

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 21 November 2023

Title: Traffic Regulation Order – Additional Permit Holders – Various Locations

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

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

Wards affected: Benton, Chirton, Preston, Riverside,
Tynemouth, Wallsend

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise and, in the event that no objections are received, make amendments to the *Council of the Borough of North Tyneside (On Street Parking Places)(Consolidation) Order 2022* in order to enable additional permit applications to be made for a number of existing permit parking schemes.

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 proposed amendments to the Council of the

Borough of North Tyneside (On Street Parking Places)(Consolidation)
Order 2022 shall be made.

1.3 Forward Plan:

Seeking delegated decisions to advertise and, in the event that no objections are received, to make amendments to 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 priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- A thriving North Tyneside
 - We will bring more good quality jobs to North Tyneside – by helping local businesses to grow and making it attractive for new businesses to set up or relocate in the borough.

- 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 currently operates 45 permit parking schemes across the borough. This type of scheme is typically introduced in areas where there is a high demand for on-street parking with a significant proportion of this attributed to non-residents. Permit parking schemes offer residents and their visitors some priority to park near their homes whilst also offering some provision to support the operational needs of local businesses. A list of the types of permit (including resident, visitor and business) which can be issued to eligible parties and associated guidance notes can be found at the following link to the Authority's website: [Permit Types](#) The standard permit allocation for eligible households is three resident's permits and one transferrable visitor permit. However, this can be varied depending on the type of property involved and the parking capacity of the scheme. For example, properties comprising multiple flats with associated off-street parking provision located within schemes with limited capacity may be restricted to one visitor permit per household.

Permit parking restrictions are typically introduced at the request of residents who are experiencing difficulties parking near their homes. The process for assessing the requirement for permit parking restrictions once a request has been received is set out in the North Tyneside Parking Strategy which can be accessed at the following link to the Authority's website: [North Tyneside Parking Strategy](#)

When a permit parking scheme is introduced, a list of properties eligible to apply for permits to park within that scheme is specified within the associated traffic regulation order. In cases where there is a requirement to make additional or fewer properties eligible to apply for permits to park within a particular scheme, the traffic regulation relating to that scheme must be amended accordingly. This allows the number of potential permit holders associated with schemes to be altered to reflect changing circumstances such as new properties being constructed within permit parking areas.

Before proposals to incorporate additional properties in permit parking schemes are brought forward, parking surveys are carried out during the operating hours of the scheme to establish the amount of spare capacity available. This allows an assessment to be made of the likely impact of allowing additional vehicles to access the scheme on existing permit holders. As mentioned above, a limit may be placed on the number and type of permits issued to each newly included property based on this assessment.

1.5.2 Proposals to enable additional permit applications.

It is proposed to enable residents of the properties specified below to apply for permits to park within the following existing permit parking areas. Residents would be able to apply for the normal allocation of 3 resident permits and one transferrable visitor permit per property unless specified otherwise. In all cases, parking surveys have been carried out in the relevant existing permit parking schemes which have demonstrated sufficient available capacity for the anticipated additional vehicles. Plans showing the relevant permit parking zones are included at Appendix 1.

BEN1 – Benton Ward

- *1-16 (consecutive) Craigmont Court, West Avenue (limited to 1 resident's visitor permit per household).*

It is proposed to allow residents of these properties to park within the BEN1 scheme due to their current limited off-street parking provision.

- *1-5 (consecutive) Whitley Road.*

It is proposed to allow residents of these properties to park within the BEN1 scheme as they are unable to park on Whitley Road in front of their properties due to the no waiting at any time restriction at this location.

NS2 – Preston Ward

- *2-18 (even numbers) Cromwell Terrace*

It is proposed to allow residents of these properties (located on the eastern half of the road) to park within the NS2 scheme as Cromwell Terrace is a pedestrianised street requiring residents to park on the adjoining streets Cleveland Terrace (which is subject to NS2 permit parking restrictions) or Cleveland Avenue. Residents of 3-11 Cromwell Terrace (on the south side of this section of road) are currently eligible for permits so including properties (2-18) on the north side of the road within the scheme would regularize the situation.

NS3 – Chirton, Riverside and Tynemouth Wards

- *1-10 (consecutive) Bishops Court, Sidney Street – (limited to one resident's visitor permit per household)*

It is proposed to allow residents of Bishops Court to park within the NS3 permit parking zone which includes the adjacent Sidney Street due to the limited amount of off-street parking provision for these residents and their visitors.

- *115, 115a, 115b, 115c, 117 West Percy Street*

It is proposed to allow residents of these newly constructed properties to park within the NS3 permit parking zone which covers this section of West Percy Street. This site was previously occupied by a business which was eligible to apply for permits to park within the scheme.

- *1-17 (consecutive) Northumberland Close (limited to 1 resident's visitor permit per household).*

It is proposed to allow residents of these newly constructed properties to park within the NS3 permit parking zone which covers the adjacent Upper Camden

Street and Albion Road to supplement the existing off-street parking provision for these residents and their visitors.

TMI – Tynemouth Ward

- *15 Bath Terrace*

It is proposed to allow residents of this newly developed property to apply for TMI permits to enable them and their visitors to park on Bath Terrace to supplement their off-street parking provision.

WD6 – Wallsend Ward

- *88a, 88b, 88c and 88d Station Road. (80 Station Road to be revoked).*

It is proposed to allow residents of 88a-d Station Road to park within the WD6 permit parking scheme as the front doors of these properties are located on Laurel Street which is included in the scheme. Parking on the adjacent section of Station Road is prohibited due to the waiting restrictions operating at that location.

It is also proposed to remove 80 Station Road from the list of properties currently eligible to apply for permits. The other properties on this section of Station Road are not eligible for permits and removing 80 Station Road will therefore regularize the situation. It should be noted that no permits have been issued to this address in the last few years.

1.5.3 Consultation

Ward members and the Cabinet Member for Environment have been updated on the proposals. Residents and businesses in the relevant permit parking schemes will have an opportunity to make representations during the statutory consultation process as described below.

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 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. This enables members of the public or businesses to object to the proposal. 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.

1.6 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 give residents of the specified properties and their visitors the opportunity to apply for permits to allow them to park in the vicinity of their properties.

1.8 Appendices:

Appendix 1 Plans of relevant existing permit parking schemes



BEN1.pdf



NS2.pdf



NS3.pdf



TM2.pdf



WD6.pdf

Appendix 2 Business as Usual Equality Impact Assessment – Additional Permit Holders

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 Local Transport Plan – Parking Management budget. The cost of most permits is met by residents and businesses via permit application charges.

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.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation on the proposal involved the Cabinet Member for Environment and Ward members as described in section 1.5.3.

2.3.2 Community engagement

Views on the proposal will be 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

A Business as Usual Equality Impact Assessment for the inclusion of additional permit holders in existing permit parking schemes has been undertaken and is included as Appendix 2 to this report. This identifies potential positive impacts: these relate to improved accessibility for people who currently experience

difficulties associated with not being able to park near their property. Actions are specified to reduce the potential negative impacts associated with allowing additional vehicles to park within permit parking schemes.

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 issues directly arising from this report.

PART 3 – SIGN OFF

- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Appendix 2 – Equality Impact Assessment (EqIA)

Business as usual (BAU) Equality Impact Assessment (EqIA)

1. Business as usual service activity		
Name of the activity being assessed	The amendment of Traffic Regulation Orders associated with existing permit parking schemes in order to accommodate additional permit holders.	
Purpose of activity	To allow additional residents/businesses to apply for permits to park within existing permit parking schemes.	
Who is the activity intended to benefit?	Residents, their visitors and businesses.	
Version of EqIA	1.0	
Date this version created	19/10/2023	
Confidential	no	
Directorate	Environment	
Service	Capita	
	Name	Service or organisation
Principal author	Nick Saunders	Capita North Tyneside
Additional authors		

2. Groups impacted		
Does the project impact upon?		If yes, what is the estimated number impacted and the level of impact this will have on the group (high, medium, low)?
Service users	no	
Carers or family of service users	no	
Residents	yes	Existing permit holders – low. New permit holders – medium.
Visitors	yes	Existing residents' visitors – low. Visitors to new residents – medium.
Staff	no	
Partner organisations	no	

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?		Parking assessments carried out in existing permit parking zones to

		establish that there is sufficient spare capacity to accommodate additional permit holders.
Have you carried out any engagement in relation to this activity?	no	
If yes of what kind and with whom? If no, why not?	Residents and businesses within existing permit schemes will be given the opportunity to comment on proposals to include additional permit holders via public notices posted on site, in the local press and on the North Tyneside Council website.	
Is there any information you don't have?	yes	
If yes, why is this information not available?	The views of residents in the immediate vicinity and those of the wider public will be understood by advertising proposals to include additional permit holders in existing schemes. Public notices are posted on site as well as being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats.	

4. Impact on groups with different characteristics			
Legally protected characteristics	Potential positive impact identified	Potential negative impact identified	Description of the potential impact and evidence used in the assessment (mitigations are not included here)
Age	yes	yes	New permit holders for whom age causes reduced mobility may experience a positive impact from being able to park closer to their homes. Existing permit holders for whom age causes reduced mobility may find it more difficult to park closer to their homes than before due to an increased number of parked vehicles within the permit parking scheme.
Disability	yes	yes	New permit holders with a disability which requires them to be able to park

			<p>close to their homes may experience a positive impact from being able to park closer to their homes.</p> <p>Existing permit holders with a disability which requires them to be able to park close to their homes may find it more difficult to do so than before due to an increased number of parked vehicles within the permit parking scheme.</p> <p>There is a potential negative impact for people who, because of a disability, are unable to read or understand the notices advertising the proposal, as published in paper or electronic form. This can be reduced by including the Authority's accessibility statement within notices: this provides an email address and telephone number which people can contact to request the information in another language or format.</p>
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	no	no	
Race	no	yes	<p>There is a potential negative impact associated with this protected characteristic for people who may be unable to read or understand the notices advertising the proposal, as published in paper or electronic form. This can be reduced by including the Authority's accessibility statement within the notices: this provides an email address and telephone number which people can contact to request the information in another language or format.</p>
Religion or belief	no	no	
Sex	no	no	
Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	no	no	

Socio-economic disadvantage	no	no	
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5. Achievement of the Authority's Public Sector Equality Duty		
Will the activity contribute to any of the following?		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 Authority's accessibility statement is included within notices advertising the proposal: this provides an email address and telephone number which people can contact to request the information in another language or format. This reduces potential negative impacts relating to the protected characteristics of Disability and Race as identified in section 4 above.
Foster good relations between people who share a protected characteristic and those who do not	no	

6. Negative impacts		
Potential negative impact	Can it be reduced or removed?	If yes how? If no, why not and what alternative options were considered and not pursued?
Existing permit holders for whom age causes reduced mobility may find it more difficult to park close to their homes than before due to an increased number of parked vehicles within the permit parking scheme.	yes- reduced	Parking assessments are carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders before proposals are taken forward. This should ensure that existing permit holders are not unduly inconvenienced.
Existing permit holders with a disability which requires them to be able to park close to their homes may find it more difficult to do so than	yes- reduced	Parking assessments are carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders before proposals are taken forward. This should ensure that existing permit holders

before due to an increased number of parked vehicles within the permit parking scheme.		are not unduly inconvenienced. Residents with a disability may also be eligible to apply for an advisory disabled parking bay which will increase the likelihood of them being able to park close to their property.
There is a potential negative impact for people who are unable to read or understand the notices advertising the proposal, as published in paper or electronic form, associated with the protected characteristics of Disability and Race.	yes- reduced	This can be reduced by including the Authority's accessibility statement within the notices: this provides an email address and telephone number which people can contact to request the information in another language or format.

7. Action plan				
Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected characteristics and how best to respond to them	Responsible officer name	Responsible officer service area	Target completion date	Action completed
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA). Notices include the Authority's accessibility statement which provides an email address and telephone number which people can	Reagan Johnson	Traffic and Road Safety Team	29/03/2024	in progress

contact to request the information in another language or format.					
Actions already in place to remove or reduce negative impacts	Responsible officer name	Responsible officer service area	Impact		
Parking assessments are carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders before proposals are taken forward.	Reagan Johnson	Traffic and Road Safety Team	reduce		
Residents with a disability living within permit parking zones may be eligible to apply for an advisory disabled parking bay which will increase the likelihood of them being able to park near their property. Information about the application process for advisory disabled parking bays can be found on the North Tyneside Council website.	Reagan Johnson	Traffic and Road Safety Team	reduce		
Actions that will be taken to remove or reduce negative impacts	Responsible officer name	Responsible officer service area	Impact	Target completion date	Action completed
Ensure that the operation of the permit parking scheme is reviewed following the inclusion of additional permit holders to	Reagan Johnson	Traffic and Road Safety	reduce	29/03/2024	in progress

identify any negative impacts and possible remedial measures.				
Actions that will be taken to make the most of any potential positive impact	Responsible officer name	Responsible officer service area	Target Completion Date	Action completed
Ensure that colleagues in the New Developments and Parking Control teams are aware of the process for amending the list of eligible properties associated with each permit parking scheme.	Reagan Johnson	Traffic and Road Safety	29/03/2024	in progress
Actions that will be taken to monitor the equality impact of the activity	Responsible officer name	Responsible officer service area	Target Completion Date	Action completed
The impact of allowing additional permit holders to park within existing permit parking schemes will be monitored through site observations by officers and feedback from residents and other stakeholders.	Reagan Johnson	Traffic and Road Safety	29/03/2024	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
29/03/2024	Reagan Johnson	Traffic and Road Safety Team		

8. Outcome of EqIA	
Outcome	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 impacts.

9. Corporate Equality Group member approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Corporate Equality Group member	David Cunningham
Date	19/10/2023

10. Director/Head of Service approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Director/Head of Service	John Sparkes
Date	25/10/2023

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