

# **North Tyneside Council**

## **Report to Cabinet Member for Environment**

### **Date: 03 March 2025**

**Title:** Traffic Regulation Order – Waiting Restrictions – The Broadway (Marden Quarry Access Road), Whitley Bay

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| <b>Portfolio(s): Environment</b> | <b>Cabinet Member(s):</b> | <b>Councillor H Johnson</b> |
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**Report from Service Area:**

**Regeneration and Economic Development**

**Responsible Officer:**

**John Sparkes, Director of  
Regeneration and Economic  
Development**

**(Tel: 0191 643 7295)**

**Wards affected:**

**Cullercoats and Monkseaton South**

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#### **PART 1**

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

This report seeks the approval of the Cabinet Member for Environment to introduce no waiting at any time and time limited parking restrictions on The Broadway (Marden Quarry Access Road) and to set aside one objection received to the proposal.

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

It is recommended that the Cabinet Member for Environment:

- (i) considers the objection;

- (2) sets aside the objection in the interests of discouraging obstructive parking and introducing appropriate short stay parking provision thereby facilitating vehicle and pedestrian movements and improving road safety; 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, including providing a segregated cycleway at the coast
- 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 parking restrictions on The Broadway in the vicinity of Marden Quarry was developed to address concerns amongst some residents in this area around obstructive, long stay parking. This was reportedly restricting pedestrian and vehicle access to the quarry and adjacent scout hut.

Site observations by officers confirmed that obstructive long stay parking was taking place compromising road safety and the proposal (set out on the plan at Appendix 3) was developed to address this issue.

The proposed scheme comprises:

- Double yellow lines on the west side of The Broadway adjacent to the scout hut and quarry access. These are designed to ensure this area is kept clear of parked vehicles at all times in order to maintain vehicular access to the quarry and also (in the absence of a footway) to facilitate pedestrian access to the quarry and scout hut from Marden Road South. It was observed that currently, visitors are required to walk in the centre of the road to access the quarry and scout hut due to parked vehicles.
- A two-hour maximum stay restriction (between 8am and 6pm, Monday to Saturday) on the east side of The Broadway. This is intended to support parking availability for shorter stays, such as those which may be involved in visiting the quarry and scout hut.

Ward members were informed of the proposal by email in January 2024 and consultation with residents in the immediate vicinity of Marden Quarry and the scout hut was carried out in May 2024.

The statutory consultation on the associated Traffic Regulation Order (TRO) was carried out in October–November 2024. Two formal objections to the proposal were initially received, one of which was subsequently withdrawn following discussions between the objector and an officer during which the rationale behind the proposed restrictions was clarified. The remaining objection is summarised in section 1.5.3 of this report and the full text of the objection and the officer's response is provided in Appendix 1.

### 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. The notice of intention associated with this proposal is included at Appendix 2. 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 Objection

Ms M, a resident of Marden Road South, submitted an objection to the proposed restrictions based on her view that they would have the effect of displacing parking to Marden Road South which could create difficulties for residents when accessing and egressing their properties.

An officer wrote to the objector to explain the rationale behind the proposal. It was explained that the proposed double yellow lines were intended to facilitate safer pedestrian access to the scout hut and Marden Quarry from Marden Road South in the absence of a footway on the west side of the Broadway. The officer also clarified that the extent of the restrictions had been kept to a minimum and whilst the proposed time limited parking area would prohibit long stay parking in the immediate vicinity of the Quarry, long stay parking provision would be maintained further down the Broadway, reducing the likelihood of any displaced parking.

The objector was advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and was invited to reconsider her objection.

Ms M responded to reiterate her opinion that the proposed restrictions were unnecessary and would transfer parking problems to Marden Road South.

## **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 obstructive parking and introduce appropriate short stay parking provision thereby facilitating vehicle and pedestrian movements and improving road safety.

## 1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 Plan of proposed scheme

Appendix 4 Equality Impact Assessments – Waiting Restrictions and Time Limited Parking



EqIA BAU 23 Waiting  
Restrictions Approvec



EqIA BAU 23 Time  
Limited Parking Apprc

## 1.9 Contact officers:

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

Nick Saunders, Senior Traffic Engineer, 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.

## **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**

Ward Members' views on the proposal were sought as described in section 1.5.1.

### **2.3.2 Community engagement**

Local stakeholders' 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**

Equality Impact Assessments for waiting restrictions and time-limited parking have been undertaken and are attached as Appendix 4 to this report. These identify positive potential impacts relating to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road and improved access to parking places for those visiting the area. They specify actions to reduce the potential negative impacts relating to access arrangements during construction work and long stay parking for blue badge holders.

### **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, by contributing to a reduction in obstructive on-street parking, the proposals support the use of more sustainable modes of transport in preference to car use.

### **PART 3 – SIGN OFF**

- Interim Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Interim Director of Corporate Strategy and Customer Service



### **Details of Objection – Ms M (Dated 23 October 2024)**

As a resident of Marden Road South, I wish to register some concerns about the proposed changes to parking restrictions on The Broadway, close to the Marden Quarry entrance. Whilst I know there have been some issues of vans being parked on The Broadway for prolonged periods of time, this appears to have been resolved, so the change to parking seems to be taking a sledgehammer to crack a nut. My principal concern is that increased restrictions of parking on The Broadway will push more drivers to park on Marden Road South itself. We already have occasional vehicles parked outside our houses, which restrict our view when exiting our driveway or make turning into our driveway more awkward. My fear is that this will become much more prevalent for those of us living at this end of Marden Road South should these restrictions be applied. Has any consideration been given to this? As Marden Road South is a main road (an A road, no less), it is much busier and with faster moving traffic than on The Broadway – surely there are greater hazards for us if we can't see properly when leaving our driveways? This will, I'm sure, be an increasing risk if people are prevented from parking on The Broadway near the entrance to Marden Quarry. I appreciate the concerns expressed by the residents there, but don't feel those concerns should be addressed by pushing the problem onto those of us who live on the much busier road nearby. I hope these points will be considered.

### **Officer Response (Dated 30 January 2025)**

Thank you for getting in touch regarding our proposals on The Broadway, outside Marden Quarry.

Our proposal for restrictions in this area have been kept to a minimum to help ensure visitor access to the Scout Hut and Marden Quarry is protected. The time limited parking has been introduced to help ensure the majority of the parking directly outside of the Scout Hut and Quarry are reserved for visitors to both, instead of being parked up with a significant amount of long-term parking, which we have observed on many occasions.

The double yellow lines are being proposed for directly outside of the Scout Hut to ensure this area is cleared of vehicles, so that pedestrians have a safe area to walk from the Broadway to the Quarry. Currently, due to the level of long-term parking in the area, visitors have to walk in the road to access the Quarry which presents some Road Safety concerns.

We understand residents concerns about displaced parking, however we feel that the restrictions in this area have been kept to the smallest area possible. Whilst double yellow lines form part of the proposal, we have also provided a dedicated area for visitor parking which we feel will ensure visitors can park directly outside of the quarry, rather than having to park elsewhere because of long-stay parking. We have retained an area of unrestricted parking towards Marden House to allow for longer stay parking but in a safer place.

I do hope this response addresses any concerns you may have and we request that you withdraw your objection in light of this information. If you would like to withdraw your objection, please notify ourselves in writing by 14 February. If we do not hear from you, your objection will be referred to the Cabinet Member for consideration. You will of course be informed of the decision in due course.

**Further Response from Ms M (Dated 30 January 2025)**

Thank you for your email.

I appreciate your further explanation, but still feel this is largely taking a sledgehammer to crack a nut. In my experience, the majority of visitors to the quarry reserve either walk there or park in the car park, therefore having limited effect on the road outside. Visitors to the scout hut may well create their own congestion, parking to drop off and pick up. However, I walk around the relevant area every day with our dogs and I have never witnessed any issues for pedestrians accessing either the quarry or the scout hut – there is little traffic on that road, so it only requires a basic level of attention to avoid any hazards.

Outside our house we often have cars parked while people go to the two shops – we have no objection to this as they're usually stopped quite briefly, so we can often avoid having to manoeuvre around them. However, I fear the proposed parking restrictions may push more people who are visiting the pub to park outside our houses. Obviously, these will involve longer periods of parking, during which time we will be forced to make more hazardous manoeuvres to enter and exit our driveways (on a busy A road, not a side road). I frequently see drivers park in the areas that will be restricted under these proposals and heading into the pub, so this is not just a theoretical situation.

I trust you understand why these ongoing concerns mean that I will not be withdrawing my objection at this time, as I feel consideration has not been given to this consequence.

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**NORTH TYNESIDE COUNCIL**  
**(PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (CONSOLIDATION)**  
**ORDER 2022**  
**(ON STREET PARKING PLACES) (CONSOLIDATION) ORDER 2022**  
**VARIATION ORDERS 2024**

North Tyneside Council gives notice that it proposes to make variation orders under Sections 1, 2, 4, 32, 35 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the orders, if made, will be to vary the following orders as detailed below:

**A. the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:**

**1. no waiting at any time restrictions be introduced on the following lengths of road:**

a) The Broadway (Marden Quarry Access Road), Whitley Bay – east side, from a point 45 metres north of its junction with Broadway Close, to a point 64 metres north of that junction.

**2. no waiting at any time restrictions on the following roads be amended so that they apply to the following extents:**

(i) Broadway (Marden Quarry Access Road), Whitley Bay – on its north west side from its junction with Marden Road South to a point 109 metres south west of that junction.

**3. no waiting at any time restrictions on the following lengths of road be revoked:**

a) Broadway, Whitley Bay – West side between a point 10 metres south of its junction with Marden Quarry Access Road and that junction.

**B. the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 so that:**

**1. Limited Waiting without Parking Charges – Monday to Saturday 8am to 6pm – 2 hours no return within 4 hours – be introduced on the following:**

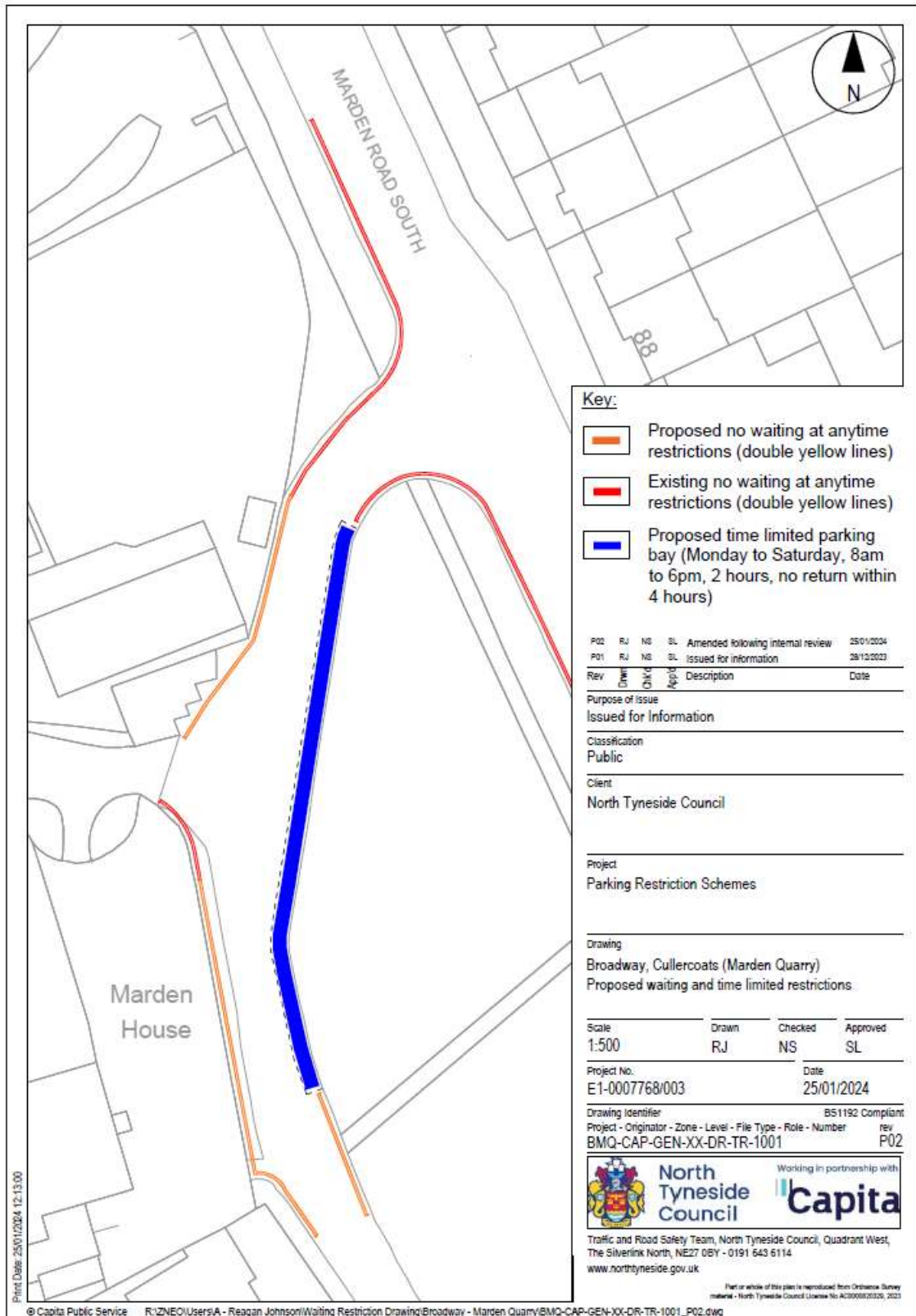
- Broadway (Marden Quarry Access Road), Whitley Bay on its East side, from a point 17 metres south west of its junction with A193 Broadway, to a point 80 metres south of that junction.

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 5 November 2024. Any objections received 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).

15 October 2024

Director of Regeneration and Economic Development, Quadrant, Silverlink North,  
Cobalt Business Park, NE27 0BY



**Key:**

-  Proposed no waiting at anytime restrictions (double yellow lines)
-  Existing no waiting at anytime restrictions (double yellow lines)
-  Proposed time limited parking bay (Monday to Saturday, 8am to 6pm, 2 hours, no return within 4 hours)

| P02 | RJ    | NS      | SL     | Amended following internal review | 25/01/2024 |
|-----|-------|---------|--------|-----------------------------------|------------|
| P01 | RJ    | NS      | SL     | Issued for information            | 28/12/2023 |
| Rev | Drawn | Checked | Appr'd | Description                       | Date       |

Purpose of Issue  
Issued for Information

Classification  
Public

Client  
North Tyneside Council

Project  
Parking Restriction Schemes

Drawing  
Broadway, Cullercoats (Marden Quarry)  
Proposed waiting and time limited restrictions

| Scale | Drawn | Checked | Approved |
|-------|-------|---------|----------|
| 1:500 | RJ    | NS      | SL       |

Project No. E1-0007768/003 Date 25/01/2024

Drawing Identifier B51192 Compliant  
Project - Originator - Zone - Level - File Type - Role - Number rev  
BMQ-CAP-GEN-XX-DR-TR-1001 P02



Traffic and Road Safety Team, North Tyneside Council, Quadrant West, The Silverlink North, NE27 0BY - 0191 643 6114  
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