

North Tyneside Council

Report to Cabinet Member

for Environment

Date: 07 July 2025

Title: Traffic Regulation Order – Waiting Restrictions – Walton Avenue/Ingleside Road, North Shields

Portfolio(s): Environment		Cabinet Member(s):	Councillor H Johnson
Report from Service Area:	Regeneration and Economic Development		
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development	(Tel: 0191 643 7295)	
Wards affected:	Preston with Preston Grange		

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to determine whether or not a Traffic Regulation Order that would introduce no waiting at any time restrictions (double yellow lines) at the junction of Walton Avenue and Ingleside Road, North Shields should be made, having regard to one objection to the Order being made received from a local resident.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;

- (2) sets aside the objection in the interests of discouraging obstructive parking at the junction thereby improving visibility and road safety; 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

A proposal to introduce waiting restrictions on Walton Avenue at its junctions with Ingleside Road and the lane to the rear of Salisbury Avenue (south) was developed to address concerns amongst some residents in this area around obstructive parking which was reportedly restricting visibility and access at these junctions.

Site observations by officers confirmed that obstructive parking was taking place and a proposal to introduce waiting restrictions at the junctions was developed.

Engagement on the proposed scheme was carried out in October 2024, via an informal postal consultation with the properties directly affected by the proposed restrictions. Feedback regarding the restriction proposed for the

junction of Walton Avenue and the lane to the rear of Salisbury Avenue around loss of parking was received which resulted in this element of the proposal being omitted. The amended proposal is shown on the plan at Appendix 3.

Ward members were updated on the proposal by email between October and December 2024.

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 Objection

Mr S, a local resident, submitted a request for the waiting restrictions proposed for Ingleside Road to be extended further into this street. This request was due to concern that parking could be displaced once the restrictions were introduced, potentially restricting traffic flows further into the street.

An officer wrote to the objector to explain the rationale behind the proposal and to clarify the extent of the proposed restrictions. It was explained that the proposed double yellow lines were intended specifically to address the issue of obstructive parking at the junction restricting visibility to the right for vehicles exiting Ingleside Road onto Walton Avenue. It was further explained that the Authority generally aims to keep restrictions to the minimum length required to achieve their objective without unnecessarily inconveniencing residents and their visitors by reducing parking capacity.

In view of the concerns raised by Mr S, the officer agreed to monitor the situation if the proposed restrictions were introduced (including the impact of any displaced parking) and then consider additional restrictions as necessary.

Mr S was invited to confirm if he wanted his request to be classed as formal objection in light of the information provided and advised that if no further correspondence was received from him, it would be assumed that he did. Officers received no further correspondence from Mr S regarding this matter.

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 obstructive parking at the junction thereby improving visibility and road safety.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 Plan of proposed scheme

Appendix 4 Business as Usual Equality Impact Assessment – Waiting Restrictions

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 2025/26 (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 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 waiting restrictions has been undertaken and is attached as Appendix 4 to this report. This identifies positive potential impacts relating to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road and improved access to parking places for those visiting the area. It specifies actions to reduce the potential negative impacts relating to access arrangements during construction work and long stay parking for 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 a reduction in obstructive 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

X

- Director of Service

X

- Chief Finance Officer

X

- Monitoring Officer

X

- Interim Director of
Corporate Strategy and
Customer Service

X

Details of Objection – Mr S (Dated 24 February 2025)

Can I ask if the parking restriction proposed for ingleside road can be extended [as per the plan below].

The south side of the road is always fully parked and if cars start parking on the north side due to new proposals cars, commercial and emergency vehicles will find it hard to access. I've attached a plan showing the issue.

The yellow line is where I believe the no parking will be.

The cars and where I've put blue box always have cars parked from residents and cemetery visitors.

The red line is my suggestion for extending no parking as it can be seen how narrow the street is.



Officer Response (Dated 11 April 2025)

I am writing in response to your email concerning the proposal to introduce waiting restrictions at the junction of Ingleside Road with Walton Avenue.

The proposed double yellow lines (shown on the attached plan) are intended specifically to address the issue of vehicles parking at the junction and restricting visibility to the right for vehicles exiting Ingleside Road onto Walton Avenue. We generally try to keep parking

restrictions to a minimum to avoid unnecessarily inconveniencing residents and reducing on-street parking capacity so, whilst your comments are noted, our preference (and usual approach) would be to introduce the restrictions at the length advertised and then to monitor the situation including the impact of any displaced parking afterwards. We can then consider introducing additional restrictions as necessary.

On this basis, I would be grateful if you could confirm whether you would like your email to be classed as formal objection to the current proposal. If so, it will be included in a report to be presented to the Cabinet Member for Environment for consideration which will be published on the North Tyneside Council website with any personal details redacted. If I do not hear from you by 25th April, I will assume you would like your email to be treated as an objection to the proposal.

**NORTH TYNESIDE COUNCIL
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (CONSOLIDATION)
ORDER 2022
(ON STREET PARKING PLACES) (CONSOLIDATION) ORDER 2022
VARIATION ORDERS 2025**

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) Holmwood Avenue, Monkseaton on both sides, from its junction with Cauldwell Lane, to a point 10 metres north west of that junction.
- b) Ingleside Road, North Shields on its north side, from its junction with Walton Avenue, to a point 10 metres east of that junction.
- c) Walton Avenue, North Shields on its east side, from its junction with Ingleside Road, to a point 10 metres north of that junction.

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

- (i) Cauldwell Lane, Monkseaton, on its north west side, from a point 16 metres south west of its junction with Holmwood Avenue, to a point 6 metres north east of that junction.
- (ii) Walton Avenue, North Shields on its east side, from its junction with Balmoral Gardens to a point 14 metres north of that junction.

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

1. Limited Waiting without Parking Charges – All days 8am to 6pm – 2 hours no return within 4 hours – be introduced on the following:

- a) Church Bank, Wallsend on its south east side, from a point 33 metres north east of its junction with Northern Terrace, to a point 60 metres north east of that junction.

2. Permit Holder Parking Places – Zones – All days, all hours, Zone CA1 be amended so that it applies to the following extent:

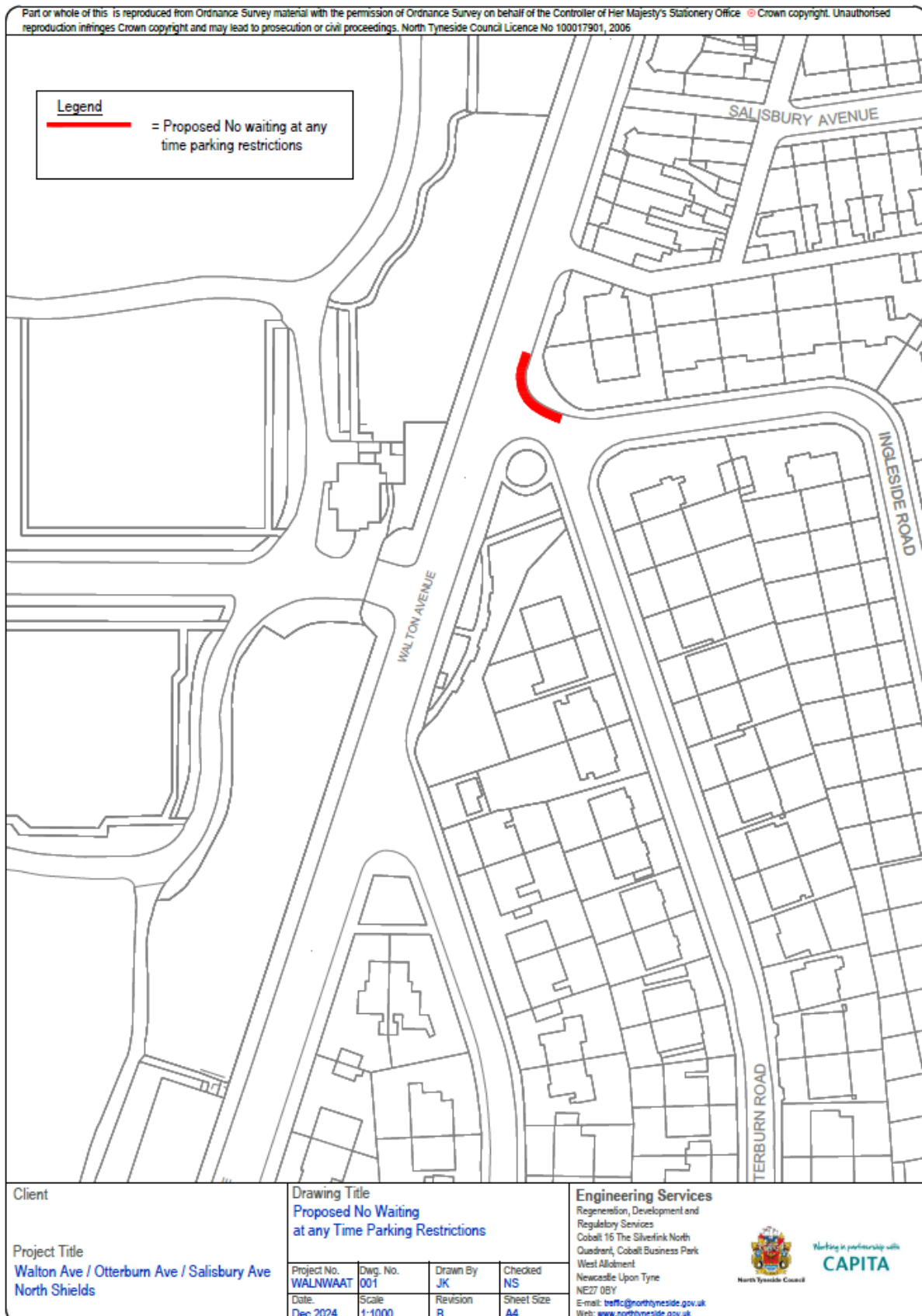
- a) Silverbirch Drive, Camperdown from a point 93 metres south and 8 metres east of its junction with Mylord Crescent in an easterly then northerly direction for its entirety.

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 democraticsupport@northtyneside.gov.uk by 25 February 2025. 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 democraticsupport@northtyneside.gov.uk.

11 February 2025

Director of Regeneration and Economic Development, Quadrant, Silverlink North,
Cobalt Business Park, NE27 0BY





EqlA #61

The details of an EqlA and its associated actions, actions and attachments.

1. Project/Activity Information

Collection name	Highways
Name of the activity being assessed	BAU – Waiting Restrictions
EqlA type	Business As Usual (BAU)
Current status	Completed
Service Area	Highways and Transportation
Purpose of activity	<p>The business-as-usual activity is the installation of no waiting at any time restrictions (double yellow lines).</p> <p>The restrictions are intended to prevent obstructive parking thereby improving road safety.</p>
Who is the activity intended to benefit?	Residents, visitors, local businesses, and local schools.

2. Groups Impacted

Does the project / activity impact on the following groups?

Service Users

Yes

What is the estimated number of service users impacted?

Unknown

What is the estimated impact level on the service users?

Medium

Service user additional comments

Visitors to local businesses in the area

Carers or family of service users

No

Residents

Yes

What is the estimated number of residents impacted?

Unknown

What is the estimated impact level on the residents?

Low

Additional comments for residents

Residents in the immediate vicinity

Visitors

Yes

What is the estimated number of visitors impacted?

Unknown

What is the estimated impact level on the visitors?

Low

Additional comments for visitors

Visitors to residential properties

Staff

Yes

What is the estimated number of staff impacted?

Unknown

What is the estimated impact level on the staff members?

Low

Additional comments for staff members

Visitors to residential properties

Partner organisations

No

3. Evidence gathering and engagement**What evidence has been used for this assessment?****Internal evidence**

Relevant objectives of the Authority, e.g. improve the street network, putting cycling and walking first (North Tyneside Transport Strategy); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking (North Tyneside Parking Strategy).

External evidence

Responses to initial resident and stakeholder consultation completed by the team.

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

Why is this information not available?

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.

All evidence attachments that have been added to this EqlA

There are no attachments for this EqlA

All evidence links that have been added to this EqlA

<https://my.northtyneside.gov.uk/category/1237/transport-strategy>

<https://my.northtyneside.gov.uk/category/1274/travel-strategy>

<https://my.northtyneside.gov.uk/category/737/parking-strategy>

4. Impact on groups with different characteristics

Will the project/activity positively or negatively impact on each of the following groups

Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Age	Yes	Yes
Description of the potential impact and evidence used in the assessment: People for whom age makes negotiating footways and crossing the road more difficult 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 on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.		
Disability	Yes	Yes
Description of the potential impact and evidence used in the assessment: Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from a reduction in obstructive junction and pavement parking. People with a disability who hold a Blue Badge are permitted to park on the proposed single yellow lines for up to 3 hours. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.		

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 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 and civil partnership	No	No
Pregnancy and maternity	Yes	Yes

Description of the potential impact and evidence used in the assessment:

Footway users who are pregnant 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 on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations

Race	No	No
Religion or belief	Yes	Yes

Description of the potential impact and evidence used in the assessment:

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 on the proposed waiting restrictions. 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	Potential positive impact identified	Potential negative impact identified
Carers	Yes	Yes

Description of the potential impact and evidence used in the assessment: Carers who may be required to park in the proposed location may experience a positive impact from the reduction of obstructive junction and pavement parking.

Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park on the proposed waiting restrictions 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?

Eliminate unlawful discrimination, victimisation and harassment?

No

Advance equality of opportunity between people who share a protected characteristic and those who do not? Yes

How will it advance equality of opportunity?

The schemes are designed to ensure that highway conditions are conducive to support walking, wheeling, on-road cycling and public transport 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

All negative impacts logged against the EqIA

Negative Impact #1

Potential negative impact

Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.

Can it be reduced or removed

Reduced

If yes how? If no, why not and what alternative options were considered and not pursued?

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.

Negative Impact #2

Potential negative impact

Blue badge holders can only park on double yellow lines for up to 3 hours.

Can it be reduced or removed

No

If yes how? If no, why not and what alternative options were considered and not pursued?

Maximum parking times for blue badge holders are set nationally. The double yellow lines have been kept to the minimum length required to be effective and there is alternative unrestricted parking highlighted nearby.

7. EqlA Review

Date review of EqlA to be completed

31-03-2026

Responsible officer

Nick Saunders

Responsible officer's directorate

Regeneration and Economic Development

Responsible officer's service area

Highways and Transportation

8. Outcome of EqlA

Outcome

The proposal is robust, no major change is required

Please explain and evidence why you have reached this conclusion

Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impacts.

Actions

All actions that have been created for this EqlA

Action ID: 224

Action Title

Displaying notices

Action Type

Action to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them

Due Date

31-Mar-2026

Status

In Progress

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqlA)

Action ID: 225

Action Title

Road Markings

Action Type

Action already in place to remove or reduce potential negative impacts

Status

In Progress

Impact

Reduce

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.

Action ID: 226**Action Title**

Accessibility

Action Type

Action that will be taken to remove or reduce potential negative impacts

Due Date

31-Mar-2026

Status

In Progress

Impact

Reduce

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

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

Action ID: 227**Action Title**

Publicity

Action Type

Action that will be taken to make the most of any potential positive impact

Due Date

31-Mar-2026

Status

In Progress

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Inform the public of any positive impacts as part of communications and publicity when the scheme is completed

Action ID: 228

Action Title

Scheme impact

Action Type

Action that will be taken to monitor the equality impact of this proposal once it is implemented

Due Date

31-Mar-2026

Status

In Progress

Assignee/Responsible officer

Nick Saunders

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.