

# **North Tyneside Council**

## **Report to Director of Regeneration and Economic Development**

### **Date: 6 April 2023**

**Title:** Traffic Regulation Order - Waiting Restrictions – Park Road, Whitley Bay

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**Report by:** Nick Saunders, Senior Traffic Engineer

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

**Wards affected:** Whitley Bay

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#### **PART 1**

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

This report seeks a delegated decision to advertise a proposal to introduce and, in the event that no objections are received, make variations to restrictions on waiting and loading which involve the introduction of time limited parking (Monday to Saturday 08:00-18:00, 2 hours waiting no return in 4 hours) at Park Road, Whitley Bay.

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

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;
- (2) that in the event that no objections are received following the period of consultation, that the circumstances do not warrant the holding of a Public Inquiry; and
- (3) that if no objections are received following the period of consultation required by statute, the Traffic Regulation Order shall be made.

##### **1.3 Forward Plan:**

Seeking delegated decisions to advertise and, in the event that no objections are received, 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 undertaken parking assessments in accordance with Annex 6 of North Tyneside Councils parking strategy. These assessments were undertaken in May 2022, following requests from ward councillors.

This proposal necessitates variations to the existing traffic movement restrictions contained in existing Traffic Regulation Orders (TROs).

### **1.5.2 Proposal in relation to waiting restrictions**

It is proposed to implement time limited parking bays and a disabled bay on Park Road, Whitley Bay, as show on the plan at Appendix 1. Vehicles will be permitted to park in the short stay parking bays for up to 2 hours between the hours of 8am and 6pm, Monday to Saturday. The mandatory disabled bay will operate at all times for the use of blue badge holders.

### **1.5.3 Consultation**

Members were informed of the intended proposal by email in November 2022.

Engagement on the full scheme was carried out in December 2022, via an informal postal consultation with Marine Park First School. Feedback from this engagement informed the final proposal as set out in Appendix 1.

The statutory consultation process is set out in the Road Traffic Regulation Act 1984. The authority which makes the proposal 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.

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 representations made and not withdrawn and to determine if time limited parking should be installed.

### **1.5.4 Proposed next steps**

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

businesses to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation

## **1.6 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 turnover for visitors to Whitley Bay Town Centre, including disabled blue badge holders.

## **1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Time limited parking (Park Road)



Park Road Parking  
Bays-A4 Portrait.pdf



EqlA-Park Road  
Waiting Restrictions

## **1.9 Contact officers:**

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

## **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 2022/23 (Parking Management) Local Transport Plan capital budget.

## **2.2 Legal**

Proposals that involve revocations or amendments to existing TROs 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. Details are formally advertised, including a 21-day period for objections. Before making a TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals to vary traffic movement and/or waiting and loading restrictions in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. The Authority is also required to make documents relating to the proposal available for public inspection. In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider any objections made and not withdrawn and to determine if a TRO should be made.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the Authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the making of the TRO. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on roads affected by the TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

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

### **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 also set out in section 1.5.3.

## **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 waiting restrictions (Park Road) scheme has been undertaken and is attached as an appendix to this report. Consideration has been given to disabled blue badge holders by the implementation of a proposed disabled bay.

## **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 environment and sustainability implications directly arising from this report.

## **PART 3 - SIGN OFF**

- Chief Finance Officer

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- Monitoring Officer

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- Assistant Chief Executive

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