

North Tyneside Council

Report to Cabinet Member for Environment

Date: 6 December 2022

Title: Traffic Regulation Order – West Street, Wallsend

Portfolio(s): Environment	Cabinet Member(s): Councillor S Graham
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Report from Service Area: Regeneration and Economic Development

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development (Tel: 0191 643 7295)

Wards affected: Northumberland

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce waiting restrictions (double yellow lines) at the junction of West Street and Chesterwood Drive, Wallsend and to set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) sets aside the objection in the interests of preventing obstructive parking at the junction thereby facilitating pedestrian and vehicle movements and improving road safety;
- (3) determines that the Traffic Regulation Order should be made unchanged.

1.3 Forward Plan:

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

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements

1.5 Information:

1.5.1 Background

The proposal, to introduce waiting restrictions at the junction of West Street and Chesterwood Drive, Wallsend, originated from a request from a resident who reported that obstructive parking was restricting visibility for drivers egressing the estate onto West Street. Photographic evidence of this was also provided.

Parking surveys were consequently conducted at this location in accordance with the assessment process set out in Annex 6 of the North Tyneside Parking Strategy, the results of which met the appropriate criteria for waiting restrictions. A proposal was subsequently developed to introduce a no waiting at any time restriction (double yellow lines) to deter parking within 10 metres of the junction.

Affected residents were consulted about the proposed restrictions by letter. The proposal received support from the resident who had requested the restrictions, who also asked if the proposed restriction could be extended. No other feedback was received. A meeting was consequently arranged between council officers and the resident who had requested the restrictions, where it was agreed that the proposed double yellow lines should be extended by 5 metres on each side of the junction.

Ward Councillors were contacted by email and invited to comment on the proposal. They responded confirming their support for the proposed restrictions.

The statutory consultation was carried out in February 2022 and one formal objection to the proposal was received.

1.5.2 Statutory Consultation

Parking proposals are subject to statutory legal process as set out in section 2.2. 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 sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Scheme of Delegation for Cabinet Members.

1.5.3 Summary of Objections

Local resident, **Mr H** submitted an objection to the scheme based on his view that the extent of the proposed restrictions was excessive and that they only needed to cover the length of one car on each side of the junction. He also commented that he had not observed any obstructive parking at this location.

An officer wrote to the objector to clarify that the restrictions were proposed primarily in order to improve visibility at the junction. It was explained that the proposal was developed as a result of residents' concerns and that site assessments had confirmed an

issue at the junction. It was also highlighted that the length of the proposed restriction was considered by officers to be the minimum required to provide adequate visibility at the junction.

The objector was advised that the objection would be referred to the Cabinet Member for Environment for consideration and was invited to reconsider his objection. No further correspondence was received.

Full details of the objection and officer's response are included at Appendix 1 of this report.

1.6 Decision options:

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

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 interests of preventing obstructive parking at the junction thereby facilitating pedestrian and vehicle movements and improving road safety.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence
Appendix 2 Traffic Regulation Order advertised on site
Appendix 3 Copy of Proposed Plan
Appendix 4 Equality Impact Assessment

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
Amar Hassan, Principal Accountant Investment (Capital) and Revenue, 0191 643 5747

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [North Tyneside Parking Strategy](#)
- (3) [Road Traffic Regulation Act 1984](#)
- (4) [Local Authorities' Traffic Orders Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the 2022/23 (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 such 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.

The order making Authority is required to publish at least one notice detailing the proposal in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. Authorities are also required to make documents relating to the proposal available for public inspection. In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

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

Within 14 days of the making of the Traffic Regulation Order, the order making authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the making of the order. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on roads affected by the order. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

The Legal Notice of Intent was published in the local press and may be cited as the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019 Variation Order 2022.

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

An Equality Impact Assessment for the Traffic Regulation Order – West Street, has been undertaken and is attached as Appendix 4 to this report. This notes that the identified potential impacts are positive: these relate to improved accessibility for people who currently experience difficulty crossing the road.

2.6 Risk management

There are no risk management implications directly arising from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

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
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Details of Objection – Mr H (Dated 5 March 2022)

I wish to object to the length of the double yellow lines to be introduced on the corners of Chesterwood Drive & West street. A car length would be more than adequate if the proposed lines to go ahead I have lived on West street for over 25 years & never once seen anyone parking or blocking the corners or entrance to Chesterwood Drive. This estate has been here for over 35 years & to the best of my knowledge there has been NO accidents in that area. IMO I think this is an unnecessary expense in today's climate !! The cost could be put to better projects.

Officer Response (Dated 31 May 2022)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at the junction of West Street and Chesterwood Drive, Wallsend (as shown on the attached plan). I would like to clarify the reasons why we are proposing the waiting restrictions and to address comments relevant to the proposal.

The proposal has been developed as a result of residents' concerns about visibility for vehicles egressing Chesterwood Drive. These issues were confirmed following site assessments and the attached proposal was progressed. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location and will therefore help to maintain sufficient visibility at all times and subsequently improve road safety.

The extent of the proposed restrictions has been considered to ensure that the existing parking provision is not negatively impacted, whilst providing the required visibility.

Your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course. In the event that you wish to withdraw your objection based on the information above, I would be grateful if you could let me know at the earliest opportunity.

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

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

North Tyneside Council gives notice that it proposes to make Variation Orders under Sections 1, 2, 32, 35 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the Orders, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019, so that no waiting at any time restrictions (double yellow lines) be introduced on sections of the following roads:

- a) Chesterwood Drive, Wallsend on both sides, from its junction with West Street to a point 12 metres north-east of that junction.
- b) West Street, Wallsend on its north-east side, from a point 15 metres north-west of its junction with Chesterwood Drive to a point 15 metres south-east of that junction.

Further details of the proposals may be examined in the documents available on the Council's website. 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 7 March 2022. Any objections may be published as part of any reports to councillors on the matter.

11 February 2022
Head of Law & Governance
Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

