

North Tyneside Council

Report to Cabinet Member for Environment

Date: 19 December 2022

Title: Traffic Regulation Order – Queensway area, Tynemouth

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|---------------------------|---|----------------------|------------------------|
| Portfolio(s): | Environment | Cabinet Member(s): | Councillor S Graham |
| Report from Service Area: | Regeneration and Economic Development | | |
| Responsible Officer: | John Sparkes, Director of Regeneration and Economic Development | (Tel: 0191 643 7295) | |
| Wards affected: | Tynemouth | | |

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce permit parking restrictions on Queensway, Manorway, Princeway and Manor Road and a time-limited parking restriction on Queensway and to set aside 77 objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections; and
- (2) sets aside the objections in the interests of reducing levels of on-street parking in the area which will remove obstructions to pedestrian and vehicle traffic, improve road safety for all road users and facilitate residential parking; and
- (3) determines that the Traffic Regulation Order should be made unchanged.

1.3 Forward Plan:

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

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030

1.5 Information:

1.5.1 Background

The proposal to introduce permit parking restrictions on Queensway, Manorway, Princeway and Manor Road originated from requests from residents and Tynemouth ward councillors. It was reported that a significant amount of non-residential parking was occurring in the area, which was reducing parking provision for residents. It was also highlighted that owing to the narrowness of the streets in question, some of this parking was restricting access for vehicles and obstructing pavements creating a potential road safety issue.

A consultation was subsequently undertaken to determine the level of support for restrictions in this area. This initial consultation included Queensway, Manorway and Princeway as residents of these streets had submitted requests for restrictions. However, during the consultation, some residents of Manor Road raised concerns about parking displacement and this street was subsequently included in the consultation exercise. The results of this process demonstrated that the majority of residents in all four streets supported the introduction of permit parking restrictions subject to the outcome of parking assessments.

Parking assessments were undertaken to determine whether these streets met the criteria set out in Annex 2 of the North Tyneside Parking Strategy. Whilst the results from Manorway and Manor Road were found to meet the criteria relating to overall parking levels and proportion of non-residential parking occurring, those from Princeway and Queensway did not. Residents of Princeway and Queensway were subsequently contacted by letter and asked if, bearing in mind the risk of parking being displaced to nearby streets left unrestricted, they still supported the introduction of restrictions despite the assessment results. The majority of residents in each street responded to confirm that they still wanted to be part of the proposed permit parking scheme.

As a result, a proposal to introduce full-time permit parking restrictions was brought forward as shown on the plan in Appendix 3. The proposal includes a small section of free, short stay parking at the south-eastern end of Queensway to offer some provision for local businesses and visitors to Kings Priory School.

Letters were sent to all residents and businesses within the scheme area informing them that the proposal would be formally advertised in the near future. Contact was also made with Kings Priory School at that stage and discussions regarding the proposal subsequently took place.

Ward members were engaged with by email at each stage of the consultation process.

The statutory consultation was carried out in May 2022 and 77 objections were received: these are summarised in section 1.5.3 and the full text of the objections is provided in Appendix 1.

Five items of correspondence expressing support for the proposed scheme were also received. The views expressed in these included the view that the scheme would address obstructive parking which was restricting access for pedestrians and vehicles (including the emergency services); that facilitating trips by private car did not accord with the climate emergency and active travel agendas; that alternative parking provision was available in the local area for car commuters; and the view that Kings Priory School previously had on-site parking but that this was removed to allow a play area to be extended. The full text of these items of correspondence is provided in Appendix 2.

1.5.2 Statutory Consultation

Parking proposals are subject to statutory legal process as described in section 2.2. Schemes must be advertised in the local press and the local authority must also take 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 any proposed Scheme. 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 Scheme of Delegation for Cabinet Members.

1.5.3 Summary of Objections

The 77 objections have been summarised in the table below. This shows the main concerns raised by objectors, the number of objections which raised each view, and officers' responses.

As a significant number of objections (including one from Kings Priory School) concerned parking provision for staff and parents associated with the school, the Director of Regeneration and Economic Development contacted the school's Principal by telephone to discuss their concerns. Details of this conversation, all other objections and officers' responses are included at Appendix 1 of this report.

Summary of Objections (full details of all objections and officers' responses can be found at Appendix 1)

| Summary of principal views expressed by objectors | Number of objections which raised this view | Summary of officer response |
|--|---|---|
| Proposal does not adequately consider provision for parking by staff at Kings Priory School | 64 | Facilitating commuter parking in residential areas is contrary to the Authority's objective of encouraging travel by more sustainable modes of transport within the borough. Tynemouth benefits from good public transport links, while for commuters who travel by private car there is a range of long stay free and charged parking options including off-street car parks, unrestricted streets and on-street parking places. |
| Proposal does not adequately consider provision for parking by parents at Kings Priory School | 12 | The Go Smarter in North Tyneside initiative, delivered by officers, seeks to encourage active travel in the vicinity of schools in the interests of achieving road safety, environmental and health benefits. However, permit parking restrictions do not preclude a motorist from pulling in to the roadside while passengers exit or enter the vehicle. Alternatively, there is a range of short stay free and charged parking options available including off-street car parks, unrestricted streets and on-street parking places. |
| Proposal will negatively impact visitors to Tynemouth including customers and staff associated with local businesses | 8 | Tynemouth benefits from good public transport links, while for visitors and commuters who travel by private car there is a range of long and short stay free and charged parking options including off-street car parks, unrestricted streets and on-street parking places. Business permits are available in some cases to support the operational needs of businesses but are not intended to be used for staff parking. |
| Proposal will displace parking issues to unrestricted streets nearby | 3 | Parking in adjoining streets will be monitored closely if the proposed scheme is introduced and if significant issues are experienced, further restrictions can be considered as appropriate. |
| Scheme is not required/appropriate | 3 | The proposal was brought forward to address the long-standing issue of inconsiderate non-residential parking in this area which was found to be restricting traffic and pedestrian movements and creating a potential road safety issue. Whilst the results of parking assessments in some streets included in the proposed scheme did not meet all the criteria set out in the North Tyneside Parking Strategy, this was made clear to affected residents, a majority of whom continued to support the proposal. |

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 in the interests of reducing levels of on-street parking in the area which will remove obstructions to pedestrian and vehicle traffic, improve road safety for all road users and facilitate residential parking.

1.8 Appendices:

- Appendix 1 Details of objections and associated correspondence
- Appendix 2 Details of correspondence received in support of the proposal
- Appendix 3 Traffic Regulation Order advertised on site
- Appendix 4 Plan of proposed scheme
- Appendix 5 Equality Impact Assessment

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Nicholas Bryan, Highway Network Manager, 0191 643 6622
Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
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 Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

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

The order making Authority is required to publish at least one notice detailing the proposal in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. Authorities are 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 Authority's scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those objections made and not withdrawn and to determine the Traffic Regulation Order.

Within 14 days of the making of the Traffic Regulation Order, the order making 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 order. 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 order. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

The Legal Notice of Intent was published in the local press and any Order that is made may be cited as the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 – Variation Order 2022

2.3 Consultation/community engagement

2.3.1 Internal consultation

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

2.3.2 Community engagement

Local residents' views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

2.4 Human rights

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

An Equality Impact Assessment for the Traffic Regulation Order – Queensway area, Tynemouth scheme has been undertaken and is attached as Appendix 5 to this report. This notes that several identified potential impacts are positive, e.g. for people who currently experience difficulty crossing the road, and that actions are specified to reduce the identified potential negative impact, which relates to temporary arrangements during construction.

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 a reduction in the availability of off-site parking for users of schools and businesses may result in increased use of more sustainable modes of transport in place of car use. The proposals are therefore consistent with the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

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| • Chief Executive | <input checked="" type="checkbox"/> |
| • Director of Service | <input checked="" type="checkbox"/> |
| • Mayor/Cabinet Member | <input checked="" type="checkbox"/> |
| • Chief Finance Officer | <input checked="" type="checkbox"/> |
| • Monitoring Officer | <input checked="" type="checkbox"/> |
| • Assistant Chief Executive | <input checked="" type="checkbox"/> |

Details of Objection – Ms C (Dated 29 June 2022)

With regard to proposals to changes involving parking restrictions on certain streets in Tynemouth, I would like to request that permits be allocated to King's Priory School which will enable staff to park during the school day and term time only. If Tynemouth hopes to retain staff in its local school, it needs to offer some helpful incentive such as access to free parking. Other schools in the North Tyneside area have their own dedicated carparks but unfortunately, due to its location, Kings Priory doesn't. I wholly support the Headmaster and school staff in their request for help in this matter and do hope it can be considered.

Details of Objection – Ms B (Dated 27 June 2022)

As a parent of a pupil of Kings Priory School, I have been made aware that your proposed changes, while making parking easier for local residents, will have a negative impact on some staff at the school who are unable to travel to their workplace (which, as you know, has no staff car park) on foot, by public transport or by bicycle. I'm sure you are aware that is probably quite unusual for school staff to live in the vicinity of their place of work, so many staff will not have the choice to walk or cycle in.

Kings Priory has made proposals to North Tyneside Council which include issuing the school with a restricted number of parking permits that are, for example, limited to 7.30-4.30 during term-time, school days only, as well as marking out spaces in the unrestricted parking places to maximise occupancy. I am emailing today to ask that North Tyneside Council officers engage with Kings Priory school and consider their proposed solutions for the benefit of pupils and neighbouring local residents.

Details of Objection – Ms O (Dated 23 June 2022)

I write to implore the council to hold a public meeting and/or liaise to a higher degree with the local business within Tynemouth regarding the proposed changes to parking.

As a small business owner it is vital that incoming visitors have adequate parking options. Our local school provides an exceptional service and must be facilitated in regards to staff parking ie, permit allocation for staff.

Whilst as I resident I can empathise with the frustrations of other inhabitants of Tynemouth it is vital to our community that we make provision for all with regards to parking.

Details of Objection – Mr D (Dated 22 June 2022)

I am a member of the support staff at Kings Priory School, and I regularly park near to the school.

I'm aware that consultations are taking place regarding parking in Tynemouth and I would strongly encourage the council to engage with the school, via the Head, and consider the school's proposed solutions for the benefit of staff, pupils and our neighbouring local residents who we also wish to support.

Details of Objection – Ms W (Dated 21 June 2022)

I write to request due consideration be given to the impact of your recent proposed changes to parking within the village of Tynemouth.

Both my children attend the school and I have friends who work in the school. To make such considerable changes will undoubtedly have an impact on the staffing at school. A school where there is already no school owned parking, and limited availability. Whilst I'll not opposed to residents having priority and entitlement to parking, I believe the proposals haven't been suggested without consultation with the school. In addition, local businesses. These changes are making it virtually impossible to "drop" into a local shop for supplies without considering parking and then if options are available, the cost to park.

I request that you engage more with the non-resident local community, i.e; the school and local businesses.

Details of Objection – Ms H (Dated 21 June 2022)

I was not shocked to learn that NTC are introducing permit / resident parking permits around the Kings Priory school percy park site, however I was surprised to learn that the school would not be granted any parking permits or parking rights within the surrounding areas.

It would be very difficult for the school to continue to attract staff who were unable to get there by public transport nor pupils who require dropping off along with many other visitors requiring access to the school.

I would request that the council please consider discussing possible options regarding parking with the school faculty before finalising any permanent parking restrictions in the nearby area of the school.

Details of Objection – Mr L (Dated 21 June 2022)

Both my young daughters attend KPS First School in Tynemouth, and it is vital for the continued existence and high teaching standards of the school that some consideration be shown for staff and parents trying to park locally.

The proposed Permit Only status of surrounding streets like Queensway and Princesway creates massive problems that will negatively impact on the area and the teaching capabilities of this excellent school.

Where are staff supposed to park if this goes through? Where do we as working parents park for drop off and pick up?

I urge you to consider the school's suggested Windows at the start and end of the day to show balance and fairness to all parties.

A blanket ban with no plan for the school or parents would be negligent and short-sighted.

I hope, as a tax payer, my children's quality of education should be respected as much as a few aloof locals in the aforementioned streets who seem to have forgotten there has been a school on their doorstep for over 130 years.

We look to those in power to find sense and reasonable planning. I implore you to back the school's plan of allowing Parking Windows to offset the coming problems.

Details of Objection – Ms S (Dated 20 June 2022)

I understand some forthcoming parking changes to the streets around Kings Priory school, particularly the first school site, will make it easier for residents to park and harder for teachers and other school staff to park near the school.

I am a resident of Tynemouth and the street my family lives on is restricted to residents and visitors at weekends and bank holidays. I am fully in favour of this. I am also fully in favour of residents having priority parking on their street, particularly when houses do not have driveways. However, the lack of parking on school grounds is problematic and I'd urge the Council to consider please the needs of one of the areas biggest employers too.

Hopefully you will support the school's proposal, which I believe is to allow the school a set number of parking permits which are valid in term time, on school days only, 7.30am-4.30pm. This should not have a particularly detrimental effect on the residents' ability to find spaces, particularly as many have their own driveways.

Anything the Council can do to discourage parents from parking too close to the school would be welcome too. We always walk to school and negotiating the pavements can be tricky with so many cars parked on them, and coming and going. And we don't have a pram to consider.

I hope you can find a solution that keeps residents happy and also allows school staff to park within reasonable walking distance of the school. Thank you.

Details of Objection – Ms P (Dated 20 June 2022)

I have been informed that there are proposed parking changes currently being review for the following streets in Tynemouth - Queensway, Manorway, Princeway and Manor Road. I'd like to express my concern regarding this proposal.

My understanding is that all of the streets where the proposed change is being looked at have driveways, therefore the local residents have access to a suitable location in which to park their cars. I would therefore question why they need additional street parking if they already have a driveway, some of which have access for two cars. Can you confirm what percentage of the properties on the streets identified have driveways?

The school has no carpark or drop off/pick up points, as you will be aware not all children attending the school live within a walkable distance therefore it is essential that there are enough streets near by the school to be able to drop children off. If this proposed changed is made parents will be forced to move their drop off point to other streets in Tynemouth where I am sure other residents will apply for similar permits as is the case here and if approved will push the drop off point further and further away from the school to the point where children will be forced to attend different schools. Surely the Council wants to ensure that the school is inclusive and encourages children to apply from the surrounding area not just those who are within a suitable walking distance from the school. If this proposal is agreed it will marginalise those children who don't live in a NE30 postcode. Can you confirm how many child live outside the NE30 postcode that attend the school and who might be potentially impacted with these proposed changes? I'd also like to understand of those other schools within North Tyneside Council boundaries that don't have a car park how many have resident only parking so close to the school? I presume that any decision made by the Council must be based on comprehensive consultation and data insight, can you confirm what data is being taken into consideration and what consultation you have carried out with those effected?

I regularly park on the streets identified. We live a mile away from the school and both myself and partner work full time, it is not possible to walk to school. Whilst the streets are busy at pick up and drop off time this is for a maximum of a 20 minute window for each. I understand that the needs of the community as a whole need to be taken into consideration however I think on this occasion if approved this has a considerable negative impact on multiple groups including the school, teachers, parents and children who are not able to walk to school. Could those parents

who live a certain distance from the school be issued with permits for 30 mins during drop off and pick up time. This could potentially reduce the volume of cars for those who can walk but choose not to, whilst enabling those who can't walk to still bring their children to school via car. Please can you provide me with feedback on this proposal?

In addition, I would like to support Kings Priory Schools proposal for teacher permits but would also like to see parent permits as discussed above.

I look forward to hearing from you regarding my queries.

Details of Objection – Ms R (Dated 19 June 2022)

I would like to request that the council considers the points put forward by the Kings Priory about the challenges for staff parking near the school. It seems there could easily be an arrangement where staff have permits during the day and residents at evenings and weekends. I know I would find it difficult if I could not park near my work.

Details of Objection – Ms G (Dated 18 June 2022)

We are not in favor of the proposed changes for parking around Kind Priory School as we believe this will have a detrimental effect of the staffing quality and intake. We live in North Shields and rely on pick up's from Grandparents (who also help with our baby). Lack of parking at drop off and pick up time would be terrible for most parents. We also know residents who would also be in favor of teachers having permits/ access and allocated times for drop off and pick up. Please can you consider the impact these restrictions would have and consider parking during a short window around school times for parents/ carers and family.

We are not in agreement with weekend visitor parking or people using these streets to go shopping in Tynemouth so we understand the issue however the school must be allowed to operate and not be affected.

We do not want the School to loose intake and become less attractive. It's a great school and those working parents must be supported.

Details of Objection – Mr M (Dated 18 June 2022)

I'm just sending a short email to ask you to consider parking proposals from Kings Priory School. In order to retain and employ additional decent teachers, they will need somewhere to park. This will benefit the children and therefore the local community.

Details of Objection – Ms A (Dated 17 June 2022)

I wish to voice my concerns at the proposed streets around Kings Priory School wanting to permit them.

My children go there and we are outside of the area I simply propose you allow half an hour at the start and end of each school day so parents can safely drop their child off.

You have not considered any parental thoughts.

I also think a zebra crossing should be installed across the busy road to allow through access between the schools, if it was any other school this would have been done, each day I witness a near miss!!

What will it take to see a child die!!

Details of Objection – Ms A (Dated 17 June 2022)

I have just heard about the proposed changes to the parking in Tynemouth and am concerned about the impact this will have on teachers in my children's school. Would it not be worth discussing having a number of daytime only permits (weekdays only and not during school holidays) issued for the school for those teachers who do not live near a metro line for example considering it isn't feasible for the school to have it's own staff car park like other schools in the area due to its location. This shouldn't impact too much on local residents as the spaces would be free for them after work and at weekends.

Details of Objection – Ms C (Dated 17 June 2022)

I am writing to express my concern regarding the proposed changes to the parking in Tynemouth village. I understand that residents need to be protected and that the continuing appeal of the village has lead to an increase in traffic, however, as a working mother, who needs to drop her child off outside of the area before work at Kings Priory School, these changes will limit my ability to do my job to the best of my ability whilst raising a family. The congestion and limitations to parking already mean that it is difficult to find space after 8am, half an hour before I am due to begin work. If these limitations were expanded the options will become few and far between, which means either leaving to drop off my child at 6.30 in the morning, or parking a 15 minutes walk from work. Both options will impact family and work life balance, mental health, and the sleep of my toddler.

I am just one story of many, I know many of my colleagues share similar responsibilities outside of their crucial contributions to society in educating the next generation.

I encourage you to engage with Kings Priory School, who I know have offered working solutions to the problems faced and consider the ideas proposed.

As a resident of Whitley Bay, I hope that my views would be respected and considered.

Details of Objection – Ms W (Dated 17 June 2022)

As a local resident I appreciate the difficulties with parking in Tynemouth village. We live in Parkside and have double yellow lines outside which means visitors such as my Mum who is awaiting a hip transplant struggle to visit (we do not have visitor permits).

Our children attend Kings Priory School and this is an important part of the local community. We walk to school and there are issues with parents parking dangerously but in trying to solve this it would be a real shame if the school and staff were adversely affected. I would ask that you engage with the school and consider their proposed solutions for the benefit of pupils and neighbouring residents (many pupils are also local residents).

Details of Objection – Ms P (Dated 17 June 2022)

I am writing to express my concerns regarding the planned parking changes in Tynemouth, which will have a significant impact on Kings Priory School where my children are pupils. As I understand it, there are plans to increase 'residents only parking' on number of streets around the school and that despite being a significant property owner in the area the school will not be allocated any parking permits. Kings Priory does not have a dedicated staff car park so these changes will directly impact on staff members who are reliant on using a car for work. It will become increasingly difficult to find accessible parking during weekdays and as a result, Kings Priory School may struggle to retain the current dedicated teaching staff or attract new teachers to the school. Should retention and recruitment be an issue it would have an extremely negative

impact on the pupils and their learning; children who have already lost so much teaching time due to the pandemic. It could also negatively impact on the schools Ofsted rating, lowering the number of 'good' schools in the North Tyneside area.

I would hope you are able to engage in discussions with the school to produce a proposal that works for the residents of Tynemouth and the school. The proposals suggested by the school for a restricted number of parking permits that are time limited to 7.30-4.30 during term-time, school days only, as well as marking out spaces in the unrestricted parking places to maximise occupancy, seem sensible and would hope that these would be given serious consideration when finalising parking arrangements.

Details of Objection – Mr F (Dated 17 June 2022)

I have been involved with the Kings priory school since 2013, as a parent of pupils at the school.

I have been made aware that some changes to parking restrictions have been proposed for the streets around Tynemouth village. Due to the lack of parking permits allocated to Kings priory school I feel that these changes would be severely detrimental to the school. As you will know the school is a significant employer in Tynemouth (possibly the single largest employer in Tynemouth), with a large number of pupils from North Tyneside generally, it does not, however have its own parking area. I understand that many staff travel a fair distance to come to work and that this does have an impact on parking for residents, as they need to park in the local streets to come to work. I know many of the staff do use public transport and cycles, but this is not practical for a good number of staff. Clearly an equitable solution needs to be made, however I note that all the streets where restrictions are planned have houses with driveways where residents can park.

I would ask that the council engage with Kings priory school management to explore possible options to manage this problem, possibly with a set number of parking permits allowing week day/ term time parking for staff, and marking out slots in unrestricted areas to maximise parking bays.

My concern is that if this issue is not resolved the school will face staff retention and recruitment issues, which will clearly impact on the ability of the school to maintain its high standards of education and thus have an adverse effect of the local community generally.

Many thanks in advance for your consideration.

Details of Objection – Ms I (Dated 17 June 2022)

I am a parent with 2 children at Kings Priory School in Tynemouth. I have been informed by the school of the planned parking changes in Tynemouth. I understand that this will considerably impact school teachers. In addition, the changes may well impact the school's ability to attract and retain exceptional teaching and support staff due to the increasing logistical challenges of travelling to work on week days during term time.

As a parent, I would urge you to engage with the school and consider their proposed solutions for the benefit of our pupils.

Details of Objection – Ms D (Dated 17 June 2022)

Following some communication regarding residents wishing to make the streets near school permit only would be extremely difficult. The impact on staff finding parking would only spill into

more areas causing further disruption in the area. I myself live in a street in Tynemouth, which many visitors use to come to the beach, opposing this would impact and prevent people coming to the area. I accept this because it's the area I live in, therefore residents in streets near KPS should also accept this.

Details of Objection – Mr S (Dated 17 June 2022)

I am the parent of two students attending Kings Priory School.

The school has made me aware that proposed changes to the parking scheme in Tynemouth would reduce available parking for teachers and staff. This will have a significant impact on the school's ability to attract and retain the talent needed to offer quality education to the children of Tynemouth.

The school is critical to the quality of life in Tynemouth and as such, providing the school with the resources it needs to thrive is essential.

This email is evidence of my opposition to the proposed changes. I will be in contact with other parents in the Tynemouth area to discuss what we can do to support the school.

Details of Objection – Ms R (Dated 17 June 2022)

I'm a resident of Tynemouth and my children go to Kings Priory School.

I agree with the proposals for resident only permits as parking is dangerous in many situations. However, I do feel that teachers as employees supporting the local economy should be provided with permits. Parents shouldn't get an exemption other than if there is a disability.

Details of Objection – Mr R (Dated 17 June 2022)

It seems like in and around tynemouth and areas of North Shields the council is putting through the door of residents whether they want private parking permits. And only require 51 percent in favour for this to go ahead. In my knowledge these are public roads, and you're asking these residents to privatise their section of this road essentially; and you're doing this in full knowledge that others users need to use this parking. For instance the staff at kings prior school, parents dropping their kids off at king edwards school, lower paid staff at local businesses.

I understand the council is trying to get more money for the area but this seems unfair on the public who use this parking, the streets that are already permit only in tynemouth causes more traffic build up and making it more dangerous for the children.

These should all be looked at again carefully and if priority is for 'residents to park near their homes' then more 1 hour free parking should be introduced in those already permit holding areas.

Those you've canvased who can afford to pay for the permits are obviously going to agree to it, but those who use that public road aren't being asked.

I hope in that you can consider all involved in this, local businesses, parents, teachers, lower paid staff, and the residents and come up with a much better solution.

Details of Objection – Ms P (Dated 16 June 2022)

Despite being a significant property owner, as well as a major employer within Tynemouth, Kings Priory School is not allocated any parking permits. Whilst, we encourage staff to travel by public transport, walk or cycle, this is not always possible, and unlike other schools in North Tyneside we do not have a dedicated car park, because of the unique composition and location of our sites. Recent changes have made it increasingly difficult for our staff to find local,

accessible parking during weekdays. There is now another round of changes proposed for Queensway, Manorway, Princeway and Manor Road to make these resident only, instead of the current arrangements. We are increasingly concerned that this will impact our ability to attract and retain exceptional teaching and support staff due to the increasing logistical challenges of travelling to work on week days during term time.

The King's priory school are **not** opposed to improving parking access for local residents. They are hoping to engage with the team proposing these changes to discuss sensible alternative solutions that both allows residents to have the arrangements they need, whilst allowing the school to have what it needs that does not impact local residents. The school proposals to the council include issuing the school with a restricted number of parking permits that are, for example, limited to 7.30-4.30 during term-time, school days only, as well as marking out spaces in the unrestricted parking places to maximise occupancy.

We as parents of pupils (Kings Priory School) would simply like to ask the North Tyneside Council to engage with the school and consider the school proposed solutions for the benefit of our pupils and our neighbouring local residents who we also wish to support.

Hoping for your kind consideration and highly appreciated.

Details of Objection – Mr & Mrs J (Dated 17 June 2022)

We are contacting you to please ask for your support and consideration towards allocating a number of parking permits for the staff of Kings Priory School, Tynemouth.

These parking permits would only need to be valid from 730am to 430pm on school days during the school terms only. All employers are finding that recruiting is becoming more challenging in the current climate. If suitable parking can be offered to staff, especially in an education environment, Kings Priory School will not be disadvantaged in comparison with other North Tyneside schools. Most schools can offer onsite parking facilities which is not possible at Kings Priory.

We would be grateful if you could please contact our school and offer a discussion before further new parking restrictions are put in place. We understand that the residents are important, but Kings Priory School is also an important part of the family and history of Tynemouth too.

Details of Objection – Ms S (Dated 16 June 2022)

Hi, I wish to make an objection to the permits that are planned to be enforced on streets in Tynemouth. As working on Tynemouth front street, there is no available parking for staff, which makes it very difficult to drive to work. In my case, the only option is to drive. The only available streets that can be parked in without a time limit are these streets. It is making it virtually impossible for people working to park their cars as everywhere is permit holders only. I feel as so though this is very unfair. I think if permits are going to be enforced on these streets, that people that work on front street should be offered a permit so that they have a place to park for work.

Details of Objection – Ms R (Dated 16 June 2022)

Has there been a consultation about the car parking for residents? As a resident and a member of the school community I would like the council to consider the school which is in the heart of the village and also only operates Monday to Friday and only in school weeks. No parking problems occur as a result of the school on peak times such as weekends or in the holidays. Please consider the school in your plans and if permits do go forward consider only for weekends and bank holidays. Tynemouth also needs visitors to support its growing, unique businesses there needs to be parking.

Details of Objection – Mr & Mrs W (Dated 16 June 2022)

I am emailing in relation to the Tynemouth parking consultation. Having just received notification from the school that there has been no proper consultation with Kings Priory School I feel the need to email to request this.

The impact that the proposed changes on the parking provision will have is significant on the parents and pupil of the school. To not allow a full consultation is not in the best interests of the community.

I hope that you will reconsider this and engage fully with the school Principal with regards to this.

Details of Objection – Ms M (Dated 16 June 2022)

I am contacting you with regards to the coming changes to parking within Tynemouth turning some streets to residents only.

My concern to this is I don't live near my children's school so I have to park nearby. Parking there is already horrendous, especially at the hometime.

I have 3 children and one of them as physical disabilities. She has recurrent surgeries and I'm not even allowed a permit to park closer when she's in recovery so this will have a huge impact on us as a family. My other 2 children are younger than her so supporting her into school if I just dropped off wouldn't be feasible.

The intention of my email isn't to oppose restrictions as I can imagine it must be tough being a resident. However it's the arrangement for school runs that needs to be looked at with this.

I hope you take my feedback into account and any help would be a great.

Details of Objection – Mr T (Dated 16 June 2022)

Hi there - Please can you engage positively in discussions with Kings Priory school in Tynemouth to find a resolution to the parking issues they have for teaching staff.

The proposed changes to parking restrictions in Tynemouth will make the current situation worse.

They are a vital part of the local community as well as being a major employer in Tynemouth so I would expect it is only logical to consult with them with regard to any changes to parking and how the effects on staff can be mitigated.

Details of Objection – Miss H (Dated 16 June 2022)

Regarding the proposed changes for resident only parking in these areas as a parent of 3 children who attend King Priory I'd urge you to engage with the school and consider the repercussions on the school and pupils.

My children travel to school from Forest Hall and on some occasions when there is issues with public transport and for appointments we have no alternative than to drive our children to school.

I know many parents whose children also travel from further afield than the immediate area and have the same considerations to make.

There's also the effect that parking restrictions will have on attracting quality teaching talent from around the region to the school.

I'd like you to consider parking restrictions to be in place outside of school hours from 4.30pm to 8am

Details of Objection – Ms W (Dated 16 June 2022)

It has come to my attention that further parking restrictions have been proposed to be introduced in Tynemouth.

Whilst I understand how frustrating it may be for residents returning from work to park outside their home, during the day many spaces are available.

For people attending Kings Priory school staff and indeed some students (as driving is cheaper than using the metro especially for those travelling more than 2 stops and many staff and students car share!) can I please suggest that weekday/term time/ school time permits can be applied for and issued. Not allowing staff to park in the vicinity could lead to just pushing an already challenging parking problem into a worse one.

Details of Objection – Ms C (Dated 16 June 2022)

I am very concerned about the effect the new parking restrictions are going to have for teachers at Kingspriory and also for people like me who park a little way out like Manor Road and quickly nip to do shopping. There is very little easy parking otherwise.

Please reconsider

Details of Objection – Ms W (Dated 16 June 2022)

I am aware that you are proposing changes in the vicinity and surrounding streets near Kings Priory school. I am a parent of a child who attends Kings Priory and I am extremely impressed by the quality of the teaching there. I am also aware that the school does not receive parking permits for the streets near the school. I do think you as the local council should do all in your power to support teachers and offer parking permits to them rather than deter teachers from the area.

I hope you will consider this carefully. Teachers worked extremely hard during lockdown supporting our children and now we really need to support them.

Details of Objection – Miss S (Dated 16 June 2022)

I am contacting you as a parent of a pupil at Kings Priory School in Tynemouth. You will be aware that there is no on campus parking facilities for the teaching staff due to the unique placement of the school within old town buildings and it's central location in Tynemouth.

As parents we are aware of the councils proposal for permit parking to extend throughout the village however I do ask that you consider teachers and their in availability of parking when coming to the school for their work. I am very respectful of local residents being able to park at their homes but I feel the council should be supporting the school and access to suitable parking spaces for teaching staff of our local community and school.

This should be reviewed and taken in to consideration by the council when looking to propose new permit restrictions within the area.

Details of Objection – Ms A (Dated 16 June 2022)

I would like to express concern over the proposed parking changes to make Queensway, Manorway, Priceway and Manor Road resident only parking.

I live in Percy Main, and I need to be able to park outside of Kings Priory School at drop off/ pick up times in order to be able to get to work on time, and to collect my child on time. I am already working two jobs to deal with the cost of living crisis, while studying part-time, and having to pay for parking on a daily basis when I earn minimum wage or to reduce the amount of hours I work in order to drop off/ pick up my child is an extra struggle that decent working class people like me who are trying to make a living, and ensure the balance of time keeping for our childcare. I do not need parking stress added to the pile of stresses that I already have in the current financial environment. I am lucky enough to be able to have my child in one of the better schools in the North Tyneside area, KPS does have a large catchment area, but unfortunately does not have a designated car park. Please do not take away the few parking spaces that are available to parents like me on Queensway, Manorway, Priceway and Manor Road. I would walk my child to school if this was possible for us but we live a 40+ minute walk away from school which is an hour+ round trip twice a day is just not feasible and public transport is not always reliable when I need to get to places and be there on time to earn a living.

I would please like for my concerns to be considered and hopefully addressed before any changes to the Tynemouth parking situation are confirmed, thank you

Details of Objection – Mr F (Dated 16 June 2022)

I am emailing to encourage the council to engage with King's Priory school about the parking changes proposed for Princeway, Queensway, Manor Way and Manor Road. The current proposals make it nearly impossible for the school staff to travel in and as a parent of a child in the school (and a Manor Road resident) I am concerned about the impact this will have on staff retention and attraction.

I hope this goes someway to convince the local authority to speak with the school about sensible options .

Details of Objection – Mr H (Dated 16 June 2022)

I am writing to express my concern about proposed parking changes within Tynemouth and the effect it will have on the staff of King Priory school. The school is already extremely limited in its ability to have its staff park in the vicinity and these changes will make it even more difficult.

It is important that the staff at King Priory are able to let their staff park at the vicinity, otherwise their ability to hire and retain staff will be hugely impacted and this will have a drastic effect on the village. Many residents of Tynemouth have their children at the school, placed in the hub of the village, so a solution must be found that enables school life to continue as part of the community structure.

A dedicated parking area would be the preferred option, however I'm sure ongoing discussions with the school will result in a positive outcome for all.

Thank you for your consideration on this matter, and I hope a solution can be found, so that King Priory school can continue life as part of the community.

Details of Objection – Ms H (Dated 16 June 2022)

I am writing as a parent of children who attend Kings Priory School. We have been notified by the school that the Council are wanting to restrict parking near school and nearby streets and change it to residential only parking.

Please would you consider the staff that work at Kings Priory School and for the Council to listen to reasonable proposals that the school have come up with which would benefit pupils as well as local residents.

The school staff do not need parking of an evening or weekend, only Monday to Friday, 7.30 til 4.30 in term time.

Please consider the schools proposal.

Details of Objection – Mr S (Dated 16 June 2022)

I am writing to you with regards to the parking proposals around Kings Priory School in Tynemouth.

May I request that you engage with the school, via the Head, and consider our proposed solutions for the benefit of staff, pupils and our neighbouring local residents who we also wish to support.

Details of Objection – Mr P (Dated 16 June 2022)

I am really worried to hear about proposed changes to parking in tynemouth. I have son with special needs and goes to kings priory school. I need to be able to pick up and drop him off. Its difficult as it is to do this from both primary and secondary sites.

School also not been given some spaces being large employer and having number staff seem somewhat unfair without providing reasonable alternatives such as limited term time parking or alternative parking options.

I also feel somewhat unfair change situation without understanding economic impacts from removing parking. If there limited free parking for those on low income or struggling this likely drive them away from the village.

Is there a formal consultation available to read to understand full the proposed changes?

Details of Objection – Mr D (Dated 16 June 2022)

We would like the team proposing parking changes for Queensway, Manorway, Princeway and Manor Road (see notes below) to be involve Kings Priory school more openly in discussions and decisions in order for the staff to have appropriate parking. The loss of parking will mean the school will be less able to attract and retain high quality staff, ultimately leading to the reduction in quality and families not choosing to come to the area.

Also, we have to travel over a mile to reach the school, so walking with a 5-year-old is not feasible – so we would want to make sure school pick up and drop off times are possible with the new requirements.

I am also copying in our local councillor Cath Davis.

Cath – are you able to have some input on our behalf on this too please?

Alternatives could be to have parking restrictions only be between 10 and 3pm like so many other places in the local area, and to provide school with a limited numbers of weekday passes for teachers.

Details of Objection – Mr M (Dated 16 June 2022)

I'm a resident of Princeway, Tynemouth and am writing about the proposed parking permit notice to the roads of Princeway/Queensway/Manor road/Manorway.

I understand that the majority of residents are supportive of these new measures but assessed on the criteria of 'need' and 'data' I don't think there is a strong case for these measures, nor do I think that all the criteria for these measures have been fully taken into account as per the council's own guidelines. The Traffic and Road Safety Team in their letter to us stated the following:

Over the summer {2021} we got in touch with residents of Manorway, Queensway and Princeway and asked if they'd be in favour of permit parking restrictions in the area; the feedback we received was that the majority would. We then looked at how many non-resident vehicles were parking regularly in these three streets and others in the vicinity and compared this figure to the criteria set out in the North Tyneside Council Parking Strategy. What we found is that parking levels in Manorway met the criteria, but levels in Queensway and Princeway were below the 85% capacity figure set out by the Strategy. We then looked at how many non-resident vehicles were parking regularly in these three streets and others in the vicinity and compared this figure to the criteria set out in the North Tyneside Council Parking Strategy. What we found is that parking levels in Manorway met the criteria, but levels in Queensway and Princeway were below the 85% capacity figure set out by the Strategy.

So the criteria threshold for the introduction of permit parking was NOT MET for Princeway and Queensway. The results provided to members were as follows:

| | Queensway | | Princeway | | Manorway | | Manor Road | |
|----------------------------------|-----------|---------|-----------|---------|----------|---------|------------|---------|
| | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend |
| Non-residential parking % | 68 | 65 | 28 | 64 | 76 | 53 | 68 | 32 |
| Total Occupancy % | 42 | 69 | 28 | 44 | 88 | 100 | 91 | 95 |

The Traffic and Road Safety Team did go on to say as their justification for proposing permit parking as follows:

Previous experience tells us that permit parking schemes usually work best when they are introduced across a number of streets to form a parking 'zone'. Doing it this way, generally means we don't see parking problems displaced to neighbouring streets that don't have restrictions. With this in mind, we're wanting to check with residents in Queensway and Princeway and to ask again what they think about permit parking, despite findings around parking levels.

So 'despite findings around parking levels' the rationale employed by The Traffic and Road Safety Team is one of 'displacement', however in their own strategy document 'The North Tyneside Council Parking Strategy' displacement is not a criteria for assessment. The other argument that could also be made with displacement is where do you draw the line, if you put permit parking in Princeway and Queensway then does that mean it will be displaced to The Drive, Seafield View or Kennersdene for instance?

Also of note is that in 'The North Tyneside Council Parking Strategy' document (attached annex 2), one of the criteria for the permit parking scheme assessment is 'More than 50% of houses on the street to be without off-street parking'. This has not been alluded to in the letter to residents by The Traffic and Road Safety Team or even considered in their assessment. Every house in Princeway, Queensway and Manorway has some form of off-street parking either a garage or a drive! On Manor Road there is only a small section of the road between St Oswins Place and Manorway with a short terrace which does not seem to have off street parking (nb there is already a T1 permit scheme in place as you get closer to Tynemouth Village on Manor Road). The small section of terrace without off street parking has on street parking on that side of the street for (at my count) 8 cars! Which raises another question how many cars reflect the 91%95% total occupancy on Manor Road? Is it a case of a relatively few spaces making up this total percentage?

It is clear that Queensway and Princeway do not meet the 85% capacity figure set out by 'The North Tyneside Council Parking Strategy', there is no criteria in the strategy relating to 'displacement' and there is no weighting (nor has it been mentioned) to the criteria for 'More than 50% of houses on the street to be without off-street parking' on which measure Queensway/Princeway and Manorway would not fulfil.

In addition I have just received today the following from Kings Priory School

Despite being a significant property owner, as well as a major employer within Tynemouth, Kings Priory School is not allocated any parking permits. Whilst, we encourage staff to travel by public transport, walk or cycle, this is not always possible, and unlike other schools in North Tyneside we do not have a dedicated car park, because of the unique composition and location of our sites. Recent changes have made it increasingly difficult for our staff to find local, accessible parking during weekdays..... We are increasingly concerned that this will impact our ability to attract and retain exceptional teaching and support staff due to the increasing logistical challenges of travelling to work on week days during term time.

I have to say I have sympathy here for the school's point of view. I often see teachers and parents parking in Princeway and the surrounding streets because there are few other places for them to park. (They often look tired stressed and in a rush!) As a parent myself I would not want to add to that burden (and the schools) by implementing a permit parking scheme given the difficulty teachers and parents have these days, it will only make their lives even more stressful and as articulated I don't think there is a need for the measures, nor has it been assessed correctly. The residents of these streets (and I include myself in that) knew that they would get traffic from the school and visitors, that was part and parcel of owning a house close to a popular village and school.

For those reasons above I object to the proposal for parking permits as proposed and I think a better idea is simply to extend the T1 permit area along Manor Road past the junction with St Oswins place to the end of the short terrace if at all possible. All other residents in the areas under consideration should have sufficient off street parking and it will stop additional pressure being put on Kings Priory School and the teachers/parents.

Details of Objection – Mr M (Dated 16 June 2022)

As a member of the support staff at Kings Priory School I'm rather concerned about the proposals to change the current parking arrangements around our site.

We are the largest employer in Tynemouth by far and have around 200 members of staff. Whilst the school always encourage staff to come to work on public transport, this is not always possible for everyone.

We have no on-site parking apart from 1 bay adjacent to the bins. We always bring our

minibuses into the playground once the School day is over to leave the spaces available for others to use, we have no allocated permits (which other residents get) and always ensure our staff park responsibly.

I would strongly recommend that you contact the school Principal to discuss any changes prior to decisions being finalised as he has a few proposals which may be advantageous to everyone involved.

Thank you for taking the time to read this.

Details of Objection – Dr T (Dated 16 June 2022)

As a parent of 3 children attending Kings Priory School I am very concerned about the proposed changes to parking. Whilst my children walk to school everyday they are supported by an outstanding teaching staff who travel to work by car. If the changes take place some of these staff may be unable to continue their work at the school.

I would ask that the council liaise with the school to find an appropriate solution. I look forward to your reply.

Details of Objection – Ms B (Dated 16 June 2022)

As a resident in Tynemouth I have witnessed many times and over many years the problems with cars and parking in Tynemouth. When the streets to the south of Percy Park Road went permit only on weekends and partially during week a lot of cars just moved north into the streets now proposed permit only. All that is happening is the problem is being moved on without a full solution. So now the only streets left without restrictions in this immediate area will be Percy Park top end, The Drive and Parkside Crescent.

I am a resident of The Drive. On weekends especially and now during the week with work from home there is a marked increase of car parking. I have personally witnessed fire engine having to reverse down street as it can't get through cars. Also an ambulance with a patient inside having to knock at doors to see if cars belong to houses. Just a week ago we had a car finally move that had been left in street for 6 weeks. I have also had surfers stripping off outside my home which is totally unacceptable.

As I walk my grandchildren to school at Kings Priory every school day there is a lot of drop offs as children are no longer required to live in area their school is. Where will these cars now go. Where will the teachers and shop staff now park I personally think it will now be into the next streets. All that is going to happen is move problems on and make life miserable for the next people instead of solving the problem properly.

Details of Objection – Ms M (Dated 16 June 2022)

Hello, I am emailing you with concerns around the new parking proposal for Tynemouth, would it be possible for you to engage with the school to hear the impact this will have on them, for staff and the day to day running of such a big organisation within Tynemouth. The children and staff all contribute to the economy in Tynemouth in such a big way, I would hope you will listen to their concerns around parking issues.

Details of Objection – Mr B (Dated 16 June 2022)

I am opposed to planned parking changes in Tynemouth which will significantly affect the ability of staff to park at Kings Priory School.

Despite being a significant property owner, as well as a major employer within Tynemouth, Kings Priory School is not allocated any parking permits. Whilst, they encourage staff to travel

by public transport, walk or cycle, this is not always possible, and unlike other schools in North Tyneside they do not have a dedicated car park

Recent changes have made it increasingly difficult for staff to find local, accessible parking during weekdays and, I understand, there is now another round of changes proposed for Queensway, Manorway, Princeway and Manor Road to make these resident only.

I support the proposal by Kings Priory to include issuing the school with a restricted number of parking permits that are, for example, limited to 7.30-4.30 during term-time, school days only, as well as marking out spaces in the unrestricted parking places to maximise occupancy. I hope you can support this proposal.

I am very interested in the next steps

Details of Objection – Mr E (Dated 16 June 2022)

I understand that changes are planned to parking in Tynemouth around Queensway, Manorway etc.

As a Tynemouth resident I'd like to ask -

If not already done please can consultation with the school be carried out and proposals for a limited number of parking permits for teaching and support staff be considered by NTC.

Alternatively please could support be given for different schemes / eg parking using TA facility or station grounds?

Details of Objection – L (Dated 6 June 2022)

I am writing to register my objection to the introduction of "permit holder only zones at all times" in the "Queensway area" roads in Tynemouth.

These roads, including Queensway, Princeway and Manor Way are all in the immediate vicinity of Kings Priory School. My young children attend Kings Priory School and need to be dropped off there for 8:50am. Like many working parents, I need to be in work by 9am, therefore I need to drive my children to school in order to be at work on time.

Introducing blanket permit-only parking in these streets will remove a huge swathe of parking options for parents such as myself. The current on-street parking options on Front Street and Seafeld View and along Percy Park Road are already used to capacity at morning and afternoon drop off times so permit holder-only zones will add to increased congestion around surrounding areas. Being unable to park to then walk children into school will likely cause many to be late to work, therefore causing issues with their employer.

In addition, it would likely cause increased traffic issues at pick off and drop off, as those who usually use those streets for short term parking at school drop off and pickup times circle Tynemouth village and the environs, searching for safe and legal parking options. I would also question the options for those with disabled children to park and walk children to school - there is a dearth of disabled parking spots close to the school and these residential roads are usually the closest and most convenient options for this.

I'd also note that practically all the houses on the streets in question have off-road parking (driveway or garage), often accommodating two vehicles, so the need for an on-street resident parking zone in addition seems somewhat gratuitous and to the detriment of residents of the

wider area. If the amount of visitor parking on a weekend is an issue for residents, then the introduction of permit-only parking on weekends and Bank Holidays would make sense.

I would request that the council revisit this proposal, and perhaps look at other more inclusive options, including perhaps excluding the hours of 8-9 and 3-4 on Mondays to Fridays, from the permit holders-only zone to allow for parents to drop off and collect children.

These roads surround a long-established school that serves a wide area and, used respectfully, I do believe that they should be available for non-residents during the week.

Further Details of Objection – L (Dated 16 June 2022)

Thank you for your email confirming that my email regarding parking in Tynemouth had been received.

Since then I have learned that these parking restrictions will also negatively impact Kings Priory School staff, as they do not have staff parking or permits. I would like to add this as a further point for consideration alongside those raised in my previous email.

Details of Objection – Ms S (Dated 16 June 2022)

Parking in Tynemouth is difficult enough without the council making it worse by making a 2 hour set time limit, or issuing Parking permits to residents, which we then get the luxury of paying for! The school in Tynemouth (Kings priory) has no access to drop off pick up children, this can make it dangerous and stressful for parents, this needs to be taken into account when looking at issues for Parking in tynemouth.

Details of Objection – Ms V (Dated 16 June 2022)

I understand that there is a proposal in discussion to add resident parking to more streets in Tynemouth.

As a resident myself, I understand the benefits this could bring, however this does make it harder for school staff to find suitable parking in the village and the school to attract quality employees.

Whilst there is no easy solution to this problem, I would like to ask you to engage with Kings Priory School (as well as the residents) to find the best possible solution for all.

Details of Objection – Mrs B (Dated 16 June 2022)

My son attends kings priory school sixth form .

We highly regard the teaching staff at the school .

I wish to propose that kings priory staff are considered essential workers and allocated parking permits to enable them to park with ease close to school during terms times .

Details of Objection – Ms T (Dated 16 June 2022)

Our school Kings Priory has brought to our attention there are proposed changes to parking in the streets near the school. I am not aware of the full details but as the school has no car park- I imagine it will be difficult for staff to find anywhere to park. Would it be possible to converse with the school about an alternative solution. Could they be given some parking permits for staff who cannot take public transport?

As a parent we try to walk to school as much as possible but some days when work does not allow me enough time I have to park on Queensway to collect my children. Will this not be allowed or will there be a wait time of say 20 minutes? I realise there are some inconsiderate

parkers and it is inconvenient at school drop off and pick up times for residents. However for those of us who could not afford to buy in central Tynemouth and still have to squeeze work and children in to our day what solution can you suggest if we cannot park near the school briefly please?

I hope a compromise can be found.

Details of Objection – Mr A (Dated 16 June 2022)

My son attends king priory primary school in tynemouth and I wish to oppose the parking changes being brought in around queenways and nearby streets.

There is already very little parking and whilst I understand it may be frustrating to local who live in these streets, the law states cars can park there.

By bringing in restrictions this will impact the staff at the school who a major employer in the town this will also impact the quality of staff they can tract which will have a negative impact on my child's and the other childrens education

I again make it clear I oppose along with many other and hope you use common sense and do not bring these restrictions in

Details of Objection – Ms H (Dated 16 June 2022)

I am writing to ask you to consider that Kings Priory School is allocated a limited number of permits for term time and within school hours . This will help keep the standard of teaching staff at where it needs to be and be of great help for the pupils and the transport vehicles they use for sports / trips etc

Details of Objection – Ms & Ms P (Dated 16 June 2022)

Please would the council engage with Kings Priory school and consider their proposed solutions for the benefit of pupils and neighbouring local residents who the school also wishes to support. If the school is to continue attracting excellent staff and contribute to Tynemouth's economy, they need to be involved in discussing changes that will affect them

Details of Objection – Mr H (Dated 16 June 2022)

It has come to my attention that the council is proposing changes to Queensway, Manorway, Princeway and Manor Road to make these resident only parking, it would be sensible to consider the needs of the local schools when deciding policy changes.

Details of Objection – Mr W (Dated 16 June 2022)

I am writing to urge to you engage with Kings priory School as a matter of urgency regarding proposals for parking in the near by areas. They are rightly concerned by proposals and also have some excellent proposed solutions to problems for those working at the school and also local residents.

Details of Objection – M (Dated 16 June 2022)

Please could you engage with the school before making the adjacent areas around manor road resident only parking. The school has no dedicated car park like the other schools, so some consideration would be expected as to the needs of the school too.

Details of Objection – Mr D (Dated 14 June 2022)

I am writing to you in relation to the below statutory notice that is currently displayed on a lamp post on Princeway Street, Tynemouth.

I am Tynemouth resident, living at Percy Park, and North Tyneside Business owner. As you will know our section of Percy Park intersects the Northern ends of Princeway and Queensway. Parking on our streets, particularly at weekends, is becoming increasingly more challenging with several visitors choosing to park over the end of our, and other Percy Park residents, driveways. Whilst I welcome additional parking controls being imposed on Princeway, Queensway and Manorway, I am very concerned that these restrictions will result in further challenges to resident and resident visitor parking on Percy Park. It is very likely that even more visitors will now try and squeeze onto the limited spaces on Percy Park, not currently, or planned to be, subject to parking controls.

In addition to the above-mentioned concerns over residents (and associated resident visitor) parking, I also want to draw your attention to an ongoing safety concern which I also think will be made worse by the new parking controls. There is an increasing number of people driving dangerously up and down Percy Park – often at speeds more than the current 30 mph limit on the road. As visitors will likely try and squeeze together on the available uncontrolled parking spaces, I anticipate that resident's visibility will be impacted when trying to go on and off our driveways. This limited visibility, combined with driving at excessive speeds is likely to make coming pulling into, or driving off our driveways more dangerous.

Based on my observations above, I hope you can consider some / all the following:

1. Consideration of parking controls on the top section of Percy Park (from Seafield green up to Metro bridge).
2. Allowing the Percy Park residents to have residents parking permits for Princeway/Queensway/Manorway to give our visitors some parking access.
3. Allowing the Percy Park residents to be allowed to apply for visitor permits for Princeway/Queensway/Manorway to give our visitors some parking access.
4. Introduction of some traffic (speed) calming measures on Percy Park. Suggesting speed bumps and/or a reduced 20mph zone.
5. Some way of providing visibility / signage to visiting cars to ensure they do not park over Percy Park owner driveways.

Thank you in advance for your time and consideration and I look forward to receiving your response in due course. I can be contacted on either the number or email address below.

Details of Objection – Mr S (Dated 13 June 2022)

I am writing to you in relation to the below statutory notice that is currently displayed on a lamp post on Princeway Street, Tynemouth.

I am Tynemouth resident, living at Percy Park. As you will know our section of Percy Park intersects the Northern ends of Princeway and Queensway. Parking on our streets, particularly at weekends, is becoming increasingly more challenging with a number of visitors choosing to park over the end of our, and other Percy Park residents, driveways. Whilst I welcome additional parking controls being imposed on Princeway, Queensway and Manorway, I am very concerned that these restrictions will result in further challenges to resident and resident visitor parking on Percy Park. It is very likely that even more visitors will now try and squeeze onto the limited spaces on Percy Park, not currently, or planned to be, subject to parking controls.

In addition to the above mentioned concerns over residents (and associated resident visitor) parking, I also want to draw your attention to an ongoing safety concern which I also think will be made worse by the new parking controls. There is an increasing number of people driving dangerously up and down Percy Park – often at speeds in excess of the current 30 mph limit on the road. As visitors will likely try and squeeze together on the available uncontrolled parking spaces, I anticipate that residents visibility will be impacted when trying to go on and off our driveways. This limited visibility, combined with driving at excessive speeds is likely to make coming pulling into, or driving off our driveways more dangerous.

Based on my observations above, I hope you can consider some / all of the following:

1. Consideration of parking controls on the top section of Percy Park (from Seafield green up to Metro bridge).
2. Allowing the Percy Park residents to have residents parking permits for Princeway/Queensway/Manorway to give our visitors some parking access.
3. Allowing the Percy Park residents to be allowed to apply for visitor permits for Princeway/Queensway/Manorway to give our visitors some parking access.
4. Introduction of some traffic (speed) calming measures on Percy Park. Suggesting speed bumps and/or a reduced 20mph zone.
5. Some way of providing visibility / signage to visiting cars to ensure they do not park over Percy Park owner drive ways.

Thank you in advance for your time and consideration and I look forward to receiving your response in due course. I can be contacted on either of the numbers or email addresses below.

Details of Objection – Ms H (Dated 10 June 2022)

With reference to the proposed parking changes in Manorway, I wish to question how the threshold of visitor and resident parking was ascertained? As a resident of the street, I was certainly never asked whether cars outside my home belonged to me or to visitors. In addition, as 100% of homes on the street have driveways (sometimes for multiple cars) what other criteria was used to establish that the proposed scheme was a valid introduction? As previously, I object to these restrictions being introduced. They are an unnecessary obstacle to those wishing to visit and support Tynemouth. There is no valid reason for effectively trying to treat the street as a private road for the benefit of residents who generally don't need to use it for parking. I look forward to receiving your response.

Details of Objection – Mr Y (Dated 21 June 2022)

I am writing this email to urge you to please reconsider current proposed changes to the local area which will cause many of our staff to lose their ability to park near the school. Many of my colleagues travel great distances in order to come to work every day in order to try and teach the approximately 1,500 students on site. However, the changes would make it increasingly difficult, and quite frankly, unfeasible, for them to travel and park here during week days - when our school operates.

We are, of course, not opposed to improving parking for the local residents in Tynemouth. However, due to the nature of our school we do not have a dedicated car park like some other schools do in the area. As such, I ask that you please engage with the school via the principal and consider the proposed solutions for the benefit of staff, pupils and our neighbouring local residents who we also wish to support.

Details of Objection – Ms T (Dated 20 June 2022)

I am emailing you in regards to the proposed changes you are considering for the parking arrangements in, and around, the Tynemouth area.

I am a teacher at Kings Priory School and am unable to use public transport, walking or cycling as a means of getting to, and from, my job as I do not live locally. I therefore rely on being able to park my vehicle in Tynemouth. I am aware that our Head has been in contact to open a discussion surrounding the matter and I would be very grateful if you would give consideration to this.

Details of Objection – Ms M (Dated 20 June 2022)

I am writing to you to show concern at the upcoming parking changes in Tynemouth. I work at Kings Priory School as a Learning Support Assistant and do need to take my car on most days when I can't get there by bike or public transport. I am a lone parent and I have to drop my son off at his school and then make it to Tynemouth to start work on time. I do use the streets within Tynemouth to park and I have already have verbal communications from the local residents but we don't have any other option. I encourage you to consider working with KPS to agree on Staff car parking spaces in the local area close to the school.

Details of Objection – Miss E (Dated 20 June 2022)

I would like to raise a concern about the proposed parking changes in Tynemouth. As an employee of King's Priory and a resident of Warkworth, Northumberland I need to drive to work and cannot use alternate public transport. It is already a struggle to find parking close to school which can be very difficult (especially when carrying heavy bags of school books for example.) The school has put forward a number of proposals in order to ensure that staff like myself aren't left out of pocket or having to walk long distances whilst working in the local community- for example school hours limited permits or bays to increase efficiency. I would urge you to communicate with the school directly and involve us in future discussions,

Details of Objection – Ms G (Dated 20 June 2022)

I am writing to you to ask that you please include Kings Priory School in your parking proposals. I am a teaching member of staff at the school, and I rely on being able to park close to school to allow me to do my job. I am also a resident in North Tyneside.

I fully support the views and opinions of the residents, and I have always made sure that I drive sensibly and park appropriately. All I ask is that the school is included, as part of the community, within this conversation. I am proud to be part of this community, as a teacher, friend, and active supporter of all of the local businesses, and would welcome the school being represented in this matter, so I can hopefully remain part of this community.

Details of Objection – Ms C (Dated 29 June 2022)

I am writing to express my concern regarding the proposed changes to the parking in Tynemouth village.

I fully understand that the residents of Tynemouth need to be protected from the impact of the increasing numbers of visitors to the village and I understand that the continuing appeal of the village has led to an increase in traffic. As a resident of another increasingly popular residential area I do understand the challenges parking can pose. However, as a full time teacher at Kings

Priory School, these changes will have an impact on my ability to do my job with a sense of surety.

The congestion and limitations to parking already mean that it is difficult to find spaces to park safely and considerably after 8am, half an hour before we are due to begin work. If these limitations were expanded further then the options will become few and far between, which for me, would mean having to carry all the books and materials I need for work long distances and risk being late for work. My family needs mean that I do need to drive to work; I know many of us try to maximise a variety of travel opportunities by using public transport, carsharing and cycling in but as teachers we do need to be able to come to work with a sense of certainty that we can park. I also know that we try to park as sensitively as we can.

We provide a vital service for many of the residents of Tynemouth – our outstanding education offer relies on there being opportunities for us to carry materials, park safely and arrive in good time to prepare for the long teaching day ahead of us. I refer to teachers but the same applies to the many support staff who make the school a safe, happy and very effective place to study.

Suggestions and working solutions have been offered by Kings Priory School and I would hope that the council actively engages with the Principal.

Details of Objection – C (Dated 17 June 2022)

Please can I ask that you will consider to engage with the Kings Priory School in Tynemouth, via the Head, and consider the proposed solutions for the benefit of staff, pupils and the neighbouring local residents who we also wish to support.

Our proposals to the council include issuing the school with a restricted number of parking permits that are, for example, limited to 7.30am-4.30pm during term-time, school days only, as well as marking out spaces in the unrestricted parking places to maximise occupancy. Our proposals also include some unique permits for various suggestions around the site

Details of Objection – Mr G (Dated 29 June 2022)

I am writing to you to ask that you please include Kings Priory School in your parking proposals. I am a teaching member of staff at the school, and I rely on being able to park close to school to allow me to do my job. I am also a resident in North Tyneside.

I fully support the views and opinions of the residents, and I have always made sure that I drive sensibly and park appropriately. All I ask is that the school is included, as part of the community, within this conversation. I am proud to be part of this community, as a teacher, friend, and active supporter of all of the local businesses, and would welcome the school being represented in this matter, so I can hopefully remain part of this community.

Details of Objection – Ms C (Dated 17 June 2022)

The proposed parking changes for Queensway, Manorway, Princeway and Manor Road to make these resident only, instead of the current arrangements. These will have a significant impact on our school. Despite being a significant property owner, as well as a major employer within Tynemouth, Kings Priory School is not allocated any parking permits.

Whilst as a school, we encourage staff to travel by public transport, walk or cycle, this is not always possible (I myself am disabled), and unlike other schools in North Tyneside we do not have a dedicated car park, because of the unique composition and location of our sites. Recent changes have made it increasingly difficult to find local, accessible parking during weekdays.

We as a school are increasingly concerned that this will impact our ability to attract and retain exceptional teaching and support staff due to the increasing logistical challenges of travelling to work on week days during term time.

As a school we are not opposed to improving parking access for local residents. School are hoping to engage with the team proposing these changes to discuss sensible alternative solutions that both allows residents to have the arrangements they need, whilst allowing the school to have what it needs that does not impact local residents. Schools proposals to the council include issuing the school with a restricted number of parking permits that are, for example, limited to 7.30-4.30 during term-time, school days only, as well as marking out spaces in the unrestricted parking places to maximise occupancy. Another proposal includes some unique permits for various suggestions around the site.

I would strongly encourage the council (local authority) to engage with the school, via the Head, and consider our proposed solutions for the benefit of staff, pupils and our neighbouring local residents who we also wish to support.

Details of Objection – Ms J (Dated 17 June 2022)

I write as a resident of and employee in Tynemouth village.

I am certainly not opposed to the improved resident parking in the area, however, I do understand the necessity of supporting those members of staff at Kings Priory School, who do not live locally and for whom public transport is a difficulty. The school is an excellent provider of high class education to pupils who live locally, and those from further distance, and also a provider of custom to the businesses in the village. Without the availability of local parking for high quality staff nearby, this will impact on the school and the education of local children.

I strongly encourage you to listen to the proposals being suggested by the school to ensure that some neutral ground can be made to allow both residents and the school to flourish and enjoy a mutually beneficial outcome.

Details of Objection – Ms L (Dated 16 June 2022)

I am writing to you as a member of staff at Kings Priory School regarding the proposed change in parking around the village. I have been a member of the teaching staff at Kings Priory School for 28 years now. I am deeply concerned about the proposed changes and urge you to consult with the Head and consider his suggestions.

Details of Objection – Mrs L (Dated 16 June 2022)

I understand there could be some changes that put in place for Tynemouth. As a staff member of Kings Priory School could I ask the council (local authority) engage with the school, via the head, and consider our proposed solutions for the benefit of the staff, pupils, and our neighbouring residents who we also wish to support.

Details of Objection – KPS (Dated 23 June 2022)

We are very conscious that Tynemouth Village is a unique and very special place to live, work and attend school. It is very important to our school community that we find a suitable option (or more likely options) to manage the current tensions on parking which are impacting residents, parents, as well as staff. So please find below our response to the current consultation on increasing parking restrictions for Queensway, Manorway, Princeway and Manor Road.

The current proposal to restrict, for Queensway, Manorway, Princeway and Manor Road, to resident only parking, at all times, presents another concern for our teaching and support staff. Many of whom are able to successfully commute to/from work on public transport but some of whom just cannot and so rely on being able to park for the duration of the school day locally. Further restricting access to parking for non-residents in Tynemouth will negatively impact our ability to attract and retain outstanding teachers and support staff. To be clear, we understand and support the residents' concern that parking restrictions need to be amended but would like to suggest that a range of solutions are considered including:

- Trialling the use of some term-time (school-day eg: 7:30am-4:30pm) only parking permits for school use in some specific TM1 zones, which are relatively quiet during weekdays.
- Consider marking parking bays in the unrestricted areas in order to maximise the numbers of cars able to park there. At the moment, there is a level of poor parking which further restricts parking access.
- Consider making the roads around our Huntingdon Place site to be one-way, which would enable diagonal parking bays to be created, thereby increasing the number of parking spaces for everyone.
- Kings Priory School owns a considerable number of properties in Tynemouth, but unlike other residents and business, is not allocated any parking permits. We are not asking for a significant number, but would appreciate consideration of some permits to be allocated for school use.

We understand North Tyneside's position is to actively discourage commuter parking in residential areas. However, respectfully, we have to point out that all other schools in North Tyneside have dedicated car parks provided for their staff and visitors, even when located in residential areas, so we need to find an appropriate solution for Kings Priory. It is also worth noting that the majority of unrestricted parking around the school is actually occupied by non-school vehicles with many commuters now choosing to leave their cars on this side of the Metro to avoid paying the fees for the car park on the other side.

We believe that a combination of solutions would allow residents to have the arrangements they want; the school to have the arrangements it needs and also there would be better support for local businesses with more efficient parking options available, especially at weekends, evenings, and when the school is closed.

Officer response (Dated 21 September 2022)

The Authority's Director of Regeneration and Economic Development contacted the Principal of Kings Priory School by telephone on 21st September to discuss his concerns and suggestions regarding the proposed scheme. It was acknowledged that the proposed restrictions would have an impact on parking for staff in particular, but potential alternative options for long stay parking in the area were put forward to be explored further by the school. The school Principal was invited to provide the Authority with details of parking requirements for any disabled staff members and once this information has been received, it will be considered and the school updated with any resulting proposals accordingly. Officers from the Authority's Sustainable

Transport Team will also contact the school to offer support with facilitating sustainable trips to and from the school.

Officer response to all objectors unless otherwise stated (Dated 8 September 2022)

Thank you for your formal representation in response to the Council's proposal to introduce permit parking restrictions in Manorway, Princeway, Queensway and part of Manor Road. The proposal was brought forward following assessments of parking conditions and consultations with residents and stakeholders (including Kings Priory School) to address the longstanding issue of inconsiderate non-residential parking in these streets. This was found to be restricting traffic and pedestrian movements and creating a potential road safety issue.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

A significant number of representations submitted in respect of the Manorway area permit parking scheme have focused on the anticipated impact of the restrictions on Kings Priory School. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. Our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits.

Whilst the majority of residents within the scheme area are supportive of the restrictions, some living in unrestricted adjoining streets have raised concerns about the possibility of parking being displaced into their street if the scheme is introduced. I can confirm that parking in adjoining streets will be monitored closely if the proposed scheme is introduced and if residents are experiencing significant issues, further restrictions can be considered as appropriate.

In conclusion, the Council has promoted this scheme as we believe it will reduce congestion, facilitate pedestrian and traffic movements and improve road safety in the affected streets. It will also support the Council's aim of encouraging active travel, particularly in the vicinity of schools. However, I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Correspondence – Ms S (Dated 16 June 2022)

I am aware that Kings Priory are requesting support for parking for the school staff in the residential streets. I'd like to voice that I do not support this. As a resident in Tynemouth, I am faced with the challenges on a daily basis to park outside my home.

As a NHS worker I can inform you that Newcastle trust cannot offer parking permits to all the employees. Therefore experienced and exceptional staff are commuting on public transport for work. This also means staff finishing late at night and early mornings (shift workers) are using public transport. At least the teachers have the luxury of a Mon - Fri social hour start and finish time. It is also located within a minute walk from the metro and 2 minutes from a bus, so excellent transport links.

I am happy to be contacted if further input is required.

Details of Correspondence – Mr C (Dated 17 June 2022)

As a resident of Queensway I would like to make the following points in response to the forwarded note below from Kings Priory school.

(1) There is ample parking at Tynemouth Metro station and at the Seafield View side of Percy Park, both of which are very close to the school and remain largely unused during school hours. As such, the argument presented by the school is not one of availability of practical parking options but one of cost and convenience. It should be noted that free, doorstep parking is not an entitlement many employees are afforded.

(2) Teacher parking in the Manorway zone is a contributing factor to the dangerous parking situation the permit zone is attempting to remedy (double parking, kerb parking which impedes pavement access, parking across driveways, blocked road access causing reversing vehicles and so on). The Manorway zone should not be considered a substitute for a school car park as the email below implies, the roads are narrow and impractical for this purpose.

(3) The school recommendation to mark out spaces in the unrestricted zone to maximise occupancy makes good practical sense and should be considered further.

Whilst this email is submitted on a personal basis only, it should be noted that the general view of residents (taken from the resident's WhatsApp group activity following the school communication) is one of real disappointment in the focus on convenience to the teaching staff over the safety concerns (including parents and pupils accessing the school site) and ongoing disruption to residents which the permit zone is intended to mitigate.

Details of Correspondence – Mr M (Dated 16 June 2022)

I am writing to make you aware that the Kings Priory School leadership have this afternoon sent a message to all parents requesting that they email you to object to the plans for parking restriction changes on Manorway, Princeway, Queensway and Manor Road, and to request that you engage in discussions with the school about them.

The school has not asked parents to contact you if they are supportive of the proposed change - but please take this email as my statement that I am.

I felt it was important that you understand the context behind any increase in messages received regarding these parking restriction changes, as it has the potential to skew the view of public opinion provided by the consultation process.

A copy of the message sent to parents is included in the attached screenshots.

Details of Correspondence (emailed to Kings Priory School copying in North Tyneside Council) – Ms M (Dated 16 June 2022)

I was deeply disappointed to read the note issued by the school to all parents today which asked parents to lobby the Council regarding proposed parking restrictions on Princeway, Queensway, Manorway and Manor Road.

There are a number of reasons why I am so disappointed in the school's note:

1. As I'm sure you will be aware, North Tyneside Council, along with all other North East Councils, have declared a climate emergency. At a time when the school should be doing all that it possibly can to support and encourage pupils and teachers to utilise walking, cycling and public transport to attend school, your decision to ask parents to lobby for special treatment to allow teachers to drive easily to school is completely inappropriate and at odds with your role to provide leadership to parents, pupils and staff on this extremely important agenda.
2. As a resident of one of the streets where the proposed permit parking is set to be introduced, I have seen first hand the issues with parking on these streets, including during the school day, with at least three occasions where an ambulance has been unable to get down the street whilst responding to an emergency call due to inconsiderate parking.
3. The residents of these streets have long campaigned for measures to be introduced to make their streets safer, which would also benefit all children who are already, or who would if it was safer to do so, walking, cycling or scooting to school. To then have that same school make a whole-school broadcast to all parents asking for us to lobby NTC against plans that we as residents have already been consulted on and approved, ultimately shows disregard for the experiences of those parents who have to live with such inconsiderate parking every day. The note from the school, if you felt it had to be sent at all, should have asked parents to send their own honest views to the council about the scheme, i.e both positive and negative views, in order for the school to demonstrate that it both understands and accepts its position of power within the community and the responsibility that comes with its exercise of that power.
4. As someone who has worked in the private and charity sector, I have never been supported by my employer to park in close proximity to my office. The stark reality of life for the majority of people in employment is that they, as individuals, need to either use public transport, pay to park in publicly available parking, or park for free some distance from their office and walk the remainder of their journey. Whilst we hugely value the wonderful teachers we have at KPS, I struggle to see why they should be afforded special treatment in comparison to anyone else who is attending their place of work.

I politely request that you retract your request for such lobbying based on the above. Should you as a school wish to engage with NTC directly regarding your concerns over the proposal, then that of course is your own business.

I look forward to your response.

I have copied this to the Council email address mentioned in your note to parents, for their information.

Details of Correspondence – Ms P (Dated 18 June 2022)

Further to previous emails regarding the above proposed parking scheme, I have recently come into a possession of a letter from the Head Teacher at Priory School This has been sent out to all parents with children at the school urging them to contact the Local Authority in support of school parking.

I would like to put forward the following points for consideration by the Local Authority:-

1. Priory School did in fact have its own on-site parking facilities until several years ago when they decided to remove this parking in favour of extending the play area.
2. There is, in fact, available parking for staff at Seafeld View and Percy Park Road, These streets are wider than Queensway, Manorway etc making for safer parking and easier access for larger vehicles. There is also parking in the streets off the Broadway i.e. Kennersdene area, Milldene Road area and surrounding streets.
3. The staff at Priory School contribute to the current parking problems within Queensway i.e. double parking on pavements leaving insufficient room for larger vehicles to pass and insufficient room on pavements for wheelchairs, pushchairs etc, necessitating people walking on the road. Drivers of larger vehicles unable to gain access are often calling on residents in a bid to find the owners of the offending vehicles. We have had an ambulance which could not gain access and a skip delivery service recently was unable to access a resident's house.

I would appreciate if this information could be put forward to whichever committee is to consider this parking scheme.

NORTH TYNESIDE COUNCIL
(On Street Parking Places) (Consolidation) Order 2022

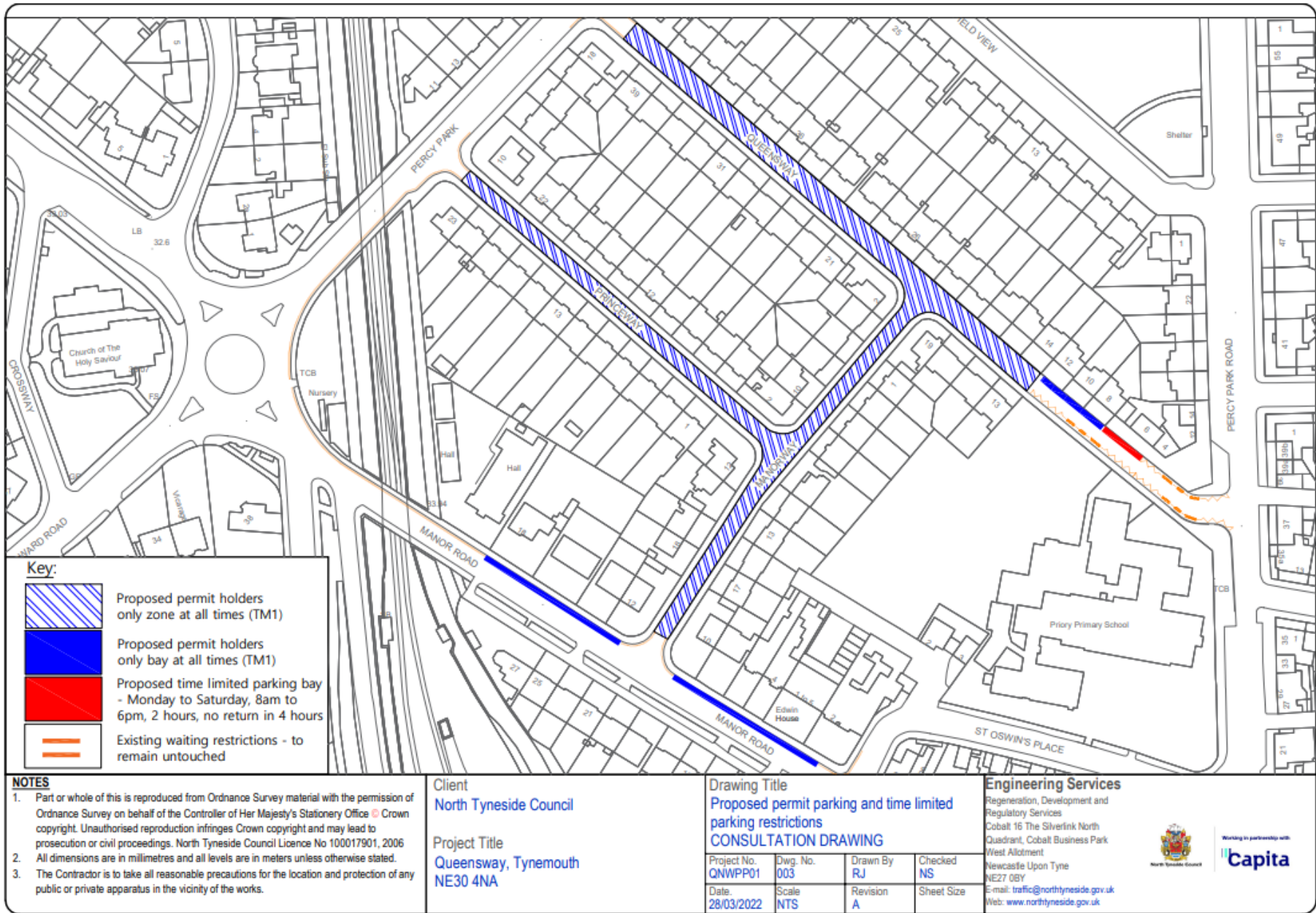
North Tyneside Council gives notice that it proposes to make variation orders under Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the orders, if made, will be to vary the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 so that:

1. limited waiting without charges parking places, operational on Mondays to Saturdays between 8.00am and 6.00pm and with a maximum duration of stay of 2 hours with no return within 4 hours, be introduced on the north east side of Queensway, Tynemouth from a point 32 metres north west of its junction with Percy Park Road to a point 50 metres north west of that junction.
2. permit holder parking places, operational on all days and at all times, be introduced on:
 - a) the north east side of Queensway, Tynemouth from a point 50 metres north west of its junction with Percy Park Road to a point 76 metres north west of that junction;
 - b) the north east side of Manor Road, Tynemouth from a point 8 metres north west of its junction with Manorway to a point 60 metres north west of that junction;
 - c) the north east side Manor Road, Tynemouth from a point 12 metres north west of its junction with St Oswin's Place to a point 8 metres south east of its junction with Manorway;
 - d) both sides of Manorway, Tynemouth from its junction with Queensway to a point 8 metres north-east of its junction with Manor Road;
 - e) both sides of Queensway, Tynemouth from a point 11 metres south-east of its junction with Percy Park to a point 45 metres south-east of its junction with Manorway; and
 - f) both sides of Princeway, Tynemouth from its junction with Manorway to a point 10 metres south-east of its junction with Percy Park.
3. The following streets be added to the list of properties eligible for the issue of permits:
 - a) Manorway – 1 to 18 (consecutive), Queensway - 4 to 48 (even), 13 to 39 (odd), Princeway – 1 to 23 (consecutive), Manor Road – 2 to 18 (even), 3 to 27 (odd), Edwin House (1 – 5 consecutive), Carlton House (Flat A, B and C) and 18 Percy Park (Zone TM1).

Further details of the proposals may be examined in the documents available on the Council's website 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 by 17 June 2022. Any objections may be published as part of any reports to councillors on the matter.

26 May 2022

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



Equality Impact Assessment (EIA)

Before completing this form, please refer to the supporting guidance documents which can be found on the equality page of the intranet. The page also provides the name of your Corporate Equality Group member should you need any additional advice.

Equality Impact Assessments (EIAs) are a planning tool that enable us to build equality into mainstream processes by helping us to:

- consider the equality implications of our policies (this includes criteria, practices, functions or services - essentially everything we do) on different groups of employees, service users, residents, contractors and visitors
- identify the actions we need to take to improve outcomes for people who experience discrimination and disadvantage
- fulfil our commitment to public service.

The level of detail included in each EIA should be proportionate to the scale and significance of its potential impact on the people with protected characteristics.

This assessment may be published on the Authority's website as part of a Council or Cabinet Report. It can also be requested under the Freedom of Information Act 2000 and can be used as evidence in complaint or legal proceedings.

Proposal details

| | | |
|--|--|-------------------------|
| 1. Name of the policy or process being assessed | Permit Parking Traffic Regulation Order – Queensway, Manorway, Princeway and Manor Road, Tynemouth | |
| 2. Version of this EIA (e.g. a new EIA = 1) | 1 | |
| 3. Date EIA created | 27 th September 2022 | |
| | Name | Service or organisation |
| 4. Principal author of this EIA | Reagan Johnson – Traffic Engineering Technician, Traffic and Road Safety | Capita North Tyneside |
| 5. Others involved in writing this EIA <i>EIAs should not be completed by a sole author. Think about key stakeholders and others who can support the process and bring different ideas and perspectives to the discussion.</i> | Nick Saunders – Senior Traffic Engineer, Traffic and Road Safety | Capita North Tyneside |

6. What is the purpose of your proposal, who should it benefit and what outcomes should be achieved?

The permit parking proposal is designed to reduce levels of on-street parking in the area which will remove obstructions to pedestrian and vehicle traffic, improve road safety for all road users and facilitate residential parking where needed. Some parking provision for visitors to the area is proposed through the introduction of a free, short stay parking bay at the east end of Queensway. Blue badge holders will be able to park within the permit parking scheme for up to three hours.

7. Does this proposal contribute to the achievement of the Authority's public sector equality duty? Will your proposal:

Write your answers in the table

| Aim | Answer: Yes, No, or N/A | If yes, how? |
|--|--------------------------------|--|
| Eliminate unlawful discrimination, victimisation and harassment | No | |
| Advance equality of opportunity between people who share a protected characteristic and those who do not | Yes | The scheme will provide safer highway conditions in the affected streets which will support cycling, walking and wheeling, resulting in the potential positive impacts associated with age and disability characteristics as identified in section 11 below. |
| Foster good relations between people who share a protected characteristic and those who do not | No | |

Evidence Gathering and Engagement

8. What evidence has been used for this assessment?

- Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net-zero by 2030 ([Our North Tyneside Plan](#)); enable parking at the right time, right place and right price ([North Tyneside Transport Strategy](#)); engage with schools to promote road safety alongside healthy travel ([North Tyneside Travel Safety Strategy](#)) and effectively manage demand for parking ([North Tyneside Parking Strategy](#)).
- Responses to engagement undertaken through initial resident and stakeholder consultation and statutory consultation associated with the proposed order.

9.a Have you carried out any engagement in relation to this proposal?

| | |
|--------------------------|---|
| Yes - please complete 9b | ✓ |
| No | |

| 9.b Engagement activity undertaken | With | When |
|---|---|----------------|
| Initial consultation via letter | Schools, residents, relevant stakeholders, ward members | Winter 2021/22 |
| Statutory consultation – Public Notices on affected streets, NTC website, local press | All stakeholders and members of the public | Summer 2022 |

9. Is there any information you don't have?

| | | |
|--|---|---|
| | ✓ | Please explain why this information is not currently available |
| Yes - please list in section A of the action plan at Q13 | | |
| No | ✓ | |

Analysis by protected characteristic

| | A | B | C |
|--|---|--|---|
| 11. Protected characteristic | Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic? (Answer – Yes or No) | If 'Yes' would the <u>potential</u> impact be positive or negative? (Answer – positive or negative) | Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used |
| All Characteristics | No | | |
| Sex – male or female | No | | |
| Pregnancy and maternity – largely relates to employment, but also to some aspects of service delivery e.g. for breastfeeding women | No | | |

| | | | |
|---|-----|----------|---|
| Age – people of different ages, including young and old | Yes | Positive | Young people (particularly those attending Kings Priory School) may benefit from improved safety when walking, wheeling or cycling in the affected streets, as the expected reduction in obstructive parking and traffic movements will create a safer environment and reduce issues of children crossing the road between parked vehicles. |
| | | Positive | People for whom age makes crossing the road more difficult may experience a positive impact from reduced incidence of parking on footways or dropped crossings. |
| Disability – including those with visual, audio (BSL speakers and hard of hearing), mobility, physical, mental health issues, learning, multiple and unseen disabilities | Yes | Positive | Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from reduced incidence of parking on footways or dropped crossings. |
| | | Positive | Vehicle users who have a disability and hold a blue badge will be eligible to park within the permit parking scheme for up to three hours. Short stay parking in the affected streets for non-resident blue badge holders may therefore become easier. |
| | | Negative | Vehicle users who have a disability will no longer be able to park in the affected streets all day, even if they hold a blue badge. Long stay parking in the affected streets for non-resident blue badge holders will therefore no longer be an option. |
| Gender reassignment - includes trans, non-binary and those people who do not identify with or reject gender labels | No | | |
| Race – includes a person's nationality, colour, language, culture and geographic origin | No | | |

| | | | |
|--|----|--|--|
| Religion or belief – includes those with no religion or belief | No | | |
| Sexual orientation – includes gay, lesbian, bisexual and straight people | No | | |
| Marriage and civil partnership status - not single, co-habiting, widowed or divorced– only relates to eliminating unlawful discrimination in employment | No | | |
| Intersectionality - will have an impact due to a combination of two or more of these characteristics | No | | |

If you have answered **‘Yes’** anywhere in column A please complete the rest of the form, ensuring that all identified negative impacts are addressed in either Q12 ‘negative impacts that cannot be removed’ or Q13 ‘Action Plan’ below

If you have answered **‘No’** in all rows in column A please provide the rationale and evidence in the all characteristics box in column C and go to Q14 ‘Outcome of EIA’.

12.a Can any of the negative impacts identified in Q11 be removed or reduced?

| | |
|---|---|
| Yes - please list them in the table below and explain why | |
| No | ✓ |

| 12.b Potential negative impact | What alternative options, if any, were considered? | Explanation of why the impact cannot be removed or reduced or the alternative option pursued. |
|--------------------------------|--|---|
| | | |

Action Planning (you do not need to complete the grey cells within the plan)

| 13. Action Plan | Impact: (Answer remove or reduce) | Responsible officer (Name and service) | Target completion date |
|---|--------------------------------------|---|------------------------|
| Section A: 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 (please explain below) | | | |
| Consultation with residents and stakeholders. Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure | | Reagan Johnson (Traffic and Road Safety) | Completed |
| | | | |
| | | | |
| Section B: Actions already in place to remove or reduce potential negative impacts (please explain below) | | | |
| The Principal of Kings Priory School has been invited to provide details of parking requirements for disabled staff members. | Reduce | Reagan Johnson (Traffic and Road Safety) | |
| | | | |
| | | | |
| Section C: Actions that will be taken to remove or reduce potential negative impacts (please explain below) | | | |
| Disabled access – Provision for long stay disabled parking in the area will be reviewed in light of the outcome of discussions with Kings Priory School regarding parking requirements for disabled staff members. | Reduce | Reagan Johnson (Traffic and Road Safety) | 31 Dec 2022 |
| | | | |
| | | | |
| Section D: Actions that will be taken to make the most of any potential positive impact (please explain below) | | | |
| Inform the public of any positive impacts as part of communications/publicity when the scheme is completed | | Reagan Johnson (Traffic and Road Safety) | 31 Mar 2023 |
| | | | |
| | | | |
| Section E: Actions that will be taken to monitor the equality impact of this proposal once it is implemented (please explain below) | | | |

| | | | |
|--|--|---|-------------|
| 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) | 31 Mar 2023 |
| | | | |
| | | | |
| Section F: Review of EIA to be completed | | Reagan Johnson (Traffic and Road Safety) | 31 Mar 2023 |

14. Outcome of EIA

Based on the conclusions from this assessment:

| Outcome of EIA | Tick relevant box | Please explain and evidence why you have reached this conclusion: |
|--|-------------------|--|
| 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. |
| Continue but with amendments | | |
| Not to be pursued | | |

Now send this document to the [Corporate Equality Group member for your service](#) for clearance.

Quality assurance and approval

Questions 15-18 are only for completion by the Corporate Equality Group Member for your service

| | | | | |
|---|-------|---|----------|--|
| 15. Do you agree or disagree with this assessment? ✓ | Agree | ✓ | Disagree | |
| 16. If disagree, please explain: | | | | |

| | |
|---|------------------|
| 17. Name of Corporate Equality Group Member: | Melissa Lackenby |
| 18. Date: | 20/10/22 |

Conclusion:

- If the assessment is agreed, please send the document to the Head of Service for sign off.
- If you disagree return to author for reconsideration.

Questions 19-22 are only for completion by the Head of Service

| | | | | |
|---|-------------------------|---|----------|--|
| 19. Do you agree or disagree with this assessment? ✓ | Agree | ✓ | Disagree | |
| 20. If disagree, please explain: | | | | |
| 21. Head of Service: | John Sparkes (Director) | | | |
| 22. Date: | 21/10/22 | | | |

Please return the document to the Author and Corporate Equality Group Member.