

North Tyneside Council

Report to Cabinet Member for Environment and Transport

Date: 9 March 2021

Title: Traffic Regulation Order – Tynemouth Terrace Area, Tynemouth

Portfolio(s): Environment and Transport	Cabinet Member(s): Councillor C Johnson
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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 amend the existing TM2 permit parking restrictions in Tynemouth Terrace and the adjoining terraces, which currently apply on weekends and bank holidays, to TM1 permit parking restrictions which apply every day, at all times, and set aside 19 objections received to the proposal. The proposal also includes the provision of up to 12 leisure club permits for use within the new scheme.

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 reducing the volume of non-residential weekday parking in the terraces whilst offering some parking provision to support the operation of the adjacent Priors Park; 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 amend the existing TM2 weekend only permit parking restrictions in the Tynemouth Terrace area to TM1 permit parking restrictions which apply at all times, originated from requests from residents of Tynemouth Terrace who raised concerns about the volume of non-residential parking occurring in the area during the week.

Parking surveys were consequently conducted in Tynemouth Terrace in accordance with the assessment process set out in the North Tyneside Parking Strategy, the results of which met the appropriate criteria for weekday permit parking restrictions. Owing to the layout of the terraces, with a single access point and the potential for any non-residential parking to be displaced into any terraces left unrestricted during the week, it was decided that residents of all the terraces (i.e. Tynemouth Terrace/St. Alban's Place, Priors Terrace, Northumberland Terrace and Collingwood Terrace) should be consulted about the possible introduction of full time permit parking restrictions in their streets.

The proposal only received sufficient support from residents of Tynemouth Terrace initially, hence a scheme to amend the restrictions in this street only was brought forward. However, some residents in other terraces raised concerns about the potential for displaced parking and reported that they had not been aware that the consultation results would be evaluated on a street by street basis and amendments to the existing restrictions implemented accordingly. Further consultation with residents of the remaining terraces was consequently carried out and the proposal to introduce full time TM1 permit parking restrictions received support from the majority of residents in those streets. Letters were sent to all residents informing them of the consultation results and the Authority's intention to advertise the proposed amendment formally.

A statutory consultation exercise was carried out in July 2020 and 14 formal objections to the proposal were received. The majority of these were from non-residents and raised concerns about the potential loss of parking provision for users of the adjacent Priors Park, in particular members of Collingwood tennis club. As a result of these objections, officers reviewed existing provision for non-residents in the area and also explored options for accommodating parking provision for users of Priors Park within the proposed scheme. Following discussions with senior officers and the Cabinet Member for Environment and Transport, it was agreed that the original proposal should be amended to include a limited amount of parking provision to support the operation of the tennis and cricket clubs based in Priors Park.

Letters were sent to residents informing them that the statutory consultation exercise associated with the new proposal (including details of the new vouchers) would be formally advertised in the near future.

A parking survey was commissioned to establish the amount of spare parking capacity in the terraces once the requirements of residents and their visitors had been met in order to inform a decision on the appropriate number of vouchers to be allocated to the sports clubs. This required site observations to be carried out at the weekend when the existing permit parking restrictions apply and therefore when it could be assumed that any vehicles recorded parking on street would be associated with residents or their visitors.

The surveys were consequently carried out at 7am, 10am, 1pm, 4pm and 7pm on both Saturday 7 November and Sunday 8 November 2020 with the number of cars in each terrace logged on each occasion. Parking capacity was calculated by measuring the length of each street making appropriate allowances for any factors which would reduce capacity (i.e. junctions, accesses, carriageway width etc.) and then dividing by 6 metres (to represent a car length). This methodology was designed to ensure that the survey data would be as robust as possible.

It was found that over the 2 survey days, there were between 24 and 40 spare parking spaces available across the terraces on each visit. Whilst it was established that some terraces (i.e. Northumberland Terrace) had significantly more spare parking capacity than others (i.e. Priors Terrace), it was felt to be reasonable to expect residents not able to park in their own street, to park in adjoining streets on occasion if required. A precedent for this already exists as reported by residents of Priors Terrace who sometimes have to park in adjoining streets owing to the relatively limited number of on-street parking places in relation to the number of properties on Priors Terrace.

The survey results and next steps were discussed with senior officers and the Cabinet Member for Environment and Transport. It was agreed that, rather than vouchers for short stay parking being issued to the tennis and cricket clubs a limited allocation of transferrable "leisure club" permits would be made available for the clubs to purchase on an annual basis. It was felt that this arrangement would allow greater control over the number of club members parking in the area at any one time and be easier for the Authority to administer. Based on the survey results, it was agreed that 12 leisure club permits (for use of any tennis and cricket club members or staff with a particular requirement to park in close proximity to the park) could reasonably be accommodated within the proposed scheme. This would mean that based on a "worst-case" scenario of all 12 of these permits being used at the same time during a time when only 24 spare spaces were available, this would still leave 12 free spaces across the terraces for the use of residents and their visitors.

It was consequently agreed by senior officers and the Cabinet Member for Environment and Transport that a proposal for the introduction of full-time permit parking (TM1) restrictions including an allocation of up to 12 leisure club permits should be formally advertised and representations invited.

The new proposal was subsequently advertised between 8 December 2020 and 4 January 2021 and 19 objections were received in response to the statutory notice of intention. A summary of these objections is provided in the table below.

It was also brought to officers' attention during the statutory consultation process that St Alban's Place had been omitted from the notice advertising the proposed scheme. The

extents of the proposed scheme had been based on those of the existing permit parking scheme which had assumed that St Alban's Place was part of Tynemouth Terrace. Therefore, whilst it has always been the intention that St Alban's Place is included in the existing and new schemes (and its residents have always been eligible for permits), the description of the scheme area did not make this explicit. In order to regularise the situation therefore, it is proposed that the traffic regulation order associated with new scheme includes a reference to St Alban's Place in addition to Tynemouth Terrace.

1.5.2 Statutory Consultation

Parking proposals are subject to statutory legal process. Schemes must be advertised in the local press and the local authority must also take such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. 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

The table below shows a summary of the objections received, comprising the key points raised by objectors and officers' responses to these points. The second column in the table indicates which objectors mentioned each of the key points shown in the first column. Objectors to parking proposals are usually invited to reconsider their objections in light of the officer's response, however owing to the large number of objections involved in this case, the objectors were advised that their representations would be referred to the Cabinet Member for Environment and Transport as a matter of course. Full details of the objections and officers' responses are included at Appendix 1 of this report.

Summary of Objections (full details of all objections and Council responses can be found at Appendix 1)

Summary of key views expressed by objectors	Included in objections below:	Summary of Council Response
<p>The amount of non-residential parking occurring in the terraces does not warrant the introduction of full-time permit parking restrictions during the week. If any weekday restrictions need to be introduced at all, consideration should be given to the introduction of restrictions which allow some non-residential parking to occur (i.e. a scheme that only applies to certain streets/at certain times or includes an element of free, short stay parking).</p>	<p>2,4,5,6,7, 8,10,11,12 13,15,16</p>	<p>The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted.</p> <p>Consideration was given to the introduction of restrictions which would only operate at certain times of the day but due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. This is in keeping with the TM1 scheme operating elsewhere in Tynemouth which is well established and easily understood by motorists.</p> <p>In addition, whilst it would be possible to introduce a scheme which incorporated a 2-hour maximum stay restriction for example, this would not be in keeping with the permit parking schemes operating elsewhere in Tynemouth which may lead to confusion amongst motorists. Such a scheme would also necessitate a significant amount of additional signage which would not be desirable in a conservation area</p>
<p>The allocation of 12 leisure club permits is insufficient, and the proposed restrictions will therefore negatively impact the operation of the clubs.</p>	<p>1,2,3,4,5,6, 7,8,9,11,12</p>	<p>The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements had been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst keeping any impact on residents to a minimum. Whilst the issuing of additional permits may be considered in the future, any proposed increase would need to be based on the results of parking surveys demonstrating sufficient capacity and would need to be formally advertised.</p>

<p>The proposed leisure club permits should be cheaper/free of charge.</p>	<p>1,6,7,9</p>	<p>The cost of the proposed leisure club permits (£25 per permit per annum) is the same as the charge for residents' permits and contributes to the cost of administering and enforcing the scheme rather than generating revenue for the Authority.</p>
<p>Leisure club permits will be difficult to administer, manage, and permits are likely to be misused.</p>	<p>9,17,18,19</p>	<p>Permits will only be issued to official representative of the clubs who will be entitled to a maximum of 12 permits in total. The clubs will be advised on the appropriate use of permits, but it will be left up to them to decide how the permits are allocated (based on the requirements of their staff and members) and how their use is managed internally. The significant point from a resident's point of view is that there will only be a maximum of 12 leisure club permits being used in the terraces at any one time. The permits may only be used by bona fide staff members or users of the clubs and then only for purposes associated with the normal use of the clubs. Any instances of permits being used inappropriately can be reported to the Authority's Parking Control team for investigation.</p>
<p>Other businesses operating within the proposed scheme should be afforded the same parking provision as the sports clubs.</p>	<p>13,14</p>	<p>There is already provision for businesses within North Tyneside Council's permit parking schemes in the form of business permits, but these are intended for operational requirements in terms of deliveries etc. rather than providing parking for staff and customers. The proposed leisure club permits are intended specifically for sports clubs with no off-street parking within permit parking schemes, but these will only be issued on a very limited basis.</p>
<p>Proposed restrictions will have a detrimental effect on local businesses.</p>	<p>12,13,14</p>	<p>In terms of parking provision for staff and customers of businesses in the area there are a number of other options in the immediate vicinity including unrestricted on-street parking on Tynemouth Road and Station Terrace, free short stay parking provision in Oxford Street and paid parking in Sea View car park. Further information about parking facilities in North Tyneside can be found on the Council's website.</p>
<p>The proposal to allow the use of leisure club permits does not reflect the views of the majority of residents. The views of non-residents in respect of the proposed scheme are being afforded undue consideration.</p>	<p>17,18,19</p>	<p>As the proposal relates to the public highway, the Authority is required to consider the views of all users of the highway in question. Therefore, whilst the views of residents are important, and enabled the TM1 (full time permit parking) proposal to be brought forward to the formal consultation stage, they cannot be the only consideration. This is reflected in the fact that the Authority has a statutory requirement to invite objections to parking schemes from any member of the public, not just residents. These must be duly considered and modifications to proposed schemes may then be made accordingly.</p>

<p>There is insufficient spare parking capacity in the terraces to allow the issue of leisure club permits and the proposal will cause an increase in the amount of traffic accessing the area.</p>	<p>17,18,19</p>	<p>The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements had been met. It was found that over the 2 survey days, there were between 24 and 40 spare parking spaces available across the terraces on each visit.</p> <p>Therefore, based on a worst-case scenario of all 12 leisure club permits being used at the same time during a time when only 24 spare spaces were available, this would still leave 12 free spaces. We therefore feel that the allocation of 12 leisure club permits can reasonably be accommodated within the proposed scheme.</p> <p>It is anticipated that by controlling the amount of parking associated with the clubs and removing all other non-residential parking, the net effect of the new permit parking scheme will be to reduce the total amount of parking and traffic in the terraces.</p>
<p>The proposed leisure club permits should be specific to a particular vehicle like resident's permits rather than transferrable between vehicles.</p>	<p>17,19</p>	<p>Leisure club permits allocated to specific vehicles would not be practicable in this case due to the large number of potential users. It should be noted that residents are also entitled to apply for residents' visitor permits which are transferrable in the same way.</p>
<p>As Priors Park is a private facility, it should have its own private parking area rather than relying on use of the public highway for parking.</p>	<p>17,18,19</p>	<p>The Authority does not have powers, outside the planning process, to require premises to provide or use off street parking. In the same way, the Authority does not have powers to ask residents to provide or use off street parking rather than parking on the public highway. <i>(Note that this information was not included in officers' formal responses.)</i></p>

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 in the interests of reducing the volume of non-residential weekday parking in the terraces surrounding Priors Park whilst accommodating some limited provision for the sports clubs operating in the park.

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

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Nicholas Bryan, Highway Network Manager, 0191 643 6622

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

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

Parking proposals that involve revocations or amendments to existing traffic regulation orders and any new orders 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 (On Street Parking Places) (Consolidation) Order 2019 – Variation Order 2021

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

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

Details of Objection 1 (Dated 30 December 2020)

I am writing on behalf of the [name] Club regarding the proposed parking permit scheme in the Tynemouth Terrace area.

We support the proposed scheme but would like to emphasise the following points that we hope you will consider before making a final decision.

[Name] Club is an important sports club in North Tyneside with approximately 230 members.

The club will be 100 years old in 2021 and has been located in Priors Park all of that time.

We know that we have a significant role to play in the “Life” of Tynemouth and have continually strived to maintain, and develop, our excellent relationship with many residents and other organisations. Over the years we have also worked with North Tyneside Council to promote various initiatives and projects.

The allocation of only 12 parking permits, to be shared with the cricket club, will have a potentially major impact on the membership of the tennis club. I am sure that you will have received emails from individual members highlighting their feelings and concerns.

We would really appreciate North Tyneside Council increasing the proposed number of parking permits that are to be allocated should the scheme proceed. We need to remain easily accessible to people who are prepared to travel to Tynemouth to play tennis. We do not want to start losing members who feel that getting to the club is just not worth the effort.

Potentially losing members and having to pay £300 to purchase the permits is not an ideal combination for the long-term sustainability of the tennis club.

Given the current health statistics that apply to the area we should all be doing everything that we can to encourage participation in physical activity and sport.

We hope that you will discuss the points above with appropriate colleagues before finalising the way forward.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, officers feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces (both during the week and at weekends) is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst keeping any impact on residents to a minimum. In terms of the cost of the leisure club permits, this is the same as the charge for residents' permits and contributes to the cost of administering and enforcing the scheme. Whilst your request for additional permits may be considered in the future, any proposed increase would need to be based on the results of parking surveys demonstrating sufficient capacity and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis club members wishing to access the club by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 2 (Dated 11 December 2020)

I am writing in response to your proposals to change the permit parking from weekends and bank holidays to every day at all times. I am a member of [name] Club.

I think your proposals are both unfair and unnecessary, I play tennis at the club 4 -5 times a week mostly in the mornings and there are always upwards of 30 - 40 car parking spaces available on the above streets. I would let you have photographic evidence if you want.

Your suggestion of providing 12 visitor parking permits between the Tennis and Cricket clubs is an insult to the Tennis Club celebrating 100 Years of existence next year. There are over 100 active members. The tennis club provides a valuable facility for providing the opportunity to partake in a healthy activity for residents of North Tyneside 52 weeks of the year. If you think about it Cricket is a summer activity.

I urge you to reconsider your proposals. I think the original arrangements were to deter people visiting the market in Tynemouth Station from parking on the above streets and I accept that that could be a valid reason for retaining the weekend and bank holiday permit parking.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, we feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces (both during the week and at weekends) is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst keeping any impact on residents to a minimum. Whilst your request for additional permits may be considered in the future, any proposed increase would need to be based on the results of parking surveys demonstrating sufficient capacity and would need to be formally advertised. It is acknowledged that the new scheme will mean that some tennis club members wishing to access the club by car will be inconvenienced but the principal objective of the new restrictions

is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 3 (Dated 19 December 2020)

I am a member of [name] Club, situated in Priors Park, Tynemouth, and have received a copy of the notice from North Tyneside Council regarding the issue of Permit Parking in roads adjacent to Priors Park.

As I live in Hadrian Park Wallsend, and travel by car, parking is vital for me to use the tennis facility which I have enjoyed for 35 years and hope to do so in the future.

Playing tennis is beneficial physically, mentally and socially. I play for two hours, two mornings a week when there can be 20 or more members playing. The issue of 12 permits between the Tennis Club and the Cricket Club is therefore, derisory. Like other members of the club I am very disturbed by this and feel that, should it be approved, our days of playing tennis at Collingwood will be numbered. Membership renewal is due in April 2021 and without available parking many people will not renew.

I trust this matter will receive your most careful consideration.

Officer Response – (Dated 20 January 2021)

I am writing in response to your recent letter regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, officers feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces (both during the week and at weekends) is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst keeping any impact on residents to a minimum. Whilst the issue of additional permits may be considered in the future, any proposed increase would need to be based on the results of parking surveys demonstrating sufficient capacity and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis club members wishing to access the club by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 4 (Dated 31 December 2020)

Thank you for sending out the proposals for consultation.

With regard to the Tynemouth Terrace area the council are making two core proposals

a) The making resident only parking throughout the week to replace the weekend only resident parking

b) The offer of a small number of vouchers for the sports clubs that use Prior's Park.

I wish to comment and object to both proposals as a resident of Tynemouth Terrace and as a member of the [sport] club using Prior's Park

a) I note in the announcement of proposals that the council have carried out surveys at weekends. This is not relevant to proposal a) above. I have carried out my own survey seeking objective evidence of whether there is in fact a need for resident only parking during the week. I have photographic evidence that on 10 consecutive working days there were 8 – 18 car spaces available during the working week in the area of the bottom half of Tynemouth Terrace and the T running across the bottom of Tynemouth Terrace. In addition, I have lived in the road for 14 years and never had a problem parking either of our two cars within 30 yards of our home. I do accept that there may sometimes be a problem at the commuting time in the mornings. I know that you have surveyed the residents, but you will clearly get an 'emotional' picture and not an objective one and it is disappointing that the council have only done surveys at weekends when the market in Tynemouth Station has led to the need for resident only parking but is not relevant to the current proposals.

I therefore object to the proposal for resident only parking throughout weekdays and would suggest instead that resident only parking be limited to say 7.30 am to 9.30 am on weekdays. Please let me know if you wish to see my photographic evidence that there is no need for this proposal. The photos were automatically date and time stamped.

b) The offer of vouchers for the sports clubs. Whilst welcoming the consideration of the sports clubs, the offer of vouchers is for a very limited number of sports users of the park who use cars to get to the park for sports including visiting teams. If the council do not amend the proposal referred to in a) in my view it will be a great relief to the club if at least 10 vouchers were to be made available to each of the tennis and cricket clubs. As I have indicated, there is always plenty of vacant capacity during the working day for car parking and the above number of vouchers would not be used at the same time.

Thank you for considering these amendments to the proposals

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Please note that the more recent surveys conducted at the weekend were carried out for the purpose of establishing the amount of spare parking capacity in the terraces once residents' parking requirements have been met (to inform a decision on the appropriate number of leisure club permits to be allocated to the clubs) rather than to evaluate the issue of non-residential parking during the week. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. Consideration was given to the introduction of restrictions which would only operate at certain times of the day but due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. This is in keeping with the TM1 scheme operating elsewhere in Tynemouth which is well established and easily understood by motorists. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, officers feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. This necessitated the surveys being carried out at the weekend when only residents and their visitors are able to park in the area. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst ensuring that residents will have an improved chance of parking near their homes. It is intended that the impact of the new scheme will be monitored following its implementation and further amendments considered if appropriate. However, any increase in the number of leisure club permits issued would need to be based on the results of further parking surveys and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis and cricket club members wishing to access the park by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 5 (Dated 31 December 2020)

I am writing to object to the new parking proposals for Tynemouth Terrace Area. As a member of [name] Club I feel that these new proposals would have a hugely detrimental effect on the viability of being able to continue running the club which has been in existence for over a 100 years.

The reasons being:-

1) Many of the members are elderly and have to rely on cars to enable them to access the club.

2) The club participates in league tennis which involves competing against visiting teams also reliant on car travel. The new proposals would cause chaos

The main problem that I have with the new proposal is the fact that TM1 restrictions are to apply full time when it is patently not necessary. For example mid-week day time and evenings there are always more than enough spaces for residents and visitors. We have monitored and witnessed this daily proving that is the case and respectfully request that the Traffic & Road Safety dept. do similar to confirm that this is indeed the case. You say that surveys have been carried out, if so how come they disagree with our findings which I know have been carried out over much longer periods.

I fully appreciate that Saturdays & Sundays are different and think they need to be treated differently and in this instance perhaps the Leisure club permits could be the solution

It would be such a shame if these new parking restrictions are passed as I feel it will lead to the demise of valuable long established leisure facility which the council should be trying to support and I hope you give it the due consideration it deserves.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. Consideration was given to the introduction of restrictions which would only operate at certain times of the day but due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. This is in keeping with the TM1 scheme operating elsewhere in Tynemouth which is well established and easily understood by motorists. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, we feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst ensuring that residents will have an improved chance of parking near their homes. It is intended that the impact of the new scheme will be monitored following its implementation and further amendments considered if appropriate. However, any increase in the number of leisure club permits issued would need to be based on the results of further parking surveys and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis and cricket club members wishing to access the park by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

In terms of alternative parking provision there are a number of other options in the immediate vicinity including unrestricted on-street parking on Tynemouth Road and Station Terrace, free short stay parking provision in Oxford Street and paid parking in Sea View car park. Further information about parking facilities in North Tyneside can be viewed at the following link to the Council's website: <https://my.northtyneside.gov.uk/category/699/parking-facilities>

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 6 (Dated 11 December 2020)

As a member of [name] Club, I wish to object to the proposed parking restrictions. Many members travel by car to play because they live too far away to walk or cycle. Playing tennis has been a 'lifeline' for many members during the covid crisis. I presume 'leisure club' member permits would apply to tennis club members but the expense would add significantly to the cost of playing tennis especially for the many elderly members.

Personally I cycle to the club, but have found the experience much more stressful since the removal of the seafront cycleway. Perhaps better travel corridors for cyclists should be developed before car use is made more difficult. The council has committed to promote active travel as part of its emergency action plan to reduce CO2 emissions and should be developed in conjunction with discouraging car usage.

Finally, one of our tennis club members lives in Tynemouth Terrace and states that in 15 years he has never had problems parking in the street. Please consider the above in your deliberations.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted

Whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, we feel it is appropriate to include some parking provision for non-residents to

support the operation of Priors Park. The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst ensuring that residents will have an improved chance of parking near their homes. In terms of the cost of the leisure club permits, this is the same as the charge for residents' permits and contributes to the cost of administering and enforcing the scheme.

It is intended that the impact of the new scheme will be monitored following its implementation and further amendments considered if appropriate. However, any increase in the number of leisure club permits issued would need to be based on the results of further parking surveys and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis and cricket club members wishing to access the park by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

With regard to improved provision for cyclists, I can confirm that North Tyneside Council (in conjunction with other local authorities in the region) have applied for funding from central government for "Active Travel Fund" schemes. It is hoped that this will allow us to implement significant improvements to cycling infrastructure on a number of key commuter corridors across the borough. Whilst the coastal cycle route would not fall into this category, improving provision for cyclists travelling along the sea front through a permanent scheme is a key aspiration for when the necessary funding is made available.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 7 (Dated 22 December 2020)

With regard to the proposed parking permits necessary in the streets near to Priors Park I think 12 permits for both the tennis and cricket clubs are inadequate.

The tennis courts are very popular and well used throughout the year, particularly by older members, most are pensioners. Government guidelines suggest that older people should try and keep active.

Perhaps it might be possible to have restrictions relaxed during certain times on certain days. Or even supply parking permits.

I hope you will reconsider your proposals,

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. Consideration was given to the introduction of restrictions which would only operate at certain times of the day but due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. This is in keeping with the TM1 scheme operating elsewhere in Tynemouth which is well established and easily understood by motorists.

Whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, we feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park. The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst ensuring that residents will have an improved chance of parking near their homes.

It is intended that the impact of the new scheme will be monitored following its implementation and further amendments considered if appropriate. However, any increase in the number of leisure club permits issued would need to be based on the results of further parking surveys and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis and cricket club members wishing to access the park by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 8 (Dated 19 December 2020)

I am a member of [name] Club, situated in Priors Park, Tynemouth and have received a copy of the notice from North Tyneside Council regarding the issue of Permit Parking in roads adjacent to Priors Park.

Like other members of the club I am very disturbed by this and feel that, should it be approved, our days of playing tennis at Collingwood will be numbered. Membership renewal is due April 2021, and without available parking many people will not renew.

During this difficult period of living with Covid 19, we do not need more restrictions placed on our lives, especially as no alternative parking is available. The issue of 12 permits between the Tennis Club and Cricket Club is derisory.

People are encouraged by the Government to stay fit and healthy. Playing tennis is beneficial both physically, mentally and socially. Many members are over 70 years of age. Pre Covid I would play twice a week, when often well over 16 other members would come to play.

I can understand the residents of the roads affected being in favour of permit parking. People playing tennis usually park in the area for 2 hours at a time, and I would not have thought that the members cars were causing any problems.

I would hope that this matter receives most careful consideration, as it will preclude many of the approximately 230 members of [name] Club from ever playing again in Priors Park.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent letter regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, we feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces (both during the week and at weekends) is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst keeping any impact on residents to a minimum. Whilst the issue of additional permits may be considered in the future, any proposed increase would need to be based on the results of parking surveys demonstrating sufficient capacity and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis club members wishing to access the club by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

In terms of alternative parking provision, there are a number of other options in the immediate vicinity including unrestricted on-street parking on Tynemouth Road and Station Terrace, free short stay parking provision in Oxford Street and paid parking in Sea View car park. Further information about parking facilities in North Tyneside can be viewed at the following link to the Council's website: <https://my.northtyneside.gov.uk/category/699/parking-facilities>

Finally, I can confirm that your objection to the proposal will be included in a report on the matter 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 about this scheme in due course.

Details of Objection 9 (Dated 29 December 2020)

I would like to object to the proposal to restrict parking to the [name] tennis courts. The proposed issuance of 12 visitor permits at a cost of £300 is I am sure a welcome addition to council funds as will be the increase in parking charges and fines. In my opinion it is equivalent to charging to use a footpath. The right of way for members of the tennis clubs and visiting teams is being impeded and this will deter people from taking part in sport. You only have to look around you to see that obesity is now endemic and no steps should be taken that reduces sporting activity. Unless some electronic system can be employed it will not be practical to distribute these permits. This suggests that the proposal and the impact has not been thought through. I am sympathetic to residents living close by, but the solution is to implement electronic permits that do not financially benefit the council.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

With regard to the cost of the proposed leisure club permits, this is the same as the charge for residents' permits and will contribute to the costs of administering and enforcing the scheme rather than generating a profit for the Council. Whilst permits linked to specific vehicles (as in the example of resident permits) can be issued on a "virtual" or electronic basis, transferrable permits cannot currently be issued in this way although this is being considered for the future. Leisure club permits allocated to specific vehicles would not be practicable in this case due to the large number of potential users. It will be left up to the clubs to decide how the permits are allocated (based on the requirements of their staff and members) but the transferrable nature of the proposed permits will allow them to adopt a flexible approach which will be beneficial to their members.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces and follows parking surveys conducted at different times which found evidence of this issue. However, whilst some residents feel that parking in the terraces should be restricted to residents only at all times, we are proposing a limited amount of non-residential parking provision to support the operation of Priors Park. The proposal to allow up to 12 leisure club permits to be used in the terraces (both during the week and at weekends) is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met and we feel that this represents a reasonable allocation.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 10 (Dated 31 December 2020)

I have seen the revised proposals following the first public consultation, and that the only proposed amendment is to offer the sports clubs that practise from Priors Park some permits to be shared between them.

You have, to date, provided no evidence that there is any necessity for the proposed scheme. In fact, the Council's position has been (publicly at least) that there is not a parking problem in Tynemouth. That was communicated to the sports clubs when the decision was taken not to allow them to purchase scratch card permits, which had a significant (and adverse) effect on visiting teams for both tennis and cricket. These seemingly irreconcilable positions have not been addressed.

Further, the very concept of introducing weekday restrictions based on surveys carried out at weekends is absurd. I note that the Council provides no justification for or commentary about having carried out the survey at weekends. My proposal for resolution remains as set out in my email in response to the first proposal - that time-limited restrictions at school drop off/pick up times would be more than sufficient, and that anything else would be completely unnecessary and highly detrimental to sports clubs that the Council is happy to ignore.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. Consideration was given to the introduction of restrictions which would only operate at certain times of the day but due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. This is in keeping with the TM1 scheme operating elsewhere in Tynemouth which is well established and easily understood by motorists. However, whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, officers feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park.

The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. This necessitated the surveys being carried out at the weekend when only residents and their visitors are able to park in the area. The surveys were carried out at 7am, 10am, 1pm, 4pm and 7pm on both Saturday 7th November and Sunday 8th November with the number of cars in each street logged on each occasion. It was found that there were at least 24 spaces available across the terraces on each visit. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst ensuring that residents will have an improved chance of parking near their homes. It is intended that the impact of the new scheme will be monitored following its implementation and further amendments considered if appropriate. However, any increase in the number of leisure club permits issued would need to be based on the results of further parking surveys and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis and cricket club members wishing to access the park by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 11 (Dated 30 December 2020)

I am voicing my disappointment that there are to be 24/7 parking restrictions in Tynemouth Tce and adjoining streets. I can understand the residents not wanting people parking there all day (i.e. from King's school) However, cricket and tennis is really going to be affected now with a large proportion of elderly resigning from the tennis club.

Public Health England are trying to promote physical and mental health! It is disappointing that a 2 hour window could not be given during the week to allow for this. This works well outside Priory School as it allows for shopping and a takeaway coffee!

Thank you for at least reading this!

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces during the week and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. Consideration was given to the introduction of restrictions which would only operate at certain times of the day but due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. In addition, whilst it would be possible to introduce a scheme which incorporated a 2-hour maximum stay restriction, this would not be in keeping with the permit parking schemes operating elsewhere in Tynemouth which may lead to confusion amongst motorists. Such a scheme would also necessitate a significant amount of additional signage which would not be desirable in a conservation area.

Whilst some residents feel strongly that parking in the terraces should be restricted to residents only at all times, we feel it is appropriate to include some parking provision for non-residents to support the operation of Priors Park. The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. Limiting the number of leisure club permits to 12 is intended to offer some provision for those members with a particular requirement to park in close proximity to the park whilst

ensuring that residents will have an improved chance of parking near their homes. It is intended that the impact of the new scheme will be monitored following its implementation and further amendments considered if appropriate. However, any increase in the number of leisure club permits issued would need to be based on the results of further parking surveys and would need to be formally advertised.

It is acknowledged that the new scheme will mean that some tennis and cricket club members wishing to access the park by car will be inconvenienced but the principal objective of the new restrictions is to reduce the amount of non-residential parking occurring in the terraces to assist residents (who are having significant difficulties in some cases) to park near their homes. The proposed scheme is an attempt to balance residents' needs against those of the wider community and this inevitably requires some degree of compromise on each side.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 12 (Dated 11 December)

I am writing to register my objection to the parking proposals for NE30: Northumberland Terrace, Priors terrace, St Albans place and surrounding areas. There is no parking problem on weekdays, there is always plenty of space and by putting permits in you will create problems elsewhere in the village and reduce valuable footfall to the shops and restaurants in the area. The tennis club is also well used during the week by older people and is a valuable asset to the community that may be lost if it becomes too difficult to park in the vicinity. I struggle to see the benefits of such a move and strongly oppose them

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed amendment to the current permit parking scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces and follows parking surveys which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. It should also be noted that when consulted, the majority of residents in all the terraces expressed support for the introduction of full time permit parking restrictions. Your comments regarding maintaining access to the tennis club are noted and I would point out that the proposed scheme includes some parking provision for members of the tennis and cricket clubs operating in the park who will be able to apply for a limited number of permits.

In terms of parking provision for customers of businesses in the area there are a number of other options in the immediate vicinity including unrestricted on-street parking on Tynemouth Road and Station Terrace, free short stay parking provision in Oxford Street and paid parking in

Sea View car park. Further information about parking facilities in North Tyneside can be viewed at the following link to the Council's website: <https://my.northtyneside.gov.uk/category/699/parking-facilities>

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 13 (Dated 02 January 2021)

I am writing to you in response to the below Statutory Notice. We wish to object to the proposed parking variation under point 4 of the statutory notice copied below.

I represent a business within the proposed scheme area. Our presence contributes to the local economic, social and environmental conditions of the area as confirmed under our acceptance of planning permission back in 2016.

We wish to object to the proposal for the following reasons:

1. It is excessive to apply the parking permit restrictions on all days and all times in the first instance when there has been no evidence presented by North Tyneside Council that residents are experiencing parking problems on all days and all times. Before applying parking permit restrictions on all days, and all times we strongly believe there should be research to check that the measures are proportionate to the days and times, problems are actually being experienced by residents. Evidence that there are parking problems should be observed objectively and not based on resident statements alone.
2. Without a proper review of the necessity of restrictions at all days and all times, excessive restrictions may contribute to further parking issues in the surrounding areas at times where parking problems are actually minimal at certain times.
3. The areas that are proposed to have parking permit restrictions applied to them are excessive and not proportional to the parking needs of the residents for the following reasons a) Not all residents own cars in this area and therefore not all of the areas need to be covered by the restrictions, b) sections of the street have nonresidential organisations such as our own, so it is excessive to apply restrictions to these sections.
4. If the proposed restrictions are applied this will disproportionately affect non-residential organisations in the immediate vicinity of affected streets. As a business, we have not been given any eligibility to apply for parking permits or vouchers, unlike other entities such as the Tennis and Cricket clubs. This proposed change will impose an effective parking ban on our organisation as we have no options for any meaningful parking, yet other organisations will have eligibility to apply for vouchers or permits. Some of our clients are very anxious and have a range of disabilities and it is reassuring to them that they can park nearby to our building. This proposed parking restriction will remove any option to offer parking nearby to our building and will have a direct impact on our business and have a net effect of reducing visitors to Tynemouth.

We fully appreciate the need to address community concerns, such as parking issues. However, we ask that the decision is only taken after fully evaluating the extent of the problem and applying a measured response to avoid unnecessary and unintended consequences to the wider community and contributors to the Tynemouth economy.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the parking proposals for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

Whilst the scheme may have come forward at the request of residents, it is based on the results of parking surveys carried out in the area to establish the amount of non-residential parking occurring at different times of the day. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. In addition, whilst it would be possible to introduce different restrictions in different parts of the terraces, this may lead to confusion amongst motorists and would necessitate additional signage which would not be desirable in a conservation area.

In terms of provision for non-residential organisations, as previously advised there is already existing provision for businesses within North Tyneside Council's permit parking schemes in the form of business permits but these are intended for operational requirements in terms of deliveries etc rather than providing parking for staff and customers. The proposed leisure club permits are intended specifically for sports clubs with no off-street parking within permit parking schemes but these will only be issued on a very limited basis. To allow additional non-residential vehicles to park within the scheme would reduce its effectiveness and fail to adequately address the parking issues being experienced.

As mentioned in our previous correspondence we would advise staff and customers not using public transport who wish to park in the vicinity of the business to use the nearby unrestricted on-street parking on Tynemouth Road and Station Terrace where possible. Alternatively, there is free short stay parking provision in Oxford Street with paid parking available further along in Sea View car park.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website.

Details of Objection 14 (Dated 30 December 2020)

I am getting in touch to object to parking restriction proposals at surrounding streets to Tynemouth Road.

I currently work at a business within the scheme area and the only place we have to park at the moment is within the new proposed vicinity changes, there are double yellow lines on Tynemouth Road. I work 34 hours a week and travel to work by car. I normally park in Tynemouth Terrace. I will not be allowed to park within the vicinity of the proposed changes even though the building is within the scheme area.

I did enquire about a permit but was informed by the Council that as this is a business, businesses could only park to load and unload outside of the premises. I work 34 hours a week in the office so neither load or unload. In this last year there has been at least 3 incidents within the vicinity of the proposed changes whereby Police Officers have knocked on the door to see if our CCTV works. This is even more reason to be able to get straight in the car and drive home rather than walking around the area in the dark, going for public transport or walking half a

mile to my parked car. I live a mile away from the metro and do not feel comfortable having to use public transport during Covid. I have asthma and I am trying to be careful travelling to work and back in the car.

Can you let me know why it will not be possible to issue permits to our business whilst residents and sporting clubs (Tennis Club) are going to be issued with permits. When I enquired about this I was told there will be a couple of spaces available nearer the metro, these spaces are never available when I arrive at work, I have checked they are used by metro travellers and teachers from Kings school.

Please let me know why I will not be allowed a permit or allowed to purchase a permit. I am not going to be able to pay for parking every day as this will be too expensive.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the parking proposals for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed amendment to the current permit parking scheme has been brought forward in order to address longstanding concerns amongst residents about the amount of non-residential parking occurring in the terraces and following parking surveys which found evidence of this issue. The proposed leisure club permits are intended specifically for sports clubs with no off-street parking within permit parking schemes but in the case of the Tynemouth Terrace area, these will only be issued on a very limited basis. Whilst I appreciate that you will be inconvenienced by the proposed restrictions, to allow additional non-residential vehicles to continue to park within the scheme would reduce its effectiveness and fail to adequately address the parking issues being experienced by residents. In common with all of North Tyneside Council's other permit parking schemes, TM1 offers some provision for businesses in the form of business permits but these are intended to provide for essential operational requirements (i.e. loading/unloading etc) rather than for long stay staff parking which is not encouraged in predominantly residential streets.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website.

Details of Objection 15 (Dated 16 December 2020)

I wish to object to the new proposed additional parking restrictions in the above terraces on the basis that the present scheme is perfectly adequate and the new scheme will restrict access to the open space of Priors Park this park is the only park in Tynemouth so why cause further restrictions.

Details of Objection 15 (Further Correspondence) (Dated 30 December 2020)

Once again I would like to object to the revised parking restrictions on the basis that they are completely unnecessary, there is nothing wrong with the current restrictions the area is covered for the week end period possible heavy period the rest of the week there are ample parking places for everyone. and why should the council have to waste rate payers money on a unnecessary project which is not required.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent emails (shown below) regarding the parking proposals for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed amendment to the current permit parking scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces and follows parking surveys which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted. It should also be noted that when consulted, the majority of residents in all the terraces expressed support for the introduction of full time permit parking restrictions. Your comments regarding maintaining access to Prior's Park are noted and I would point out that the proposed scheme includes some parking provision for members of the tennis and cricket clubs operating in the park who will be able to apply for a limited number of permits.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 16 (Dated 31 December 2020)

As a resident in Tynemouth Terrace I will object the Council's plan to make Tynemouth Terrace for resident only parking area during the week. I have NEVER during these 14 years of living this street found any difficulty of finding a parking place for my car. The place might not have been in front of my house, as some residents seem to expect always finding an empty place, but just about twenty meters away.

I will support some parking restrictions in the early mornings in order to stop commuters leaving their cars in the residential street for the whole day. But otherwise, In my view, Tynemouth Terrace does not need any further restrictions.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) regarding the parking proposals for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

The proposed amendment to the current permit parking scheme has been brought forward in order to address longstanding concerns amongst some residents about the amount of non-residential parking occurring in the terraces and follows parking surveys conducted at different times which found evidence of this issue. Whilst it is acknowledged that some of the terraces are not as badly affected as others, it is likely that due to the layout of the terraces and the single access point, parking would be displaced into any terraces left unrestricted during the week. It should also be noted that when consulted, the majority of residents in all the terraces expressed support for the introduction of full-time permit parking restrictions. Consideration was given to the introduction of restrictions which would only operate at certain times of the day but

due to the different external demands on parking in the terraces associated with their location, full time restrictions were felt to be more appropriate. This is in keeping with the TM1 scheme operating elsewhere in Tynemouth which is well established and easily understood by motorists.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 17 (Dated 28 December 2020)

I write to outline my objections to the parking permit proposals affecting, amongst others, Priors Terrace in Tynemouth. In order to fully explain my objections, I feel it would be useful for me to just remind us all of the process that has been gone through before we reached this point. The first time you consulted on parking changes in this area, you failed to let everyone know that is what happening, with only some of the residents receiving a letter telling us it was happening. I know this because I was one of the people who didn't receive anything. So that meant the first time you did it, you had to start all over again – to make sure the process was fully democratic. And quite right too – I applauded you for admitting you got it wrong and starting again. So then you did do it all again and – following a properly consultative and democratic process with the residents – it emerged that the majority of residents who replied voted overwhelmingly for all the streets affected to become TM1 – 64 households in favour of the changes and only 12 against. Therefore 84% in favour with only 16% against. Hurray for democracy we all shouted – the majority voted for it and just like all other democratic processes in this country – the majority vote won and we were destined to become TM1! But then that's when we learned that – much to our amazement and dismay – we actually do not live in a democracy and a small number of people who don't live here and who don't struggle on a daily basis with parking their cars here – namely those who like to dabble in a little tennis or cricket as a hobby - could make their voices heard and make the whole democratic process go in the bin. When we look at the numbers, in fact 14 objections came from people using Priors Park. But even if we add those 14 objections to the 12 objections that came from residents, a total of 26 objections – it still means a majority – 67% - voted for the changes.

I think I have said this before – let's apply this logic to local elections. Let's say 67% of voters in Tynemouth ward voted for candidate A and then there were 37% of voters who didn't live in this ward but didn't like candidate A – this is the equivalent of allowing them to overturn the majority who actually live in the ward. I am sure you can see the utter nonsense that is – and it also means that my earlier applause at your integrity sadly now has to be removed. And I am a bit sad about that, I really wanted to be proud of my local council, as I used to be. I understand the majority of objections were about the potential impact on the tennis club if their members couldn't park here. Given they play tennis for an average of an hour each time, I can't see how a few minutes' walk from Tynemouth Road (free parking) or Station Terrace (free parking) or Oxford street car park (small cost) would negatively affect them in anyway- in fact, it would be a good little warm up for them. They could drop off their kit first if that's the problem – there is a small cobbled area directly outside the club gates that could be designated as a 'Unloading/Loading only' space for them.

But given that you have disappointed me and allowed those few with a hobby and who don't live here to completely undo the democratic process; if I have understood the proposals properly - we will be TM1 – but that there will be 12 permits given to the 2 clubs for their members. That is

a very silly proposal indeed – and there are a number of things I need to know - I need to understand how the allocation and collection of these permits would work as the club has no permanent person on site. So who would give them out and who would collect them in? They would also have to be a different type of permit which could only be used during daylight hours and how would you check they weren't used at night? Even these few questions show how it has not been fully thought through and that it is open to abuse and misadministration. And I am also surprised that at this time - when you are trying to reduce the carbon footprint of people as well as encourage them to become fitter - you are advocating an extra 12 cars in a residential area which simply don't need to be here.

So it is clear that they really don't need to park here to continue to use the club – but if they really, really cannot walk the few short steps from other areas of free parking to the club then the best option would be for the Trustees of Priors Park, who have recently reaffirmed that the park is private by erecting large bold notices on each of the locked entrance gates and who actively try and stop people using the open green space - provide some designated parking on the Park itself , there is plenty of space on the gravel road – people often drive to the allotments to drop things off so it can be done.

I look forward to receiving your answers on how the allocation/collection/checking them at night will work – and I really look forward to common sense prevailing and the whole area becoming TM1 only, at all times, for those of us who actually live here.

Details of Objection 17 (Further Correspondence) (Dated 30 December 2020)

Since submitting my original objections to the above, I have learned that you apparently carried out a parking survey one weekend. When, exactly, was that? Who carried it out, over what time period, what was it looking at/for and what were the conclusions it came to?

Also - why, when residents parking permits are linked to named vehicles are you suggesting the much more 'free for all' approach of providing them with transferable permits? We can't have them so why can they? And all my original questions about how will they be given out/collected in and who will be responsible for them still apply.

And 12 is a crazy number too - to be manageable if this crazy bonkers scheme goes ahead - 2 would be the maximum that could be managed, 1 even better. And to who and how will we raise our objections when it all goes wrong which it will? There is never anyone 'official' available at the club or in the park - anytime I try to find someone to talk to about this crazy plan, no one can tell me who they are - so they seem to be a mysterious bunch of people called 'club officials' and 'park Trustees' - but no names.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent emails (shown below) regarding the parking proposals for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

To respond to your question regarding why the views of non-residents should be allowed to influence the proposed permit parking scheme, I must point out that as the proposal relates to the public highway, we are required to consider the views of all users of the highway in question. Therefore, whilst the views of residents are important, and have enabled the TM1 proposal to be brought forward to the formal consultation stage, they cannot be the only consideration. This is reflected in the fact that as a local authority we have a statutory requirement to invite objections to parking schemes from any member of the public, not just residents. These must be duly considered and modifications to proposed schemes may then be made accordingly.

In terms of how the leisure club permits will work, these will only be issued to official representative of the clubs who will be entitled to a maximum of 12 permits in total. The clubs will be advised on the appropriate use of permits but it will be left up to them to decide how the permits are allocated (based on the requirements of their staff and members) and how their use is managed internally. The significant point from a residents point of view is that there will only be a maximum of 12 leisure club permits being used in the terraces at any one time. The permits may only be used by bona fide staff members or users of the clubs and then only for purposes associated with the normal use of the clubs. We would therefore not expect them to be used for overnight parking. TM1 permit parking restrictions are enforced in the evenings but any instances of permits being used inappropriately can be reported to our Parking Control team for investigation. I note your comments about the transferrable nature of these permits but leisure club permits allocated to specific vehicles would not be practicable in this case due to the large number of potential users. Please note that residents are also entitled to apply for residents' visitor permits which are transferrable in the same way.

With regard to your concerns about the leisure club permits encouraging additional vehicles to the area, it is anticipated that by controlling the amount of parking associated with the clubs and removing all other non-residential parking, the net effect of the new permit parking scheme will be to reduce the total amount of parking and traffic in the terraces.

With regard to the parking surveys referred to in your email of 30th December 2020, these were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. The surveys were carried out at 7am, 10am, 1pm, 4pm and 7pm on both Saturday 7th November and Sunday 8th November with the number of cars in each street logged on each occasion. Parking capacity was calculated by measuring the usable length of each street (taking into account junctions, accesses, carriageway width etc) and then dividing by 6 metres (to represent a car length). The survey was carried out by the private contractor that normally carries our parking and traffic surveys. It was found that over the 2 survey days, there were between 24 and 40 spare parking spaces available across the terraces on each visit. Therefore, based on a worst case scenario of all 12 leisure club permits being used at the same time during a time when only 24 spare spaces were available, this would still leave 12 free spaces. We therefore feel that the allocation of 12 leisure club permits can reasonably be accommodated within the proposed scheme.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 18 (Dated 13 December 2020)

Following the publication of this revision there appears to be references which need clarification. In point 1- Leisure Club Permits are mentioned and then in point 4- Vouchers are mentioned? Please clarify each, whether they are one and the same and how they are to be administered.

Our objection to the Leisure Club Permits/Vouchers idea is on the following grounds;

1. That there is adequate availability of suitable parking very close to Priors Park for those using the leisure activities for tennis and cricket and that it is readily available at all times.
2. Priors Park is a privately owned area where access is limited for specific use and which is controlled by Lease arrangements with the Owner or Members subscriptions are required by the

Owner for authorised entry.

3. The Owner does not provide parking within the curtilage of the Park for Leaseholders or Members who have authorised entry.

4. An area of land, referred to as the Block Yard immediately adjoins Priors Park and is under the same ownership - as is Pier Bank itself. The Block Yard is currently being utilised as a public car park which is free to use and is a very pleasant walk of no more than 5 minutes to the coded entry gate to Priors Park - which could be shorter if the Owner were to create a footpath between the two adjoining areas.

5. Additionally there is parking available at the North Tyneside Council owned car park in Oxford Street - some four minutes walk to the Priors Park facilities. Probably much less for active tennis or cricket players and a good warmup before their activity. This parking facility appears underused at all times.

6. The areas designated for revision to TM1 - Tynemouth Terrace et al - are heavily populated areas. The individual family houses, some 50 in total, built in the 1800's, have now largely been converted into multi occupation properties. As a result this has increased the number individual properties to some 150 on the same land footprint resulting in a hugely increased usage of all facilities including off street parking. The area is saturated with cars for which North Tyneside Council eventually acknowledged and their surveys confirmed. So their proposal to change parking from TM2 to TM1 was proposed and subsequently advertised.

7. The original proposal for a change from TM2 to TM1 parking was accepted by residents but when advertised it had 11 objections from non residents who all from those using the leisure facilities. So this latest revision for Permits/Vouchers appears totally undemocratic when viewed alongside the number of residents now living in the designated area - up to 250 in total.

8. The current suggestion is that 12 permits be available for tennis and cricket facilities but does not include Allotment holders or Kings/Priory Academy both who also have extensive use of Priors Park. This idea is unclear and could lead to misuse of the Permits/Vouchers as happened with the Scratch Card Scheme which was abandoned and there would, inevitably, be a request for the issue of more Permits/Vouchers in the future.

9. Access to the area in question - Tynemouth Terrace, St.Albans Place, Priors Terrace, Collingwood Terrace and Northumberland Terrace - is via a narrow single entry/exit from the busy Tynemouth Road. With the increase in the number of properties as described in 6 above there is a increasing number of large delivery vehicles, maintenance vehicles and visitors attending the properties which is both a safety and danger element.

10. Priors Park is administered by "The Trustees of Priors Park" on behalf of the Owner. On occasion the Trustees make arrangements for other groups to use Priors Park. On each occasion they inform residents that they are doing so and also that they have informed each group where parking is available locally and not on the roads adjoining the Park. The Leisure Club/Vouchers could then set a precedent for future increases in the numbers to be available for other users of the Park.

As long time residents of the area we understand the need for compromise and the needs of others. However, in this case the change is so that individual tennis players can park their car a handful of metres from their private courts and which is unreasonable. What is reasonable is that if the Owner of that private facility deems it essential for parking for leaseholders then it should be provided within the curtilage of ownership and reflect it within any Lease. It can do so by deeming that the Block Yard is available for that purpose not the adjoining roads. Those living nearby are there all of the time not just for leisure purposes.

Officer Response (Dated 20 January 2021)

I am writing in response to your recent email (shown below) and subsequent supporting photographs in connection with the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

To clarify, the proposal is for the tennis and cricket clubs to be eligible to apply for leisure club permits rather than vouchers. Leisure club permits would be annual permits and would be transferrable between vehicles in the same way as residents' visitor permits. They will only be issued to official representative of the clubs who will be entitled to a maximum of 12 permits in total. The clubs will be advised on the appropriate use of permits but it will be left up to them to decide how the permits are allocated (based on the requirements of their staff and members) and how their use is managed internally. The significant point from a residents point of view is that there will only be a maximum of 12 leisure club permits being used in the terraces at any one time. The permits may only be used by bona fide staff members or users of the clubs and then only for purposes associated with the normal use of the clubs. Any instances of permits being used inappropriately can be reported to our Parking Control team for investigation.

The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. The surveys were carried out at 7am, 10am, 1pm, 4pm and 7pm on both Saturday 7th November and Sunday 8th November with the number of cars in each street logged on each occasion. Parking capacity was calculated by measuring the usable length of each street (taking into account junctions, accesses, carriageway width etc) and then dividing by 6 metres (to represent a car length). It was found that over the 2 survey days, there were between 24 and 40 spare parking spaces available across the terraces on each visit. Therefore, based on a worst-case scenario of all 12 leisure club permits being used at the same time during a time when only 24 spare spaces were available, this would still leave 12 free spaces. We therefore feel that the allocation of 12 leisure club permits can reasonably be accommodated within the proposed scheme. It is anticipated that by controlling the amount of parking associated with the clubs and removing all other non-residential parking, the net effect of the new permit parking scheme will be to reduce the total amount of parking and traffic in the terraces.

I note your concern that the proposed leisure club permits may set a precedent for additional permits to be made available to other user of Priors Park and can confirm that are currently no plans to grant any additional permits for non-residents. Any future proposal to do so would need to be based on the results of parking surveys demonstrating sufficient capacity and would need to be formally advertised allowing residents to make representation.

To respond to your point about the amended proposal being undemocratic, please note that as the proposal relates to the public highway, we are required to consider the views of all users of the highway in question, not just residents. We accept that residents' views are important, and indeed the fact that the majority indicated their support for TM1 restrictions allowed the proposal to be brought forward to the formal consultation stage, but they cannot be the only consideration. This is reflected in the fact that as a local authority we have a statutory requirement to invite objections to parking schemes from any member of the public. These must be duly considered and modifications to proposed schemes may then be made accordingly.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection 19 (Dated 30 December 2020)

I am writing to formally raise an objection to the plans outlined in the notices posted in the area around Tynemouth /Priors Terraces in relation, specifically to the allocation of permits for use by Cricket/Tennis Clubs. You will be aware from other objections that we have now been discussing these issues for over 18 months, and that the final result of the democratic consultation process was that 64 households were in favour of the changes and only 12 against. Therefore 84% in favour with only 16% against. I'm sure you will agree that this result demonstrates overwhelmingly an agreement to the proposed changes. It would be interesting if the same approach was taken to 'democratic' council elections!

There were 12 objections from Residents and an additional 14 objections from users of Priors Park, mainly individuals associated with the Tennis/Cricket club. If we were to add these 14 objections to the 12 from residents this would result in 26 objections vs 64 residents in agreement with the changes, still a convincing 67% approval for changes. This also assumes that the 14 leisure objections are given the same consideration as residents, which would be grossly unfair.

I read with interest that the majority of text in the objections is regarding the health benefits of playing tennis and that denying people parking would impact on the possible longevity of sports clubs. As a resident of Priors Terrace, I am faced with a daily wrangle to park anywhere close to my home. There is ample parking available to users of the private park within a 3 to 4 min walk Tynemouth Road/Oxford Street etc, this is free parking would surely be manageable given that users are playing tennis for periods of up to 1 hour, and the suggestion that it threatens longevity is exaggerated. I would suggest that the Trustees of Priors Park, who have recently reaffirmed that the park is private by erecting large bold notices on each of the locked entrance gates provide some designated parking for visiting tennis/cricket players on Priors Park itself, therefore providing mitigation to some of the objections relating to remaining an attractive club for players to visit for tournaments etc. Why do members of Priors Park not suggest to Trustees that they take some of the strain of parking? and why should local residents have to bear the brunt of parking issues to satisfy users of a private park, who do not want cars to drive down the access road, when there is ample space in Priors Park (adjacent to the club house) to provide designated parking perhaps for the purposes of unloading or perhaps for users with Blue Badges etc

There seems to be some assertions amongst some of the 14 objections around the fact that that clubs have been in existence for over a hundred years. 100 years ago, I suspect that the 12 Houses on Priors Terrace were whole houses, however since the 1980's most have been developed into the 50 or so dwellings that now exist. Nobody who has purchased a property in the last 10 years is naïve enough to think they can park directly outside their property, but nor do I expect to have to park on Tynemouth Road to enable leisure users of a private park to have easy access to parking close to the Tennis club etc.

I object to providing 12 Leisure Permit passes to users of the private park for the following reasons:

- a) If these permits are interchangeable between vehicles, then this will mean more than 12 vehicles will be able to park at different times, creating more issues, there are only circa 20 parking places on Priors Terrace, as only one side of the road is designated for parking. There are over 50 properties on Priors Terrace with over 90% not having any private parking provision, it is the area around Priors Terrace that will be more impacted.
- b) If Leisure permits are utilised, how will NTC know if they are being used for the purpose intended.
- c) Is this proposal in addition to 3 hour permit cards that are currently only available to residents of the area, or are you planning to offer these cards to Leisure users as well?
- d) How did NTC come up with the figure of 12 permit passes, given the overwhelming support from Council Tax and Permit Paying residents in the area for a change to zone. I would like consideration to be given to reduce the number of leisure passes, and to assign them to a

single vehicle and to be charged in the same way that residents are! (Can you confirm that you are planning to charge for any leisure passes?)

Details of Objection 19 (Further Correspondence) (Dated 30 December 2020)

I have further noted your narrative noted below as part of your Statement of reasons, which includes the attached paragraph, This answers some of my queries in relation to whether the passes would be charged and if the passes are for individual named vehicles. 'The proposed scheme also includes a limited amount of parking provision for the tennis and cricket clubs operating in Prior's Park. The clubs would be entitled to apply to purchase up to 12 annual Leisure Club parking permits to be shared between them. The proposed allocation is based on the results of parking surveys carried out in the affected streets at the weekend to establish the amount of spare capacity remaining once the parking requirements of residents and their visitors have been met. Leisure Club Permits may only be issued to official representatives of the clubs for them to distribute as they see fit. Permits are transferrable between vehicles but may only be used by bona fide staff members or users of the clubs and then only for purposes associated with the normal use of the clubs. Leisure Club permits cost £25 per permit per annum'

Given this additional information, I would like to understand over what period of time that parking surveys were carried out? and the details of the results that you refer to. I do think that 12 transferable passes is too many. In order to provide parking facilities to officials and coaches (with heavy equipment), passes should be vehicle specific and further limited. I would also like to strongly object to the passes being transferable, when residents are not afforded this benefit. I have to prove that the vehicle belongs to me and therefore it is not transferable. In addition how will NTC be able to ensure compliance that vehicle passes are being used for the purpose for which they are intended?

Officer Response (Dated 20 January 2021)

I am writing in response to your recent emails (shown below) regarding the amended parking proposal for the Tynemouth Terrace Area as advertised on the public notices dated 8th December 2020.

To respond to your point about the amended proposal being undemocratic, please note that as the proposal relates to the public highway, we are required to consider the views of all users of the highway in question, not just residents. We accept that residents' views are important, and indeed the fact that the majority indicated their support for TM1 restrictions allowed the proposal to be brought forward to the formal consultation stage, but they cannot be the only consideration. This is reflected in the fact that as a local authority we have a statutory requirement to invite objections to parking schemes from any member of the public. These must be duly considered and modifications to proposed schemes may then be made accordingly.

The proposal to allow up to 12 leisure club permits to be used in the terraces is based on parking surveys which were carried out to establish the amount of spare parking capacity in the terraces once residents' parking requirements have been met. The surveys were carried out at 7am, 10am, 1pm, 4pm and 7pm on both Saturday 7th November and Sunday 8th November with the number of cars in each street logged on each occasion. Parking capacity was calculated by measuring the usable length of each street (taking into account junctions, accesses, carriageway width etc) and then dividing by 6 metres (to represent a car length). It was found that over the 2 survey days, there were between 24 and 40 spare parking spaces available across the terraces on each visit. Therefore, based on a worst-case scenario of all 12 leisure

club permits being used at the same time during a time when only 24 spare spaces were available, this would still leave 12 free spaces. We therefore feel that the allocation of 12 leisure club permits can reasonably be accommodated within the proposed scheme. It is anticipated that by controlling the amount of parking associated with the clubs and removing all other non-residential parking, the net effect of the new permit parking scheme will be to reduce the total amount of parking and traffic in the terraces.

I note your comments about the transferrable nature of these permits, but leisure club permits allocated to specific vehicles would not be practicable in this case due to the large number of potential users. The key point for residents is that the number of leisure club permits in use at any one time will not exceed 12. Please note that residents are also entitled to apply for residents' visitor permits which are transferrable in the same way.

With regard to leisure club permits not being used for their intended purpose, I can confirm that the clubs will be advised on the appropriate use of permits when these are issued and any instances of permits being used inappropriately can be reported to our Parking Control team for investigation.

I can confirm that your objection to the proposed scheme (anonymised as far as possible) and this response will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future in accordance with the Council's Scheme of Delegation for Cabinet Members. You will be notified of the Cabinet Member's decision about this scheme in due course. The report and record of the Cabinet Member's decision will be published on North Tyneside Council's website. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

NORTH TYNESIDE COUNCIL
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019 and (On Street Parking Places) (Consolidation) Order 2019 Variation Orders 2021

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:

- A. 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 the south side of Glebe Avenue, Benton from its junction with Station Road to a point 9m north east of the junction.
- B. the North Tyneside (On Street Parking Places) (Consolidation) Order 2019 so that:
1. provision be made for the issue of Leisure Club Permits;
 2. permit holder parking places, to be operational at all times, be introduced on the Un-named road to the rear of St Alban's Place, Tynemouth, from its junction with Northumberland Terrace to a point 38 metres north west of that junction.
 3. permit holder parking places, to be operational between 10.00am to 11.00am and 2.00pm to 3.00pm, Mondays to Fridays, be introduced on Glebe Avenue, Benton, from a point 9 metres north east of its junction with Station Road in a north easterly direction for its entirety.
 4. The permit holder parking places on the following streets in Tynemouth will become operational on all days and at all times:

Tynemouth Terrace	Priors Terrace
Collingwood Terrace	Northumberland Terrace
Un-named road to the rear of Tynemouth Place and Tynemouth Terrace	
The un-named road between Northumberland Terrace and Prior's Terrace	
 5. The following addresses be included in the list of properties eligible for the issue of parking permits and vouchers:
 - Priors Terrace - Tennis and Cricket Clubs based in Priors Park (eligible for a maximum of 12 annual Leisure Club Permits between them) (Zone TM1)
 - 14 Briar Avenue, Whitley Bay (Zone WB4)
 - 20 Mullen Road, Wallsend (Zone WD13)
 - Glebe Avenue, Benton – 1 to 15 (consecutive), Lyndhurst Road 1 to 17 (odd only) (Zone BEN3)
 6. Properties eligible for permits in the Tynemouth Terrace area be transferred from Zone TM2 to TM1.

Further details of the proposals may be examined online at 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 4 January 2021. Any objections may be published as part of any reports to councillors on the matter.

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

