

**North Tyneside Council**  
**Report to Director of Regeneration and Economic Development**  
**Date: 13 March 2025**

**Title:** Traffic Regulation Order – Waiting Restrictions – Church Road, Backworth

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

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

**Wards affected:** Backworth and Holystone

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**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, introduce restrictions on waiting and loading which involve the introduction of 'no waiting at any time' (double yellow line) restrictions on Church Road at its junctions with Church Mews, Ashbourne Close, the access to Eccles Grange and Shrewsbury Drive and on Melrose Avenue, Backworth.

**1.2 Recommendation(s):**

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

- (1) that notices for the proposal set out in this report should be prepared and advertised in line with relevant legislative 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 law, 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 Church Road at its junctions with Church Mews, Ashbourne Close, the access to Eccles Grange and Shrewsbury Drive was developed to address concerns from residents regarding obstructive parking restricting access and visibility for vehicles exiting and entering Church Road. The restrictions proposed for the west side of Melrose Gardens are intended to discourage parking on both sides of the road to ensure residents can access their properties safely.

The proposal has been amended a number of times due to feedback received during informal consultations with residents and businesses in the area. Amendments have included changes to the extent of the proposed double yellow lines on Church Road and the abandonment of a 2-hour maximum stay waiting restriction originally proposed for the parking area in front of the businesses on the north side of Church Road between Church Mews and Melrose Gardens.

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 obstructive parking was taking place at the locations specified above.

This proposal necessitates variations to the existing waiting and loading 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 Church Road at its junctions with Church Mews, Ashbourne Close, the access to Eccles Grange and Shrewsbury Drive and on the west side of Melrose Avenue.

It is anticipated that the proposed introduction of waiting restrictions will improve visibility and access thereby creating a safer environment for all road users in this area.

#### 1.5.3 Consultation

Ward members were updated on the proposal by email in August 2024 and residents and businesses directly affected by the proposed restrictions were consulted initially by letter in May 2024. As a result of feedback received from residents and businesses, the proposal was amended and another consultation exercise carried out in September 2024. Further feedback was received, and the proposal was again amended to take this into account. Residents were then contacted in November 2024 to advise that the final, amended proposal would be advertised in due course.

#### 1.5.4 Proposed next steps

Proposals that restrict traffic movements are subject to due legal process as described in section 2.2 of this report: 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 obstructive parking thereby improving visibility, access and road safety for all road users in this area.

## 1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Waiting Restrictions



Church Road  
restrictions.pdf



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Waiting Restrictions

## 1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, 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 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. 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

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- Monitoring Officer

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- Interim Director of  
Corporate Strategy and  
Customer Service

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