

North Tyneside Council Report to Cabinet 9 June 2014

ITEM 7(c)
Traffic Regulation Order –
Great Lime Road, Forest
Hall

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:

Benton, Killingworth

PART 1

1.1 Purpose:

The purpose of this report is to seek Cabinet's approval to introduce a 'no waiting at any time' restriction on both sides of Great Lime Road between Glebe Road and West Moor Methodist Church in the vicinity of Sambuca Restaurant, 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 inconsiderate and unsafe parking in the area specified thereby improving vehicular access and road safety; 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 local residents, ward members and the Police, a proposal to introduce a 'no waiting at any time' restriction on both sides of Great Lime Road between Glebe Road and West Moor Methodist Church was developed.

The proposed restrictions referred to above are intended to address problems created by inconsiderate non residential parking primarily associated with the Sambuca restaurant at this location. This is of particular significance in road safety terms owing to the presence of traffic signals at the junction with Glebe Road, the bus stop adjacent to the restaurant and also the access to the car park at the rear of the restaurant. It is the opinion of officers that vehicles parked at these locations can severely compromise access and road safety.

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

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

A local resident submitted an objection to the proposal on the following grounds:

- (1) A formal impact assessment of the proposals has not been carried out so the effect of the proposed restrictions on residential amenity in the wider area has not been taken into consideration.
- (2) As the highway adjacent to the resident's property (located immediately to the east of the proposed double yellow lines) would remain unrestricted, the proposals will increase the likelihood of vehicles parking there. This would have the effect of making access and egress to the property in question more difficult and potentially unsafe. This problem could be addressed by extending the proposed double yellow lines further eastwards along Great Lime Road to include the highway adjacent to the objector's property.
- (3) A traffic assessment was required for Great Lime Road to determine the effect of proposed developments on an already busy transport corridor.

An officer from the Authority wrote to the objector on 20 March 2014 addressing the points raised in his objection and clarifying the reasons for the proposals.

It was explained to the objector that it is not current Council policy to conduct formal impact assessments for this type of scheme and that proposals involving the introduction of waiting restrictions are based on the judgement and experience of officers.

It was further explained that potential impacts on the wider area are taken into consideration when new schemes are developed, however as it may be difficult accurately to predict the effect of parking restrictions, particularly with regard to the exact location of any displaced parking, the Authority's approach is to review all restrictions 6 to 12 months after implementation. The effects of the proposed scheme would therefore be assessed and an amendment to the restrictions considered if appropriate. Such an amendment might, for example, include consideration of extending the restrictions further east along Great Lime Road if considered beneficial.

The rationale behind the extent of the proposals was also outlined. The proposed restrictions have been developed to discourage obstructive non-residential parking in an area of specific concern which includes traffic signals at the junction with Glebe Road, the bus stop adjacent to the restaurant and also the access to car park at the rear of the restaurant. Parking in these areas in particular compromises access and road safety. Extending the restrictions further east along Great Lime Road would be more difficult to justify as prohibition of parking in front of residential properties would not normally be considered owing to the potential detrimental effect on parking availability for residents and their visitors. Deciding on the extent of any restrictions further to the east would also be problematic and a blanket ban on parking on a large section of Great Lime Road would affect the residential amenity of the area.

It was also clarified to the objector that all large housing developments require a Transport Assessment to be submitted to the Authority as part of the planning application process and that this ensures that the expected impacts of a new development on the network are taken into consideration. Officers dealing with new developments have confirmed that in their view, potential future residential development in the Great Lime Road area does not necessitate a strategic assessment of the whole of this corridor at this time.

The objector was invited to withdraw his objection by replying to the officer's letter by 7 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 inconsiderate and obstructive parking on Great Lime Road in the vicinity of Sambuca restaurant thereby improving access and road safety for pedestrians and vehicles in this area. In accordance with the current approach, the restrictions would be reviewed 6 to 12 months after implementation to determine the extent and nature of any potential impact on residential amenity in the surrounding area. An extension of the proposed restrictions would be considered if appropriate.

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 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 – Great Lime Road.

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 W, Local Resident (dated 10 March 2014)

Dear Mr Geary,

I write to raise an objection to the changes proposed to the traffic regulations on Great Lime Road, specifically the highway “around” the Sambuca restaurant.

The current parking and access situation in this area represents an “accident waiting to happen”. I therefore welcome any proposal to improve traffic congestion, improve road safety and alleviate parking concerns in the area. However, I feel that the current proposals serve only to meet these objectives in part and are to the detriment of my safety and convenience.

My contention is that the proposals will merely serve to move the problems further eastward along Great Lime Road. At busy periods at the restaurant the proposals would mean that in excess of 20 cars would be parking on the highway to the East of [number] Great Lime Road (where the double yellow lines will end). This will lead to traffic safety issues and inconvenience to residents living in those properties. It will also have a detrimental impact on the visibility along Great Lime Road when residents enter and exit their properties. This is a major safety concern to residents and to traffic on Great Lime Road. (The “natural” instinct of drivers is to accelerate from the lights on Glebe Road along Great Lime Road).

I suspect that the increased parking eastward along Great Lime Road will lead to blocked drives and parking on the pavements outside these properties. To date I have seen little evidence of enforcement of bye laws or of “policing” of parking violations and fear this inactivity is likely to continue to the detriment of residents.

In Summary my objections are:

1. I understand from a council official that the impact of the proposals on residents’ safety, convenience, parking concerns etc (living to the East side of [number]) was not carried out. I would like an assessment to be carried out.
2. The proposals do not go far enough. The proposals indicate that the end of the double yellow lines will be outside [number]. This will mean that restaurant customers will park outside the nearest “non yellow line” space to the Restaurant; namely outside [number] and [number]. This will severely hamper my line of sight along Great Lime Road when entering/exiting my property and present a safety issue to me. I would like parking restrictions put in place outside my home and to the properties to the west of my home. I am not averse to the extension of the double yellow lines to the easterly boundary of my home. There is precedent further along Great Lime Road where double yellow lines are in place in front of residents’ homes.
3. The proposals will lead to an increase in parking outside my property and outside other properties to the East of [number]. This will impact on my privacy, ability to access and enter my property and on the ability of friends, family and other visitors to park outside of my property. I would like you to consider applying some parking restrictions to the East of [number] to limit congestion and improve access and road safety.
4. Great Lime Road is already a busy road and it is used by a high volume of heavy vehicles, including buses and emergency vehicles. The granting of permission on green and brown sites at either end of the road for housing development will further add to the traffic load. I would ask that a wider assessment of road traffic issues on this road is commissioned.

I would be very grateful if you would advise me if any other objections have been made. I will then arrange to view these at your premises in accordance with the notice.

Yours sincerely,

Mr W

Council response (dated 20th March 2014)

Dear Mr W,

I acknowledge receipt of your letter objecting to the notice of intention associated with the waiting restrictions proposed for Great Lime Road and respond to the points you raise as follows:

1. It is not current Council policy to conduct formal impact assessments for this type of scheme. Proposals involving the introduction of waiting restrictions are based on the judgement and experience of council officers. Potential impacts on the wider area are taken into consideration when new schemes are developed however; it is often difficult to accurately predict the effect of parking restrictions particularly with regard to the exact location of any displaced parking.
2. The proposed restrictions have been developed to discourage obstructive non residential parking in an area of specific concern. This comprises the signals at the junction with Glebe Road, the bus stop adjacent to the restaurant and also the access to car park at the rear of the restaurant. Parking in these areas in particular compromises access and road safety. Extending the restrictions further east along Great Lime Road would be more difficult to justify as the council would not normally consider prohibiting parking in front of residential properties due to the detrimental effect on parking provision for residents and their visitors. Deciding on the extent of any restrictions further to the east would also be problematic and a blanket ban on parking on a large section of Great Lime Road would affect the residential amenity of the area.
3. As mentioned in Point 1, it is difficult to predict the impact of waiting restrictions particularly with regard to the location of any displaced parking and for this reason, it is North Tyneside Council's policy to review all restrictions 6 – 12 months after implementation. The effects of the proposed scheme would therefore be assessed and an amendment to the restrictions considered if appropriate. This may include the restrictions being extended further east along Great Lime Road if considered beneficial.
4. My colleagues in Development Control have confirmed that all housing developments require a transport assessment to be submitted to the council before planning consent can be granted to ensure that likely impacts on the network are taken into consideration. It is their view that development in the Great Lime Road area does not necessitate a strategic assessment of the whole of this corridor at this time.

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 7th April. 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 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 the Cabinet meeting.

I can confirm that no other formal objections to these proposals have been received by North Tyneside Council.

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 – Great Lime Road**

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:-

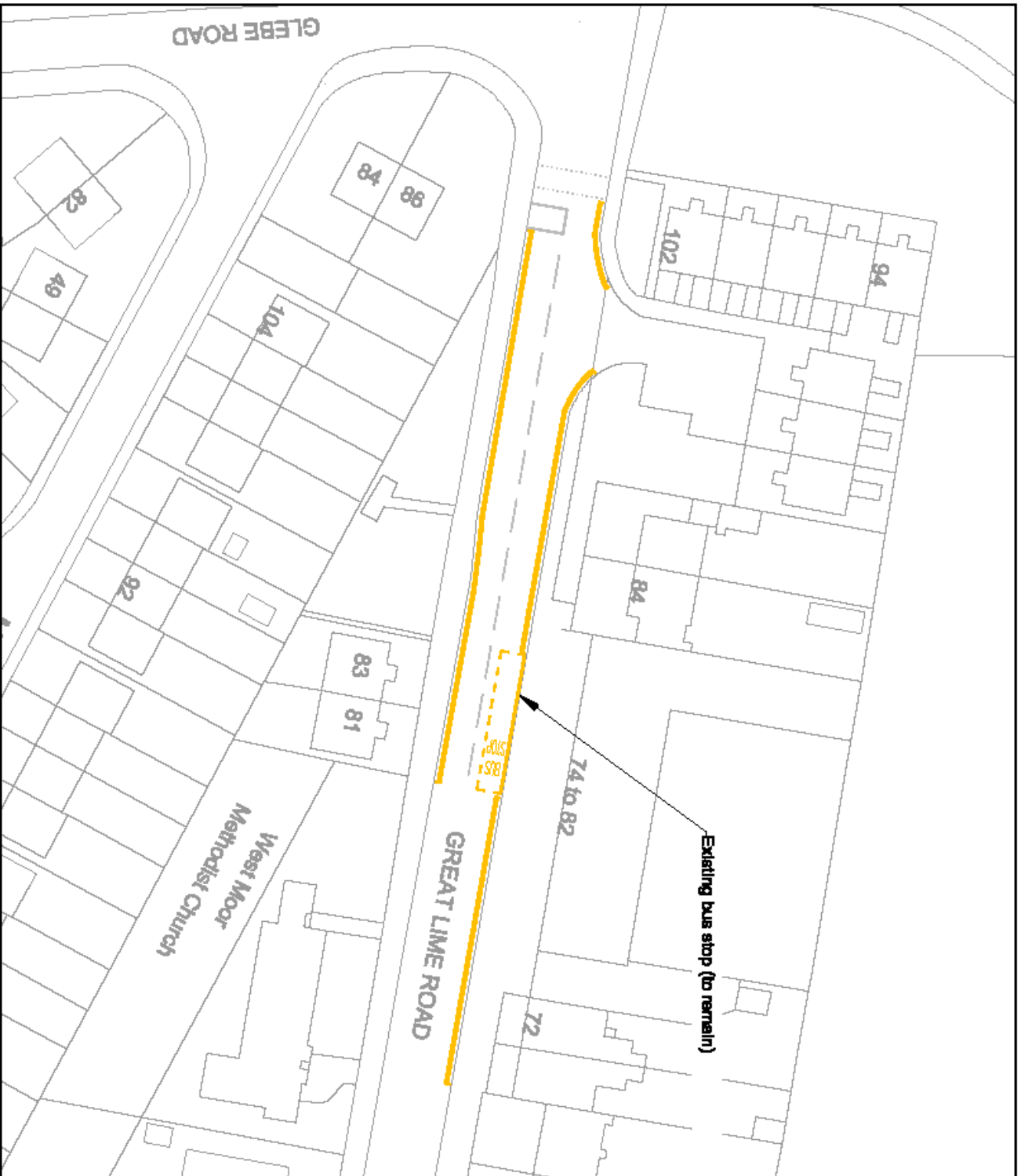
Great Lime Road

- (i) North side from a point 14 metres west of its junction with the access road to Nos. 88 – 102 Great Lime Road to a point 91 metres east of that junction.
- (ii) South side from a point 20 metres east of its junction with Glebe Road to a point 94 metres east 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

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



Key:

- Proposed No Waiting at Any Time (Double yellow lines)

Key:

- Existing bus stop (to remain)

North Yorkshire Council
 Making it possible with
CAPITA SYMONDS

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 Council Offices, The Guildhall, York
 YO1 1DA
 Tel: 01904 552000
 Fax: 01904 552001
 Email: info@northyorks.gov.uk

Site:
 Green Line Road - Forest Hill

The Proposed Waiting Restrictions

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|------------|-----|----------|------------|
| Scheme: | NR | Date: | 04/10/2019 |
| Drawn: | RL | Date: | 04/10/2019 |
| Approved: | CH | Date: | 04/10/2019 |
| Drawn by: | | Version: | 0 |
| Appr'd by: | RLR | | |
| Drawn by: | TJW | Scale: | A3 |