

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

Date: 20 December 2024

### Title: Traffic Regulation Order – Waiting Restrictions – Church Bank, Wallsend

---

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

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

**Wards affected:** Wallsend Central

---

#### **PART 1**

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

This report seeks agreement from the Director of Regeneration and Economic Development to advertise 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, 8am to 6pm, 2 hours, no return within 4 hours) on Church Bank, Wallsend outside St Peter's Church.

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

It is recommended that the Director of Regeneration and Economic Development agrees

- (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 parking restrictions on Church Bank adjacent to St Peters Church was developed to address concerns around long stay parking (including by advertising vehicles) restricting the effective use of the parking layby at this location particularly for visitors to the church.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in 2023 and identified that long stay parking was taking place in this area.

This proposal necessitates variations to the existing waiting 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 restrictions in one half of the layby adjacent to St Peters church on Church bank whilst leaving the other half unrestricted as set out on the plan at Appendix 1. This will facilitate an increased turnover of parking spaces in the restricted area allowing for short stay parking to support the operation of the church and local businesses whilst allowing some long stay parking to continue to take place.

It is anticipated that the proposed introduction of time-limited parking in part of the layby will facilitate the more effective use of the available space at this location.

### 1.5.3 Consultation

Ward members have been updated on the proposals by email between September and December 2024.

Engagement on the full scheme was carried out in September 2024, via an informal postal consultation with the properties directly affected by the proposed restrictions. Feedback was received as part of this consultation which resulted in the original proposal (involving time limited parking in the whole of the layby on Church Bank) being amended to the current arrangement set out in Appendix 1.

### 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 provide a combination of short and long stay parking which will support more effective use of the available parking space at this location.

## 1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Time Limited Parking



Church Bank Time  
Limited Parking.pdf



EqIA BAU 23 Time  
Limited Parking Apprc

## 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 2024/25 (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**

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**

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 time limited parking 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 and may benefit from increased availability of parking spaces. 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  X
- Monitoring Officer  X
- Interim Director of  
Corporate Strategy and  
Customer Services  X