise you to raise your concerns with the police using their non-emergency number (101).

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 6th April 2020. 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.

If you have any further questions, please do not hesitate to contact me.

Details of Objection – Mr and Mrs C (Dated 21st February 2020)

With reference to the proposed parking restrictions in the subject area, please take into account our objections to the extent of the proposed restrictions to the north of Pennyfine close.

The need for some restrictions are not in dispute as some vehicles have been parking too close to the entrance to Pennyfine close thereby blocking those resident's view of oncoming traffic.

The new proposal however, extending the restrictions past the single gate at the annexe of [number] North road takes away parking rights for my wife who is in receipt of PIP for the nature of her disability which severely affects her walking ability. She is presently applying for a blue badge due to the severity of her condition.

The amended proposal should not be extended to this length of (I believe) 23 metres as this is further than what is necessary for safe egress from Pennyfine and much further than what is required by advice from documents such as the Highway Code.

Residents from Pennyfine have agreed with us that our vehicles parked near the single gate do not constitute a hazard for their driving, it is the other vehicles parking nearer the close that have resulted in this request for restrictions.

Please take into account our objections to the new proposal.

Officer Response – (Dated 23rd March 2020)

I am emailing following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the attached plan). I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles must not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

As the implementation of any restrictions is likely to affect parking patterns to some degree, officers always review the situation once schemes are operational and this would be the case here. Whilst it would be difficult to create additional parking for the village, we could investigate if there is a significant non-residential parking pressure on the area. If you believe this may be the case and would consequently like to request that consideration is given to the introduction of permit parking restrictions, you would need to complete a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process. It should also be noted that as a blue badge holder, you would be able to park legally on double yellow lines for up to 3 hours which would allow suitable access to your front gate.

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 6th April 2020. 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.

If you have any further questions, please do not hesitate to contact me.

Details of Objection – Mr A (Dated 21st February 2020)

I wish to object to the proposed double yellow lines on North Road and Moorcrest Tce and the entrance to Pennyfine Close.

I would like to know what criteria was used in selecting this one of many accesses onto North Road/Walton Ave as there are lots of junctions with parked vehicles with a lot higher volume of traffic with no parking restrictions than Pennyfine Close. If the Local Authority and the Residents of Pennyfine Close are claiming this is a health and safety issue on what grounds?

I have lived opposite this driveway for over 25 years and there has never been an accident nor have I ever observed even a near miss so hardly an accident black spot.

The proposed length of the double yellow lines I believe also to be excessive at over 20 meters each which I am told is longer than was previously intended due to the bend in the road. I would like to know which bend.

The real issue here is not the occasional parked vehicles but driving ability [or lack of it]. It is a fundamental basic requirement that a qualified driver can exit or enter a junction even if there line of vision is restricted and is clearly explained in the highway code. This skill is required on a regular basis while driving and not just when exiting or entering a driveway.

The length of these double yellow lines will just move the parked vehicles another 25-30 metres up the road which will cause the same alleged problem at Orchard Court/Preston Cottage etc. Will the local authority then put yellow lines at these driveways/junctions and then continue this process all alone North Road/Walton Ave or indeed anywhere in North Tyneside where a resident asks for unrestricted vision when exiting there driveway/junction.

I believe the solution for the residents of Pennyfine Close issue with parking is not yellow lines but traffic calming measures ie. road humps or 20mph speed limit or both which would assist them in accessing North Road. The volume of traffic from Pennyfine Close is extremely low and I do not see where the cost of these yellow lines could be justified with the financial restraint on the local Authority budget.

The 1st house on Moorcrest Tce is empty and up for sale [a sale fell through 2 weeks ago?] and probably will be for a long time as the proposed double yellow lines will run the full length of the house and the attached Scout building. Had the authority given any thought to where the parents/guardians of the scouts will drop their sons/daughters off when they attend their meetings or is it just the residents of the private driveway which is Pennyfine Close who have any say in this proposal. On the same note why did the authority meet with only the residents of Pennyfine Close and not the other local residents who this proposal involved? One rule for those on a private road and another for those that do not. To use a play on words with a Labour Party slogan – For the Few Not the Many.

The first that residents on North Road knew of this proposal was when a letter was attached to a lamp post approx. 1.5m from the ground. Surely there is a better way of informing residents of a proposal. What happened to sending letters out? No thought given whatsoever to people who would not be able to read this notice for whatever reason.

As I mentioned previously the alternative and best solution for all residents not the few would be traffic calming/speed restrictions on this section of Road. It is 200 metres from John Spence school and is a main access road to both it and Tynemouth swimming pool and of course the only access to the Scout building.

Officer Response – (Dated 23rd March 2020)

I am emailing following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the attached plan). I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions. We appreciate your comments regarding the initial consultation however it was not felt that the properties on the west side of North Road were directly impacted by the proposal. All properties in the immediate vicinity of the junction were consulted and officers met with a number of residents on North Road to discuss their concerns about the scheme. The proposal was also advertised through a statutory consultation exercise including notices erected on lamp columns, in the local press and on North Tyneside Councils' website.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a

minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles must not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

Similarly, in regard to the south side of the junction, it is felt that this is an inappropriate place to leave vehicles parked due to the proximity of the back lane and access to Moor Crest Terrace. I can also confirm that both [address] and the Scout Hut have been consulted about the proposal. In addition, it should be noted that the proposal is for waiting restrictions rather than loading restrictions. As a result, vehicles dropping off and picking up children would not receive a Penalty Charge Notice as long as they are not left parked unattended. As the implementation of any restrictions is likely to affect parking patterns to some degree, officers always review the situation once schemes are operational and this would include surrounding junctions in the area. Further restrictions will be proposed if necessary. Whilst it would be difficult to create additional parking for the village, if you believe that there is a significant volume of non-residential parking occurring and would consequently like to request that consideration is given to the introduction of permit parking restrictions in this area you could complete and submit a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process.

Traffic calming has been considered for this stretch of carriageway however this would only be appropriate for locations where the average speeds are 35mph or above as per DfT guidance. The average speeds in 2018 were found to be 29mph northbound and 30mph southbound. Therefore we would not look to install any physical traffic calming measures along this section of North Road.

In regard to the notices that were placed on vehicles, this is of course not promoted by North Tyneside Council and should be raised with the police using their non-emergency number (101).

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 6th April 2020. 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.

If you have any further questions, please do not hesitate to contact me.

Mr A Response (Dated 23rd March 2020)

Can I ask who it was that was consulted with at [address] as the owner sadly passed away early last year?

Officer Response – (Dated 24th March 2020)

I note your comment but as I would not be able to discuss details of responses received from any individual properties, I can only confirm that a consultation letter was delivered to [address].

Please let me know if you have any further queries or would like to withdraw your objection.

Details of Objection – Ms A (Dated 12th February 2020)

I wish to object to the proposal to have double yellow lines on North road and Moorcroft tce. Firstly I would like to ask why the only residents that had knowledge of this are the residents of pennyfine close, I myself live on North road and the first I knew of this was when a notice was put on a lamp post, the same notice taken down a few days later by a resident of Pennyfine close which was witnessed by one of my neighbours Surely a matter as important as this residents should have received notification in writing?

Pennyfine close is a small private cul-de-sac with one entrance servicing one house and maybe 6 or 7 bungalows with very few cars I myself observed this entrance on Monday 10th February between 9am and 10am and not one vehicle entered or left this small road, so why the need for yellow lines stretching so far up North road.

I myself am a resident of North road and the parking of an evening when residents return from work can be very limited as residents from North view also park on this stretch of road, we have already lost valuable parking due to a new build (which again we received no notification that this house was going to be built) and now we find out by chance a resident noticed the sign on a lamp post that we shall be losing more parking.

I might add that there is no problem with parking throughout the day on North road as most residents are out at work there are normally only two cars parked on the side the proposed lines will go on and they are always parked well away from the pennyfine close cul-de-sac I often turn my car round at this entrance and have never had any problems. I have lived on North road for 25 years and have never witnessed an accident or even a near miss from any vehicles entering or leaving pennyfine close so what has changed in this time, you use due care and attention which any driver should be doing when joining a road.

If this is a safety issue again I can not understand why as I stated earlier there are very few cars use this entrance, if there is a need for yellow lines can they not be shorter or perhaps lower the speed limit so allowing these residents more time to pull out.

The only time North road is busy is when parents are dropping off and picking up their children from the scout hut but they are only parked for maybe 5 minutes, surely residents can't object to this!. I also feel if yellow lines are imposed would these parents look for other scout congregations where there is parking leaving this building to be derelict. The yellow lines that are proposed for moorcrest tce again I can't understand the need for this, this is not even a main road it leads into a small car park. I would like to know also who makes the decision as when my car was defaced a sign stuck on the drivers side of my windscreen with glue which took me a considerable time to remove was signed by the residents of pennyfine close.

Advising if I continued to park in this place then "THEY" would have no alternative but to have yellow lines put on the road, has this decision already been made?? As far as I am aware I thought that the council made these decisions after hearing all opinions as this is a very important decision and can have a huge impact on people's lives, I might add I was parked within the legal limit away from the entrance when I was parked. When I tried to find out who was responsible not one resident of pennyfine close admitted to this even though it was signed all the residents of pennyfine close, they did suggest that I park my car in morrisons/ swimming pool car park REALLY!!! Yet pennyfine close residents find it perfectly acceptable for their visitors to park in the exact same place or even outside our houses on North road for days at a time.

If this does go ahead does this now mean that all roads adjoining other roads will now have double yellow lines imposed at considerable expense, I think this money could be spent more wisely.

I hope you take all the above points into consideration when making your decision (although it seems to be the residents of pennyfine close have already made the decision that this will be going ahead)

Officer Response – (Dated 23rd March 2020)

I am emailing following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the attached plan). I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions. We appreciate your comments regarding the initial consultation however it was not felt that the properties on the west side of North Road were directly impacted by the proposal. All properties in the immediate vicinity of the junction were consulted and officers met with a number of residents on North Road to discuss their concerns about the scheme. I can confirm that residents' views are taken into consideration at all stages of the consultation process and whilst officers make recommendations in regard to whether or not schemes are taken forward, ultimately if any objections to the proposal remain it is the Cabinet Member for Environment and Transport who makes the decision after considering all of the representations.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles must not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

It should be noted that the proposal is for waiting restrictions rather than loading restrictions, therefore, vehicles dropping off and picking up children would not receive a Penalty Charge Notice as long as they are not left parked unattended. As the implementation of any restrictions is likely to affect parking provision to some degree, officers always review the situation once schemes are operational and this would be the case here. Whilst it would be difficult to create additional parking for the village, if you believe that there is a significant volume of non-residential parking occurring and would consequently like to request that consideration is given to the introduction of permit parking restrictions in this area you could complete and submit a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process.

In regard to the notices that were placed on vehicles, this is of course not promoted by North Tyneside Council and should be raised with the police using their non-emergency number (101).

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 6th April 2020. 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.

If you have any further questions, please do not hesitate to contact me.

Details of Objection – Ms C (Dated 12th February 2020)

To Whom It May Concern,

I am writing to voice my objection to the double yellow lines proposed on Pennyfine Close/ North Road; Project Number PNFWR01.

I understand that the plans were submitted on 9/12/2019, but I cannot understand why the residents in the surrounding areas – North Road, [address], Moor Crest Terrace, and North View – were not informed by letters. We were not informed about the engineers and surveyors that have come around to assess the area and draw up plans either. I find this all to have happened rather quickly, rather quietly, and makes me want to know how and why.

I have heard that photographs have been submitted by the residents of Pennyfine Close regarding cars parked on the east side, southbound, on a Monday and Thursday evening; this is when the Scout Hut is open for Cubs and Scouts, and only during term time. Like when you move next to a school you have to be prepared for that twice a day, five days a week, cars will be parked outside your house to drop off and pick up.

I feel that if a parent can no longer drop their children off safely in front of the Scout Hut then they will undoubtedly take their children elsewhere and that will leave the building to fall into ruin, and take much of the visitors out of Preston Village which affects buildings – like the Scout Hut – and surrounding businesses – Sportsman, and the swimming pool.

As you have no doubt seen there are very few places to park, and the car park adjacent to Moor Crest Avenue has eight spaces for eight houses. Tell me where the family that live in the house up the lane from the Scout Hut will park when you put yellow lines outside their house? Or where will [address] park when the double yellow lines are outside the house?

I am well aware you don't have the right to park outside your own house, but is there anywhere more parking can be implemented for our village?

I have been informed that Pennyfine Close has only been there for the last forty years. Why now, do they need to have double yellow lines, both north and south, of the entrance to their road? I have to see around my neighbour's car when I am exiting my space and don't see why they can't do the same. The major problem with them exiting their road is that they "can't see" when they leave, but I have watched from across the road and they never drive on the correct side of the road so they could make it easier for themselves.

Also I must address the man that lives in a wheelchair in the Close. If their argument is that they can't see past the cars lining the street then he has no such objections as he zips out full pelt from his road across to mine. Not only does he put his own life in danger, but that of any passing pedestrians, and cars on the road. I'd also like to point out that he lives less than fifty metres from the zebra crossing on North Road, where he could cross safely.

If this is to go ahead despite the many objections from North Road and the surrounding area is there a reason that the lines need to be as long as proposed? Twenty six metres South is almost to Moor Crest Terrace, which if I'm remembering my driving test and lessons correctly will not effect the people of Pennyfine Close's ability to see traffic from the North. Would it not be sufficient to have the double yellow lines ten metres from the entrance on either side of Pennyfine Close, and to make the entrance into a junction with lines that mark it as such? My last point is in relation to the vandalism that Pennyfine Close residents are engaging in. They are sticking paper to cars, making it impossible to move their cars safely from the spaces they're in. Instead of them leaving a flyer under the wiper blade on the windshield, which is infinitely safer and more of a common practice, they are using glue and making it unsafe for drivers. One of the residents of North Road has asked them which one of them has done it but nobody wants to confess and own up to it. Which in my opinion is disgusting and cowardly.

Officer Response – (Dated 22nd April 2020)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at the junction of Pennyfine Close and North Road (as shown on the enclosed plan).

I would like to clarify the extents of the proposal and the reasons why we are proposing these restrictions. We appreciate your comments regarding the initial consultation however it was not felt that the properties on the west side of North Road were directly impacted by the proposal. All properties in the immediate vicinity of the junction were consulted and officers met with a number of residents on North Road to discuss their concerns about the scheme. During the statutory consultation two notices were erected on lamp columns on site and the proposed restrictions were advertised in the local press and North Tyneside Councils' website.

The proposal to introduce double yellow lines on the junction of Pennyfine Close and North Road has been developed as a result of residents' concerns about restricted visibility at this junction. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location. We have kept the length of the waiting restrictions to a minimum to reduce the impact on parking provision for residents but although Department for Transport guidance states that vehicles must not park within 10 metres of a junction, officers feel that due to the alignment of this particular junction, a more extensive restriction of 23 metres is required to achieve an adequate visibility splay. As a result, we do not feel it would be appropriate to reduce the length of the proposed restrictions on the north side of the junction.

Similarly, in regard to the south side of the junction, it is felt that this is an inappropriate place to leave vehicles parked due to the proximity of the back lane and access to Moor Crest Terrace. I can also confirm that both [address] and the Scout Hut have been consulted about the proposal. In addition, it should be noted that the proposal is for waiting restrictions rather than loading restrictions. As a result, vehicles dropping off and picking up children would not receive a Penalty Charge Notice as long as they are not left parked unattended. As the implementation of any restrictions is likely to affect parking patterns to some degree, officers always review the situation once schemes are operational and this would be the case here. Whilst it would be difficult to create additional parking for the village, if you believe there is a significant issue with non-residential parking and would consequently like to request that consideration is given to the introduction of permit parking restrictions in this area you could complete and submit a parking restriction request form. If you would like to submit such a request, please let me know and I can send you further details regarding this process.

In regard to the notices that were placed on vehicles, this is of course not promoted by North Tyneside Council and should be raised with the police using their non-emergency number (101).

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 6th May 2020. 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.

If you have any further questions, please do not hesitate to contact me.

**NORTH TYNESIDE COUNCIL
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019
Variation Orders 2020**

North Tyneside Council gives notice that it proposes to make Variation Orders under Sections 1, 2, 45, 46 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 2019 so that no waiting at any time restrictions (double yellow lines) be introduced on North Road, North Shields, east side, from a point 23 metres north of its junction with Pennyfine Close to a point 26 metres south of that junction.

Details of the proposals may be examined at the address below between 8.30am and 4.00pm on Mondays to Fridays or online 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 21 February 2020. Any objections received will be placed in the working file and can be viewed by the public if requested.

31 January 2020
Head of Law & Governance
Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



