

North Tyneside Council Report to Cabinet 9 June 2014

ITEM 7(b)
Traffic Regulation Order –
Blanchland Terrace/
Drummond Terrace,
North Shields

Portfolio(s): Economic Development

Cabinet Member(s): Cllr F Lott

Report from Service Area: Environment and Leisure

Responsible Officer: Phil Scott, Head of Environment and Leisure (Tel: 0191 643 7295)

Wards affected: Preston

PART 1

1.1 Purpose:

The purpose of this report is to seek Cabinet's approval to introduce 'no waiting at any time' restrictions on Blanchland Terrace and Drummond Terrace, North Shields at their junctions with a number of adjoining back lanes, and set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) considers the objection;
- (2) sets aside the objection in the interests of discouraging obstructive parking at the specified junctions thereby improving vehicular access particularly for refuse collection vehicles; and
- (3) confirms the Traffic Regulation Order, as drafted.

1.3 Forward Plan:

28 days notice of this report has been given. Objections relating to proposed Traffic Regulation Orders are a standard item on the Forward Plan.

1.4 Council Plan and Policy Framework

The proposals in this report are relevant to the following priority set out in Our North Tyneside, the Council Plan 2014 to 2018:

1 C We will improve accessibility in the borough and support accessibility by walking and cycling

1.5 Information:

1.5.1 Background

Following representation from colleagues in the Authority's waste collection team and local residents, a scheme to introduce 'no waiting at any time' restrictions on Blanchland Terrace and Drummond Terrace, North Shields at a number of their junctions with adjoining back lanes was developed. The location of the proposed restrictions is shown on the drawing included as Appendix 3.

The restrictions referred to above were proposed principally in response to a request from the waste collection team whose vehicles have been experiencing difficulties accessing the back lanes in question for a considerable time. Vehicles parked in the vicinity of the junctions specified have resulted in refuse vehicles being unable to carry out their collections on a number of occasions necessitating repeat visits to the area in order for the work to be completed. The proposed restrictions would prohibit parking in the immediate vicinity of the junctions thereby enabling large vehicles to execute the necessary manoeuvres safely to gain access to the back lanes

Affected residents were informed of the proposal by letter and, in accordance with the relevant statutory process, a Notice of Intention for the amended proposal was displayed "on site", in the local newspaper and on the Authority's website outlining the proposed restrictions.

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

1.5.2 Statutory Consultation

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

1.5.3 Summary of Objection

One local resident submitted an objection to the proposal to introduce double yellow lines on Blanchland Terrace, specifically the section proposed for the west side, north of the junction with Back Bamborough Terrace, on the following grounds:

- (1) The proposed restrictions would prevent the resident from parking outside his property. Finding an alternative parking space in Blanchland Terrace would be difficult owing to residents from surrounding streets and parents of children attending King Edward Primary School parking in the street.
- (2) The value of the objector's property would decrease due to the loss of the adjacent parking place.
- (3) The objector has paid road tax and National Insurance all his life and felt that he was being penalised for owning a property adjacent to a back lane.
- (4) The access problems were, he suggested, caused primarily by vehicles parked on the east side of the road, opposite the junction in question. The restrictions proposed for the west side were therefore less important particularly as the resident is prepared to relocate his vehicle during collection times.
- (5) The refuse collection vehicles were simply too large to safely access the back lanes in the area. As a result, damage has been caused to a wall at the boundary of the objector's property.

Officers responsible for parking control and waste management met with the objector on site on 1 April 2014 to discuss his concerns. The Officers reiterated the rationale behind the proposals. The objector maintained his opposition to the proposed restrictions.

A parking control officer then wrote to the objector addressing the points raised in his objection and clarifying the reasons for the proposals.

It was reiterated that the scheme had been proposed to discourage parking in the vicinity of the junctions with back lanes to allow refuse collection vehicles access to carry out their duties. Whilst the efforts the objector had made in the past to accommodate the needs of the waste collection team by relocating his vehicle during collection times were acknowledged, it was explained that the proposed restrictions would offer a more effective solution.

Whilst it was acknowledged that the proposal would prevent parking immediately adjacent to the objector's property, site inspections by officers had shown that there were sufficient parking places in the street to offer a viable alternative nearby. With regard to the objector's comments in respect of non residential parking in Blanchland Terrace, officers agreed to conduct the appropriate parking surveys to gauge the extent of the reported issue. It is the intention of officers to conduct these surveys during the current month and if it is found that the parking situation meets the relevant criteria, permit parking restrictions will be considered.

With reference to the reported damage to property, the objector was advised to refer this matter directly to the Authority's waste collection team for investigation.

The objector was invited to withdraw his objection in light of the comments above by replying to the officer's letter by 30 April 2014. He declined to do so.

1.6 Decision options:

The following options are available for consideration by Cabinet:

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 discourage obstructive parking in the vicinity of the back lanes in the area thereby improving access particularly for refuse collection vehicles. Although the scheme will result in the loss of a small number of parking places, site observations have shown sufficient alternative provision in the immediate vicinity of the proposed restrictions.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Legal Notice of Intention as published in local press

Appendix 3 Plan of scheme will be displayed in each group room and will be available for inspection at Cabinet

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Kevin Ridpath, Highway Network Manager, Capita, 0773 028 5609
Garry Hoyle, Parking Manager, Capita, 0191 643 6599
Alison Campbell, Financial Business Manager, 0191 643 7038

1.10 Background information:

North Tyneside Parking Strategy 2012 - 2016

http://www.northtyneside.gov.uk/browse.shtml?p_subjectCategory=360

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the 2014/15 (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 in the local press and include a 21-day period for objections. In accordance with the Authority's policy, if any objections cannot be resolved, then Cabinet is asked to consider the objections.

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 2014 Variation Order 2014 – Blanchland Terrace/Drummond Terrace

2.3 Consultation/community engagement

Consultation was carried out 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. There are potential positive equalities implications in that physical accessibility, particularly for people with disabilities, may be improved.

2.6 Risk management

There are no risk management implications directly arising from this report.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There are no environment and sustainability implications directly arising from this report.

PART 3 - SIGN OFF

- Deputy Chief Executive
- Head of Service
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Manager – Strategic Services

Details of Objection – Mr H, Local Resident (dated 25th February 2014)

To whom it may concern,

I am writing this letter in respect of the decision that has been made to put double yellow lines outside of my home address.

I am opposing this decision as I think it is disgraceful that North Tyneside Council think it is acceptable and okay to do this.

The reason this decision has been made is so that the Bin Wagons can gain easier access to the back lane.

These are questions and my reasons for opposing this:

- Where am I going to park my car? There are never any parking spaces on my road due to the residents from surrounding streets using the road to park their cars, also the parents of children going to King Edward Primary School using the road for parking.
- I feel the value of my property (which I own) will decrease due to the fact that there will not be a parking space outside of it.
- Why, when I pay my road tax and have paid tax and National Insurance in to the system all of my life am I being penalised because I own a house that is next to a back lane.
- I have moved my car on many an occasion to help the bin men get access to the back lane, they have still been unable or it has been very difficult for them to get the Wagon into the back lane due to the other cars parked over the road.
- The wall to my property has been damaged from the bin wagon driving into or out of the back lane, the new Bin Wagons are simply too big for the back lanes.

I look forward to your response,

Mr H

Council response (dated 16th April)

Dear Mr H,

I acknowledge receipt of your objection to the proposed waiting restrictions on Blanchland Terrace and your accompanying petition. As discussed during our recent site meeting, the scheme has been proposed following a request from our waste collection team whose vehicles have been experiencing difficulties accessing the back lanes off Blanchland Terrace for a considerable time. Vehicles parked in the vicinity of these junctions have resulted in refuse vehicles being unable to carry out their collections on a number of occasions necessitating repeat visits to the area in order for the work to be completed. Whilst the efforts you have made in the past to accommodate the needs of the waste collection team by relocating your vehicle during collection times are appreciated, it is felt that the proposed restrictions would offer a more effective solution.

Whilst we recognise that the proposal will prevent parking immediately adjacent to your property, it is our view that there are sufficient parking places in the street to offer a viable alternative nearby.

With regard to your request for permit parking restrictions to be considered for Blanchland Terrace, I can confirm that this has been added to a list of sites to be assessed by parking control officers in the next few weeks. If it is found that the parking situation meets the relevant criteria, permit parking restrictions will be considered.

With reference to the reported damage to your property, I would advise you to refer this matter directly to our waste collection team for investigation. They can be contacted through our contact centre on 0345 2000101.

If you would like to withdraw your objection in light of the information provided above I would be grateful if you could let me know in writing by 30th April. If I do not hear from you before then, I will assume that you still object to the proposed scheme and your objection and accompanying petition will be included in a report to be presented at a forthcoming Council Cabinet meeting where a decision will be made on whether or not the proposals will be implemented. You will be notified of the outcome following this meeting.

Yours faithfully,

Nick Saunders
Senior Traffic Engineer – Parking Control

NORTH TYNESIDE COUNCIL

North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2014 Variation Order 2014 – Blanchland Terrace/Drummond Terrace

North Tyneside Council gives notice that it proposes to make a Variation Order under Sections 1, 2, 32, 35, 45 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the Order, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2014, so that a no waiting at any time restriction is introduced on the following lengths of road:-

Blanchland Terrace

- (i) East side from a point 23 metres north of its junction with Trevor Terrace to a point 45 metres north of that junction.
- (ii) East side from a point 80 metres north of its junction with Trevor Terrace to a point 94 metres north of that junction.
- (iii) West side from its junction with Back Preston Avenue to a point 5 metres north of that junction.
- (iv) West side from its junction with Back Bamborough Terrace to a point 6 metres north of that junction.
- (v) West side from its junction with Back Belford Terrace to a point 5 metres north of that junction.

Drummond Terrace

- (i) East side from a point 18 metres south of its junction with Trevor Terrace to a point 33 metres south of that junction.
- (ii) West side from its junction with Back Trevor Terrace to a point 5 metres south of that junction.

Full details of the proposals, may be examined at the address below between 8.30 am and 4.00 pm on Mondays to Fridays. If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned by 10 March 2014. Any objections received will be placed in the working file and can be viewed by the public if requested.

17 February 2014

