

# **North Tyneside Council**

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

**Date: 26 October 2023**

**Title: Traffic Regulation Order – Waiting Restrictions, Clifford Moat and Brewhouse Bank, Tynemouth.**

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**Report by:** Samantha Lacy, Network Business Manager

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

**Wards affected:** Tynemouth

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### **PART 1**

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

This report seeks a delegated decision to advertise and, in the event that no objections are received, make variations to restrictions on waiting and loading which involve the introduction of 'no waiting at any time' (double yellow lines) restrictions on Clifford Moat and Brewhouse Bank.

#### **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 required by statute, 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 proposal to introduce waiting restrictions on Clifford Moat and Brewhouse Bank was developed to address concerns raised by Councillors, residents and local businesses in relation to parking on the junctions and reducing visibility.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in 2022 and identified that obstructive parking was taking place on Clifford Moat and Brewhouse Bank, reducing visibility and creating a potential road safety issue.

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 'no waiting at any time' restrictions (double yellow lines) on Clifford Moat and Brewhouse Bank as set out on the plan at Appendix 1.

It is anticipated that the proposed introduction of waiting restrictions will improve access through this area for all road users and improve road safety at the junctions.

### 1.5.3 Consultation

Ward members were updated on the proposal by email in May 2023.

Early engagement on the scheme was carried out in June 2023, via an informal postal consultation with residents affected by the proposed restrictions. One response was received in support of the scheme, with two further responses received that, although supportive of the proposed restrictions, felt the extent of the proposal was not enough. Officers responded to explain the current proposal is to help facilitate junction turning movements in the area whilst retaining parking space for visitors, and that a further request will be taken forward to review visitor parking in the area. No further responses were received.

### 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 proposal will discourage junction parking thereby improving access, visibility and road safety for all road users.

## 1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Waiting Restrictions



Brewhouse Bank &  
Clifford Moat - Propo:



EqIA BAU 23 Waiting  
Restrictions Approvec

## 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 2023/24 (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 set out in section 1.5.4.

## **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 waiting restrictions has been undertaken and is attached as Appendix 2 to this report. This identifies positive potential impacts: these relate to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Disabled blue badge holders are able to park on the proposed double yellow lines for up to 3 hours, and disabled parking is provided in the nearby car park. Actions are specified to reduce the potential negative impact relating to access arrangements during construction work.

## **2.6 Risk management**

There are no risk management implications 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
- Monitoring Officer
- Assistant Chief Executive