

# North Tyneside Council Report to Cabinet Member for Environment and Transport Date: 07 January 2019

Traffic Regulation  
Order – Ritson Close,  
North Shields

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Portfolio: Environment and Transport

Cabinet Member:

Cllr 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:

Preston

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## PART 1

### 1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment and Transport to introduce a 'No waiting at any time' restriction on a short section of Ritson Close and set aside five objections received to the proposal.

### 1.2 Recommendation(s):

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

- (1) considers the objections;
- (2) sets aside the objections in the interests of maintaining vehicular access to the properties adjacent to Regency Court; and
- (3) determines that the Traffic Regulation Order should be made unchanged.

### 1.3 Forward Plan:

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

## 1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2018 to 2020:

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

## 1.5 Information:

### 1.5.1 Background

The proposal to introduce waiting restrictions on Ritson Close adjacent to Regency Court was developed following requests from a number of residents concerned about parked vehicles blocking access to their properties. It was also supported by ward councillors.

It is envisaged that the introduction of additional restrictions adjacent to Regency Court will ensure that residents whose garages and driveways are accessed from the western end of the cul-de-sac will be able to access their properties at all times.

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

Five objections were received in response to the statutory Notice of Intention. A summary of the objections is provided below. Officers contacted the objectors to explain the rationale behind the proposal and to invite them to reconsider their objections but no responses were received.

### 1.5.2 Statutory Consultation

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

### 1.5.3 Summary of Objections

**Mr C**, a local resident, submitted an objection to the scheme based on his view that the proposed restriction would have an adverse effect on residents and their visitors as a result of a reduction in on-street parking spaces.

An officer wrote to the objector to clarify that the proposal had been taken forward to maintain access to the driveways and garages at the western end of the cul-de-sac adjacent to Regency Court and that the proposed lines had been kept to the minimum length required to achieve the necessary result.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 19 September 2018. No response was received.

**Ms R**, a local resident, submitted an objection to the scheme based on her view that the proposed restriction would have an adverse effect on residents as a result of a reduction in the number of available parking spaces. She expressed the view that the displacement of parking to surrounding locations would increase conflict between residents.

An officer wrote to the objector to clarify that the proposal had been taken forward to maintain access to the driveways and garages at the western end of the cul-de-sac adjacent to Regency Court and that the proposed lines had been kept to the minimum length required to achieve the necessary result. It was explained that the impact of any displaced parking would be monitored and further action taken as necessary.

The objector was invited to reconsider her objection in light of this information by responding to officers in writing by 19 September 2018. No response was received.

**Mr K**, a local resident, submitted an objection to the scheme based on his view that the proposed restriction would have an adverse effect on residents as a result of a reduction in parking capacity. He also expressed his concerns that displaced vehicles would increase the likelihood of further damage to grass verges and pavement parking.

An officer wrote to the objector to clarify that the proposal had been taken forward to maintain access to the driveways and garages at the western end of the cul-de-sac adjacent to Regency Court and that the proposed lines had been kept to the minimum length required to achieve the necessary result. It was explained that the impact of any displaced parking would be monitored and further action taken as necessary.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 19 September 2018. No response was received.

**Mr L**, a local resident, submitted an objection to the scheme based on his view that the proposed restriction would have an adverse effect on residents as a result of a reduction in on-street parking spaces. He expressed the view that the restriction would displace parking into his street and cause conflict amongst residents.

An officer wrote to the objector to clarify that the proposal had been taken forward to maintain access to the driveways and garages at the western end of the cul-de-sac adjacent to Regency Court and that the proposed lines had been kept to the minimum length required to achieve the necessary result. It was explained that the impact of any displaced parking would be monitored and further action taken as necessary.

The objector was invited to reconsider his objection in light of this information by responding to officers in writing by 19 September 2018. No response was received.

**Ms M**, a local resident, submitted an objection to the scheme based on her view that the proposed restriction would have an adverse effect on residents by reducing the number of on-street parking places and causing parking to be displaced resulting in conflict amongst residents.

An officer wrote to the objector to clarify that the proposals had been taken forward to maintain access to the driveways and garages at the western end of the cul-de-sac adjacent to Regency Court and that the proposed lines had been kept to the minimum length required to achieve the necessary result. It was explained that the impact of any displaced parking would be monitored and further action taken as necessary.

The objector was invited to reconsider her objection in light of this information by responding to officers in writing by 19 September 2018. No response was received.

## **1.6 Decision options:**

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

### Option 1

Approve the recommendations set out in section 1.2.

### Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

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

Option 1 is recommended as the proposals will help to maintain vehicular access to the properties adjacent to Regency Court.

## **1.8 Appendices:**

Appendix 1 Details of objections and associated correspondence

Appendix 2 Legal Notice of Intention as published in local press

Appendix 3 Plan of scheme

## **1.9 Contact officers:**

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Nicholas Bryan, Highway Network Manager, 0191 643 6622

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

Claire Emmerson, Senior Manager Financial Strategy and Planning, 0191 643 8109

## **1.10 Background information:**

North Tyneside Parking Strategy

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

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

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

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

### **2.2 Legal**

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

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

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

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

**Details of Objection – Mr C (dated 10 January 2018)**

Dear Sir or Madam,

I am writing to you to raise a strong objection to the proposed introduction to introduce new parking restrictions in Ritson Close North Shields.

If you go ahead with these restrictions it will cause a great hardship to residents in Edwina Gdns who are unable to park outside their homes and family and friends visiting them.

I understand that a Regency Court resident is wanting these restrictions they have off street parking and a garage are we to suffer because of this resident?

**Officer Response (dated 4<sup>th</sup> September 2018)**

Following your formal objection to the waiting restrictions proposed for Regency Court and Ritson Close, I have discussed your comments with your local ward councillors and they have confirmed that they agree with officers that the proposed restrictions are necessary to maintain access to Regency Court and should be progressed.

Whilst I appreciate that you are concerned about any reduction in parking capacity in this area, officers believe that the proposed double yellow lines (shown on the attached plan) have been kept to the minimum length required to achieve the necessary effect of ensuring that access to properties in Regency Court is kept clear.

I can confirm that, in the event that the proposed restrictions are introduced, officers will monitor the impact of any displaced parking in the vicinity of Regency Court and consider the introduction of remedial measures if necessary.

If you would like to withdraw your objection in light of the information provided above and attached plan, I would be grateful if you could let me know in writing by 19th September. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

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**Details of Objection – Ms R (dated 10 January 2018)**

Dear Sir/Madam,

I'm writing this to voice my objection to the proposed parking restrictions for Ritson Close, North Shields. This concerns me greatly as this not only effects me but will so impact the life of all of the other local residents inc Queen Alexandra Road West, Regency Terrace, Ritson Close and Regency Gardens. I have included a recent photo of what happens when anyone other than the resident whose house it is dares to park outside it on the public highway of Queen Alexandra Road West. I'm sure you can imagine the uproar that would ensue if suddenly more local residents had to start parking in and around that area!!

**Officer Response (dated 4<sup>th</sup> September 2018)**

Following your formal objection to the waiting restrictions proposed for Regency Court and Ritson Close, I have discussed your comments with your local ward councillors and they have confirmed that they agree with officers that the proposed restrictions are necessary to maintain access to Regency Court and should be progressed.

Whilst I appreciate that you are concerned about any reduction in parking capacity in this area, officers believe that the proposed double yellow lines (shown on the attached plan) have been kept to the minimum length required to achieve the necessary effect of ensuring that access to properties in Regency Court is kept clear.

I can confirm that, in the event that the proposed restrictions are introduced, officers will monitor the impact of any displaced parking in the vicinity of Regency Court and consider the introduction of remedial measures if necessary.

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### **Details of Objection – Mr K (dated 10 January 2018)**

Dear North Tyneside Council,

I object to the councils proposals to add additional Prohibitions and Restrictions of Waiting and Loading on Ritson Close. The grounds for this rejection are:

1. Parking is already heavy restricted in Ritson Close and Queen Alexander Road West. Adding additional restrictions will only move residents cars to other congested streets, creating further access and safety issues.

2. Edwina Gardens has 13 houses with no parking available on this street due to the size of its access road. Some off street parking is available in these houses, however due the age of the houses (construction 1909) not all are suitable for car access.

3. This will lead to further damage to the grass verges in this area and block access to the Edwina Gardens foot path, causing a safety concern for any push chair or wheel chair access required.

A more inclusive proposal is required to reduce potential access issues and ease parking difficulties to the residence of Edwina Gardens and Ritson Close. Adding further parking restrictions does not resolve both of these issues.

Consideration should be given to extending the parking available to residents by hardening some areas of the verges. This would increase parking availability and reduce access issues for Ritson.

### **Officer Response (dated 4<sup>th</sup> September 2018)**

Following your formal objection to the waiting restrictions proposed for Regency Court and Ritson Close, I have discussed your comments with your local ward councillors and they have confirmed that they agree with officers that the proposed restrictions are necessary to maintain access to Regency Court and should be progressed.



Whilst I appreciate that you are concerned about any reduction in parking capacity in this area, officers believe that the proposed double yellow lines (shown on the attached plan) have been kept to the minimum length required to achieve the necessary effect of ensuring that access to properties in Regency Court is kept clear.

I can confirm that, in the event that the proposed restrictions are introduced, officers will monitor the impact of any displaced parking in the vicinity of Regency Court and consider the introduction of remedial measures if necessary.

If you would like to withdraw your objection in light of the information provided above and attached plan, I would be grateful if you could let me know in writing by 19th September. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

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### **Details of Objection – Mr L (dated 19 December 2017)**

Further to your proposal of additional yellow lines on the area around Ritson Close North Shields. I would just like to highlight that parking for the residents of the neighbouring street Queen Alexandra road West is already impacted by the current yellow lines and feel as if further lines will cause more of an impact.

Currently, the majority of the residents park between Ritson Close and Queen Alexandra road west, particularly at the junction and in the vicinity of door numbers 99, 101 etc. The residents from Ritson close currently have no respect for those in Queen Alexandra road west and do not park with respect. Double parking is an issue and commercial vehicles are also parked outside of those houses in Queen Alex, there may be 2 to 3 cars per households of Ritson close parking on Queen Alex and when this is raised with the vehicle owners, abuse is received.

I am a property owner in Queen Alex and have been a resident for over 10 years, I have 3 small children and I have never received as much abuse from those in Ritson Close as I do now. All this is down to parking conflicts. Due to this, I believe that further restrictions will escalate this further, to a point where the police may be regular visitors.

Please consider the residents living close by who endure 'parking wars' every day.

### **Officer Response (dated 4<sup>th</sup> September 2018)**

Following your formal objection to the waiting restrictions proposed for Regency Court and Ritson Close, I have discussed your comments with your local ward councillors and they have confirmed that they agree with officers that the proposed restrictions are necessary to maintain access to Regency Court and should be progressed.

Whilst I appreciate that you are concerned about any reduction in parking capacity in this area, officers believe that the proposed double yellow lines (shown on the attached plan) have been kept to the minimum length required to achieve the necessary effect of ensuring that access to properties in Regency Court is kept clear.

I can confirm that, in the event that the proposed restrictions are introduced, officers will monitor the impact of any displaced parking in the vicinity of Regency Court and consider the introduction of remedial measures if necessary.

If you would like to withdraw your objection in light of the information provided above and attached plan, I would be grateful if you could let me know in writing by 19th September. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

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### **Details of Objections – Ms M (Dated 03 January 2018)**

Hi,

I am writing in response to the proposed placement of yellow lines on the road at Ritsen by the grassed area. It is my opinion that there is no requirement for the council to waste money on this. The suggestion proposed by the resident in question is one which will not benefit the rest of the community as it will remove two car parking places for the rest of the residents but only benefit one or two.

The house in question was a later addition to the community and access to the property would have been considered on planning application, and amendments have been made to accommodate access to the property as in the road has already been reshaped to allow access and there is a wide entrance to the property.

Inconsiderate parking happens infrequently and often by members of Ritsen, length ways parking outside their garage onto the footpath which does limit access to the property but the placement of yellow like will not help this particular issue.

Placement of yellow likes will affect the community of Edwina Gardens the pedestrian street which unfortunately can't park outside our own homes. We are constantly called to defend our right to park close to our own homes and the requests of others have in the past always been considered over ours and we now have extremely limited parking as it is without the unnecessary loss of two spaces, which will force us to park on the next street queen Alexander road west and upset that community as we will be parking outside their homes.

Please consider the wider community when making the decision based on a small number of residences.

### **Officer Response (dated 4<sup>th</sup> September 2018)**

Following your formal objection to the waiting restrictions proposed for Regency Court and Ritson Close, I have discussed your comments with your local ward councillors and they have confirmed that they agree with officers that the proposed restrictions are necessary to maintain access to Regency Court and should be progressed.

Whilst I appreciate that you are concerned about any reduction in parking capacity in this area, officers believe that the proposed double yellow lines (shown on the attached plan) have been kept to the minimum length required to achieve the necessary effect of ensuring that access to properties in Regency Court is kept clear.

I can confirm that, in the event that the proposed restrictions are introduced, officers will monitor the impact of any displaced parking in the vicinity of Regency Court and consider the introduction of remedial measures if necessary.

If you would like to withdraw your objection in light of the information provided above and attached plan, I would be grateful if you could let me know in writing by 19th September. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment and Transport for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.



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

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

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

**Ritson Close, North Shields** on its north side, from its junction with Regency Court to a point 10m east of that junction.

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

8 December 2017  
V Geary, Head of Law & Governance  
Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

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QUEEN ALEXANDRA ROAD WEST



**Key**

-  Existing Double Yellow Lines
-  Proposed Double Yellow Lines

**NOTES**

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3. The Contractor is to take all reasonable precautions for the location and protection of any public or private apparatus in the vicinity of the works.

**Client**  
North Tyneside Council

**Project Title**  
Proposed Waiting Restrictions

**Drawing Title**  
Ritson Close  
North Shields

Project No.	Dwg. No.	Checked
14	14	NS
Date	Scale	Sheet Size
13-June-17	NTS	B

**Engineering Services**  
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Regulatory Services  
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