

North Tyneside Council
Report to Cabinet Member for Environment
Date: 20 January 2025

**Title: Traffic Regulation Order – Permit Parking and Waiting Restrictions
– Stanwick Street, Syon Street and Seafield View, Tynemouth**

Portfolio(s): Environment	Cabinet Member(s):	Councillor H Johnson
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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-time permit parking restrictions on Stanwick Street, Syon Street and the south west side of Seafield View, Tynemouth, and waiting restrictions on Seafield View at its junctions with Percy Park and Percy Park Road, Tynemouth, and to set aside 18 objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interests of discouraging indiscriminate non-residential parking thereby facilitating vehicle and pedestrian movements, improving road safety and residential amenity; 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 priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
- 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 amend the existing parking restrictions in the Seafield area of Tynemouth was developed to address concerns amongst some residents around levels of non-residential parking. Many of the streets in this area are already subject to permit parking restrictions which are intended to give residents and eligible businesses some priority to park near their properties. Permits allowing vehicles to park within the restricted areas are available to be purchased by eligible residents/businesses on an annual basis.

A number of requests for additional permit parking restrictions were received from residents in this area and the results of parking assessments demonstrated that significant levels of non-residential parking were occurring in certain streets. Queries were also raised around potential displacement of parking following the recent introduction of a one-way system on Percy Gardens and Sea Banks as part of the Sea Front Sustainable Route major project.

In light of this, officers sought the views of residents and businesses in all streets from which requests for full time permit parking restrictions had been received, to establish levels of support for these restrictions. These comprised Percy Park, Seafield View, Percy Park Road, Hotspur Street, Stanwick Street, Syon Street and Argyle Street.

The consultation was carried out between 22 March and 22 April 2024. The majority of consultees in three of the streets expressed support for the proposals. These were Seafield View (88% in favour), Stanwick Street (53% in favour) and Syon Street (60% in favour). The existing restrictions in these streets currently only apply at weekends and on bank holidays.

Taking into account the outcome of the consultation, it is proposed, subject to the views of the Cabinet member for Environment, to implement permanent permit parking restrictions in Stanwick Street, Syon Street, the back lane between Stanwick and Syon Street and the south west side of Seafield View. It is proposed, again subject to the views of the Cabinet member, that the pay and display/permit parking restrictions on the north east side of Seafield View, which operate only at weekends and on bank holidays, should remain in place; this will ensure that some free weekday parking provision continues to be available in this area of Tynemouth.

The proposal (which is set out on the plan at Appendix 3) also includes the introduction of double yellow lines (no waiting at any time) at the junctions of Seafield View/Percy Park Road and Seafield View/Percy Park to discourage obstructive parking thereby facilitating pedestrian and vehicle movements and improving road safety.

Residents and businesses in all streets consulted were informed of these proposals by letter in July 2024 and ward members have been kept up to date about the proposal by email.

The statutory consultation on the associated Traffic Regulation Order (TRO) was carried out in November/December 2024 and 18 formal objections to the proposed full time permit parking restrictions were received, of which 15 were from individuals; one from a local school; one from an individual writing on behalf of a local business; and one from an individual writing on behalf of 27 local businesses. These are summarised in section 1.5.3 of this report and the full text of the objections and the officer's responses is provided in Appendix 1.

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. The notice of intention associated with this proposal is included at Appendix 2. 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

The 18 objections have been summarised in the table below. This shows the main concerns raised by objectors, the number of objections which raised each view, and the officer's responses. Full details of the objections and the officer's responses are included at Appendix 1.

Summary of principal views expressed by objectors	Number of objections which raised this view	Summary of officer responses
Proposal does not adequately consider provision for parking by staff at Kings Priory School	11	Facilitating commuter parking in residential areas is contrary to the Authority's objective of encouraging travel by more sustainable modes of transport within the borough. Tynemouth benefits from good public transport links, while for commuters who travel by private car there is a range of long stay free and charged parking options including off-street car parks, unrestricted streets and on street parking places. Officers have been involved in discussions with Kings Priory School over a long period of time around the issue of access to the school sites for staff. Work has included the provision of sustainable travel plans and exploring options for staff parking near the school.
Proposal does not adequately consider provision for parking by parents and carers at Kings Priory School	9	The Go Smarter in North Tyneside initiative, delivered by officers, seeks to encourage active travel in the vicinity of schools in the interests of achieving road safety, environmental and health benefits. However, permit parking restrictions do not preclude a motorist from pulling in to the roadside while passengers exit or enter the vehicle. Alternatively, there is a range of short stay free and charged parking options available including off-street car parks, unrestricted streets and on-street parking places. Officers have been involved in discussions with Kings Priory School over a long period of time around the issue of access to the school sites for pupils. Work has included the provision of sustainable travel

		plans and exploring the feasibility of introducing a “school street” to facilitate safe, active travel to the Percy Park site.
Proposal will negatively impact visitors to Tynemouth including customers and staff associated with local businesses	9	Tynemouth benefits from good public transport links, while for visitors and commuters who travel by private car there is a range of long and short stay free and charged parking options including off-street car parks, unrestricted streets and on-street parking places. Business permits are available in some cases to support the operational needs of businesses but are not intended to be used for staff parking.
Proposed scheme does not meet necessary criteria for permit parking restrictions/ Daytime permit parking restrictions are not required on weekdays.	8	The proposal was brought forward to address the long-standing issue of indiscriminate non-residential parking in this area. Whilst the results of parking assessments in some streets included in the proposed scheme did not meet all the criteria set out in the North Tyneside Parking Strategy, this was made clear to affected residents, the majority of whom expressed their support for the proposal. This approach recognises the fact that permit parking schemes are generally more effective when implemented across a number of adjoining streets in order to avoid parking being displaced and to allow greater flexibility for permit holders.
Proposal could have a detrimental impact on road safety in the vicinity of Kings Priory School	4	Officers will monitor traffic and pedestrian movements outside the school sites through site observations and feedback from interested parties in the event that the proposed permit parking restrictions are introduced and consider appropriate road safety remedial measures as necessary. Facilitating safer and healthier trips to school is a key part of the Go Smarter in North Tyneside initiative delivered by officers.

<p>Proposal will displace parking issues to other streets nearby</p>	<p>2</p>	<p>Parking in adjoining streets will be monitored closely if the proposed scheme is introduced and if significant issues are experienced, further restrictions can be considered as appropriate. Residents in Percy Park, Percy Park Road, Hotspur Street and Argyle Street have recently been reconsulted about the possible introduction of full-time permit parking restrictions in their streets and this may be progressed depending on the outcome.</p>
<p>Proposal does not adequately consider disabled access</p>	<p>3</p>	<p>All parking schemes are subject to Equality Impact Assessments where the needs of people with disabilities are considered. Blue badge holders are entitled to park for up to 3 hours in permit parking areas. In addition, residents living within permit parking schemes can also apply for visitor permits and temporary parking vouchers to support visits to their properties. It should also be noted that officers are planning to bring forward to consultation a proposal to introduce some dedicated disabled parking provision in the vicinity of Tynemouth Metro Station/Kings Priory School Huntington Place site.</p>

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 proposal will discourage indiscriminate non-residential parking thereby facilitating vehicle and pedestrian movements and improving road safety and residential amenity.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 Plan of proposed scheme

Appendix 4 Equality Impact Assessment

1.9 Contact officers:

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

Nick Saunders, Senior Traffic Engineer, 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 implement the proposals is available from the 2024/25 (Parking management) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to existing traffic regulation orders (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

Local stakeholders' views 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 permit parking 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. It specifies actions to reduce the potential negative impacts relating to access arrangements during construction work and communications relating to the scheme and sets out the reasons why it is not possible to reduce the potential

negative impact relating to long stay parking for non-residential blue badge holders.

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 contributing to reduction in indiscriminate on-street parking, the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 – SIGN OFF

- Interim Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Interim Director of Corporate Strategy and Customer Service

Details of Objection – Mr G (Dated 18 November 2024)

Please take this email as a formal Objection to all order notices recently placed on Percy Park Road (next to the large green field, notice pictures attached) for planned changes to parking/road restrictions in the area.

Whilst I can respect the view of others, this particular notice and future works would cause more driving/parking chaos in this area of Tynemouth. Recent works and notices have already restricted parking availability to tourists, visitors and our local parents attempting to drop young children off at the school. The latter being important to our local North Tyneside residents and the former a key income for the local commercial institutions.

It is my hope that many others will also have this viewpoint and likely can go further/deeper in explanations. Certainly parents of children that need to use the schools are extremely concerned.

Thank you for hearing this out and I hope the plans are reconsidered.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and visitors to the area. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures use to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off-street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on Kings Priory School. It should be noted that the proposed restrictions allow for passengers to be dropped off and picked up and support short stay parking for blue badge holders. We would also like to highlight that our Sustainable Transport Team is currently

making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. In relation to this area, they have engaged with Kings Priory school to help facilitate access to the school for staff and pupils.

However, I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Ms K (Dated 17 November 2024)

I am writing to you to state my objection to making Syon and Stanwick residents only parking streets .

This will cause an inconvenience to me since I have a disability and I rely to others help during week , when I am not in the [street name] flat .

Also I have seen a survey the council provided from mid July 2023 with data on residents vs visitors parking spaces occupancy, and it does not comply with the criteria you have on your website reading parking changing policy .

Unless you are not following your own policy regarding parking changing rules , changing Syon to TMI should be illegal and not an overall democratic act.

There are published data about the decremental effect residents parking only have caused on local small business across the uk & especially at coastal touristic towns like Tynemouth is .

Cambridge , Bath , Bristol and Edinburgh have all specific neighbourhood examples where small businesses closed after residents only parking arrangements on specific streets , which I can provide if required.

The local economy does not rely on locals.

Is the democratic support team going to consider the wider effect on the community of such a decision before making such a proposal permanent?

Is the democratic support going to consider the effect this arrangement will have to the vulnerable and those with mobility issues who will not be able to park close to the seafront during the week ?

You have an obligation to make all data including a survey that shows that visitors overtake residents parking available to the public and be very transparent .
Otherwise there is nothing democratic about this arrangement.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street and Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and visitors to the area. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures use to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

All parking schemes are subject to equality impact assessments where the needs of people with disabilities are considered. It should be noted that blue badge holders are entitled to park for up to 3 hours in permit parking areas. In addition, residents living within permit parking schemes can also apply for visitor permits and temporary parking vouchers to support visits to their properties.

To address your comments about the assessment criteria for permit parking restrictions, it is acknowledged that the results of parking surveys did not meet the specified thresholds in every street assessed. However, this was made clear to residents in consultation letters allowing them to make an informed choice about the proposed amendments in their particular street. The assessment criteria are intended to be used as a guideline to help identify areas where permit parking restrictions may be beneficial. However, in some cases, proposals are sometimes brought forward to consultation when not all the criteria have been fully met. For example, permit parking schemes are generally more effective when implemented across a number of adjoining streets in order to avoid parking being displaced and to allow greater flexibility for permit holders. This may involve some streets which have not met all the assessment criteria (e.g. Stanwick Street and Syon Street) being included in proposals for wider schemes. It was agreed that this principle should be applied in the case of the recent proposal for Tynemouth and the decision to include some streets which had not met the criteria in the original consultation also took account of longstanding concerns around parking amongst some of their residents.

I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation, will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations (including those from the wider community) along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Mr R (Dated 17 November 2024)

I wish to lodge an objection to the introduction of fulltime permit parking on Seafield, Tynemouth.

I live on the section of Percy Park that currently 'suffers' from no parking restrictions. We have always suffered from intrusive parking due to the fact nobody wants to pay to park further down Percy Park or on the sea front and since the introduction of Permit Parking only in Queensway, Princeway etc, we now have school traffic that previously used those streets trying to park on the unrestricted portion of Percy Park. Now making the West section of Seafield full time Permit Parking will force even more onto Percy Park.

I raised this issue following the deeply flawed survey that preceded these planned changes and raised the issues with our local Councillor, who reported that a revised survey was to be carried out, but we have heard nothing more, and now it appears that the results of the flawed survey are to be implemented.

Not only do we have the issues raised above, but due to the fact a number of residents and AirB&B visitors in the lower section of Percy Park, covered by the current Resident Parking area do not wish to pay for the permits or pay for parking at weekends. They therefore move their vehicles up to the unrestricted section of Percy Park over the weekend. Add to this the traffic coming to visit the weekend station markets looking for parking and the masses of coastal visitors who are all looking for free parking and you should be able to see the results. We in the currently unrestricted section of Percy Park feel we are being victimised and discriminated against, especially seeing as residents of Seafield have drives (as do we), but they also have houses on only one side of the road, therefore have the benefit of two sides of the road to park on. Personally I have never seen the amount of inconsiderate parking on Seafield that we seem to suffer with on Percy Park.

In essence I believe we have a very strong case for Permit Parking on the upper section of Percy Park, so if Seafield are allocated full time Permit Parking I see no reason why this should not be extended to the currently unrestricted section of Percy Park.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is

intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

We are aware that residents of other streets in this area have also raised concerns about levels of non-residential parking and are currently carrying out a consultation exercise (which includes Percy Park) to determine whether there is sufficient support for the introduction of full time permit parking restrictions in these additional streets. As you are aware, when residents of Percy Park were previously consulted about this proposal in March/April, there was insufficient support for it to be taken further, but if the results of the current consultation demonstrate that this situation has changed, the scheme will be progressed to the next stage accordingly. Your comments about the difference between the two sections of Percy Park are noted and will be taken into consideration when the consultation results from this street are evaluated. We will contact all residents of Percy Park by letter to provide an update on the outcome of the consultation and next steps early in the new year.

If you would like to withdraw your objection in light of the above information, I would be grateful if you could let me know as soon as possible. Otherwise, in line with the Council's scheme of delegation, your objection will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposed introduction of full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View should be implemented. You will be advised of the Cabinet Member's decision and the next steps in due course.

Details of Objection – Mr D (Dated 28 November 2024)

I am writing ahead of the Monday, 2nd December deadline to formally object to the proposed changes in parking restrictions on Seafield View. I could not find a reference number on the public notice to quote, but I trust this email can still be considered valid.

Key Points of Objection

1. Lack of Accessibility for Parents and Carers
 - I am a parent at Kings Priory Junior School, and like many others, I rely on Seafield View for school drop-off and pick-up.
 - We previously used streets closer to the school, but these have been converted to permit-only zones, leaving us with no alternative.
 - Many families live over a mile from school, making walking or cycling impractical, especially in poor weather. Public transport options are not viable for the short timeframes around school schedules.
2. Inadequate Consultation and Notification

- I noticed that the statutory notice is missing from the council's website, contrary to the claim on the physical notice.
 - Has the school been informed of these proposed changes? Given that Kings Priory accepts students outside the local catchment, these changes affect a significant group of parents and carers who were not consulted.
3. Unsustainable Parking Restrictions
- The current term has already been challenging for parking. If we are not parked by 3:05 PM, it is almost impossible to find a space. Further restrictions will exacerbate this problem.
 - Parking restrictions have a domino effect: restricting one street pushes cars onto surrounding streets (per attached email), prompting complaints and further restrictions. This cycle is unsustainable and increasingly problematic for residents and school users alike.
4. Lack of Consideration for Practical Solutions
- The Report to the Director of Regeneration and Economic Development (23 October 2024) fails to mention parents of Kings Priory School as a key group impacted, which is a significant oversight.
 - A reasonable compromise would be to introduce short-term parking permits or allowances during school drop-off and pick-up times.
 - Seafield View residents largely have double driveways and parking spaces outside their homes. However, some residents intentionally park across two spaces, creating unnecessary tension and limiting availability.
5. Impractical Alternatives
- While I appreciate the council's promotion of buses and bikes, these options are not practical for families juggling work and school schedules, especially in inclement weather.

Request for Consideration

I urge the council to reconsider these proposed changes, particularly in the context of their impact on school users and surrounding residents. Implementing time-limited parking for school hours would alleviate pressure without causing significant inconvenience to residents of Seafield View.

I look forward to hearing your response and hope the council will consider a more balanced approach to parking management in this area.

Please also see attached previous email correspondence on changes to the other streets previously.

One final point I would like addressed: a council officer noted in their email to me that "the proposed restrictions allow for passengers to be dropped off and picked up". Does this mean that if we are 'parked' for less than 10 minutes, we may stop in restricted areas? It takes only 6 minutes on average for me to collect and drop off my son. My objection above would be reduced if a 10-minute allowance for loading and unloading a child can be confirmed in writing.

Thank you for your time and attention.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on Kings Priory School. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However, we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. Our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. . With regard to traffic movements and road safety in the vicinity of the school, officers from the Sustainable Transport and Traffic and Road Safety teams will continue to monitor the situation in the event that the proposed permit parking restrictions are introduced and consider appropriate remedial measures as necessary.

With reference to your comments regarding the statutory notice for the proposed restrictions, this can be found at the following link to the North Tyneside Council website:

<https://my.northtyneside.gov.uk/node/34236>

With regard to your query concerning the dropping off and picking up of passengers within permit parking areas, to clarify the situation, it is not intended that drivers leave their vehicle during this process.

Your comments regarding the Equality Impact Assessment included in the Report to Director of Regeneration and Economic Development are noted but this is a "business as usual" document designed for permit parking schemes in general rather than this specific scheme. However, I can confirm that we have a longstanding working relationship with Kings Priory School and have engaged in discussions with them to explore ways of facilitating access to the school for staff and pupils in light of current and future parking restrictions in the area.

I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Ms H (Dated 2 December 2024)

I am emailing in regarding the proposed parking permits being out into place in and around the Percy Park Road and Seafield View Area of Tynemouth.

I am a member of staff at Kings Priory School and also a parent of a pupil at this school. I live 3 mile away, I am not on the bus route or near a metro line so this is not an option for me so I need to use my car for work I also have to drop my son off at his aunties on the way to work.

Parking in the area is already quite challenging in the morning with a lot of the streets already having permits on them, most of the staff from my school (the first school on Percy Park Road) would park our cars on Percy Park Road or Seafield View. My worry is that if the restrictions are put into force that you are proposing myself and the rest of the school are going to have no where to park especially as most of the surrounding streets are already permitted.

I cannot afford to pay to park my car in the ticketed area on Front street every day.

I just don't understand the reasoning behind putting permits on these area's especially the main road – Percy Park Road which will end up full of empty parking spaces everyday just like Manor Road does since the permits where put into force as the residents are at work during the day so no one is there to park in the space which is ludicrous. I don't see why employees of businesses that work in Tynemouth aren't able to use spaces that are going to stand empty all day.

I honestly feel that we are being penalised for working in Tynemouth and as a member of the public it actually puts me off coming here to visit some of the lovely business that Tynemouth has to offer.

I hope you take this email into consideration as I am not the only one who has serious concerns regarding this matter.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on Kings Priory School. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However, we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. Our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. In relation to Kings Priory, it is my understanding that colleagues in our Sustainable Transport Team have engaged with the school to help explore ways of facilitating access to the school for staff and pupils.

However, I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation will be

referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – S (Dated 29 November 2024)

[Name of school] has recently been made aware of plans to implement additional permit holders only parking spaces on Percy Park Road, Seafield View and Percy Park in Tynemouth. We understand a consultation has been taking place into the proposed changes and we are surprised that, as the largest employer in Tynemouth with one of our sites on [name of street], we have not been included in the consultation process. As the council is already aware the school has a number of concerns about increasingly restrictive parking regulations in Tynemouth village in so far as they affect the operation of the school. We want to take this opportunity to reiterate and further explain our concerns in light of the current consultation and to help you understand that while our concerns are shared by various groups in the Tynemouth community (namely local businesses, local parents and our staff), we do not believe that the interests of these groups are mutually exclusive. In fact, we believe it is eminently possible to reach a sensible and pragmatic outcome that will make things better not just for the school but for all.

Concerns:

Our concerns are as follows:

First, whilst many of our pupil's travel to and from school either on foot or on public transport there are several groups of pupils for whom this is simply not practical. For example, some of our younger pupils live outside of walking distance from the school and it is quite reasonable for the parents of such children to drop off and pick up using their cars particularly in poor weather. Further restricting parking regulations will lead to more competition for the few parking spaces available and this will inevitably cause the already poor traffic situation to become further congested at peak times. We are concerned that this will lead to an increased risk of accidents involving our pupils.

Second, the school already has a high proportion of staff members who either walk to work, cycle to work or use public transport. Indeed, school operates a cycle to work scheme in order to encourage maximum take up in this regard. You will understand, however, that it is simply not possible for many staff to afford housing within either walking or cycling distance and for some public transport is simply not an option. Further restricting parking regulations in Tynemouth is making it more and more difficult for these few remaining staff to park near their place of work and we are concerned that this will make it increasingly difficult for the school to retain and recruit staff. We will continue to do everything we can to promote a green agenda and do not believe our request for engagement on this matter contradicts that. Similarly, those parents who do park briefly we know are welcome by businesses as

they do make an economic contribution to the village. Likewise, our staff and pupils are also a significant part of supporting local businesses in Tynemouth.

We fully understand that the council does not wish to encourage commuter parking, but we believe that [name of school] is not being treated fairly in this regard because we start from a position in which we have no on-site parking for staff whatsoever: our school is unique in this respect in North Tyneside. Other schools within the borough are provided with staff parking spaces even when these schools are within residential areas and we feel it is very reasonable for us to request similar treatment. We would also emphasise that the unrestricted parking around the circumference of the [name of street] site is largely taken up by commuter parking and not by school staff, this is despite the fact that the school owns the vast majority of properties on this street and is allocated no parking privileges.

Solutions:

We know that local businesses share our concerns in relation to increasing the number of permit only parking spaces in Tynemouth and we know that some of our parents are concerned and frustrated by the lack of flexibility in parking regulations when it comes to dropping off and picking up pupils. At the same time, we fully acknowledge and respect the need to protect quality of life for local residence of Tynemouth village. We believe the key here is to recognise that the different groups in Tynemouth have different needs of parking regulations at different times of the day.

For example, during school hours most permit holder parking bays are in fact empty when residents are at work. We believe it is reasonable to ask the council to consider again issuing a limited number of special permits which would allow staff members to park between say 8 am and 4 pm. We have previously been told that this would be too complex and costly an exercise to undertake; however, we are aware that many local council areas particularly those in London have issued staff parking permits in order to assist schools with very similar circumstances to our own.

This is not an open-ended request: we ask only that a small number of such special permits be issued, say 50 in total, and their issuance to members of staff would be managed internally by the school. We do not foresee that the total number of permits would grow overtime: the school has no plans to increase its pupil or staff numbers at present.

Parents dropping off and picking up children at school only require parking for a very short time at the beginning and end of the school day. Designating specific areas for very short stay parking for this purpose would be one way to ease congestion at peak times. Another possibility would be to use disc parking to allow limited time parking in some areas. This could be used to give parents the flexibility to drop off and pick up children but would also allow customers of local businesses to park without increasing the overall level of congestion at peak times.

In summary what we are asking for is for the council to consider a degree of flexibility in implementing parking regulations Tynemouth so that the interests of residents, businesses, parents and school can all be taken into account. As mentioned above these interests are not mutually exclusive but the council's current inflexible approach means that all of these groups of local residents and local employers are being disadvantaged needlessly.

We believe flexibility in your approach is appropriate because the village and the school exist in unique circumstances compared to other areas of the borough. We have noted above that our school is not treated with fairness compared to other schools in North

Tyneside located in residential areas we have made great efforts to suggest creative solutions to redress this balance.

As a school, we have a very positive relationship with North Tyneside Council, which extends from service level agreements for Early Years and Primary provision to cooperation with musical events such as the Mouth of the Tyne festival. We would very much like our relationship with your department to reflect this positivity and look forward to engaging with you further on this matter. We would be very grateful for further meaningful, pleasant and sensible engagement with you through discussion, meeting and sharing our respective positions to find a way forward.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The objection from a parent of one of your pupils which was included with your email has been responded to separately.

The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off-street car parks and on street parking places (free and charged).

Your concerns about the anticipated impact of the restrictions on [name of school] are noted. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. We recognise that travelling by private car is necessary for some commuters, but we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. A key part of the work carried out by our Sustainable Transport Team is to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. It is my understanding that they have engaged with you to explore options for facilitating access to

the school for pupils and staff including a school street as well as the potential use of the metro car park.

I would also like to make you aware that we are currently consulting residents and businesses in a number of other streets in this area about possible changes to the parking restrictions operating there. These include some additional weekday permit parking restrictions in front of residential properties as well as some free, short stay and disabled parking provision. In the event that the majority of consultees in the affected streets demonstrate support for the proposals, they will be brought forward for consultation with the wider community via public notices. [Name of school] would have an opportunity to make formal representations about any new proposals brought forward at that stage.

I can confirm that the concerns you have raised about the proposal relating to Stanwick Street, Syon Street and the south west side of Seafield View in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Mrs L (Dated 2 December 2024)

As an employee at [name of school], I am deeply concerned about the parking restrictions that are going to change.

I am a driver for one of our children who is disabled and try to park as close to school as possible so that she has easy access. She does have a disabled badge, but as there is no disabled parking close to the school this causes problems.

I feel that these changes will affect our school, local businesses, our children, and parents.

Could these changes please be seriously considered as a lot of the houses with permits/spaces are not used during the week as they are at work.

Officer Response (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions

will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on [name of school]. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However, we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. Our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. In relation to this part of Tynemouth they have engaged with Kings Priory school to help explore ways of facilitating access to the school for staff and pupils. Please note with regard to provision for disabled parking, that blue badge holders are entitled to park in permit parking zones for up to 3 hours.

However, I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation, will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Ms S (on behalf of 27 local businesses) (Dated 17 November 2024)

I am writing on behalf of the many local businesses (twenty seven are listed below) who are in agreement, to express our opposition to the proposed residents-only parking scheme currently under consideration.

While we understand the concerns of residents regarding parking availability, we believe that the implementation of a residents-only parking scheme seven days a Week will have significant negative impact on the local business community, including:

1. **Reduced Accessibility for Customers:** Many of our customers travel from outside the immediate area and rely on public parking. Many stores have click & collect service, a residents-only scheme would undoubtedly deter visitors, directly affecting our footfall and sales.
2. **Disruption to Employees:** A significant number of employees commute to work and depend on available street parking. Restricting access will complicate their ability to arrive on time and employees could seek more convenient job locations. This is especially worrying for the local school teachers and support staff.
3. **Impact on Local Economy:** Local businesses are the backbone of the community, providing employment and essential services. Reduced accessibility for customers and staff will likely lead to a decline in revenue, potentially jeopardizing the sustainability of businesses in the area. It is quite obvious that some streets which are already resident only permit parking seven days a Week are unused to their full potential and remain empty most of the day.
4. **Disruption to our local school,** many parents and Grandparents collect children who do not live nearby and can not walk or commute long distances.
5. There are too many locations to list which have reported negative impacts due to the implementation of resident only parking schemes, among them Bath, Bristol, Cambridge, Brighton, Edinburgh, all complaining of reduced footfall, visitors avoiding the area due to lack of parking, difficulties with deliveries and staffing.
6. More resident only parking will only worsen other areas.

We believe that a more balanced solution can be reached, one that accommodates the needs of residents without undermining the vitality of our local economy.

Options such as shared-use daytime parking, time-limited zones, or additional public parking facilities could address concerns without putting either group at a disadvantage.

We kindly request the council to reconsider the current proposal and engage in a more inclusive consultation process with both residents and business owners to explore alternative solutions.

Thank you for your attention to this matter. We look forward to your response and are looking forward to participating in any further discussions or meetings.

Details of Objection – Ms G (Dated 18 November 2024)

I am writing on behalf of [a local business] and several other local businesses in Tynemouth wish to express our strong opposition to the proposed residents-only parking scheme currently under consideration.

While we understand the concerns of residents regarding parking availability, we believe that the implementation of a residents-only parking scheme will have significant negative impacts on the local business community, including:

1. **Reduced Accessibility for Customers:** Many of our customers travel from outside the immediate area and rely on public parking. A residents-only scheme would deter visitors, directly affecting our footfall and sales.
2. **Disruption to Employees:** A significant number of our employees commute to work and depend on available street parking. Restricting access will complicate their ability to arrive on time and could increase turnover, as employees seek more convenient job locations.
3. **Impact on Local Economy:** Local businesses are the backbone of the community, providing employment and essential services. Reduced accessibility for customers and staff will likely lead to a decline in revenue, potentially jeopardizing the sustainability of businesses in the area.

We believe that a more balanced solution can be reached—one that accommodates the needs of residents without undermining the vitality of our local economy. Options such as shared-use parking, time-limited zones, or additional public parking facilities could address concerns without disadvantaging either group.

We kindly request the council to reconsider the current proposal and engage in a more inclusive consultation process with both residents and business owners to explore alternative solutions.

I was involved in the first phase of the introduction of the permits and this over the years has grown and caused a ripple effect to others living in the village. Expanding the permits to TM1 and minimising midweek parking for staff and for visitors will just push the problem further out. Whilst I appreciate you do your consultation with the residents you have not done any consultation with the businesses. We have repeatedly asked for this and asked to be included.

I am passionate about our village that I have been privileged to be part of for over 21 years and feel it should be accessible to all including businesses and their visitors not just residents which I own my property so include myself in this community.

Thank you for your attention to this matter. We look forward to your response and are open to participating in any further discussions or meetings.

Officer Response to Ms S and Ms G (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and

leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits. It should also be noted that blue disabled badge holders are entitled to park in permit parking zones for up to 3 hours.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off-street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on people who come to Tynemouth to work. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by anyone with permits and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However, we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough.

In relation to the potential impact of the proposed restrictions on Kings Priory School, our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. As part of this work they have engaged with Kings Priory School to help explore ways of facilitating access to the school for staff and pupils.

I would also like to make you aware that we are currently consulting residents and businesses in a number of other streets in this area about possible changes to the parking restrictions operating there. These include some additional weekday permit parking restrictions in front of residential properties as well as some free, short stay and disabled parking provision. In the event that the majority of consultees in the affected streets demonstrate support for the proposals, they will be brought forward for consultation with the wider community via public notices. Any businesses in the wider Tynemouth area would have an opportunity to make formal representations about any new proposals brought forward at that stage.

However, I can confirm that the concerns you have raised about the proposal relating to Stanwick Street, Syon Street and the south west side of Seafield View in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all

representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Mr B (Dated 28 November 2024)

I am writing to formally object to the proposed permit-only parking restrictions for Seafield View in Tynemouth, as outlined in the recent notice regarding parking and traffic regulation orders. While I recognize the Council's efforts to address parking concerns, I strongly believe these changes will have serious unintended consequences for the safety and accessibility of the local area, particularly for families and staff associated with Kings Priory School, which is located nearby.

Key Reasons for Objection

1. Significant Safety Risks for Children and Families

Seafield View and other streets nearby are a critical parking area for parents and caregivers dropping off or collecting children from Kings Priory School, which has no dedicated parking facilities. The introduction of permit-only restrictions will force many parents to park further away, increasing the likelihood of children and parents crossing busy roads or navigating unsafe routes to the schoolyard.

More concerning, based on the impact of similar changes on nearby streets such as Princeway and Queensway, it is highly likely that many parents will resort to simply stopping briefly outside the school and letting their children "hop out" to avoid parking restrictions. This creates a highly dangerous situation:

- **Increased Traffic Congestion:** Vehicles stopping and starting near the school entrance will create bottlenecks, making it harder for all road users to navigate safely.
- **Unsafe Drop-offs:** Many drivers may feel rushed due to time pressures, leading to hurried and potentially unsafe drop-offs right on the road.
- **Risks for Young Children:** With young children often moving unpredictably, the increased traffic and hasty drop-offs significantly raise the risk of accidents.

The transition to permit-only parking on Princeway and Queensway has already resulted in these kinds of behaviors, and the proposed restrictions on Seafield View and the other streets mentioned in the announcement will amplify the problem further. In essence, the likelihood of unsafe practices with these new restrictions will undoubtedly increase, putting children at even greater risk.

2. Negative Impact on Kings Priory School Staff

Teachers and staff at Kings Priory School also rely on Seafield View for parking due to the lack of dedicated spaces. Restricting parking to permit holders will severely limit their access and make it more difficult for staff to arrive on time and perform their duties effectively. This change could inadvertently disrupt the smooth operation of the school.

3. Disruption to Community Accessibility

Seafield View serves not only local residents but also visitors and users of nearby amenities. Introducing permit-only restrictions that apply at all times would disproportionately affect parents, school staff, and other community members who need short-term parking. This one-size-fits-all solution risks alienating those who use the area responsibly for essential purposes.

Proposed Alternatives

To address the needs of all stakeholders, I must emphasize that I strongly object to the proposed permit-only parking restrictions and ask that the current parking arrangements remain unchanged. This is the most practical and community-friendly solution to ensure safety and accessibility for all users of the area.

If leaving the current arrangements is deemed absolutely impossible, the following alternatives could be considered as a compromise. However, I stress that even these would not fully address the safety and accessibility concerns outlined above and are far from ideal:

1. Timed Parking Restrictions: Introduce a 1-hour parking limit with no return within 4 hours during peak school hours, allowing short-term parking for drop-offs and pick-ups without enabling long-term parking.
2. Time-Specific Permit Enforcement: Restrict permit-only parking to evenings and weekends (as already is in place) when school traffic is minimal.

These alternatives would balance the needs of residents with the broader community, ensuring that parents and school staff can continue to park safely and conveniently while addressing concerns about long-term or commuter parking.

I urge the Council to reconsider the permit-only restrictions in light of these significant safety and accessibility concerns. Should you wish to discuss this matter further or require additional input, I would be happy to assist.

Thank you for your time and consideration.

Details of Objection – Mr Rj (Dated 28 November 2024)

I am writing to formally object to the proposed permit-only parking restrictions for Seafield View in Tynemouth, as outlined in the recent notice regarding parking and traffic regulation orders. While I recognize the Council's efforts to address parking concerns, I strongly believe these changes will have serious unintended consequences for the safety and accessibility of

the local area, particularly for families and staff associated with Kings Priory School, which is located nearby.

Key Reasons for Objection

1. Significant Safety Risks for Children and Families

Seafield View and other streets nearby are a critical parking area for parents and caregivers dropping off or collecting children from Kings Priory School, which has no dedicated parking facilities. The introduction of permit-only restrictions will force many parents to park further away, increasing the likelihood of children and parents crossing busy roads or navigating unsafe routes to the schoolyard.

More concerning, based on the impact of similar changes on nearby streets such as Princeway and Queensway, it is highly likely that many parents will resort to simply stopping briefly outside the school and letting their children "hop out" to avoid parking restrictions. This creates a highly dangerous situation:

- **Increased Traffic Congestion:** Vehicles stopping and starting near the school entrance will create bottlenecks, making it harder for all road users to navigate safely.
- **Unsafe Drop-offs:** Many drivers may feel rushed due to time pressures, leading to hurried and potentially unsafe drop-offs right on the road.
- **Risks for Young Children:** With young children often moving unpredictably, the increased traffic and hasty drop-offs significantly raise the risk of accidents.

The transition to permit-only parking on Princeway and Queensway has already resulted in these kinds of behaviour's, and the proposed restrictions on Seafield View and the other streets mentioned in the announcement will amplify the problem further. In essence, the likelihood of unsafe practices with these new restrictions will undoubtedly increase, putting children at even greater risk.

2. Negative Impact on Kings Priory School Staff

Teachers and staff at Kings Priory School also rely on Seafield View for parking due to the lack of dedicated spaces. Restricting parking to permit holders will severely limit their access and make it more difficult for staff to arrive on time and perform their duties effectively. This change could inadvertently disrupt the smooth operation of the school.

3. Disruption to Community Accessibility

Seafield View serves not only local residents but also visitors and users of nearby amenities. Introducing permit-only restrictions that apply at all times would disproportionately affect parents, school staff, and other community members who need short-term parking. This one-size-fits-all solution risks alienating those who use the area responsibly for essential purposes.

Proposed Alternatives

To address the needs of all stakeholders, I must emphasize that I strongly object to the proposed permit-only parking restrictions and ask that the current parking arrangements remain unchanged. This is the most practical and community-friendly solution to ensure safety and accessibility for all users of the area.

If leaving the current arrangements is deemed absolutely impossible, the following alternatives could be considered as a compromise. However, I stress that even these would not fully address the safety and accessibility concerns outlined above and are far from ideal:

1. Timed Parking Restrictions: Introduce a 1-hour parking limit with no return within 4 hours during peak school hours, allowing short-term parking for drop-offs and pick-ups without enabling long-term parking.
2. Time-Specific Permit Enforcement: Restrict permit-only parking to evenings and weekends (as already is in place) when school traffic is minimal.

These alternatives would balance the needs of residents with the broader community, ensuring that parents and school staff can continue to park safely and conveniently while addressing concerns about long-term or commuter parking.

I urge the Council to reconsider the permit-only restrictions in light of these significant safety and accessibility concerns. Should you wish to discuss this matter further or require additional input, I would be happy to assist.

Thank you for your time and consideration.

Officer Response to Mr B and Mr Rj (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater

for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on Kings Priory School. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However, we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. Our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. In relation to this part of Tynemouth they have engaged with Kings Priory school to help explore ways of facilitating access to the school for staff and pupils. With regard to traffic movements and road safety in the vicinity of the school, officers from the Sustainable Transport and Traffic and Road Safety teams will continue to monitor the situation in the event that the proposed permit parking restrictions are introduced and consider appropriate remedial measures as necessary.

I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

Details of Objection – Mr Sh (Dated 22 November 2024)

I would like to object to your proposals to change the parking restrictions on the South West side of Seafield view from Permit only at weekends to full time permit only.

My objection is based on the following:

This proposal will considerably reduce the number of parking spaces at peak times such as school drop off and pick up times. It is used by myself and others as a short term parking location to walk children into and from school to avoid the dangerous and congested traffic around the school.

This proposal will considerably reduce the number of parking spaces for motorists who use the local businesses at the top of Percy Park Road such as the Post Office, Little Lobo, book shops and delicatessen. Tynemouth is building up a thriving retail sector reducing parking

reduces footfall.

Almost all residents have parking on driveways attached to their houses and from my observations there is nearly always plenty of parking on the South West side of Seafield View except for short periods around school pick up and drop off times associated with Kings Priory school.

In the main the only people who will benefit from this proposal are residents with multiple vehicles. North Tyneside Council should not be encouraging multiple vehicle households where those households cannot occupy the vehicles on their own property.

Proposed alternative

North Tyneside Council should consider restricting parking duration outside of permit times. If say a maximum two hour duration was imposed without a permit this should enable sufficient turnover of spaces to enable resident and visitor parking.

Details of Objection – Ms C (Dated 2 December 2024)

I am very concerned about your proposed parking restrictions to Tynemouth village.

I work part time at [a local school] as a Learning Support Assistant at the Percy Park site. Presently I park on Seafield View which is free parking during the week. This does not cause any problems for residents as there is plenty of space which does not block driveways etc.

The pay for LSA s is notoriously low and I will not be able to pay for a permit that I would only use for two days a week. The school has no onsite parking unlike other schools in the area and I feel we are being unfairly penalised for working in Tynemouth. We are providing an education for our children and I work very hard to support many children in our school and especially those on our SEND register. I am not coming to Tynemouth for leisure reasons but to educate children and feel this should be taken in your consideration.

I look forward to hearing from you as to where you suggest I can park for free so I can continue my work at school.

Details of Objection – Ms E (Dated 2 December 2024)

RE: [Name of school]

I have worked at the school since 2014 and have moved to Wallsend in the last few years, so I now have to drive to work.

I also have a pupil in reception at the school. I also have my Drs GP in Tynemouth.

Parking is tricky most days even if you come early, and if you add more permits/charge I feel Tynemouth businesses will lose out.

We often have to park far away to go to school and on days I work it's the same.

A permit for staff would be great to park during school hours in permit spots, discs for parents/carers dropping off would be a good idea too.

Please would you meet with the Principal, staff and parents to discuss the plans to help find a solution.

Look forward to hearing from you.

Details of Objection – Ms B (Dated 2 December 2024)

I would like to take this opportunity to object to the proposed parking plans that you are proposing.

I am a member of staff at [a local school]. I have no choice in driving due to living in Sunderland. I need to be able to park my car next to my place of work. This has always been complicated and therefore I travel much earlier than I need to ensure that there is a parking space near to [name of school] in a morning. On the occasions that I do take public transport it takes 1.5 hours again justifying my journey by car. I do car share with another colleague.

I love working in Tynemouth however not being able to park near by would be an issue. I am always late leaving due to being a PE teacher so being able to get to my car quickly at the end of the working day is also essential.

If you do choose to permit could the school not be given a substantial number for their staff?

The school pulls in houseowners due to its excellent reputation but there is no consideration for those creating this reputation.

Please reconsider

Details of Objection – Mrs W (Dated 1 December 2024)

I am a part time member of Tynemouth's biggest employer [name of school] and have been here nearly 18 years. I have a job that gives me immense satisfaction.

Over the years I have seen many changes in the way parking has changed. I am increasingly frustrated at present with all the new parking restrictions to the point I may have to think about leaving a job that I love as I cannot get parked.

Not all staff have access to busses or Metros to get them into work, sometimes even they can be unreliable.

I work during the middle hours of the day when many residents are at work leaving many available places to park. Yes I understand that people who live in the village want to be parked outside their homes. A lot of the side streets are empty during the day.

These new restrictions are affecting all the businesses. I personally know a few staff members from a variety of businesses who are all in agreement that these changes are not working and now you are talking about adding even more restrictions to the village, these will begin to drive visitors away.

Details of Objection – Ms St (Dated 1 December 2024)

I work in Tynemouth and need to park somewhere.

My GP is in Tynemouth, my hairdresser is in Tynemouth. I use the Post Office and shops in Tynemouth and to do this I need to park somewhere, as do the other folk who come to me when at work. I rely on them to keep me in a job as do all the other businesses in the village.

Please support local businesses who make Tynemouth what it is.

I cannot rely on public transport, the Metro is too far away and the 306 bus is often unreliable with a sporadic timetable.

I have to question the existing restrictions in place – Princeway, Queensway, Manorway – all have garages and driveways. The road from Holy Saviours to Manorway have drives, some of which could accommodate four cars. From Manorway to St Oswins Place have garages and a private road to the rear for parking, Latimer Street, Argyle Street, Syon Street, Stanwick Street and Hotspur Street all have garages to the rear. I could go on and on.

I am questioning the criteria on which the issuing of permits is based.

I also have to question that even with permits there would not be sufficient street parking available. Even if each house receives more than one permit there still isn't sufficient space for the cars which defeats the purpose of the permits.

Tynemouth does have an issue with parking but more permits are not the answer (with empty streets during the day ???).

Perhaps Kings Priory School could find some on-site space for their teaching staff ?

Perhaps some of Seafield Green could be turned over to a carpark? It's not that precious as the development of the ice cream bar and the months of heavy machinery parking there during the alterations to the seafront have proved.

I strongly object to the extension of permit parking.

Details of Objection – Ms L (Dated 2 December 2024)

I am objecting to changes to the parking. It is already hard to park and expensive, it is also expensive to travel short distances on the metro.

Officer Response to Mr S, Ms C, Ms E, Ms B, Mrs W, Mr St and Ms L (Dated 23 December 2024)

Thank you for your formal representation in response to the Council's proposal to introduce full time permit parking restrictions in Stanwick Street, Syon Street and the south west side of Seafield View. The proposal was brought forward following assessments of parking conditions and consultation with residents and businesses in the affected streets. It is intended to offer residents improved opportunities for parking near their properties whilst maintaining some provision for local businesses and those visiting the area for work and leisure purposes. To this end it is proposed that whilst additional permit parking restrictions will be introduced in front of residential properties in the above streets, parking on the north east side of Seafield View will remain available for the use of those without permits.

The interest from the local community in this scheme has been considerable and reflects the particular challenges related to managing parking in Tynemouth where there is a high demand from a number of user types with differing requirements. Permit parking schemes are designed to give residents some priority to park near their homes and these form part of a wider range of measures used to manage the available parking capacity in the borough effectively. In Tynemouth there are currently a range of long and short stay options to cater for residents, businesses and visitors to the area. These include unrestricted streets, off street car parks and on street parking places (free and charged).

We are aware that some concerns have been raised about the anticipated impact of the restrictions on [name of school]. Whilst the proposed restrictions allow for passengers to be dropped off and picked up, they prohibit parking by non-residents and will therefore prevent staff from using the affected streets to park during the working day. Concerns about staff parking have been noted and we recognise that travelling by private car is necessary for some commuters. However we would point out that, notwithstanding the parking options mentioned above, facilitating commuter parking in residential areas is contrary to North Tyneside Council's objective of encouraging travel by more sustainable modes of transport within the borough. Our Sustainable Transport Team is currently making particular efforts to encourage active travel in the vicinity of schools through their Go Smarter initiative in the interests of achieving road safety, environmental and health benefits. In relation to this part of Tynemouth they have engaged with [name of school] to help explore ways of facilitating access to the school for staff and pupils.

However, I can confirm that the concerns you have raised about the proposal in your representation have been noted and in line with the Council's scheme of delegation will be referred to the Cabinet Member for Environment for consideration in the near future. They will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented as advertised. You will be advised of the Cabinet Member's decision and the next steps in due course. Please note that as the formal consultation on this proposal has now concluded, any further correspondence regarding this matter will not be included in the report presented to the Cabinet Member.

NORTH TYNESIDE COUNCIL
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (CONSOLIDATION)
ORDER 2022
(ON STREET PARKING PLACES) (CONSOLIDATION) ORDER 2022
VARIATION ORDERS 2024

North Tyneside Council gives notice that it proposes to make variation orders under Sections 1, 2, 4, 32, 35 and 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 following orders as detailed below:

A. 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:

a) Percy Park, Tynemouth

- South east side, from a point 10 south west of its junction with Seafield View to a point 9 metres north east of that junction.

b) Percy Park Road, Tynemouth

- West side from a point 5 metres north of its junction with Seafield View to a point 13 metres south of that junction.

c) Seafield View, Tynemouth

- Both sides, from its junction with Percy Park to a point 7 metres south east of that junction.
- North side, from its junction with Percy Park Road to a point 7 metres west of that junction.
- South side, from its junction with Percy Park Road to a point 8 metres west of that junction.

2. no waiting at any time restrictions on the following lengths be amended so that they apply to the following extents:

a) Syon Street, Tynemouth

- North side from a point 3 metres west of its junction with the unnamed road to the rear of Percy Park Road to a point 3 metres east of that junction.

B. the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 so that:

1. Permit Holder Parking Places – Marked Bays on the following lengths be amended so that they operate all days, all hours and form part of the following zones :

- Seafield View, Tynemouth – south-west side, from a point 8 metres west of its junction with Percy Park Road to a point 7 metres south-east its junction with Percy Park (TM2).
- Stanwick Street, Tynemouth – north side, from a point 3 metres east of its junction with Percy Park Road to a point 5 metres west of its junction with Hotspur Street (TM1).
- Stanwick Street, Tynemouth – south side, from a point 3 metres east of its junction with Percy Park Road to a point 5 metres west of its junction with Hotspur Street (TM1).
- Syon Street, Tynemouth – north side, from a point 3 metres east of its junction with Percy Park Road to a point 3 metres west of the un-named road at the rear of Percy Park Road (TM1).
- Syon Street, Tynemouth – north side, from a point 5 metres west of its junction with Hotspur Street to a point 3 metres east of the un-named road at the rear of Percy Park Road (TM1).
- Syon street, Tynemouth – south side, from a point 3 metres east of its junction with Percy Park Road to a point 5 metres west of its junction with Hotspur Street (TM1).

2. Permit Holder Parking Places – Zones on the following lengths be amended so that they operate on the following days and form part of the following zones:

- Un-named road linking Argyle Street (north) and Hotspur Street, Tynemouth – in its entirety on Saturday, Sunday, and Bank Holidays during all hours (TM1 & TM2).
- Un-named road linking Syon Street and Hotspur Street, Tynemouth – in its entirety on all days and all hours (TM1 & TM2).
- Un-named road to the rear of Warkworth Terrace and Stanwick Street, Tynemouth – in its entirety on Saturday, Sunday, and Bank Holidays during all hours (TM1 & TM2).

3. Streets for the purpose of the issue of Permits and Vouchers on the following lengths be amended so that they apply as follows:

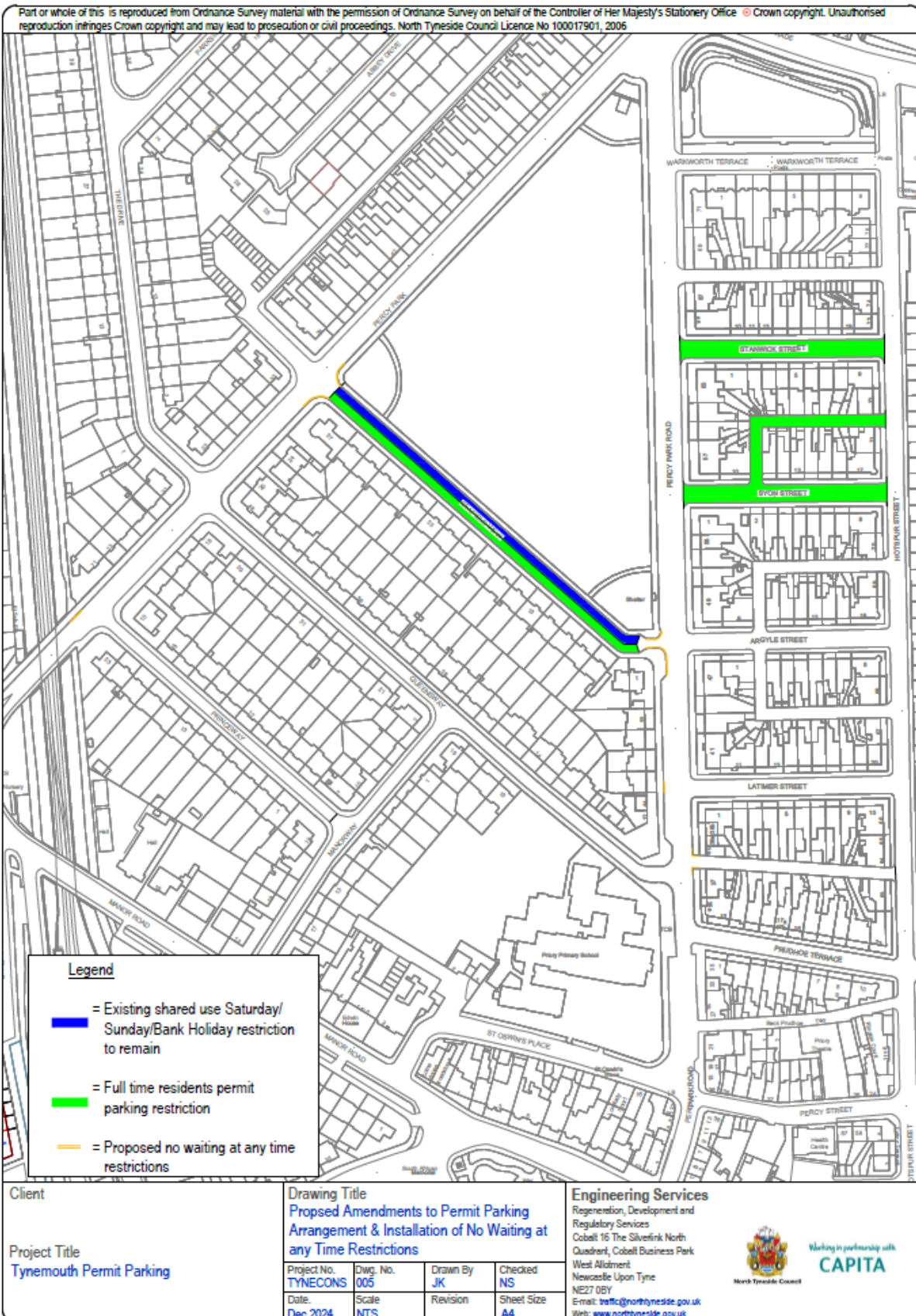
- All Stanwick Street and Syon Street be removed from TM2 zone.
- All Stanwick Street and Syon Street be added to TM1 zone.

Further details of the proposals may be examined in the documents available on the Council's website 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 trafficconsultations@northtyneside.gov.uk by 2 December 2024. Any objections received 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 sustainabletravel@northtyneside.gov.uk or telephone 0191 643 6500.

11 November 2024

Head of Law, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



1. Business as usual service activity		
Name of the activity being assessed	Permit parking – Traffic and Road Safety	
Purpose of activity	<p>The business-as-usual activity is the installation of permit parking.</p> <p>The restrictions are intended to offer residents priority to park near their homes and discourage non-residential parking.</p>	
Who is the activity intended to benefit?	Residents.	
Version of EqIA	1.1	
Date this version created	14/01/2025	
Confidential	no	
Directorate	Environment	
Service	Highways and Transportation	
	Name	Service or organisation
Principal author	Samantha Lacy	Highways and Transportation
Additional authors	Nicholas Saunders	Highways and Transportation

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	yes	Visitors to local businesses, schools and health and care facilities in the area - medium
Carers or family of service users	yes	Residents or visitors to local businesses, schools and health and care facilities - low
Residents	yes	Residents living in the immediate vicinity - low
Visitors	yes	Visitors to residential properties - low
Staff	yes	Staff within the local businesses, schools and health and care facilities - low
Partner organisations	no	

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	<p>Relevant objectives of the Authority, e.g. promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking North Tyneside Parking Strategy</p> <p>Responses to initial resident and stakeholder consultation completed by the team.</p>	
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 local Ward Councillors, local residents, local businesses and local schools as necessary.	
Is there any information you don't have?	yes	
If yes, why is this information not available?	<p>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 orders are printed and placed on site alongside 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.</p>	

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	<p>People for whom age makes negotiating footways and crossing the road more difficult to achieve safely may experience a positive impact from the proposed increased availability of parking spaces nearby.</p> <p>They may also experience a negative impact from permit parking restrictions if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p>
Disability	yes	yes	<p>Footway users with a disability (e.g., wheelchair users and visually or audio impaired people) may experience a positive impact from the proposed increased availability of parking nearby.</p> <p>People with a disability who hold a Blue Badge will no longer be able to park in the restricted areas all day, but they are permitted to park within the permit parking scheme for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.</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</p>

			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.
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	yes	yes	Footway users who are pregnant may experience a positive impact from the proposed increased availability of parking nearby, particularly if they live in the area. They may also experience a negative impact from the permit parking restriction if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Race	no	yes	People who do not speak English as a first language may experience issues reading the notices and any communication. All our communication has an accessibility statement and can be provided in other formats or languages.
Religion or belief	yes	no	People who visit nearby places of worship may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking within the permit scheme if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Sex	no	no	

Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	yes	no	Carers who may be required to park in the proposed location may experience a positive impact from the proposed increased availability of parking if they are visiting a resident within the scheme who has access to a visitor permit. Additionally, Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park within the permit parking scheme for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.
Socio-economic disadvantage	no	no	

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 schemes are designed to increase parking provision for visitors to the local area and residents, 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		
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?
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 within the permit parking scheme for up to 3 hours.	no	Maximum parking times for blue badge holders are set nationally. The parking bays have been kept to the length required by national guidance to be effective and there is alternative unrestricted parking nearby.
People who do not speak English as a first language may experience issues reading the notices and any communication.	yes- reduced	All our communication has an accessibility statement and can be provided in other formats or languages.

7. Action plan				
Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected characteristics	Responsible officer name	Responsible officer service area	Target completion date	Action completed

and how best to respond to them					
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)	Nicholas Saunders	Traffic and Road Safety		31/03/2026	in progress
Actions already in place to remove or reduce negative impacts	Responsible officer name	Responsible officer service area	Impact		
Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.	Nicholas Saunders	Traffic and Road Safety	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
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	Nicholas Saunders	Traffic and Road Safety	reduce	31/03/2026	in progress

access arrangements such as temporary dropped kerbs					
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	
Inform the public of any positive impacts as part of communications and publicity when the scheme is completed	Nicholas Saunders	Traffic and Road Safety	31/03/2026	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 the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.	Nicholas Saunders	Traffic and Road Safety	31/03/2026	in progress	
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area			
30/06/2026	Nicholas Saunders	Traffic and Road Safety			

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 impact.

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	Pippa Kennedy (Version 1.0 was approved by David Cunningham on 03/11/2023)
Date	14/01/2025

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, Head of Regeneration and Economic Development (Version 1.0 was approved by John Sparkes on 06/11/2023)
Date	14/01/2025

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