

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 8th May 2025

Title: Traffic Regulation Order – Permit Parking Restrictions – Argyle Street and Hotspur Street, Tynemouth.

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Tynemouth

PART 1

1.1 Executive Summary:

This report seeks agreement from the Director of Regeneration and Economic Development to advertise and, in the event that no objections are received, to make a Traffic Regulation Order (TRO) to introduce full time permit parking restrictions on Argyle Street and Hotspur Street, Tynemouth.

1.2 Recommendation(s):

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

- (1) that notices for the proposal to introduce full time permit parking restrictions on Argyle Street and Hotspur Street 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, a Traffic Regulation Order introducing full time permit parking restrictions on Argyle Street and Hotspur Street, Tynemouth be made.

1.3 Forward Plan:

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

1.4 Council Plan and Policy Framework

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

- A green North Tyneside
 - 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.

1.5 Information:

1.5.1 Background

A number of requests from residents for additional permit parking restrictions in Tynemouth were received, and subsequent parking surveys demonstrated that significant levels of non-residential parking were occurring in certain streets. In light of concerns raised around the possible displacement of parking associated with the Sea Front Sustainable Route, 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 22nd March and 22nd April 2024. The majority of residents in three of the streets consulted expressed support for

the proposals. These were Seafield View, Stanwick Street and Syon Street. Consequently, it was decided that a proposal for full time permit parking restrictions should be progressed in these streets and residents were informed of this in July 2024. Full time permit parking restrictions are now operational in Stanwick Street, Syon Street and the south west side of Seafield View.

Officers received a significant amount of correspondence following the letter sent to residents and businesses in July 2024 suggesting that the consultation results did not accurately reflect the majority opinion in every street consulted. As a result of this feedback and the proposed changes to the restrictions in Stanwick Street, Syon Street and Seafield View, a further consultation exercise was carried out with residents and businesses in Argyle Street, Hotspur Street, Percy Park and Percy Park Road in November/December 2024. On this occasion, the proposal received support from the majority of consultees in Argyle Street (51%) and Hotspur Street (68%). It is therefore proposed to progress the introduction of full time permit parking restrictions in these two additional streets as well as some associated amendments to the restrictions operating in a number of back lanes in the area. Further details are provided in section 1.5.2.

This proposal necessitates variations to existing on-street parking places contained in existing Traffic Regulation Orders (TROs).

It is anticipated that the proposal will reduce levels of indiscriminate non-residential parking in the affected streets which will remove obstructions to pedestrian and vehicle movements, improve road safety for all road users and facilitate residential parking.

1.5.2 Proposal in relation to permit parking restrictions

It is proposed to introduce full time (TM1) permit parking restrictions on Argyle Street, the section of Hotspur Street between Prudhoe Terrace and Warkworth Terrace and the back lanes to the north and south of Argyle Street. These streets are currently subject to TM2 (weekend and bank holiday only) restrictions. With reference to the back lanes to the north and south of Argyle Street, it is proposed that these will be able to be used by both TM2 and TM1 permit holders.

It is also proposed to amend the current TM2 parking arrangements in the back lanes to the east of Hotspur Street (between Percy Gardens, Grand Parade and Lovaine Row) so that they can be used by both TM2 and TM1

permit holders. However, these restrictions will continue to apply at weekends and bank holidays only. This will allow residents of Hotspur Street to continue to park in the lane to the rear of their properties on weekends/bank holidays when the restrictions in Hotspur Street change to full time (TM1). This amendment is intended to allow this area to continue to be used as before and it is not anticipated that it will lead to an increase in parking. However, parking levels in the back lanes to the east of Hotspur Street will be monitored in the event that the proposed changes are implemented and remedial measures considered as necessary.

A plan showing the proposed amendments is included as Appendix 1 to this report.

1.5.3 Consultation

An informal postal consultation was carried out with businesses and residents in a number of streets in Tynemouth including Argyle Street and Hotspur Street, in November/December 2024 to seek their views on full time permit parking restrictions. Details of the levels of support in these two streets are included in section 1.5.1.

Residents of Percy Gardens, Grand Parade, Lovaine Row and The Mews will be informed of the proposed change to the parking arrangements in the back lanes between Hotspur Street and Percy Gardens (i.e. that they will be able to be used by TM1 as well as TM2 permit holders) and invited to make any representations during the formal advertising period.

Ward members have been kept up to date on the proposal by email.

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 and a decision taken by the Cabinet Member on whether the objections are set aside and a TRO be made.

1.6 Decision options:

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

Option 1

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

Option 2

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

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The proposal will reduce levels of indiscriminate non-residential parking in the affected streets which will remove obstructions to pedestrian and vehicle movements, improve road safety for all road users and facilitate residential parking.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Permit Parking

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

1.10 Background information:

(1) [North Tyneside Transport Strategy](#)

- (2) [North Tyneside Parking Strategy](#)
- (3) [Road Traffic Regulation Act 1984](#)
- (4) [Local Authorities' Traffic Orders Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to advertise and implement the proposal is available from the 2025/26 (Parking Management) Local Transport Plan capital budget.

2.2 Legal

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

The Authority is required to publish at least one notice detailing the proposals 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 to Cabinet Members, 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 on the proposal involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.3.

2.3.2 Community engagement

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

2.4 Human rights

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

2.5 Equalities and diversity

A Business as Usual Equality Impact Assessment for permit parking schemes has been undertaken and is included as Appendix 2 to this report. This identifies positive potential impacts: these relate to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Actions are specified to reduce the potential negative impact relating to access arrangements during construction work and long stay parking for non-residential blue badge holders.

2.6 Risk management

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

2.7 Crime and disorder

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

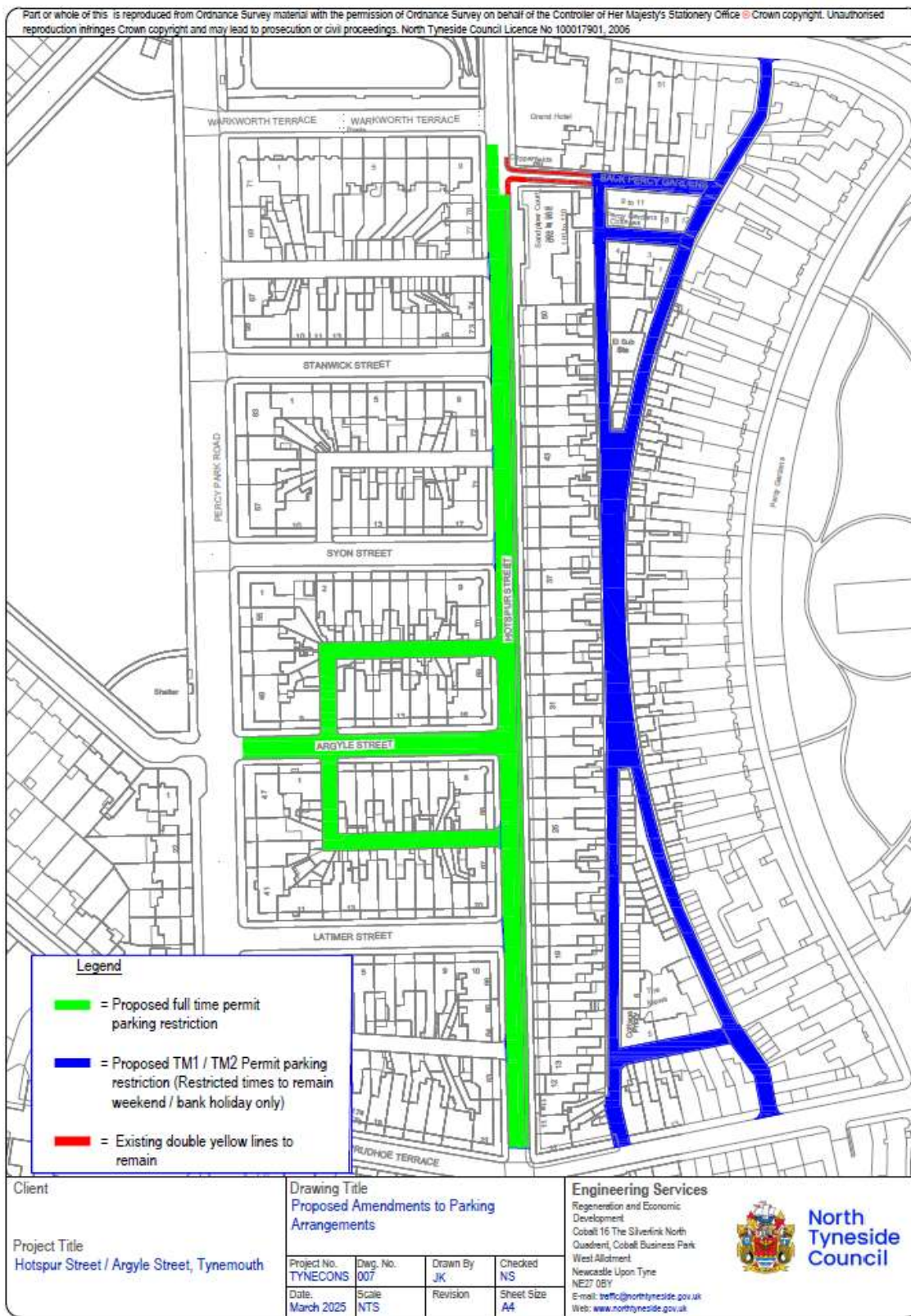
2.8 Environment and sustainability

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

PART 3 – SIGN OFF

- Chief Finance Officer ☐
- Monitoring Officer ☐
- Assistant Chief Executive ☐

Appendix 1 – Plan of Scheme



Business as usual (BAU) Equality Impact Assessment (EqIA)

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	1.0	
Date this version created	10/05/2023	
Confidential	no	
Directorate	Regeneration & Economic Development	
Service	Traffic and Road Safety	
	Name	Service or organisation
Principal author	Samantha Lacy	North Tyneside
Additional authors	Nicholas Saunders	North Tyneside

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 in the area – medium
Carers or family of service users	yes	Residents or visitors to local care facilities – low
Residents	yes	Residents in the immediate vicinity – low
Visitors	yes	Visitors to residential properties – low
Staff	yes	Staff within the local businesses – 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 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</p>

			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.
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 and	Responsible officer name	Responsible officer service area	Target completion date	Action completed

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)	Nick Saunders		Traffic and Road Safety	30/06/2025	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.	Nick 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 access arrangements such as temporary dropped kerbs	Nick Saunders	Traffic and Road Safety	reduce	30/09/2025	in progress

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	Nick Saunders	Traffic and Road Safety	31/12/2025	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.	Nick Saunders	Traffic and Road Safety	31/12/2025	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
31/12/2025	Nick 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	David Cunningham
Date	03/11/2023

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
Date	06/11/2023