

North Tyneside Council
Report to Director of Regeneration
and Economic Development
Date: 12 July 2024

Title: Traffic Regulation Order – Parking Places associated with North Shields town centre public realm improvements

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: North Shields

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise and, in the event that no objections are received, make variations to provision for on-street parking places on Nile Street, North Shields.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;
- (2) that in the event that no objections are received following the period of consultation required by statute, that the circumstances do not warrant the holding of a Public Inquiry; and
- (3) that if no objections are received following the period of consultation required by statute, the Traffic Regulation Order shall be made.

1.3 Forward Plan:

Seeking delegated decisions to advertise and, in the event that no objections are received, to make Traffic Regulation Orders is a standing item on the Forward Plan.

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- A thriving North Tyneside
 - We will regenerate the high streets of North Shields and Wallsend, and in addition to the Master Plan for North Shields, we will bring forward Master Plans for Wallsend and Whitley Bay town centre areas. We will also bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all of our residents
- A green North Tyneside
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements

The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, in particular:

- Travel
 - Creation of fully connected cycling network (LCWIP) and school streets programme
 - Footpath Upgrade Programme

1.5 Information:

1.5.1 Background

The Our North Tyneside Plan 2021–2025 sets an objective to deliver the Master Plan for North Shields as part of the wider regeneration of the borough. In line with this aim, the Authority has obtained grant funding from the Government’s Transforming Cities Fund (TCF) and Active Travel Fund (ATF) for transport improvements in North Shields town centre, including the delivery of the Transport Hub, opened in 2023, and the regeneration of Bedford Street.

The regeneration of the town centre has involved some changes to vehicle access arrangements and bus movements. As part of the full delivery of this work and associated public realm improvements, some changes within the town centre are proposed to waiting and loading restrictions, parking places and traffic movements.

This necessitates variations to the existing traffic movement restrictions contained in existing Traffic Regulation Orders (TROs).

1.5.2 Proposal in relation to on-street parking places

It is proposed to revoke orders relating to parking places with a charge as follows:

Description of Parking Place (1)	Days of Operation (2)	Hours of Operation (3)	Maximum Period for which vehicles can wait (4)	Parking Charge (5)	Special Manner of Standing (6)	Zone (7)
101. Nile Street, North Shields - east side, from a point 10 metres south of its junction with Albion Road to a point 41 metres south of its junction with Albion Road.	Monday to Saturday	8.30am to 5.30pm	-	2p per minute (with an exemption for valid permit holders)	-	NS3

103. Nile Street, North Shields - east side, from a point 39 metres north of its junction with Russell Street to a point 12 metres north of its junction with Russell Street.	Monday to Saturday	8.30am to 5.30pm	-	2p per minute (with an exemption for valid permit holders)	-	NS3
104. Nile Street, North Shields - west side, from a point 7 metres south of its junction with Albion Road to a point 5 metres north of its junction with West Percy Street.	Monday to Saturday	8.30am to 5.30pm	-	2p per minute (with an exemption for valid permit holders)	-	NS3

It is proposed to add orders relating to parking places with a charge as follows:

Description of Parking Place (1)	Days of Operation (2)	Hours of Operation (3)	Maximum Period for which vehicles can wait (4)	Parking Charge (5)	Special Manner of Standing (6)	Zone (7)
101. Nile Street, North Shields - east side, from a point 15 metres south of its junction with Albion Road to a point 41 metres south of its junction with Albion Road.	Monday to Saturday	8.30am to 5.30pm	-	2p per minute (with an exemption for valid permit holders)	-	NS3

103. Nile Street, North Shields - east side, from a point 5 metres south of its junction with West Percy Street to a point 22 metres north of its junction with Russell Street.	Monday to Saturday	8.30am to 5.30pm	-	2p per minute (with an exemption for valid permit holders)	-	NS3
104. Nile Street, North Shields - west side, from a point 13 metres south of its junction with Albion Road to a point 5 metres north of its junction with West Percy Street.	Monday to Saturday	8.30am to 5.30pm	-	2p per minute (with an exemption for valid permit holders)	-	NS3

1.5.3 Consultation

Engagement on the full North Shields Master Plan was carried out in September–October 2020, utilising an online consultation portal and drop-in sessions. Feedback from this engagement informed the process of detailed design. Engagement with businesses directly affected by the works described in this report was carried out in November 2023.

The Deputy Mayor and the Cabinet Member for Environment have been updated on the proposals. Arrangements have been made to update ward Members and to issue letters to businesses and residents in the affected area.

Arrangements have been made to contact the standard statutory and technical consultees in writing to advise of the proposals.

1.5.4 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of

the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public or businesses to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

1.6 Decision options:

The following decision options are available for consideration by the Director of Regeneration and Economic Development:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

The proposals will facilitate public realm improvements in the Bedford Street area, support bus and active travel movements and contribute to the regeneration of North Shields town centre.

1.8 Appendices:

Appendix 1 Plan of scheme



NSPR-WSP-LSI-ZZ-DR
-C-2001_S2_P01 - Loa

Appendix 2 Equality Impact Assessment



EqIA - North
Shields Public Realm

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Mark Newlands, Senior Manager – Highways and Infrastructure, 0191 643 6129

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue,
0191 643 5747

1.10 Background information:

- (1) [North Shields Master Plan](#)
- (2) [North East Transport Plan](#)
- (3) [North Tyneside Transport Strategy](#)
- (4) [North Tyneside Parking Strategy](#)
- (5) [Road Traffic Regulation Act 1984](#)
- (6) [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 advertise and implement the proposal is available from grant funding from the Government's Transforming Cities Fund and Active Travel Fund.

2.2 Legal

Proposals that involve revocations or amendments to existing TROs and any new such orders are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. Details are formally advertised, including a 21-day period for objections. Before making a TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO

unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals to vary traffic movement and/or waiting and loading restrictions in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. The Authority is also required to make documents relating to the proposal available for public inspection. In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider any objections made and not withdrawn and to determine if a TRO should be made.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the Authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the making of the TRO. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on roads affected by the TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has involved the Deputy Mayor and the Cabinet Member for Environment. Arrangements have been made to update ward Members on the proposal as described in section 1.5.3.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 1.5.4.

2.4 Human rights

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

2.5 Equalities and diversity

An Equality Impact Assessment for the scheme has been undertaken and is attached as Appendix 2 to this report. Actions are specified to reduce the identified potential negative impacts relating to the advertising of notices and orders regarding the proposed change and access arrangements during construction work.

2.6 Risk management

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, such as the creation of fully connected cycling network.

PART 3 – SIGN OFF

- Chief Finance Officer



- Monitoring Officer



- Assistant Chief Executive

