

# North Tyneside Council

## Report to Cabinet Member for Environment

### Date: 29 September 2023

**Title:** Traffic Regulation Order, Waiting Restrictions – Tanners’ Bank, North Shields

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

**Responsible Officer:** **John Sparkes, Director of Regeneration and Economic Development** (Tel: 0191 643 7295)

**Wards affected:** **Tynemouth**

#### **PART 1**

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

This report seeks the approval of the Cabinet Member for Environment to introduce full and part time waiting restrictions on an unnamed access road serving a number of local businesses from Tanners’ Bank, North Shields and to set aside one objection received to the proposal.

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

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) sets aside the objection in the interests of discouraging obstructive parking thereby improving access to local businesses and creating a safer environment for all road users; 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 increase opportunities for safe walking and cycling
  - 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
- 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**

Following the submission of a parking restriction request form by one of the businesses served by the access road, an assessment was undertaken by officers in accordance with Annex 6 of the North Tyneside Parking Strategy. A proposal to introduce double yellow lines at the junction of the access road with Tanners Bank was subsequently brought forward in the summer of 2021. As a result of feedback received during the consultation exercise and following a site meeting with one of the businesses, the proposal was amended to include more extensive waiting restrictions which would also apply to the access road itself. The new proposal, which was brought forward in April 2022, comprised sections of double yellow lines (no waiting at any time) and sections of single yellow line (no waiting, Monday to Friday between 8am and 6pm). The rationale behind the amended proposal was to maintain access to

the businesses whilst maintaining some parking provision for customers and visitors to the area in the evening and at weekends.

Ward members were updated on the proposal by email in March and December 2021 and subsequently in July 2022. Engagement on the original scheme was carried out via a postal consultation in July 2021 and officers attended a site meeting with one of the businesses to discuss the proposal in detail in February 2022. The proposal was amended as a result of feedback received during the consultation exercise and businesses were consulted about the new proposal by post in April 2022.

The statutory consultation was carried out in June 2023 and one formal objection to the proposal was received.

### 1.5.2 Statutory Consultation

Parking proposals are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public, businesses and other stakeholders to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

### 1.5.3 Summary of Objections

C, a resident of Tynemouth and fisherman, objected to the waiting restrictions proposed for the junction of the access road with Tanners' Bank. Their objection was based on their view that the restrictions were unnecessary and would create problems for customers wishing to access the business on the north side of the junction and would restrict loading/unloading. C also felt that the restrictions would cause parking to be displaced onto Tanners' Bank. An officer wrote to the objector to explain that the proposal had been brought forward to prevent obstructive parking which had been observed to restrict access to businesses served by the access road. It was explained that the proposed scheme maintained some parking provision for customers of

businesses and visitors to the area. The response also clarified that the proposed waiting restrictions would still allow loading/unloading to take place.

The objector was advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and was invited to reconsider their objection. No further correspondence was received.

Full details of the objection and officer's response are included at Appendix 1 of this report.

## **1.6 Decision options:**

The following decision options are available for consideration by the Cabinet Member for Environment:

### Option 1

Approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made unchanged.

### Option 2

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made with modifications.

### Option 3

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should not be made.

Option 1 is the recommended option.

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

Option 1 is recommended for the following reasons:

The proposals will discourage obstructive parking thereby improving access to local businesses and creating a safer environment for all road users.

## **1.8 Appendices:**

Appendix 1 Details of objection and associated correspondence

Appendix 2 Traffic Regulation Order as advertised on site

Appendix 3 Plan of proposed scheme

## 1.9 Contact officers:

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083  
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 \(Procedure\) \(England and Wales\) 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 the introduction of new traffic regulation orders (TROs) and the revocation or amendment of existing TROs are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. All schemes are formally advertised and include a 21-day period for objections. Before making a TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals in a local newspaper circulating in the area, in addition to taking such other

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

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

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

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

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

### **2.3.2 Community engagement**

The views of local businesses on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

## **2.4 Human rights**

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered

that the proposed restrictions will have a negative impact on individuals' human rights.

## **2.5 Equalities and diversity**

An Equality Impact Assessment for the proposed waiting restrictions has been undertaken and is attached as Appendix 4 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. 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 directly arising from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

## **2.7 Crime and disorder**

There are no crime and disorder implications directly arising from this report.

## **2.8 Environment and sustainability**

There are potential positive implications in that, by improving safety for all road users, the proposals support the use of more sustainable modes of transport in preference to car use.

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

- Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

**Details of Objection – C (Dated 27 June 2023)**

I would like to object to the proposed parking restrictions on Tanners Bank ,North Shields(Traffic Order Tanners Bank ,April 6th 2023.

The two western parts of the order, restricting parking on the two corners of the 55 Fisheries buildings leading onto Tanners Bank.

These restrictions are unnecessary and cause access and loading problems for customers and staff at 55 Fisheries and will only lead to more parking on Tanners Bank itself.

**Officer Response (Dated 3 August 2023)**

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at the access road leading from Tanners Bank (as shown on the attached plan). I would like to clarify the reasons why we are proposing the waiting restrictions and to address comments relevant to the proposal.

The proposal has been developed as a result of concerns about parked vehicles preventing access to businesses at this location. These issues were confirmed following site assessments and the attached proposal was progressed. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location and will therefore help to maintain access during the day, whilst also allowing some visitor parking in the evening.

The proposed restriction is only a waiting restriction, therefore vehicles are able to load and unload without receiving a penalty charge notice. It should also be noted that part of the north side of the junction (Ship's Cat side of the carriageway) is not adopted highway, therefore a vehicle can continue to park beside the 55 Fisheries building, behind the double yellow lines.

In the event that you wish to withdraw your objection based on the information above, I would be grateful if you could let me know at the earliest opportunity. Alternatively, your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

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**NORTH TYNESIDE COUNCIL**  
**(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022**  
**Variation Orders 2023**

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 (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:

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

Tanners Bank, Tynemouth	East side, from a point 10 metres north of its junction with the unnamed road to the north of Clifford's Fort Moat to a point 10 metres south of that junction.
Unnamed road to the north of Clifford's Fort Moat, North Shields	North and west sides, from its junction with Tanners Bank in an easterly direction for a distance of 27 metres then a northerly direction for a distance of 23 metres.
Unnamed road to the north of Clifford's Fort Moat, North Shields	South side, from its junction with Tanners Bank to a point 19 metres east of that junction.
Unnamed road to the north of Clifford's Fort Moat, North Shields	South and east sides, from a point 31 metres east of its junction with Tanners Bank for a distance of 2 metres in an easterly direction then 13 metres in a northerly direction.
Unnamed road to the north of Clifford's Fort Moat, North Shields	East side, from a point 33 metres east then 24 metres north of its junction with Tanners Bank for a distance of 4 metres in a northerly direction.

2. a waiting restriction, operational between 8.00am and 6.00pm on Monday to Friday, be introduced on:

Unnamed road to the north of Clifford's Fort Moat, North Shields	South side, from a point 19 metres east of its junction with Tanners Bank to a point 31 metres east of that junction.
Unnamed road to the north of Clifford's Fort Moat, North Shields	East side, from a point 33 metres east then 13 metres north of its junction with Tanners Bank for a distance of 12 metres in a northerly direction.

Further details of the proposals may be examined in the documents available on the Council's website [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk) (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk) by 28 June 2023. Any objections may be published as part of any reports to councillors on the matter. If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk)


7 June 2023

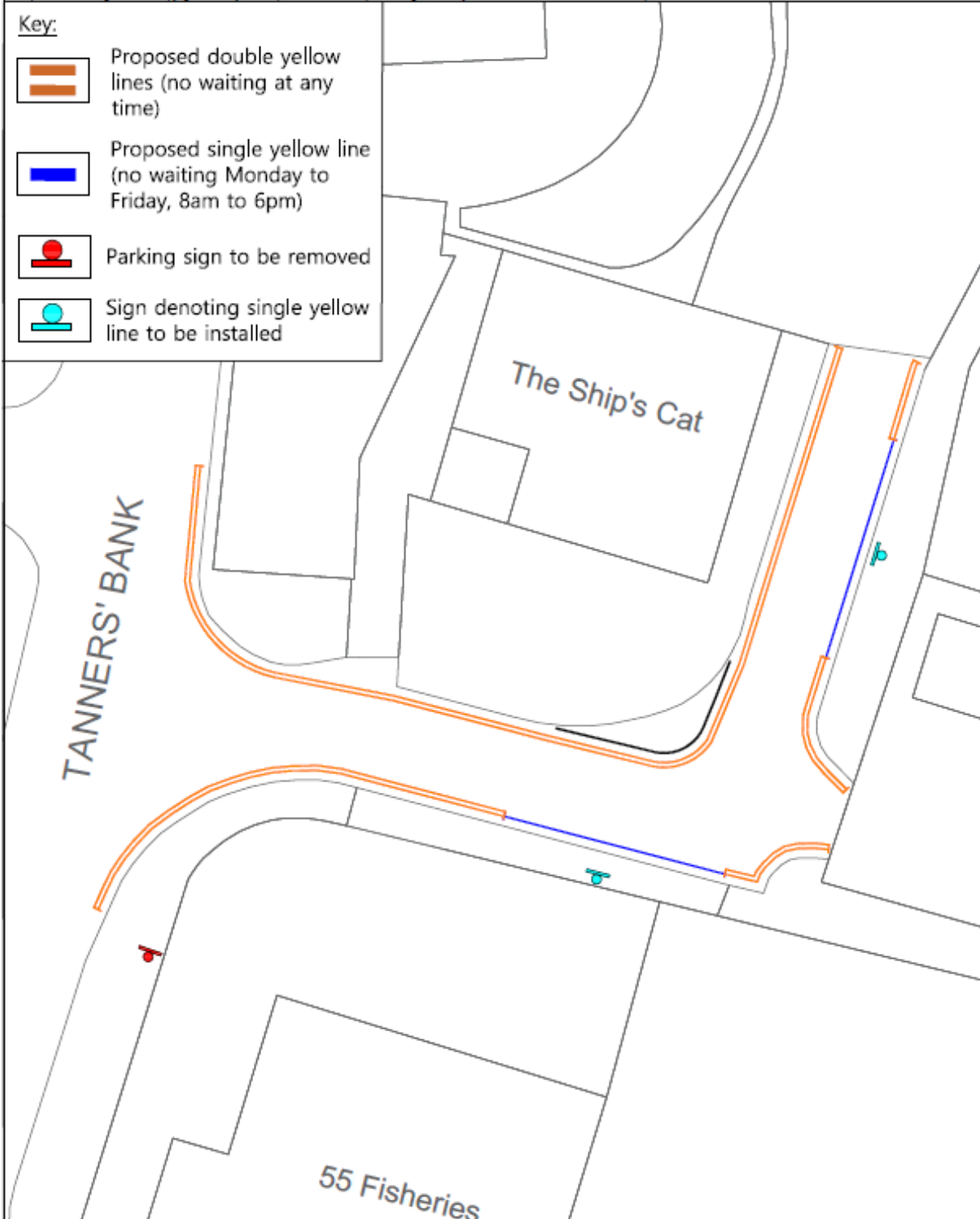
Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

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**Key:**

-  Proposed double yellow lines (no waiting at any time)
-  Proposed single yellow line (no waiting Monday to Friday, 8am to 6pm)
-  Parking sign to be removed
-  Sign denoting single yellow line to be installed



Client  
North Tyneside Council

Project Title  
Tanners Bank,  
North Shields, NE30 1JH

Drawing Title  
Proposed Waiting Restrictions

Project No. TNBWR01	Dwg. No. 001	Drawn By RJ	Checked NS
Date. 03/02/2022	Scale NTS	Revision E	Sheet Size A4

Engineering Services  
Regeneration, Development and  
Regulatory Services  
Cobalt 10 The Silvertank North  
Quadrant, Cobalt Business Park  
West Allotment  
Newcastle Upon Tyne  
NE17 0BY  
E-mail: [traffic@northtyneside.gov.uk](mailto:traffic@northtyneside.gov.uk)  
Web: [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk)



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**Capita**

### Change Equality Impact Assessments (EqIAs)e

1. Proposal details		
<b>Name of the policy/project/process being assessed (subsequently referred to as project)</b>	Tanners Bank – Proposed Waiting Restrictions	
<b>Purpose of project</b>	it is proposed to install no waiting at any time restrictions on the unnamed access road off Tanners Bank to the north of Cliffords Fort Moat. The scheme is intended to prevent obstructive parking thereby improving access to local businesses and creating a safer environment for all road users.	
<b>Who is the project intended to benefit?</b>	Local businesses.	
<b>What outcomes should be achieved?</b>	Better access to businesses and improved road safety.	
<b>Version of EqIA</b>	1.0	
<b>Date this version created</b>	25/01/2023	
<b>Confidential</b>	no	
<b>Directorate</b>	Regeneration and Economic Development	
<b>Service</b>	Capita	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Reagan Johnson	Capita North Tyneside
<b>Additional authors</b>	Nick Saunders	Capita North Tyneside

2. Groups Impacted		
<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>	no	
<b>Carers or Family of Service Users</b>	no	
<b>Residents</b>	no	
<b>Visitors</b>	yes	A significant number of visitors to the local businesses – medium impact
<b>Staff</b>	yes	Staff of local businesses – medium impact
<b>Partner Organisations</b>	no	

3. Evidence Gathering and Engagement		
	Internal evidence	External Evidence
<b>What evidence has been used for this assessment?</b>	Relevant objectives of the Authority, e.g. 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>	Responses to consultation with businesses and ward councillors.
<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 ward councillors and the local businesses.	
<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 detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders	

4. Impact on Different Characteristics			
Legally Protected Characteristics	Potential Positive Impact Identified	Potential Negative Impact Identified	Description of the potential impact/s and evidence used
<b>Age</b>	yes	no	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.
<b>Disability</b>	yes	yes	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.  People with a disability who hold a Blue Badge are permitted to park on the

			<p>proposed double yellow lines for up to 3 hours. However, there is provision for blue badge holders in the nearby Low Lights off street car park.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.</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>5. Achievement of the Authority's public sector equality duty</b>		
<b>Will the proposal contribute to any of the following?</b>		<b>If yes, how?</b>
<b>Eliminate unlawful discrimination, victimisation and harassment</b>	no	
<b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b>	yes	The scheme has been designed to reduce obstructive parking resulting in the potential positive impacts relating to the age and disability characteristics identified in section 4 above.

<b>Foster good relations between people who share a protected characteristic and those who do not</b>	no	
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<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>
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.	yes- reduced	This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
Blue badge holders can only park on double yellow lines for up to 3 hours.	no	Maximum parking times for blue badge holders are set nationally. The double yellow lines allow blue badge holders to park for up to 3 hours. Longer stay parking is available in the nearby Low Lights off-street car park.

<b>7. Action Plan</b>				
<b>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</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure	Reagan Johnson	Traffic and Road Safety	31/03/2023	in progress
<b>Actions already in place to remove or reduce potential negative impacts</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Impact</b>	
Consideration of accessibility factors as	Reagan Johnson	Traffic and Road Safety	reduce	

part of the scheme design process.					
<b>Actions that will be taken to remove or reduce potential 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>
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footpaths which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs	Reagan Johnson	Traffic and Road Safety	reduce	30/06/2023	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/publicity when the scheme is completed	Reagan Johnson	Traffic and Road Safety		30/06/2023	in progress
<b>Actions that will be taken to monitor the equality impact of this proposal once it is implemented</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 and other stakeholders.	Reagan Johnson	Traffic and Road Safety		30/06/2023	in progress
<b>Date review of EqIA to be completed</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>			
30/06/2023	Reagan Johnson	Traffic and Road Safety			

<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 impact.
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<b>9. Corporate Equality Group Member approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Corporate Equality Group Member</b>	David Cunningham
<b>Date</b>	14/03/2023

<b>10. Director approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Director</b>	John Sparkes
<b>Date</b>	15/03/2023

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