

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

### Date: 21 March 2023

**Title:** Traffic Regulation Order – Back Howard Street, North Shields

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**Report by:** Nick Saunders, Senior Traffic Engineer

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

**Wards affected:** Riverside

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#### **PART 1**

##### **1.1 Executive Summary:**

This report seeks a delegated decision to make a 12-month Experimental Traffic Regulation Order (ETRO) for removal of existing 'no waiting 8am-6pm, Monday to Saturday' (single yellow line) restrictions at the back of Howard Street, North Shields.

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

It is recommended that the Director of Regeneration and Economic Development agrees that an Experimental Traffic Regulation Order for the proposal should be made in line with relevant statutory requirements.

##### **1.3 Forward Plan:**

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

##### **1.4 Council Plan and Policy Framework**

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

- A secure North Tyneside
  - We will continue to invest £2m per year in fixing our roads and pavements.

##### **1.5 Information:**

###### **1.5.1 Background**

The proposal to remove existing waiting restrictions at the back of Howard Street was developed to address concerns amongst some residents regarding the ability to park

near their properties following the removal of parking provision for residents on Howard Street.

The proposed experimental order will continue for 12 months. During this period the parking situation will be monitored to understand if the experimental order should be made permanent.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken between 2020 and 2022 and identified that owing to changes to the parking arrangements on Howard Street, resident parking is limited and could be facilitated by the removal of a small section of waiting restrictions in the back lane.

#### 1.5.2 Proposal in relation to waiting restrictions

It is proposed to introduce an ETRO to remove a small section of the existing waiting restriction (single yellow line) at the back of Howard Street, North Shields as set out on the plan at Appendix 1.

The experimental arrangement would be in place for a period of 12 months; at the end of this period there would be the possibility for the Authority to seek to introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements as set out in section 2.2

It is anticipated that the proposed removal of waiting restrictions will help facilitate safe parking for residents at the location in question.

#### 1.5.3 Consultation

Ward members were updated on the proposal by email in November 2022.

Engagement on the scheme was carried out in November 2022, via an informal postal consultation with residents affected by the proposed restrictions. The letter with details on the initial proposal was sent to 10 residential properties in the vicinity, numbers 28 to 35 and included the Church. Two consultees asked for minor amendments to the initial proposal regarding a reduction in the length of the proposal, which was taken into consideration and reflected in the plan included as Appendix 1.

#### 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 local 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.

### 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 facilitate residential parking in back Howard Street following the removal of parking provision on Howard Street.

### **1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Back Howard Street Waiting Restrictions



Back Howard Street  
- Experimental remo



EqIA-Back Howard  
Street Feb 23.docx

### **1.9 Contact officers:**

Nick Saunders, Senior Traffic Engineer, Capita, 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 2022/23 (Parking Management) Local Transport Plan capital budget.

### **2.2 Legal**

The statutory consultation process is 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. For Experimental Traffic Regulation Orders, this requires the Order making Authority to publish a notice of making within 14 days of the Order being made and at least 7 days before the provision of the Order comes into operation.

In North Tyneside, in addition to being published in a local newspaper, notices of making are displayed on the Authority's website and on roads affected by the Order. Documents relating to the scheme are also available for public inspection at the Authority's offices at Quadrant.

Experimental Traffic Regulation Orders are not permitted to continue for longer than 18 months. They can be modified or suspended during that time if considered appropriate by the Order making Authority. An Experimental Traffic Regulation Order may include provision empowering a specified officer of the authority who made it, to modify or suspend the operation of the Order or any provision of it if it appears to them essential. In North Tyneside, Experimental Traffic Regulation Orders may be modified or suspended by the Authority's Director of Regeneration and Economic Development.

In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, objections to Experimental Traffic Regulation Orders are not invited. However, if the Authority deems it appropriate to continue the provision of the Order at the end of the trial period, it will seek to introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements. This allows objections to be made to proposals to make experimental schemes permanent.

## **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 1.5.3.

### **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**

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

## **2.5 Equalities and diversity**

An Equality Impact Assessment for the removal of waiting restrictions at the back of Howard Street has been undertaken and is attached as Appendix 2 to this report. Actions are specified to reduce the potential negative impact relating to 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 no environment and sustainability implications directly arising from this report.

### PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive