

# North Tyneside Council

## Report to Cabinet Member for Environment

### Date: 11 April 2024

**Title:** Traffic Regulation Order, Waiting Restrictions – Monks Wood, North Shields

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<b>Portfolio(s): Environment</b>	<b>Cabinet Member(s):</b>	<b>Councillor H Johnson</b>
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<b>Report from Service Area:</b>	<b>Regeneration and Economic Development</b>
<b>Responsible Officer:</b>	<b>John Sparkes, Director of Regeneration and Economic Development</b> (Tel: 0191 643 7295)
<b>Wards affected:</b>	<b>Preston</b>

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#### **PART 1**

##### **1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment to introduce full-time waiting restrictions on Monks Wood, North Shields, and to set aside four objections received to the proposal.

##### **1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interests of discouraging indiscriminate and obstructive parking thereby improving visibility and road safety for all road users and access for residents; 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 priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
  - We will increase opportunities for safe walking and cycling
- 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 in Monks Wood was developed to address concerns amongst some residents regarding obstructive and indiscriminate non-residential parking primarily associated with the playing fields and leisure facilities in this area.

The authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken between 2020 and 2022 and identified that obstructive parking was taking place primarily at times when sports events were taking place, creating a potential road safety issue.

The parking issues at Monks Wood and resulting proposal were discussed with ward Members throughout 2022. Engagement on the scheme was carried out in November 2022 via an informal postal consultation with residents and stakeholders including relevant local sports clubs.

The statutory consultation on the associated Traffic Regulation Order (TRO) was carried out in May 2023 and four formal objections to the proposal were received.

### 1.5.2 Statutory Consultation

Parking proposals are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking 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, businesses and other stakeholders to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. 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 Mayor's Scheme of Delegation.

### 1.5.3 Summary of Objections

Local residents Mr P, Ms L, Mr S and a representative of a local rugby club, Mr H, objected to the proposal based on their views that the restrictions were unnecessary, excessive and that the opportunity to park on street was valuable in supporting access to sport facilities. Mr S further advised that he would be content with the provision of waiting restrictions to a lesser extent than proposed.

An officer wrote to each of the objectors to explain that the proposal had been developed following concerns having been raised by local residents and that assessments had highlighted road safety and access issues including parked vehicles obstructing the footway. Where relevant to the content of the objection, it was also noted that the proposal included the retention of some on-street parking provision.

The objectors were advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and were invited to reconsider their objections. Further correspondence was received from Mr P, Mr S and Mr H reaffirming their position. No further correspondence was received from Ms L.

Full details of the objections and officers' responses 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 and determine that the Traffic Regulation Order should be made unchanged.

### Option 2

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made with modifications.

### Option 3

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should not be made.

Option 1 is the recommended option.

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

Option 1 is recommended for the following reasons:

The proposal will discourage indiscriminate and obstructive parking thereby improving visibility and road safety for all road users and access for residents.

## **1.8 Appendices:**

Appendix 1 Details of objections and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 Plan of proposed scheme

Appendix 4 Equality Impact Assessment

## **1.9 Contact officers:**

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

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 \(Procedure\) \(England and Wales\) Regulations 1996](#)

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

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

Funding to implement the proposals is available from the 2024/25 (Parking management) Local Transport Plan capital budget. Funding to advertise the proposals was provided from the 2022/23 (Parking management) Local Transport Plan capital budget.

### **2.2 Legal**

Proposals that involve revocations or amendments to existing traffic regulation orders (TROs) 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 TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals in a local newspaper circulating in the area, in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. The Authority is 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 Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider any objections made and not withdrawn and to determine if a TRO should be made.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the 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 TRO. 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 TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation has involved the Cabinet Member for Environment. 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**

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

## **2.5 Equalities and diversity**

An Equality Impact Assessment for the parking restrictions at Monks Wood has been undertaken and is attached as Appendix 2 to this report. This identifies positive potential impacts: these relate to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Actions are specified to reduce the potential negative impact relating to access arrangements during construction work.

## **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 potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

### **PART 3 – SIGN OFF**

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



**Details of Objection – Mr P (Dated 16 June 2023)**

I would like to register my protest against the proposal for yellow lines at the entrance to the estate ! Very few people on the estate have problem with small problem of parked cars for a couple of hours at the weekend while many young people are being looked after and trained in football swimming and rugby ( although they do have there own park which is 9adly taken over by the football parents leaving little room for rugby team players coaches etc to park! I find a bigger problem with the school parents on week day mornings and evenings but except that's the school that was there when I bought my house . I also knew there was a swimming pool , rugby and football but my choose was to live with that on monks wood and do not regret it , I would however would if yellow lines are introduced ! So no to yellow lines .

**Officer Response (Dated 27 February 2024)**

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at Monks Wood, North Shields (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 requests from local ward councillors and residents' concerns about visibility and access for vehicles entering Monks Wood and vehicles parking obstructively on the footpath. 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 and access for all road users at all times and subsequently improve road safety. It is anticipated that this proposal will not only improve access to the residential properties, but also the sport clubs along Monks Wood.

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.

### **Further response from Mr P (Dated 28 February 2024)**

I wish to let you know that my opposition to yellow lines is as strong as ever. People give up their time to help young people participate in swimming, football and rugby! I drive up through the estate and never encounter a problem, there is a small problem on North Rd with school traffic but not worth kicking up a fuss! The residents on the estate shouting the loudest are people who will complain about everything and anything in the morning about the lighting since you changed the bulbs and didn't consult them (god help us) stalked councillors who will do anything to score a couple of votes!! Many of the people complaining do nothing for the local community but shout the loudest as they've got nothing better to do! So I strongly object to the proposal of yellow lines.

### **Further officer response (Dated 3 August 2023)**

Thank you very much for your call and further correspondence.

We appreciate that your position on the matter has not changed. Your comments from both emails will be included in a report to be presented to the Cabinet Member for Environment. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

### **Details of Objection – Ms L (Dated 14 June 2023)**

I would like to object to this proposal.

This will have a detrimental impact on the local community.

We try and encourage the young to keep fit and healthy by doing sport of any kind, Rugby, swimming (Galas), football, a rugby club who holds community events, the kids football matches or their training. As North Tyneside council always promotes this culture and now trying to stop kids, parents and even the old from enjoying sport. A lot of people travel here and use their cars from far afield so they can do sport. I must point out all these sport facilities were here long before Monks Wood, when they bought the housing, they would be aware of all the facilities around them, I bet if you look at the people who started all this off, they are of a certain age, they have had their time using all the facilities. I understand the double yellow lines are on a piece of road where the area around all the sports facilities, there is no housing straight onto this road. I constantly use this road and I don't have a problem getting through, patience and careful driving is all that is needed in the case.

Let the kids live their lives and enjoy sport, we thrive on the word COMMUNITY feeling part of something, do't KILL this off, kids need to be out of the house instead of playing indoors. All parents these days having busy lives, i's like a juggling act at times.

NO DOUBLE YELLOW LINES

### **Officer Response (Dated 27 February 2024)**

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The proposal has been developed as a result of requests from local ward councillors and residents' concerns about visibility and access for vehicles entering Monks Wood and vehicles parking obstructively on the footpath. 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 and access for all road users at all times and subsequently improve road safety. It is anticipated that this proposal will not only improve access to the residential properties, but also the sport clubs along Monks Wood.

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.

### **Details of Objection – Mr S (Dated 13 June 2023)**

I write to you to object your proposal to install double yellow lines to both the north and south sides of Monkswood, North Shields, from the Junction of North Road B1304 for approximately 390m.

I believe the proposals are unnecessarily excessive on the following grounds. Monkswood has one road in and out of what is a residential estate with a low volume of traffic as there is no through route, therefore, limited only to those who require access. There is a 20 mph speed restriction including adequate measures to ensure

no-one exceeds these limits, in the form of speed cushions/bumps, allowing time to assess the road ahead safely.

Waiting restrictions in the area between Tynemouth Swimming Pool and North Shields Rugby Football Club, and further up Monkswood, will effect, Swimming clubs, Football and Rugby teams, dog walkers and families who use the play park and playing fields for recreation and picnics.

The Report to Director of Regeneration and Economic Development, dated: 21 March 2023 identified that obstructive parking was taking place primarily at times when sports events were taking place (football, rugby and swimming). Therefore, only for very limited time periods on an infrequent basis, this is certainly not a daily occurrence.

I propose a more pragmatic alternative (see attached) making only minor amendments to the existing notice, which should still appease concerned residents whilst providing safer parking for residents and visitors, to implement double yellow lines at alternating sides along Monkswood, allowing sufficient room for parked vehicles, while ensuring a good line of sight, passing places, preventing parked vehicles from obstructing the footway and carriageway, ensuring enough room for vehicles and pedestrians to safely use the road and footpath. Again, it is important to point to that these events are infrequent, and it is unlikely that any number of cars will be parked in these areas for the majority of the time.

I believe this counterproposal will sufficiently discourage indiscriminate and obstructive parking thereby improving visibility and road safety for all road users and improving access for residents.

There is good visibility along the section of road for which the Traffic Regulation Order is proposed and a low likelihood of any danger arising or damage to the highway or property from cars parking on one side of the road, while not preventing the use or passage on the road by vehicular traffic of any kind. Under the current situation there are no issues with cars being parked outside of resident's houses and my proposal would help maintain that, which I'm sure is preferable.

To implement the proposed TRO in full is highly likely to move parked cars to other areas, onto busier roads and outside the properties of previously unaffected North Tyneside residents, potentially causing problems on more traffic sensitive roads and complaints from said residents.

I look forward to your considered response.

### **Officer Response (Dated 27 February 2024)**

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at Monks Wood, North Shields (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 requests from local ward councillors and residents' concerns about visibility and access for vehicles entering Monks Wood and vehicles parking obstructively on the footpath. 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 and access for all road users at all times and subsequently improve road safety. It is anticipated that this proposal will not only improve access to the residential properties, but also the sport clubs along Monks Wood. Whilst we appreciate your suggested amendments, unrestricted parking bays have been proposed in locations that it is considered safe to park on the street at peak times without causing an obstruction to traffic and those walking and wheeling on the pavement. We would not consider any further allowance for parked vehicles on this section of carriageway.

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.

### **Further response from Mr S (Dated 28 February 2024)**

Thank you for your response, I'd like to take this opportunity to reiterate my objection to your proposal, which provides on street parking for only 9 cars over approximately 390m of carriageway.

I find within no explanation for the decision, that there will be no consideration for any further allowance for parked vehicles on this section of carriageway, than that shown in the proposals which remain unaltered since 16/08/2022.

Could you explain the basis of your design, along with the current regulations and design guidelines which have led to this decision?

Please also provide the details of specific complaints and the number of individual complainants from affected residents, as well as any feedback from any council led consultations with residents, including the number/proportion of non-respondents.

[The rugby club] have been based at the site for over sixty years, without issue until the club house had to be moved to allow construction of the access road in question, to the new houses, in the mid-90s. If such parking restrictions were truly necessary, surely they would have been implemented at the time, not thirty years later?

[The rugby club] promotes health and wellbeing for all age groups in the community, with 80 youth and Junior players participating on Sundays, which I believe is the main time mentioned by the complainant.

I'm sure you're well aware of all of the benefits to society of providing such facilities and opportunities to an area with one of the highest deprivation rates in the county.

Youth and Junior training is staggered, to minimise impact, between 0930 – 1300, on only forty Sundays of the year. Surely a more pragmatic solution can be sought for 4.5 hours of up to 40 days of the year, outside of peak hours?

It is my understanding that parking on the roadside does not occur every week during these training times, it is typically only on rare occasions when there are other sporting events going on at the same time that there is a need for additional on street parking. The rugby club is a good neighbour and takes pride in its place within the community and as such we do ask parents to park considerately and not to obstruct footpaths.

Once again, I refer to my counter proposal (attached) which provides improvements for all parties involved, clear lines of site for drivers, safe use of the footpath and sufficient parking for North Tyneside residents who want their children to take part in sport.

A further alternative could be to install new roadside parking to replace the muddy verge on the south side of Monks Wood, there is approximately 80m of suitable verge?

Could you also confirm if the Cabinet Member for Environment will be available to discuss the proposals in an open forum, possibly even at the site, during their consideration period, before making their decision?

Could you please confirm this email will also be included in the report to be presented to the Cabinet Member for Environment?

I look forward to your response.

### **Further officer response (Dated 20 March 2024)**

Thank you very much for your further correspondence below.

The decision to install double yellow lines for the proposed extent is to ensure that the carriageway and footpath does not become blocked or obstructed from visitor parking. The proposal has been designed in accordance with guidance from the Department for Transport including the Highway Code and The Traffic Signs Regulations and General Directions 2016. Assessment and engagement were undertaken as per North Tyneside Council's parking strategy and the Road Traffic Regulation Act 1984.

On record, officers can confirm 34 different requests for parking restrictions to be implemented on Monks Wood. Around 13% of properties contacted during an informal postal consultation responded to the letter with a mixture of support, concerns and queries.

We appreciate that your position on the matter has not changed. Your comments from both emails will be included in a report to be presented to the Cabinet Member for Environment. To ensure the decision is formally recorded, the Cabinet Member has confirmed that she would like to consider your objection as part of the usual delegated decision process rather than arrange a site meeting.

You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

### **Further response from Mr S (Dated 20 March 2024)**

Thank you for your response.

Can you confirm that the design guidance used only refers to the type and meaning of proposed signage and road markings (Highway Code), and the specification for

the actual signage and road markings themselves (The Traffic Signs Regulations and General Directions 2016)?

Also, that the Road Traffic Regulation Act 1984, refers only to the rights of the local authority?

I note that the North Tyneside Council's parking strategy, is very much a general strategy document without any specific guidelines on how parking or waiting restrictions should be implemented.

Therefore, is it correct to say that no recognised design specifications or principles have been used in the development of NTC's proposal (attached)? And, that there are no reasons or regulations that prevent further consideration of a revised proposal to maximise the amount of parking in this area, while also ensuring safety for pedestrians and road users? And, that there are no design specifications or regulations that would prevent the implementation of the attached counterproposal, with the correct signage and road markings in place?

North Tyneside Council's parking strategy states that it is essential that parking controls are transparent and consistently applied. With that in mind, could you provide examples where similar restrictions have been imposed for similar situations? Please also provide the assessment results which will have been collated for the criteria set out within Annex 6, reproduced below, and how they resulted in NTC's proposal and why they don't support the counter proposal:

- i. Road safety (e.g. numbers of recorded collisions)
- ii. Impact on local services (emergency services, refuse vehicles etc.) or public transport
- iii. Proximity to major employment site (e.g. business parks, industrial estates, shopping centres etc) or public transport station
- iv. Proximity to school
- v. Road classification (A, B or unclassified)
- vi. Number of requests relating to same location / level of support
- vii. Number of residents impacted
- viii. Duration of parking problem
- ix. Frequency of occurrence

I look forward to your response.



### **Further officer response (Dated 26 March 2024)**

Thank you for your further comments regarding the proposals to introduce waiting restrictions on Monks Wood. I can confirm that Traffic Regulation Orders associated with parking restrictions in North Tyneside are introduced in accordance with the Road Traffic Regulation Act 1984 and the regulations that flow from that act. I can also confirm that any associated road markings and signs are implemented in accordance with The Traffic Signs Regulations and General Directions 2016.

Requests for parking restrictions are assessed taking the factors listed in Annex 6 of the Parking Strategy into consideration and using evidence from site observations. Schemes are then designed taking into account guidance and design standards including the Highway Code, Design Manual for Roads and Bridges and Manual for Streets where appropriate. It should also be noted that assessments are carried out by suitably qualified and experienced officers from the traffic and road safety team.

We appreciate that you are dissatisfied with the extent of the proposed restrictions and feel that your "counter proposal" represents a more appropriate solution to the parking issues in Monks Wood. I can confirm that this has been reviewed but it is considered that the scheme that has been advertised will be more effective at discouraging footway parking within the extents of the scheme area which can create access and road safety issues for those walking and wheeling. The advertised scheme also avoids the implementation of extensive parking areas which would mean long stretches of single carriageway. These would increase the risk of conflicts between opposing flows of traffic and could also lead to injudicious and unsafe vehicle manoeuvres including motorists mounting the pavement in order to pass vehicles approaching from the opposite direction.

As previously advised, your original objection to the proposed scheme and your further comments including your email of 20<sup>th</sup> March will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future in accordance with the Mayor's Scheme of Delegation. You will be notified of the Cabinet Member's decision about this scheme in due course. Please note that any further representations regarding this matter will not be included in the report presented to the Cabinet Member.

**Details of Objection – Mr H (Dated 14 June 2023)** [note that limited sections have been omitted in the interests of data protection]

I am writing in the strongest possible terms to object to the proposed parking restrictions at Monkswood Preston Village.

I have spoken to the local councillor as well as residents from the estate who are also against this plan to install double yellow lines at this location. On behalf of the rugby club I have engaged on a number of occasions to address this issue and even held a meeting with leaders of the council in July 2021 to discuss the matter.

In the meeting, which was attended by Senior Officers I offered suggestions to the council that I believe would alleviate some of the stress on the area however they were unable or unwilling to help.

I strongly believe that the problem of parking at Monkswood is of the councils own making and if these proposals are to go ahead it would have a profound effect on the rugby clubs business and the great service we offer to our community.

Without any alternative parking provision being offered our members and guests are being forced off the site, this will severely restrict our ability to host games, tournaments and events at the club which will have a huge effect us financially and prevent people from enjoying our facilities. The rugby club has been on this site for 60yrs and we are embedded in our community, the council should be encouraging the use of our recreational facilities instead of banning people from the area.

Since the restrictions on the swimming pool carpark were introduced "Customers Only" the rugby club has had to deal with the overflow from the footballers at John Spence school and like the swimming pool we can no longer accommodate this level of activity.

It is wrong that we should have to bare the brunt of the councils inability to address this matter and as a result suffer these consequences.

**Officer Response (Dated 7 March 2024)** [note that limited sections have been omitted in the interests of data protection]

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at Monks Wood, North Shields (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 requests from local ward councillors and residents due to concerns around indiscriminate parking causing access and visibility issues and obstructing footways on the Monks Wood access road. These issues were confirmed following site assessments by officers from the traffic and road safety team and despite identifying the likely sources of the parking issues and

engaging with the relevant parties to seek solutions, the problems have persisted. The attached proposal has therefore been 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 and access for all road users at all times consequently improving road safety.

In previous discussions with the Council, you have suggested that the capacity of the rugby club car park is sufficient to allow you to undertake your activities without the need for overflow parking on the public highway. However, a number of unrestricted, marked, parking bays have been included in the proposed scheme to help offer some provision for visitors to the area during peak times.

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.

**Further response from Mr H (Dated 8 March 2024) [note that limited sections have been omitted in the interests of data protection]**

I disagree with your findings and believe that your survey does not show a true account of the situation which has been blown out of all proportion.

The access road is clear for most of the time all throughout the year, occasionally at weekends and mostly on Sunday mornings between 10-12pm people will park on the road which at present they are entitled to do. Whilst this may be inconvenient for that 2 hour period it is in no way dangerous and there have been no reports of accidents or damage as a result.

Preston playing fields and the swimming pool is popular recreational area, used mainly by children from the local football, rugby and swimming clubs. The fields are also used by local residents and dog walkers and there is a play park which is popular with families and small children. Many of the events and competitions held by the local sports clubs, host visiting teams from as far away as Yorkshire and Cumbria which would make it impossible for these visitors to use public transport or cycling.

There is a clear need to accommodate the occasional demand for these events and to place parking restrictions on this site without offering any alternative parking would deprive visitors of an opportunity to partake in an active and healthy lifestyle by playing sports.

The Swimming pool carpark is restricted to customers only which has pushed their problem onto the rugby club, if the double yellow lines are adopted then that would mean that you are providing no parking provision for the area, I have written to one of the Councillors who has also informed me he is against these restrictions being put in place.

The campaign for parking restrictions has been led by a very small group of vocal residents who see fit to complain to the council about all manner of issues including coaches dropping off at the swimming pool, pupils from John Spence School, youth disorder, dog dirt, grit bins, overhanging trees, muddy paths and the latest problem street lighting. I know of a number of residents on the Monkswood estate who fully support the local sports clubs and are happy with the situation which would suggest that the only reason your survey was weighed in favour of these parking restrictions is that majority of residents have switched off from their constant complaints and grumblings.

Could you please let my objections be known to the cabinet members and make them aware of the profound effect that their decision will have on the children by restricting access to these facilities.

#### **Further officer response (Dated 20 March 2024)**

Thank you very much for the further correspondence below.

We appreciate that your position on the matter has not changed. Your comments from both emails will be included in a report to be presented to the Cabinet Member for Environment. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

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**NORTH TYNESIDE COUNCIL**

**(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022**

North Tyneside Council gives notice that it proposes to make variation orders under 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 2022, so that no waiting at any time restrictions be introduced on sections of the following roads:

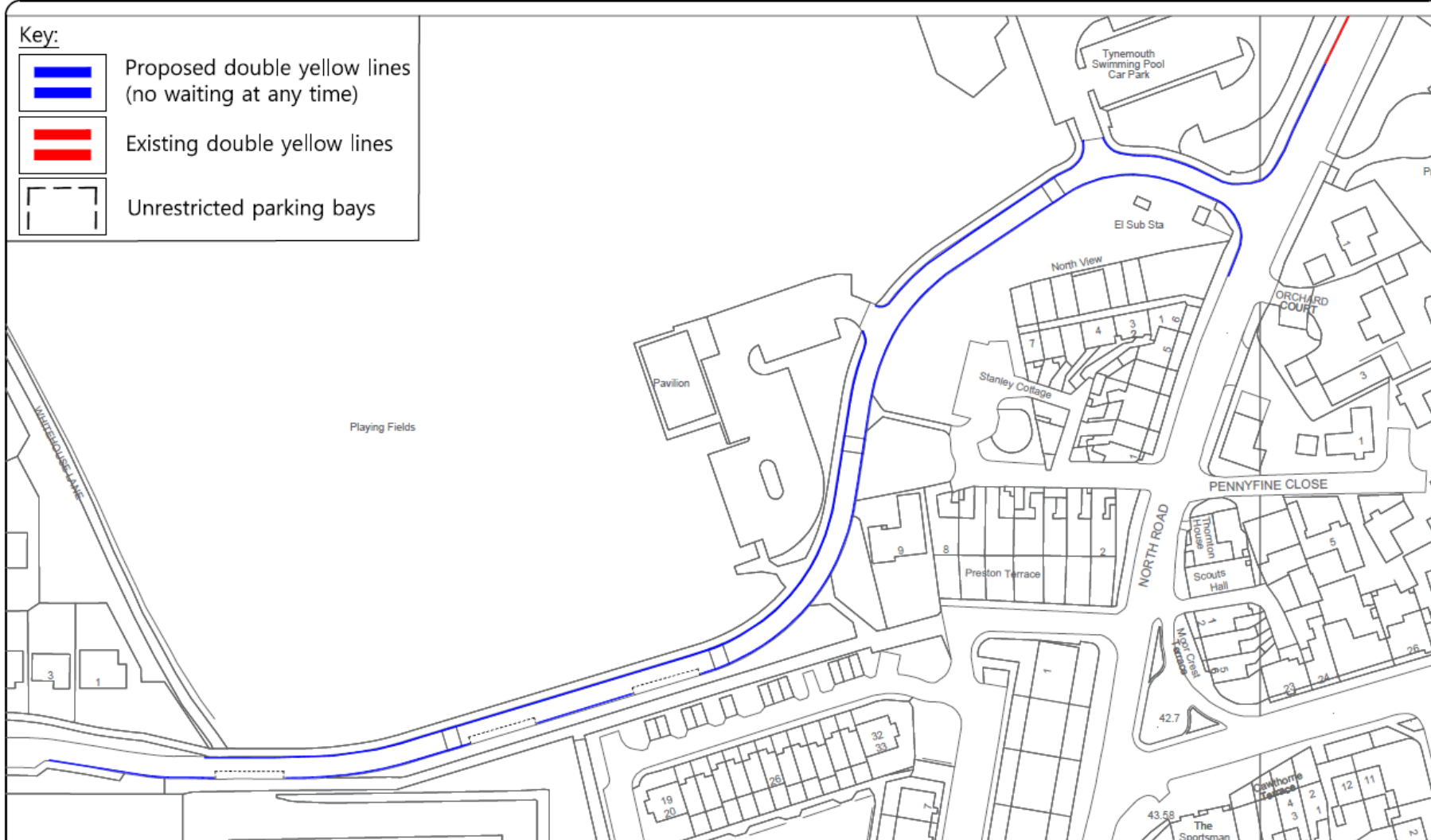
- a) Monkswood, North Shields on its
  - (i) north side, from its junction with North Road to a point 345 metres south-west of that junction.
  - (ii) south side, from its junction with North Road to a point 215 metres south-west of that junction.
  - (iii) south side, from a point 233 metres south-west of its junction with North Road to a point 259 metres south-west of that junction.
  - (iv) south side, from a point 277 metres south-west of its junction with North Road to a point 324 metres south-west of that junction.
  - (v) south side, from a point 342 metres south-west of its junction with North Road to a point 384 metres south-west of that junction.
- b) North Road, North Shields on its north-west side, from its junction with Preston Road to a point 16 metres south west of its junction with Monks Wood.

Further details of the proposals may be examined in the documents available 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 16 June 2023. Any objections may be published as part of any reports to councillors on the matter. If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk)



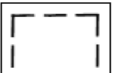
26 May 2023

Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

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**Key:**

-  Proposed double yellow lines (no waiting at any time)
-  Existing double yellow lines
-  Unrestricted parking bays

**NOTES**

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- All dimensions are in millimetres and all levels are in meters unless otherwise stated.
- 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**  
Monks Wood  
North Shields

**Drawing Title**  
Proposed Waiting Restrictions

Project No. MKWWR01	Dwg. No. 001	Drawn By RJ	Checked NS
Date. 16/08/2022	Scale NTS	Revision B	Sheet Size

**Engineering Services**  
Regeneration, Development and Regulatory Services  
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### **Change Equality Impact Assessments (EqIAs)e**

<b>1. Proposal details</b>		
<b>Name of the policy/project/process being assessed (subsequently referred to as project)</b>	Monkwood, North Shields – Proposed Waiting Restrictions	
<b>Purpose of project</b>	<p>It is proposed to install no waiting at any time restrictions on Monkwood.</p> <p>The scheme is intended to prevent obstructive parking thereby improving access and road safety. It is also expected to facilitate cycling, walking and wheeling.</p>	
<b>Who is the project intended to benefit?</b>	Local residents	
<b>What outcomes should be achieved?</b>	Improved visibility, access and a safer environment at the entrance to Monkwood.	
<b>Version of EqIA</b>	1.0	
<b>Date this version created</b>	27/01/2023	
<b>Confidential</b>	no	
<b>Directorate</b>	Regeneration and Economic Development	
<b>Service</b>	Capita	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Reagan Johnson	Capita North Tyneside
<b>Additional authors</b>	Nick Saunders	Capita North Tyneside
<b>2. Groups Impacted</b>		

Does the project impact upon?		If yes, what is the estimated number impacted? And the Level of impact this will have on the group (high, medium, low)
<b>Service Users</b>	no	
<b>Carers or Family of Service Users</b>	no	
<b>Residents</b>	yes	Over 100 properties on Monkswood – medium impact.
<b>Visitors</b>	yes	Visitors to the area for the leisure facilities – medium impact.
<b>Staff</b>	no	
<b>Partner Organisations</b>	no	

### 3. Evidence Gathering and Engagement

	Internal evidence	External Evidence
<b>What evidence has been used for this assessment?</b>	Relevant objectives of the Authority, e.g. promote road safety alongside healthy travel ( <a href="#">North Tyneside Travel Safety Strategy</a> ); and effectively manage demand for parking <a href="#">North Tyneside Parking Strategy</a>	Responses to initial resident and stakeholder consultation.
<b>Have you carried out any engagement in relation to this proposal?</b>	yes	
<b>If yes of what kind and with whom? If no, why not?</b>	Consultation with ward councillors, residents and sports clubs/leisure facilities.	



<b>Is there any information you don't have?</b>	yes
<b>If yes, why is this information not available?</b>	Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders

<b>4. Impact on Different Characteristics</b>			
<b>Legally Protected Characteristics</b>	<b>Potential Positive Impact Identified</b>	<b>Potential Negative Impact Identified</b>	<b>Description of the potential impact/s and evidence used</b>
<b>Age</b>	yes	no	People for whom age makes negotiating footways and crossing the road more difficult (including visitors to the rugby club) may experience a positive impact from a reduction in obstructive junction and pavement parking.
<b>Disability</b>	yes	yes	<p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>People with a disability who hold a Blue Badge are permitted to park on the proposed double yellow lines for up to 3 hours. However, there is provision for longer stay disabled parking in the car parks associated with the nearby leisure facilities.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. This can be reduced by seeking to ensure that construction</p>

			partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
<b>Gender reassignment</b>	no	no	
<b>Marriage &amp; civil partnership</b>	no	no	
<b>Pregnancy &amp; Maternity</b>	no	no	
<b>Race</b>	no	no	
<b>Religion or belief</b>	no	no	
<b>Sex</b>	no	no	
<b>Sexual Orientation</b>	no	no	
<b>Intersectionality</b>	no	no	
<b>Non-legally protected characteristic</b>			
<b>Carers</b>	no	no	

<b>5. Achievement of the Authority's public sector equality duty</b>		
<b>Will the proposal contribute to any of the following?</b>		<b>If yes, how?</b>
<b>Eliminate unlawful discrimination, victimisation and harassment</b>	no	

<b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b>	yes	The scheme has been designed to ensure that highway conditions are conducive to support greater usage of walking and wheeling, resulting in the potential positive impacts relating to the age and disability characteristics identified in section 4 above.
<b>Foster good relations between people who share a protected characteristic and those who do not</b>	no	

<b>6. Negative Impacts</b>		
<b>Potential negative impact</b>	<b>Can it be reduced or removed?</b>	<b>If yes how? If no, why not and what alternative options were considered and not pursued?</b>
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.	yes- reduced	This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
Blue badge holders can only park on double yellow lines for up to 3 hours.	no	The double yellow lines are necessary to prevent obstructive parking and have been kept to a minimum. Alternative longer stay disabled parking is available in car parks associated with the nearby leisure facilities.

<b>7. Action Plan</b>					
<b>Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them</b>	<b>Responsible Officer Name</b>		<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure	Reagan Johnson		Traffic and Road Safety	31/03/2023	in progress
<b>Actions already in place to remove or reduce potential negative impacts</b>	<b>Responsible Officer Name</b>		<b>Responsible Officer Service Area</b>	<b>Impact</b>	
Consideration of accessibility factors as part of the scheme design process.	Reagan Johnson		Traffic and Road Safety	reduce	
<b>Actions that will be taken to remove or reduce potential negative impacts</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Impact</b>	<b>Target Completion Date</b>	<b>Action completed</b>
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footpaths which	Reagan Johnson	Traffic and Road Safety	reduce	30/06/2023	in progress

remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs				
<b>Actions that will be taken to make the most of any potential positive impact</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
Inform the public of any positive impacts as part of communications/publicity when the scheme is completed	Reagan Johnson	Traffic and Road Safety	30/06/2023	in progress
<b>Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.	Reagan Johnson	Traffic and Road Safety	30/06/2023	in progress
<b>Date review of EqIA to be completed</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>		
30/06/2023	Reagan Johnson	Traffic and Road Safety		

<b>8. Outcome of EqIA</b>	
<b>Outcome</b>	<b>Please explain and evidence why you have reached this conclusion:</b>
The proposal is robust, no major change is required	Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impact.

<b>9. Corporate Equality Group Member approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Corporate Equality Group Member</b>	David Cunningham
<b>Date</b>	26/02/2023

<b>10. Director approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Director</b>	John Sparkes
<b>Date</b>	27/02/2023