

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 10 July 2025

Title: Traffic Regulation Order – Waiting & Loading Restrictions – Springfield Grove, Monkseaton

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

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

Wards affected: Monkseaton

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 a Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on Springfield Grove, Monkseaton.

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 and loading restrictions on Springfield Grove was developed to address concerns raised by residents regarding obstructive and indiscriminate parking occurring during school pick up and drop off times.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in 2024 and identified that obstructive parking was taking place in this area.

This proposal necessitates variations to the 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 waiting and loading restrictions on the south side of Springfield Grove which would apply on Monday to Friday between 8am – 9.30am and 2.30–4pm to coincide with school start and end times. A loading restriction has been included in the proposal as well as a waiting restriction in order to ensure that enforcement action can be taken against any vehicle left unoccupied in the restricted area. It is also proposed to introduce “no waiting at any time” restrictions (double yellow lines) on Springfield Grove at its

junctions with Bromley Avenue, Closefield Grove and Appletree Gardens as set out on the plan at Appendix 1 to this report.

It is anticipated that the proposed introduction of waiting and loading restrictions will improve visibility and access for all road users thereby creating a safer environment particularly at school start and end times.

1.5.3 Consultation

Ward members and the nearby primary school were consulted on the proposal by email in April 2025. Properties directly affected by the proposed restrictions were consulted by letter in April 2025. As a result of feedback received from residents, the proposal was amended with the inclusion of additional junction restrictions and another consultation exercise carried out in June 2025. No objections to the revised proposal were received.

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 access, visibility and road safety for all road users particularly at school start and end times.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Waiting Restrictions

1.9 Contact officers:

Nick Saunders, Traffic & Road Safety Team Leader, 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 2025/26 (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 of the community 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 loading and 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 and parking for blue badge holders.

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.

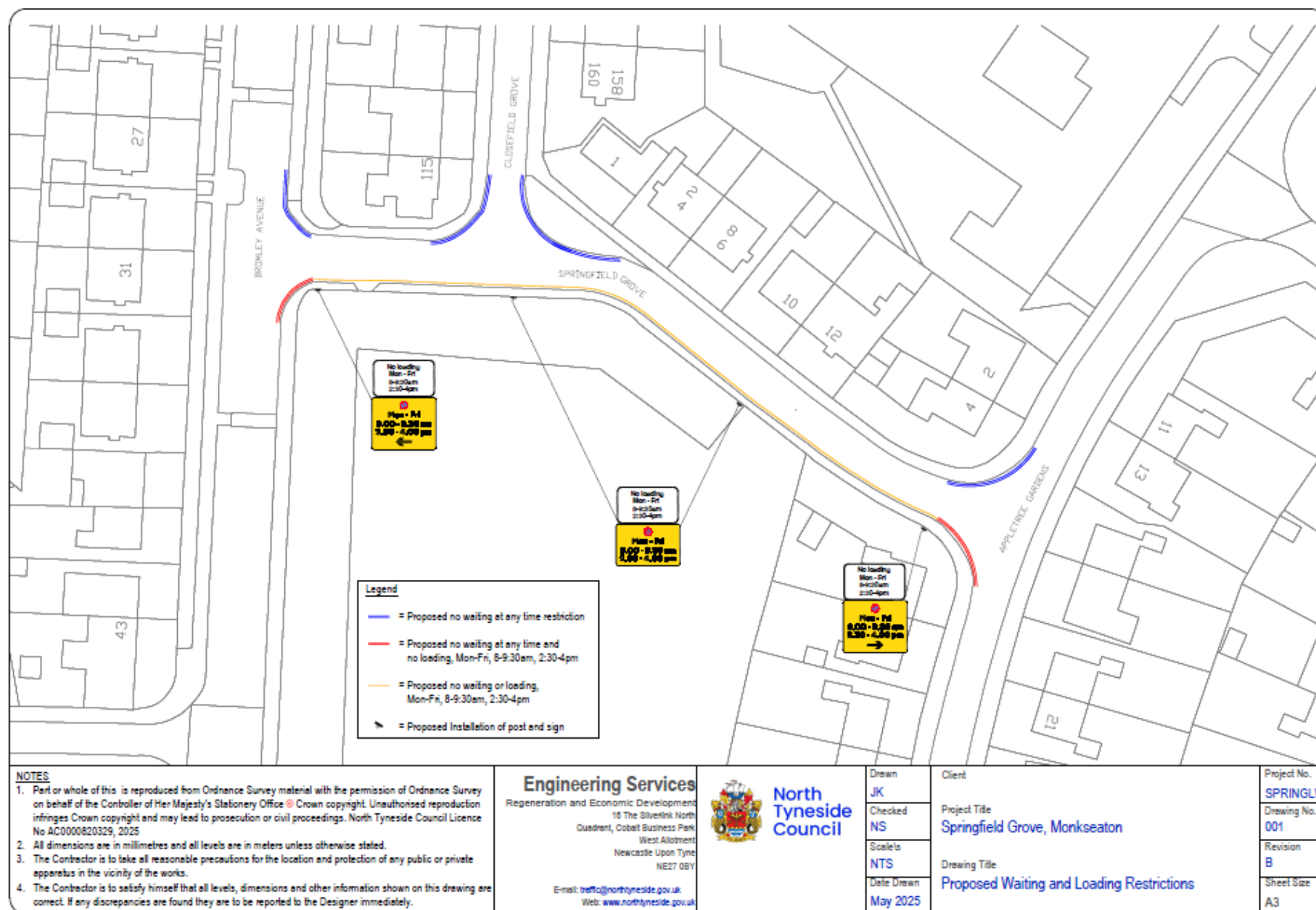
2.8 Environment and sustainability

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 – SIGN OFF

- Chief Finance Officer ☒
- Monitoring Officer ☒
- Interim Director of Corporate Strategy and Customer Service ☒

Appendix 1 – Plan of Scheme



EqIA #65

The details of an EqIA and its associated actions, actions and attachments.

1. Project/Activity Information

Collection name	Highways
Name of the activity being assessed	BAU - Loading (and Waiting) Restrictions
EqIA type	Business As Usual (BAU)
Current status	Completed
Service Area	Highways and Transportation
Purpose of activity	The business-as-usual activity is the installation of loading restrictions which are denoted by yellow kerb blips and associated signage. These are typically introduced in conjunction with waiting restrictions (which are denoted by single or double yellow lines) to prevent obstructive parking and loading.
Who is the activity intended to benefit?	Residents, visitors, local businesses, care facilities and schools.

2. Groups Impacted

Does the project / activity impact on the following groups?

Service Users

Yes

What is the estimated number of service users impacted?

Unknown

What is the estimated impact level on the service users?

Low

Service user additional comments

Not answered

Carers or family of service users

Yes

What is the estimated number of carers or family members impacted?

Unknown

What is the estimated impact level on the carers or family members?

Low

Carers or family members additional comments

Residents

Yes

What is the estimated number of residents impacted?

Unknown

What is the estimated impact level on the residents?

Low

Additional comments for residents

Visitors

Yes

What is the estimated number of visitors impacted?

Unknown

What is the estimated impact level on the visitors?

Low

Additional comments for visitors

Staff

Yes

What is the estimated number of staff impacted?

Unknown

What is the estimated impact level on the staff members?

Low

Additional comments for staff members**Partner organisations**

Yes

What is the estimated number of partner organisations impacted?

Unknown

What is the estimated impact level on the partner organisations?

Low

Additional comments for partner organisations**3. Evidence gathering and engagement****What evidence has been used for this assessment?****Internal evidence**

Relevant objectives of the Authority, e.g. improve the street network, putting walking and wheeling first (North Tyneside Transport Strategy); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking (North Tyneside Parking Strategy).

External evidence

Responses to initial resident and stakeholder consultation completed by the team.

Have you carried out any engagement in relation to this activity?

Yes

If yes of what kind and with whom? If no, why not?

Consultation with ward councillors, residents, businesses, schools and other stakeholders as necessary.

Is there any information you don't have?

Yes

Why is this information not available?

Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the notices are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website.

All evidence attachments that have been added to this EqlA

There are no attachments for this EqlA

All evidence links that have been added to this EqlA

Link		
https://my.northtyneside.gov.uk/category/1237/transportstrategy	https://my.northtyneside.gov.uk/category/1274/travelstrategy	https://my.northtyneside.gov.uk/category/737/parkingstrategy

4. Impact on groups with different characteristics

Will the project/activity positively or negatively impact on each of the following groups

Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Age	Yes	Yes

Description of the potential impact and evidence used in the assessment: 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.

Whilst waiting and loading restrictions allow passengers to be dropped off and picked up, they prohibit parking. They may therefore have a negative impact on people for whom age makes being able to park in the immediate vicinity of their destination beneficial.

Temporary traffic management arrangements during construction have potential to have a negative impact on people for whom age makes negotiating footways and crossing the road more difficult. 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.

Disability	Yes	Yes
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Description of the potential impact and evidence used in the assessment: 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.

Whilst waiting and loading restrictions allow passengers to be dropped off and picked up, they prohibit parking. They may therefore have a negative impact on people for whom a disability makes being able to park in the immediate vicinity of their destination beneficial. It should be noted that loading restrictions also prohibit parking by blue badge holders who are normally permitted to park for up to 3 hours on a waiting restriction.

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

Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
areas.		
Gender reassignment	No	No

Marriage and civil partnership	No	No
Pregnancy and maternity	Yes	Yes
<p>Description of the potential impact and evidence used in the assessment:</p> <p>Footway users who are pregnant may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>Whilst waiting and loading restrictions allow passengers to be dropped off and picked up, they prohibit parking. They may therefore have a negative impact on people who are pregnant and find being able to park in the immediate vicinity of their destination beneficial.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for pregnant people. 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>		
Race	No	No
Religion or belief	Yes	Yes
<p>Description of the potential impact and evidence used in the assessment:</p> <p>People attending places of worship located in the vicinity of restrictions by walking or wheeling may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>Whilst waiting and loading restrictions allow passengers to be dropped off and picked up, they prohibit parking. They may therefore have a negative impact on people who attend places of worship by car and are prohibited from parking in the restricted areas.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people attending places of worship by walking or wheeling. 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</p>		
Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
safe temporary walking areas.		
Sex	No	No
Sexual orientation	No	No

Intersectionality	No	No
Non-Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Carers	Yes	Yes
<p>Description of the potential impact and evidence used in the assessment: Carers attending premises located in the vicinity of restrictions by walking or wheeling may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>Whilst waiting and loading restrictions allow passengers to be dropped off and picked up, they prohibit parking. They may therefore have a negative impact on carers who find being able to park in the immediate vicinity of their destination beneficial. It should be noted that loading restrictions also prohibit parking by blue badge holders who are normally permitted to park for up to 3 hours on a waiting restriction.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for carers attending premises by walking or wheeling. 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>		
Socio-economic disadvantage	No	No

5. Achievement of the Authority's Public Sector Equality Duty

Will the activity contribute to any of the following?

Eliminate unlawful discrimination, victimisation and harassment?

No

Advance equality of opportunity between people who share a protected characteristic and those who do not? Yes

How will it advance equality of opportunity?

The schemes are designed to ensure that highway conditions are conducive to support walking and wheeling resulting in the potential positive impacts to the characteristics identified in section 4 above.

Foster good relations between people who share a protected characteristic and those who do not? No

6. Negative Impacts

All negative impacts logged against the EqlA

Negative Impact #1

Potential negative impact

Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people within the groups identified in section 4.

Can it be reduced or removed

Reduced

If yes how? If no, why not and what alternative options were considered and not pursued?

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.

Negative Impact #2

Potential negative impact

Whilst waiting and loading restrictions allow passengers to be dropped off and picked up, they prohibit parking. They may therefore have a negative impact on people within the groups identified in Section 4 who find being able to park in the immediate vicinity of their destination beneficial. It should be noted that whilst blue badge holders are permitted to park on waiting restrictions for up to 3 hours, they are not permitted to park on a loading restriction during the operational hours of that restriction.

Can it be reduced or removed

Reduced

If yes how? If no, why not and what alternative options were considered and not pursued?

Restrictions are only introduced at locations where they are required to improve visibility, access and road safety. The extent and operating times of any restrictions are minimized in order to achieved their desired outcome without unduly inconveniencing road users. Restrictions are only introduced following consideration of existing parking provision in the area to ensure that, wherever possible, alternative parking provision is available nearby. In the case of loading restrictions specifically, these are only introduced where waiting restrictions alone are insufficient to effectively prevent obstructive or unsafe parking.

7. EqlA Review

Date review of EqlA to be completed

31-03-2026

Responsible officer

Nick Saunders

Responsible officer's directorate

Regeneration and Economic Development

Responsible officer's service area

Highways and Transportation

8. Outcome of EqlA

Outcome

The proposal is robust, no major change is required

Please explain and evidence why you have reached this conclusion

Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impacts.

Actions

All actions that have been created for this EqlA

Action ID: 237

Action Title

Displaying Notices

Action Type

Action 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

Due Date

31-Mar-2026

Status

To do

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqlA)

Action ID: 238**Action Title**

Displaying Notices

Action Type

Action 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

Due Date

31-Mar-2026

Status

Rejected

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)

Action ID: 239**Action Title**

Scheme Design

Action Type

Action already in place to remove or reduce potential negative impacts

Status

To do

Impact

Reduce

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of road markings.

Action ID: 240

Action Title

Construction Work

Action Type

Action that will be taken to remove or reduce potential negative impacts

Due Date

31-Mar-2026

Status

To do

Impact

Reduce

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

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.

Action ID: 241

Action Title

Comms

Action Type

Action that will be taken to make the most of any potential positive impact

Due Date

31-Mar-2026

Status

To do

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Inform the public of any positive impacts as part of communications and publicity when the scheme is completed.

Action ID: 242

Action Title

Monitor

Action Type

Action that will be taken to monitor the equality impact of this proposal once it is implemented

Due Date

31-Mar-2026

Status

To do

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.