

# North Tyneside Council

## Report to Cabinet Member for Environment

**Date: 4 October 2024**

### **Title: Traffic Regulation Order – Parking Places, Sea Front Sustainable Route locations, Cullercoats**

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<b>Portfolio(s): Environment</b>	<b>Cabinet Member(s):</b>	<b>Cllr H Johnson</b>
<b>Report from Service Area:</b>	<b>Regeneration and Economic Development</b>	
<b>Responsible Officer:</b>	<b>John Sparkes, Director of Regeneration and Economic Development</b>	<b>(Tel: 0191 643 7295)</b>
<b>Wards affected:</b>	<b>Cullercoats and Whitley Bay South</b>	

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## **PART 1**

### **1.1 Executive Summary:**

A Traffic Regulation Order (TRO) for variations to provision for on-street parking places on Norma Crescent and Cliff Row, Cullercoats (“the Traffic Regulation Order”) was duly advertised and an objection was received.

The Traffic Regulation Order was originally proposed as part of a set of measures associated with the delivery of the Sea Front Sustainable Route project. However, it is considered that the objectives of the project can be achieved without the Traffic Regulation Order being made.

This report therefore seeks the approval of the Cabinet Member for Environment for the Traffic Regulation Order not to be made.

## **1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) notes that the objectives of the Sea Front Sustainable Route project can be achieved without the Traffic Regulation Order being made; and
- (3) determines that the Traffic Regulation Order should not be made.

## **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 priority in the Our North Tyneside 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
  - 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

The proposals in this report relate to the following priority in the Carbon Net-Zero 2030 Action Plan:

- Creation of fully connected cycling network

## **1.5 Information:**

### **1.5.1 Background**

The Authority has obtained grant funding from the Government's Active Travel Fund (ATF), and supplementary funding offered by Sustrans, to deliver the Sea Front Sustainable Route project. This will improve local cycling, walking and wheeling links along the North Tyneside coast, in line with an aim of the Our North Tyneside Plan 2021 to 2025.

The full scheme involves introducing protected cycling provision, establishing pedestrian crossings and installing road humps in strategic locations, making associated amendments to waiting and loading restrictions, introducing a one-way restriction for general traffic on part of the route, and prohibiting certain traffic movements in accordance with the proposals.

Engagement on the full scheme was carried out in Summer 2021, via a news item on the Authority's website linking to the 'Placechangers' consultation website. Feedback from this engagement informed the process of detailed design.

Ward Councillors were updated on the proposals. Households and premises affected by the proposals were contacted by letter.

The proposals associated with this report involve improvements to cycling, walking and wheeling links on Promenade, Whitley Bay; Windsor Crescent, Promontory Terrace, Victoria Crescent and Beverley Terrace, Cullercoats; and Beverley Terrace, Tynemouth and National Cycle Network Route 1.

These improvements necessitate variations to the restrictions contained in existing Traffic Regulation Orders (TROs).

The proposals were advertised in accordance with the Authority's usual procedure as set out in section 2.2. Two of the formal objections which were received related to the proposal in relation to on-street parking places, however one of these objections was later withdrawn.

### **1.5.2 Proposal in relation to on-street parking places**

It was proposed to add permit holders' parking places as follows:

Description of Parking Place  (1)	Days of Operation  (2)	Hours of Operation  (3)	Special Manner of Standing  (4)	Zone
Norma Crescent, Cullercoats – north side, from a point 9m south east of its junction with Promontory Terrace to a point 26m south east of its junction with Promontory Terrace	All Days	All Hours	-	CC1
Cliff Row, Cullercoats – south west side, from a point 12m south east of its junction with Norma Crescent to a point 29m south east of its junction with Norma Crescent	All Days	All Hours	-	CC1

### 1.5.3 Statutory Consultation

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the local authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity of the proposals and the resultant variation of the existing traffic and parking restrictions. 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.

### 1.5.4 Summary of Objections

A local resident, **Ms C** submitted an objection to the scheme based on her view that any changes/proposals to introduce permit parking on Promontory Terrace should also incorporate the residents of Southcliff, Norma Crescent, and Cliff Row.

An officer replied to the objector stating that there was no support from directly affected residents for the introduction of permit parking along Promontory Terrace. Consequently, this aspect of the proposed parking

changes was not being progressed at this time. No further correspondence was received from the objector.

**Ms B** initially objected to the proposed changes to waiting restrictions along Promontory Terrace and the potential introduction of permit parking. Upon clarification via email and a meeting on site with officers, this objection was withdrawn.

Details of the remaining objection and associated correspondence are included at Appendix 1 of this report.

Consideration has been given to the remaining objection and it is considered that the objectives of the project can be achieved without the Traffic Regulation Order being made.

## **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 not be made.

### Option 2

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made unchanged.

### Option 3

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made with modifications.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option:**

Option 1 is recommended as it is considered that the objectives of the project can be achieved without the Traffic Regulation Order being made.

## **1.8 Appendices:**

Appendix 1 Details of objection and associated correspondence

Appendix 2 Notice advertised on site

Appendix 3 [Copies of proposed Phase 2 plans](#)

Appendix 4 Equality Impact Assessment



Appx4-EqIA SFSR.pdf

## **1.9 Contact officers:**

Nicholas Bryan, Senior Manager – Regeneration, 0191 643 6622

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 East Transport Plan](#)
- (2) [North Tyneside Transport 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 advertise and implement the proposal is available from the grant funding from the Government's Active Travel Fund.

### **2.2 Legal**

Proposals that involve revocations or amendments to existing 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 to vary the arrangements for on-street parking places in Cullercoats 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 Traffic Regulation Order should be made.

Within 14 days of the making of any proposed TROs varying the existing TRO in respect of the proposals for the route, 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 TROs. 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.

The Legal Notice of Intent was published in the local press (Appendix 2 of the report).

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.1.

### **2.3.2 Community engagement**

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 1.5.3.

### **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 Seafront Sustainable Route cycling and walking improvements has been undertaken and is attached as Appendix 4 to this report. This notes that several identified potential impacts are positive, e.g. for people who currently experience difficulty crossing the road, and that actions are specified to reduce the identified potential negative impact, which relates to temporary arrangements during construction.

### **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 environment and sustainability implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan for the creation of a fully connected cycling network.



### **PART 3 - SIGN OFF**

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

**Details of Objection [No. 1] – Ms C**

I would like to express a desire for consultation with residents of Southcliff, Norma Crescent, Cliff Row and Promontory Terrace. We are the only small community on the coastal side of the main road from Tynemouth to Whitley Bay and parking in this area is limited

A number of Southcliff residents met with [a former councillor] in August 2023 expressing concerns regarding proposed parking permits, the cycle lane and the impact of customer parking at [a local business]. We explained that all issues needed to be discussed simultaneously as the cycle lane will have an impact on parking for all residents

We have not been afforded this meeting

From [an officer's] response on the 22 August (copy attached) it's my understanding there will be no parking permits on Promontory, Cliff Row, Norma Crescent or Southcliff :

"As a result, we do not plan to progress this request for a permit parking scheme any further"

However, I understand from residents on Promontory Terrace there is now a proposal to introduce permit parking on Norma Crescent North Side and on Cliff Row? If the decision on parking permits have been reserved, this would have an impact on the entire community on the coastal side of Promontory Terrace

Please clarify who will qualify to purchase parking permits on Norma Crescent and Cliff Row.

With regard to the cycle lane, when the temporary cycle lane was in use during the lock down period, there were no road markings painted at the junction into Norma Crescent to make all users aware of turning vehicles. This was in contrast to road markings at the entrance to slips roads leading down to Cullercoats and Longsands beaches, the Boat Park, and the Queens Pub. I trust adequate road markings will highlight vehicle access into Norma Crescent and properties on Promontory Terrace

I look forward to hearing from you.

**Officer reply (Dated 18 July 2024)**

Dear Ms C,

Thank you for your email. I'm pleased to be able to provide you with a response on behalf of the Seafront Sustainable Travel Route team.

Following the initial consultation, specific consultation was subsequently undertaken in 2024 with the directly affected residents of Promontory Terrace.

The proposal for resident permit parking is now significantly reduced to a single bay on the north side of Norma Crescent to serve those who will no longer be able to park directly outside their properties on Promontory Terrace. The properties which would qualify for a permit are the east side of Promontory Terrace, between Norma Crescent and existing National Cycle Route 1.

With regards to the road markings, these will be freshly laid to suit the new road layout and the carriageway will be resurfaced where required. As per Phase 1 of the Seafront Sustainable Route (Front Street to the Aquarium), the quality of the finish and materials will be sympathetic to the environment and be high-quality.

I hope this response addresses your concerns and if you would like to withdraw your objection based on the above information, please notify us in writing by Friday, July 26. If we do not hear from you by then, your objection will be referred to the Cabinet Member for Environment for consideration. You will be informed of the Cabinet Member's decision regarding your objection and the proposed scheme in due course.

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**NORTH TYNESIDE COUNCIL  
SEAFRONT SUSTAINABLE ROUTE**

**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) Promenade, Whitley Bay

- Both sides, at its junction with Watt's Slope, to a point 3m southeast of its junction with Cheviot View.
- Northeast side, at a point 3m southeast of its junction with Cheviot View, to its junction with Windsor Crescent.
- Southwest side, at a point 11m northwest of its junction with Edwards Road, to a point 13m southeast of its junction with Edwards Road.

b) Windsor Crescent, Cullercoats

- Southwest side, at a point 186m southeast of its junction with Edwards Road, to a point 103m north of its junction with Windsor Avenue.
- Southwest side, at a point 2m south of its junction with Windsor Avenue, to a point 4m north of its junction with Windsor Avenue
- Northeast side, at its junction with Promenade, to its junction with Promontory Terrace

c) Promontory Terrace, Cullercoats

- West side, at a point 8m south of its junction with Naters Street, to a point 42m north of its junction with Naters Street

- Northwest side, at its junction with Eskdale Terrace, to a point 17m northeast of its junction with Eskdale Terrace.
- East side, at its junction with Windsor Crescent, to its junction with Victoria Crescent.

d) Victoria Crescent, Cullercoats

- West side, at its junction with Promontory Terrace, to a point 73m south of its junction with Front Street.
- Northwest side, at a point 52m northeast of its junction with John Street, to its junction with John Street.
- East side, at its junction with Promontory Terrace, to its junction with Beverley Terrace.

e) Beverley Terrace, Cullercoats

- East side, from its junction with Victoria Crescent, to a point 40m south of its junction with Beverley Gardens.
- West side, at a point 24m north of its junction with Beverley Gardens, to a point 51m south of its junction with Beverley Gardens.

2. no waiting at any time restrictions on the following lengths of road be revoked:

a) Promenade, Whitley Bay

- I. Both sides, from its junction with Marine Avenue/The Links in a southerly direction to its junction with Watt's Slope;
- II. North-east side, from its junction with Park Avenue to its junction with Victoria Avenue;
- IV. West side, from its junction with Park Avenue in a southerly direction to a point 19 metres south of its junction with Victoria Avenue, Stephenson Street, North Shields, West side, between a point 294m north of its junction with Saville Street and a point 323m north of its junction with Saville Street

b) Windsor Crescent, Cullercoats

- I. East side, between a point 4 metres south-east of the north-western boundary of No. 19 Windsor Terrace and the common boundary of Nos. 30 and 31 Windsor Crescent;
- II. West side, between a point 4 metres south-east of the north-western boundary of No. 19 Windsor Terrace and the common boundary of Nos. 33 and 34 Windsor Crescent;
- III. West side, between a point 6 metres north of its junction with Windsor Avenue and a point 6 metres south of that junction.

c) Promontory Terrace, Cullercoats

- North-east side, between a point 15 metres north-east of its junction with Norma Crescent and a point 37 metres south opposite of its junction with Beverly Gardens.

d) Victoria Crescent, Cullercoats

- I. South-east side, between its junction with Front Street and its junction with Beverley Terrace;
- II. South-west side, between its junction with Eskdale Terrace and its junction with Front Street;
- III. Eastern side from a point 27 metres north of its junction with John Street to a point 5 metres south-west of its junction with the Unnamed Access Road to Cullercoats Bay and the RNLI;
- IV. Western side from a point 27 metres north of its junction with John Street to a point 54 metres north of its junction with John Street;
- V. Western side from a point 5 metres south-west of its junction with Unnamed Access Road to Cullercoats Bay and the RNLI to a point 35 metres south-west of its junction with Unnamed Access Road to Cullercoats Bay and the RNLI.

e) Beverley Terrace, Cullercoats

- i. North-east side, between a point 9 metres south-east of a point opposite the north-western kerb-line of Marden Avenue and its junction with Grand Parade;
- ii. North-east side, between its junction with Victoria Crescent and a point 18 metres south of that junction;
- iii. West side, from a point 6 metres north of its junction with Marden Avenue and a point 11 metres south of its junction with Marden Avenue;
- iv. South-west side, between a point 14 metres north-west of its junction with Beverley Gardens to its junction with Beverley Gardens;
- v. North side, outside 27 between its junction with the unnamed road at the rear of Beverley Terrace to a point 5 metres east of that junction;
- vi. North side, outside 27 between a point 30 metres east of its junction with the un-named road at the rear of Beverley Terrace to a point 35 metres east of that junction;
- vii. South side, outside 26 between its junction with the un-named road at the rear of Beverley Terrace to a point 5 metres east of that junction;
- viii. South side, outside 26 between its junction with the un-named road at the rear of Beverley Terrace to a point 5 metres east of that junction;
- ix. North side, between a point 5 metres east of its junction with the unnamed road at the rear of Beverley Terrace to a point 5 metres west of that junction.

- B. the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 so that:
1. Introduce Permit Holders Parking Place – Marked Bays (All Days, All Hours – Zone CC1) on the following:
    - Norma Crescent, Cullercoats – north side, from a point 9m south east of its junction with Promontory Terrace to a point 26m south east of its junction with Promontory Terrace.
    - Cliff Row, Cullercoats – south west side, from a point 12m south east of its junction with Norma Crescent to a point 29m south east of its junction with Norma Crescent.

Further details of the proposals may be examined in the documents available on the Council's website [www.northtyneside.gov.uk](http://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](mailto:trafficconsultations@northtyneside.gov.uk) by 19 July 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](mailto:sustainabletravel@northtyneside.gov.uk) or telephone 0191 643 6500.

28 June 2024

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