

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

Date: 6 July 2023

Title: Experimental Traffic Regulation Order – A191 Front Street, Benton

---

Report by: Nick Saunders, Traffic & Road Safety Team Leader

Report to: John Sparkes, Director of  
Regeneration and Economic  
Development

Wards affected: Benton

---

### PART 1

#### 1.1 Executive Summary:

This report seeks a delegated decision to make an 18-month Experimental Traffic Regulation Order for the amendment of existing waiting restrictions on the south side of A191 Front Street, Benton between its junctions with Eastfield Road and Manorfields.

#### 1.2 Recommendation(s):

It is recommended that: the Director of Regeneration and Economic Development agrees that an Experimental Traffic Regulation Order for the proposal should be made in line with relevant statutory requirements.

#### 1.3 Forward Plan:

Seeking delegated decisions to make 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 secure North Tyneside
  - We will continue to invest £2m per year in fixing our roads and pavements

#### 1.5 Information:

##### 1.5.1 Background

The Authority has received representations from local residents and businesses over a number of years regarding lack of parking availability in this area. These concerns have

been exacerbated recently due to the opening of a new business which has resulted in an increased demand for non-residential parking. In view of this, and following discussions with local residents, business and ward councillors, officers have explored the possibility of creating additional parking provision in the area. Another proposal to remove some existing “no waiting at any time” restrictions (double yellow lines) from the north side of A191 Front Street in the vicinity of Cheviot View to create additional parking capacity is currently being progressed. This has been through the appropriate statutory consultation process and is due to be implemented in the near future.

The proposal associated with this report involves amending the waiting restrictions which currently apply to the south side of A191 Front Street between its junctions with Eastfield Road and Manorfields. The existing waiting restriction which currently applies on Monday to Friday between 7am and 7pm will be amended so that it applies Monday to Friday between 7am and 6.30pm. In addition, the “no waiting at any time” restriction operating on certain sections of the south side of A191 Front Street will be amended so that the restriction only applies Monday to Friday between 7am and 6.30pm. These measures are intended to enable additional parking in the evenings and at weekends to address the increased demand for parking at these times whilst ensuring that restrictions still apply when traffic flows are highest.

#### 1.5.2 Proposed Experimental Traffic Regulation Order

The proposal associated with this report involves an Experimental Traffic Regulation Order to introduce a waiting restriction on sections of A191 Front which prohibits parking between 7am and 6.30pm, Monday to Friday as shown on the plan at Appendix 1.

The proposed experimental waiting restriction will contribute to increasing parking provision for visitors to the area including customers of local businesses and benefit residents by relieving some of the pressure on existing parking spaces. It is also consistent with road safety considerations and maintaining appropriate traffic flows. The experimental nature of the proposal will allow its impact to be monitored and appropriate remedial action taken.

The experimental restriction would be in place for a period of up to 18 months; at the end of this period there would be the possibility for the Authority to seek to introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements as set out in section 2.2.

#### 1.5.3 Consultation Undertaken

Discussions around parking in this area have been carried out with local residents, businesses and ward Members over the last year and have informed this proposal. The Cabinet Member for Environment has been updated on the proposals.

#### 1.5.1 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the local authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority’s website.

## **1.6 Decision options:**

The following decision options are available for consideration by the Director of Regeneration and Economic Development:

### Option 1

To approve the recommendations as set out in paragraph 1.2 above.

### Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

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

Option 1 is recommended for the following reasons:

The proposals will increase parking provision to address requirements for increased demand while being consistent with road safety and access considerations.

## **1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – A191 Front Street

## **1.9 Contact officers:**

Nick Saunders, Traffic & Road Safety Team Leader, Capita, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

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 to advertise and implement the proposal is available from the 2023/24 Local Transport Plan – Parking Management budget.

## **2.2 Legal**

The statutory consultation process is 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. For Experimental Traffic Regulation Orders, this requires the Order making Authority to publish a notice of making within 14 days of the Order being made and at least 7 days before the provision of the Order comes into operation.

In North Tyneside, in addition to being published 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 scheme are also available for public inspection at the Authority's offices at Quadrant.

Experimental Traffic Regulation Orders are not permitted to continue for longer than 18 months. They can be modified or suspended during that time if considered appropriate by the Order making Authority. An Experimental Traffic Regulation Order may include provision empowering a specified officer of the authority who made it, to modify or suspend the operation of the Order or any provision of it if it appears to him essential. In North Tyneside, Experimental Traffic Regulation Orders may be modified or suspended by the Authority's Director of Regeneration and Economic Development.

In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, objections to Experimental Traffic Regulation Orders are not invited. However, if the Authority deems it appropriate to continue the provision of the Order at the end of the trial period, it will seek to introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements. This allows objections to be made to proposals to make experimental schemes permanent.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.3.

### **2.3.2 Community engagement**

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 2.2.

## **2.4 Human rights**

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

## **2.5 Equalities and diversity**

An Equality Impact Assessment for the A191, Front Street, Benton scheme has been undertaken and is attached as Appendix 2 to this report. This identified potential impacts which are positive: these relate to parking opportunities for people whose mobility is restricted and improved accessibility for people who currently experience difficulty negotiating a particular section of footway associated with the proposal. Actions are

specified to reduce the identified potential negative impacts relating to the provision of additional on-street parking.

## **2.6 Risk management**

There are no risk management implications arising directly 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 no significant environment and sustainability implications directly arising from this report as it is anticipated that the proposed measures will simply result in the displacement of existing parking.

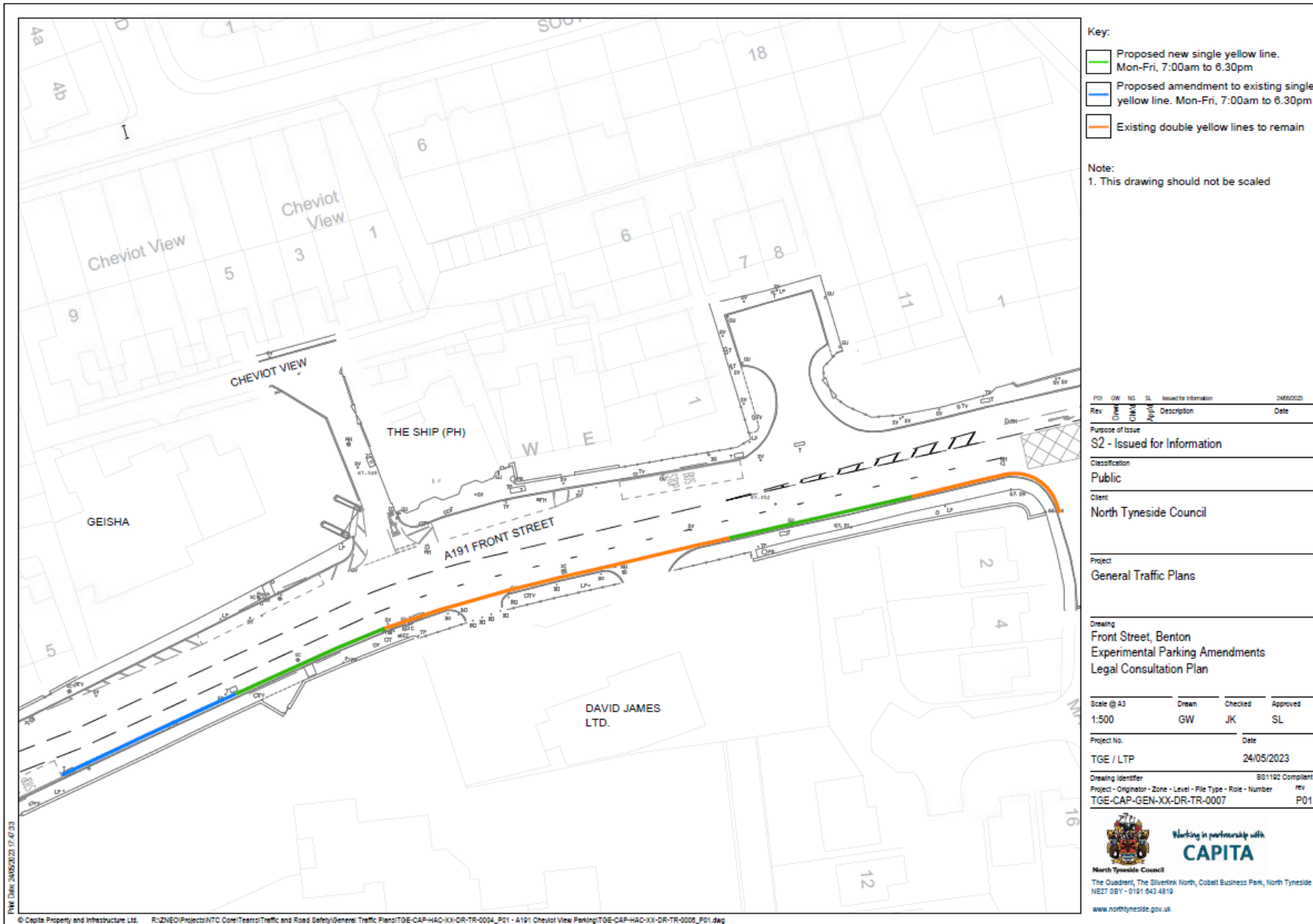
### **PART 3 - SIGN OFF**

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive

# Appendix 1 – Plan of Scheme



- Key:**
- Proposed new single yellow line. Mon-Fri, 7:00am to 6.30pm
  - Proposed amendment to existing single yellow line. Mon-Fri, 7:00am to 6.30pm
  - Existing double yellow lines to remain

**Note:**  
1. This drawing should not be scaled

Rev	Drawn	Checked	App'd	Description	Date
1	GW	JK	SL	Issued for Information	24/05/2023

Purpose of Issue  
**S2 - Issued for Information**

Classification  
**Public**

Client  
**North Tyneside Council**

Project  
**General Traffic Plans**

Drawing  
**Front Street, Benton  
Experimental Parking Amendments  
Legal Consultation Plan**

Scale @ A3	Drawn	Checked	Approved
1:500	GW	JK	SL

Project No. \_\_\_\_\_ Date **24/05/2023**

TGE / LTP  
Drawing Identifier **B31192 Compliant**  
Project - Originator - Zone - Level - File Type - Role - Number **TGE-CAP-GEN-XX-DR-TR-0007 P01**



**Working in partnership with**  
**CAPITA**

**North Tyneside Council**  
The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside  
NE27 0BY - 0191 843 4819  
[www.northtyneside.gov.uk](http://www.northtyneside.gov.uk)

**Change Equality Impact Assessment (EqlA)**

<b>1. Proposal details</b>		
<b>Name of the policy/project/process being assessed (subsequently referred to as project)</b>	Experimental amendment to waiting restrictions – A191 Front Street, Benton	
<b>Purpose of project</b>	<p>It is proposed to reduce the operating hours of the existing waiting restriction on certain sections of the south side of Front Street so that it only applies between 7am and 6.30pm, Monday to Friday (when traffic flows are highest).</p> <p>The proposed amendment is intended to provide additional on-street parking in the evenings and at weekends to address requirements for increased demand at these times.</p> <p>It is proposed that the amendment is introduced on an experimental basis for a period of 18 months to allow its impact to be monitored.</p>	
<b>Who is the project intended to benefit?</b>	Residents and their visitors and local businesses	
<b>What outcomes should be achieved?</b>	Reduction in non-residential parking in nearby residential streets. Improved parking provision for local businesses. Localised improved pedestrian access on south side of A191 Front Street.	
<b>Version of EqlA</b>	1.0	
<b>Date this version created</b>	15/06/2023	
<b>Confidential</b>	no	
<b>Directorate</b>	Environment	
<b>Service</b>	Capita	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Nick Saunders	Capita North Tyneside
<b>Additional authors</b>		

<b>2. Groups impacted</b>		
<b>Does the project impact upon?</b>		<b>If yes, what is the estimated number impacted and the Level of impact this will have on the group (high, medium, low)?</b>
<b>Service users</b>	yes	Visitors to local businesses in the area – medium

<b>Carers or family of service users</b>	no	
<b>Residents</b>	yes	Residents in the immediate vicinity - medium
<b>Visitors</b>	yes	Visitors to residential properties - medium
<b>Staff</b>	yes	Staff within the local businesses - medium
<b>Partner organisations</b>	no	

<b>3. Evidence gathering and engagement</b>		
	<b>Internal evidence</b>	<b>External evidence</b>
<b>What evidence has been used for this assessment?</b>	<p>Relevant objectives of the Authority, e.g. improve the street network, putting cycling and walking first (<a href="#">North Tyneside Transport Strategy</a>); promote road safety alongside healthy travel (<a href="#">North Tyneside Travel Safety Strategy</a>); and effectively manage demand for parking <a href="#">North Tyneside Parking Strategy</a>.</p> <p>Responses to initial discussions with residents, businesses and ward councillors.</p>	
<b>Have you carried out any engagement in relation to this proposal?</b>	yes	
<b>If yes of what kind and with whom? If no, why not?</b>	Consultation with local Ward Councillors, discussions with local residents and businesses around parking.	
<b>Is there any information you don't have?</b>	yes	
<b>If yes, why is this information not available?</b>	Views of the wider public on the proposal and evidence of how the new arrangement works in practice. We will understand this by advertising public notices detailing the proposal. Notices are printed and placed on site alongside being published in a local newspaper and on the North	



	<p>Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats. The fact that the proposal is being introduced on an experimental basis will allow its impact on local residents and businesses to be monitored.</p>
--	--

<b>4. Impact on groups with different characteristics</b>			
<b>Legally protected characteristics</b>	<b>Potential positive impact identified</b>	<b>Potential negative impact identified</b>	<b>Description of the potential impact and evidence used in the assessment (mitigations are not included here)</b>
<b>Age</b>	yes	yes	<p>People for whom age makes negotiating footways and crossing the road more difficult may experience a positive impact from a reduction in obstructive junction and pavement parking at the access points to the business on the south side of Front Street where the alignment of the existing double yellow lines will be modified.</p> <p>They may also experience a negative impact due to the reduction in operating hours of the existing waiting restriction on certain sections of the south side of Front Street which will permit more parking at these locations.</p> <p>There is a potential positive impact for people with restricted mobility visiting the area by car including customers of the local businesses as there will be a greater opportunity for parking a vehicle closer to these amenities.</p>
<b>Disability</b>	yes	yes	<p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from a reduction in obstructive junction and pavement parking at the access points to the business on the south side of Front Street</p>

			<p>where the alignment of the existing double yellow lines will be modified.</p> <p>They may also experience a negative impact due to the reduction in operating hours of the existing waiting restriction on certain sections of the south side of Front Street which will permit more parking at these locations.</p> <p>There is a potential positive impact for people with restricted mobility visiting the area by car including customers of the local businesses as there will be a greater opportunity for parking a vehicle closer to these amenities.</p> <p>People with a disability who hold a Blue Badge will continue to be able to park on the amended waiting restrictions for up to three hours.</p>
<b>Gender reassignment</b>	no	no	
<b>Marriage &amp; civil partnership</b>	no	no	
<b>Pregnancy &amp; maternity</b>	no	no	
<b>Race</b>	no	no	
<b>Religion or belief</b>	no	no	
<b>Sex</b>	no	no	
<b>Sexual orientation</b>	no	no	
<b>Intersectionality</b>	no	no	
<b>Non-legally protected characteristic</b>			
<b>Carers</b>	no	no	
<b>Socio-economic disadvantage</b>	no	no	

<b>5. Achievement of the Authority's Public Sector Equality Duty</b>		
<b>Will the activity contribute to any of the following?</b>		<b>If yes, how?</b>
<b>Eliminate unlawful discrimination,</b>	no	

<b>victimisation and harassment</b>		
<b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b>	yes	The scheme is designed to ensure that highway conditions continue to be conducive to support walking and wheeling whilst offering greater opportunities for those needing to access amenities by car resulting in the potential positive impacts to the characteristics identified in section 4 above.
<b>Foster good relations between people who share a protected characteristic and those who do not</b>	no	

<b>6. Negative impacts</b>		
<b>Potential negative impact</b>	<b>Can it be reduced or removed?</b>	<b>If yes how? If no, why not and what alternative options were considered and not pursued?</b>
Footway users with a disability and people for whom age makes negotiating footways and crossing the road more difficult may experience a negative impact due to the reduction in operating hours of the existing waiting restriction on certain sections of the south side of Front Street which will permit more parking at these locations.	yes- reduced	The experimental nature of the proposed amendment will allow any impacts to be monitored and appropriate remedial action taken.

<b>7. Action plan</b>				
<b>Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected characteristics and</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target completion date</b>	<b>Action completed</b>

<b>how best to respond to them</b>					
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)	Nick Saunders	Traffic and Road Safety		31/08/2023	in progress
<b>Actions already in place to remove or reduce negative impacts</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Impact</b>		
Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent and nature of the road markings.	Nick Saunders	Traffic and Road Safety	reduce		
<b>Actions that will be taken to remove or reduce negative impacts</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Impact</b>	<b>Target completion date</b>	<b>Action completed</b>
The proposal will be introduced on an experimental basis for a period of 18 months. This will allow any negative impacts to be monitored and addressed.	Nick Saunders	Traffic and Road Safety	reduce	31/12/2024	in progress
<b>Actions that will be taken to make the most of any potential positive impact</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>		<b>Target Completion Date</b>	<b>Action completed</b>
Inform the public of any positive impacts as part of communications and publicity when the scheme is completed	Nick Saunders	Traffic and Road Safety		31/12/2024	in progress

<b>Actions that will be taken to monitor the equality impact of the activity</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
The impact of the scheme will be monitored through site observations by officers and feedback from residents, businesses and other stakeholders during the trial period.	Nick Saunders	Traffic and Road Safety	31/12/2024	in progress
<b>Date review of EqIA to be completed</b>	<b>Responsible officer name</b>	<b>Responsible Officer Service Area</b>		
31/12/2024	Nick Saunders	Capita North Tyneside		

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

<b>9. Corporate Equality Group member approval</b>	
<b>Do you agree or disagree with this assessment?</b>	yes
<b>If disagree, please explain why?</b>	
<b>Name of Corporate Equality Group member</b>	David Cunningham
<b>Date</b>	26/06/2023

<b>10. Director/Head of Service approval</b>	
<b>Do you agree or disagree with this assessment?</b>	yes
<b>If disagree, please explain why?</b>	
<b>Name of Director/Head of Service</b>	John Sparkes
<b>Date</b>	26/06/2023

**Please return the document to the Author and Corporate Equality Group member.**