

North Tyneside Council

Report to Cabinet Member for Environment

Date: 10 May 2024

Title: Traffic Regulation Order, Waiting Restrictions – Wallsend Town Centre

Portfolio(s): Environment	Cabinet Member(s):	Councillor H Johnson
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Report from Service Area:

Regeneration and Economic Development

Responsible Officer:

**John Sparkes, Director of
Regeneration and Economic
Development**

(Tel: 0191 643 7295)

Wards affected:

Wallsend

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce waiting restrictions which involve the marking of double yellow lines (no waiting at any time) and single yellow lines (no waiting Monday to Saturday between 8am and 6pm) at various locations in Wallsend Town Centre, and to set aside one objection received to the proposal.

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 thereby improving access, visibility and road safety for all road users; 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 priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
 - We will increase opportunities for safe walking and cycling
- 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 introduce parking restrictions in Wallsend Town Centre was developed to address concerns amongst residents and the Authority's refuse collection team regarding obstructive parking.

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 obstructive parking was taking place at a number of locations in Wallsend town centre.

The proposed scheme involves the introduction of double yellow lines (no waiting at any time) and single yellow lines (no waiting Monday to Saturday between 8am and 6pm) at various locations (mainly junctions) in Wallsend

town centre to discourage obstructive parking. The proposals are shown on the plans at Appendix 3.

The parking issues in Wallsend and resulting proposal were discussed with ward Members in March 2021. Engagement on the scheme was carried out in February 2022, via a letter drop to residents in the area. Feedback from this engagement exercise informed the final proposal.

The statutory consultation on the associated Traffic Regulation Order (TRO) was carried out in June 2023 and one formal objection to the proposal was received.

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. 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 W submitted an objection to the proposal based on his view that the restrictions would remove on-street parking in an area with a high level of parking demand and that other improvements should be made instead. An officer wrote to the objector to explain that the proposal had been developed owing to concerns around obstructive parking which was causing road safety issues and restricting access for the Authority's refuse collection vehicles. Mr W's suggestions of alternative highway improvement measures were also addressed.

The objector was advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and was invited to reconsider his objection. No further correspondence was received from the

objector. Full details of the objection and the officer's response are included in Appendix 1 of this report.

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 thereby improving access, visibility and road safety for all road users.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 Plans of proposed scheme

Appendix 4 Equality Impact Assessment

1.9 Contact officers:

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

Nick Saunders, Senior Traffic Engineer, Capita, 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 2024/25 (Parking management) Local Transport Plan capital budget. Funding to advertise the proposals was provided from the 2023/24 (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 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

Ward Members' views on the proposal were sought as described in section 1.5.1.

2.3.2 Community engagement

Local residents' 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 the parking restrictions at Wallsend Town Centre has been undertaken and is attached as Appendix 4 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.

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 improved road safety, the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 – SIGN OFF

- Chief Executive X
- Director of Service X
- Mayor/Cabinet Member X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X

Details of Objection – Mr W (Dated 9 June 2023)

Regarding the attached document & associated planning application for Laburnum Avenue and surrounding streets.

I request further studies into the requirement and practicality into the proposed additional waiting restrictions.

With some households unfairly having 2+ cars parking in the area is already difficult with limited spaces available I believe an alternative to removing parking would be appropriate & to consider the following:

- Remove or reduce P&D parking spaces and leave more spaces for permit holders only
- Assigned parking per household

Regarding traffic volume & recent accidents on the junction of Laburnum Avenue & Hawthorn Grove consider the following:

- One way streets to reduce the conflict of traffic
- Traffic calming on Hawthorn Grove
- Remove through traffic between Park Road & Station Road. Namely taxis and lorries which travel along Hawthorn at excessive speeds.

To conclude; Residential parking is already difficult, there are alternatives to reducing parking to consider

Officer Response (Dated 21 March 2024)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions around Wallsend including streets like Laburnum Avenue. I would like to clarify the reasons why we are proposing the waiting restrictions and to address comments relevant to the proposal.

The proposal has been developed due to concerns around indiscriminate parking causing access and road safety issues at many locations in Wallsend. These issues were confirmed following site assessments by officers from the traffic and road safety team and are supported by requests from colleagues in the refuse collection team who experience problems navigating their refuse vehicles around these streets. It is expected that the proposed restrictions will discourage vehicles from

parking in an obstructive manner at this location and will therefore help to maintain sufficient access for all road users at all times consequently improving road safety.

I have aimed to respond to all of your queries below.

- As per Annex 2 of [North Tyneside Council's parking strategy](#), permit parking restrictions in and around town centres (such as Wallsend) must be installed with a 'shared use' aspect. For this reason, we would not consider increasing the quantity of permit holders provision.
- Parking bays on the adopted highway are not allocated to specific properties. In permit parking zones, properties are allocated eligibility to purchase permits for a specific zone which offers priority for residents to park closer to their property.
- A traffic speed survey was undertaken on Hawthorn Grove in July 2023 and average speeds of 18.6mph eastbound and 17.9mph westbound were identified on this street. In order for North Tyneside Council to consider the implementation of traffic calming, an average speed of 24mph or higher should be identified in a 20mph speed limit as per guidance from the Department for Transport. For this reason, traffic calming will not be considered at this location.
- Traffic volumes on Hawthorn Grove are acceptable for a road of this nature therefore a restriction to through traffic will not be considered at this time.
- Northumbria Police have the duty of enforcing one-way streets in North Tyneside, and the "No Entry" at the end of the street. The Police generally do not support the introduction of one-way streets in residential areas because traffic speeds may increase due to drivers' perception that there is no opposing traffic (drivers will often accelerate faster for the same reason) and on short sections of one-way streets, alike many locations in Wallsend, are likely to be contravened by drivers thereby requiring police enforcement. In conclusion, the introduction of one-way streets may contribute to an increase in road safety issues and will therefore not be considered at this time.
- Only one road traffic accident has been recorded at the junction of Laburnum Avenue and Hawthorn Grove in the last 5 years. The most appropriate solution to improve road safety is to increase visibility for all road users at this location by implementing further waiting restrictions as per the existing proposal.

Your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course. In the event that you wish to withdraw your objection based on the information above, I would be grateful if you could let me know at the earliest opportunity.

NORTH TYNESIDE COUNCIL

(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022 and Variation Orders 2023

North Tyneside Council gives notice that it proposes to make variation orders under 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 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:

Park Road, Wallsend	West side, from a point 5 metres north of its junction with the unnamed road at the rear of North Road to a point 5 metres south of that junction.
North Road rear lane south, Wallsend	Both sides, from its junction with Park Road to a point 5 metres west of that junction.
North Road rear lane south, Wallsend	South side, from a point 20 metres west of its junction with Park Road to a point 20 metres east of its junction with Laburnum Avenue.
North Road rear lane south, Wallsend	Both sides, from a point 5 metres west of its junction with Laburnum Avenue to a point 5 metres east of that junction.
North Road rear lane south, Wallsend	Both sides, from its junction with Station Road to a point 6 metres east of that junction.
Woodbine Avenue, Wallsend	Both sides, from its junction with Beech Grove to a point 5 metres south of that junction.
Station Road rear lane east, Wallsend	Both sides, from its junction with Beech Grove to a point 5 metres south of that junction.
Woodbine Avenue rear lane east, Wallsend	Both sides, from its junction with Beech Grove to a point 5 metres south of that junction.
Station Road rear lane east, Wallsend	Both sides, from a point 5 metres north of its junction with Hawthorn Grove to a point 5 metres south of that junction.
Woodbine Avenue, Wallsend	Both sides, from a point 5 metres north of its junction with Hawthorn Grove to a point 5 metres south of that junction.
Hawthorn Grove rear lane north, Wallsend	Both sides, from its junction with Woodbine Avenue to a point 5 metres east of that junction.
Hawthorn Grove rear lane north, Wallsend	Both sides, from a point 19 metres east of its junction with Woodbine Avenue to a point 19 metres west of its junction with Laburnum Avenue.

Woodbine Avenue rear lane east, Wallsend	Both sides, from its junction with Hawthorn Grove rear lane north to a point 5 metres north of that junction.
Laburnum Avenue, Wallsend	West side, from a point 5 metres north of its junction with Hawthorn Grove and a point 5 metres south of that junction.
Laburnum Avenue, Wallsend	East side, from a point 5 metres north of its junction with Hawthorn Grove and a point 9 metres south of that junction.
Hawthorn Grove rear lane south, Wallsend	Both sides, from its junction with Woodbine Avenue to a point 5 metres east of that junction.
Hawthorn Grove rear lane south, Wallsend	Both sides, from its junction with Laburnum Avenue to a point 5 metres west of that junction.
Hawthorn Grove rear lane south, Wallsend	South side, from a point 19 metres west of its junction with Laburnum Avenue to a point 19 metres east of its junction with Woodbine Avenue.
Laburnum Avenue rear lane east, Wallsend	Both sides, from a point 5 metres north of its junction with Hawthorn Grove to a point 5 metres south of that junction.
Woodbine Avenue rear lane east, Wallsend	Both sides, from its junction with Hawthorn Grove rear lane south to a point 5 metres south of that junction.
Woodbine Avenue rear lane east, Wallsend	Both sides, from its junction with High Street East rear lane north to a point 5 metres north of that junction.
High Street East rear lane north, Wallsend	Both sides, from its junction with Woodbine Avenue to a point 5 metres east of that junction.
High Street East rear lane north, Wallsend	Both sides, from its junction with Laburnum Avenue to a point 5 metres west of that junction.
High Street East rear lane north, Wallsend	Both sides, from a point 19 metres west of its junction with Laburnum Avenue to a point 19 metres east of its junction with Woodbine Avenue.
High Street East rear lane north, Wallsend	Both sides, from a point 16 metres west of its junction Woodbine Avenue to its junction with Station Road rear lane east.
Station Road rear lane east, Wallsend	Both sides, from its junction with High Street East rear lane north to a point 10 metres north of that junction.
Park Road, Wallsend	West side, from a point 5 metres north of its junction with High Street East rear lane north to a point 2 metres south of its junction with High Street East rear lane south.
High Street East rear lane north, Wallsend	Both sides, from its junction with Park Road to a point 5 metres west of that junction.
High Street East rear lane north, Wallsend	Both sides, from its junction with Laburnum Avenue to a point 5 metres east of that junction.

High Street East rear lane north, Wallsend	Both sides, from its junction with Laburnum Avenue rear lane east to a point 5 metres west of that junction.
High Street East rear lane north, Wallsend	Both sides, from its junction with Laburnum Avenue rear lane east to a point 9 metres east of that junction.
Laburnum Avenue rear lane east, Wallsend	Both sides, from a point 6 metres north of its junction with High Street East rear lane north to a point 21 metres south of that junction.
High Street East rear lane south, Wallsend	Both sides, from its junction with Station Road rear lane east to a point 20 metres west of its junction with Sycamore Street.
Park Road, Wallsend	West side, from a point 5 metres north of its junction with High Street East rear lane north to a point 2 metres south of its junction with High Street East rear lane south.
High Street East rear lane south, Wallsend	Both sides, from its junction with Station Road rear lane east to a point 20 metres west of its junction with Sycamore Street.
Station Road rear lane east, Wallsend	Both sides, from its junction with High Street East rear lane south to a point 26 metres north of its junction with Laurel Street.
Station Road rear lane east, Wallsend	Both sides, from a point 5 metres north of its junction with Laurel Street to a point 5 metres south of that junction.
High Street East rear lane south, Wallsend	Both sides, from its junction with Sycamore Street to a point 5 metres west of that junction.
High Street East rear lane south, Wallsend	Both sides, from a point 14 metres east of its junction with Sycamore Street to a point 14 metres west of its junction with Chestnut Street.
High Street East rear lane south, Wallsend	Both sides, from a point 5 metres west of its junction with Chestnut Street to a point 3 metres east of its junction
High Street East rear lane south, Wallsend	Both sides, from a point 15 metres west of its junction with Park Road to a point 28 metres west of that junction.
Sycamore Street rear lane east, Wallsend	Both sides, from its junction with High Street East rear lane south to a point 5 metres south of that junction.
Sycamore Street rear lane east, Wallsend	Both sides, from its junction with Laurel Street to a point 5 metres north of that junction.
Chestnut Street rear lane east, Wallsend	Both sides, from its junction with High Street East rear lane south to a point 4 metres south of that junction.
Park Road rear lane west, Wallsend	Both sides, from its junction with High Street East rear lane south to a point 3 metres south of that junction.
Park Road rear lane west, Wallsend	Both sides, from a point 9 metres south of its junction with High Street East rear lane south to a point 19 metres south of that junction.

Park Road rear lane west, Wallsend	Both sides, from a point 4 metres south of its junction with Laurel Street to a point 6 metres north of that junction.
Laurel Street rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane west to a point 4 metres west of that junction.
Laurel Street, Wallsend	South side, from a point 4 metres west of its junction with Park Road rear lane west to a point 4 metres east of that junction.
Park Road rear lane west, Wallsend	Both sides, from a point 15 metres south of its junction with Laurel Street to a point 20 metres north of its junction with Vine Street.
Park Road rear lane west, Wallsend	Both sides, from a point 4 metres south of its junction with Vine Street to a point 8 metres north of that junction.
Vine Street rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane west to a point 5 metres west of that junction.
Park Road rear lane west, Wallsend	Both sides, from its junction with Holly Avenue rear lane north to a point 4 metres north of that junction.
Park Road, rear lane east, Wallsend	Both sides, from a point 14 metres north of its junction with Vine Street to a point 18 metres south of its junction with Laurel Street.
Park Road, rear lane east, Wallsend	Both sides, from a point 5 metres south of its junction with Laurel Street to a point 5 metres north of that junction.
Park Road, rear lane east, Wallsend	Both sides, from its junction with High Street East rear lane south to a point 5 metres south of that junction.
Holly Avenue rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane east to a point 5 metres east of that junction.
Vine Street rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane east to a point 5 metres east of that junction.
Laurel Street, Wallsend	North side, from its junction with Park Road to a point 15 metres east of its junction with Park Road rear lane east.
Laurel Street, Wallsend	South side, from its junction with Park Road to a point 5 metres east of its junction with Park Road rear lane east.
High Street East rear lane south, Wallsend	South side, from its junction with Park Road to a point 7 metres east of that junction.
High Street East rear lane south, Wallsend	South side, from a point 5 metres west of its junction with Park Road rear lane east to a point 5 metres east of that junction.
High Street East rear lane south, Wallsend	North side, from its junction with Park Road to a point 38 metres east of that junction.

Station Road rear lane east, Wallsend	Both sides, from a point 15 metres north of its junction with Vine Street to a point 15 metres south of its junction with Laurel Street.
Station Road rear lane east, Wallsend	Both sides, from a point 5 metres north of its junction with Vine Street to a point 5 metres south of that junction.
Vine Street rear lane north, Wallsend	Both sides, from its junction with Station Road rear lane east to a point 5 metres east of that junction.
Vine Street, Wallsend	Both sides, from its junction with Station Road to a point 8 metres east of its junction with Station Road rear lane east.
Park Road rear lane west, Wallsend	Both sides, from a point 15 metres south of its junction with Laurel Street to a point 20 metres north of its junction with Vine Street.
Park Road rear lane west, Wallsend	Both sides, from a point 4 metres south of its junction with Vine Street to a point 8 metres north of that junction.
Vine Street rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane west to a point 5 metres west of that junction.
Vine Street, Wallsend	South side, from a point 5 metres west of its junction with Park Road rear lane west to a point 2 metres east of that junction.
Park Road, rear lane east, Wallsend	Both sides, from a point 5 metres south of its junction with Vine Street to a point 5 metres north of that junction.
Park Road, rear lane east, Wallsend	Both sides, from a point 14 metres north of its junction with Vine Street to a point 18 metres south of its junction with Laurel Street.
Holly Avenue rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane east to a point 5 metres east of that junction.
Vine Street rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane east to a point 5 metres east of that junction.
Vine Street, Wallsend	Both sides, from its junction with Park Road to a point 5 metres east of that junction.
Vine Street, Wallsend	Both sides, from a point 5 metres west of its junction with Park Road rear lane east to a point 5 metres east of that junction.
Station Road rear lane east, Wallsend	Both sides, from a point 18 metres north of its junction with Holly Avenue to a point 16 metres south of its junction with Vine Street.
Station Road rear lane east, Wallsend	Both sides, from its junction with Holly Avenue to a point 5 metres north of that junction.
Holly Avenue rear lane north, Wallsend	Both sides, from its junction with Station Road rear lane east to a point 5 metres east of that junction.

Holly Avenue, Wallsend	South side, from its junction with Station Road to a point 9 metres east of that junction.
Holly Avenue, Wallsend	North side, from its junction with Station Road to a point 5 metres east of its junction with Station Road rear lane east.
Holly Avenue, Wallsend	South side, from a point 30 metres east of its junction with Station Road to a point 40 metres east of that junction.
Holly Avenue, Wallsend	Both sides, from a point 85 metres east of its junction with Station Road to a point 98 metres east of that junction.
Holly Avenue, Wallsend	North side, from a point 8 metres west of its junction with Park Road to a point 31 metres east of that junction.
Holly Avenue, Wallsend	South side, from a point 8 metres west of its junction with Park Road to a point 23 metres east of its junction with Park Road rear lane east.
Park Road rear lane west, Wallsend	Both sides, from its junction with Holly Avenue rear lane north to a point 4 metres north of that junction.
Holly Avenue rear lane north, Wallsend	Both sides, from a point 5 metres west of its junction with Park Road rear lane west to a point 8 metres east of that junction.
Park Road, rear lane east, Wallsend	Both sides, from its junction with Holly Avenue to a point 5 metres north of that junction.
Park Road, rear lane east, Wallsend	Both sides, from a point 15 metres north of its junction with Holly Avenue to a point 17 metres south of its junction with Vine Street.
Holly Avenue rear lane north, Wallsend	Both sides, from its junction with Park Road rear lane east to a point 5 metres east of that junction.
Holly Avenue, Wallsend	North side, from its junction with Lawson Street to a point 5 metres east of that junction

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

Beech Grove, Wallsend	Both sides, between its junction with Park View and a point 7 metres east its junction with Park View;
Woodbine Avenue, Wallsend	East side, between a point 5 metres south of Beech Grove and its junction with Beach Grove;
Woodbine Avenue, Wallsend	West side, between a point 5 metres south of Beech Grove and its junction with Beech Grove.
Woodbine Avenue, Wallsend	East side, between a point 5 metres south of Hawthorn Grove and that junction;
Woodbine Avenue, Wallsend	East side, between its junction with Hawthorn Grove and a point 5 metres north of that junction;
Woodbine Avenue, Wallsend	West side, between a point 5 metres south of Hawthorn Grove and that junction;

Woodbine Avenue, Wallsend	West side, between its junction with Hawthorn Grove and a point of 5 metres north of Hawthorn Grove;
Laburnum Avenue, Wallsend	Both sides, between a point 5 metres south of its junction of Hawthorn Grove and that junction;
Laburnum Avenue, Wallsend	Both sides, between its junction with Hawthorn Grove and a point 5 metres north with its junction with Hawthorn Grove;
Park Road, Wallsend	West side, between a point 5 metres south of High Street East rear lane north and a point 5 metres north of High Street East rear lane north;
Park Road, Wallsend	West side, between its junction with High Street East and a point 33 metres south of that junction;
Park Road, Wallsend	West side, between its junction with High Street East and a point 5 metres north of that junction;
Park Road, Wallsend	West side, between a point 5 metres south of High Street East rear lane north and a point 5 metres north of High Street East rear lane north;
Park Road, Wallsend	West side, between its junction with High Street East and a point 33 metres south of that junction;
Laurel Street, Wallsend	South side, between a point outside No. 70 Laurel Street and a point 10 metres east of that point;
Laurel Street, Wallsend	Both sides, between a point 5 metres east of its junction with Lawson Street and that junction;
Vine Street, Wallsend	Both sides, between its junction with Station Road and a point 5 metres east of its junction with the un-named road at the rear of Station Road;
Vine Street, Wallsend	South side, between a point 17 metres west of Park Road and a point 27 metres west of Park Road;
Vine Street, Wallsend	Both sides, between its junction with Park Road and its junction with the un-named road at the rear of Park Road (east);
Laurel Street, Wallsend	Both sides, between a point 5 metres east of its junction with Lawson Street and that junction;
Vine Street, Wallsend	Both sides, between its junction with Lawson Street and a point 5 metres west of that junction;
Holly Avenue, Wallsend	Both sides, between its junction with Park Road and a point 23 metres east of that junction;
Holly Avenue, Wallsend	Both sides, between its junction with Park Road and a point 9 metres west of that junction;
Holly Avenue, Wallsend	Both sides, between its junction with Station Road and its junction with the un-named road at the rear of Station Road;
Holly Avenue, Wallsend	North side, between a point 5 metres south-west of its junction with Lawson Street and a point 5 metres north-east of its junction with Lawson Street.

3. a waiting restriction, operational between 8.00am and 6.00pm on Monday to Saturday, be introduced on:

Laburnum Avenue, Wallsend	West side, from a point 5 metres north of its junction with Beech Grove to a point 5 metres south of its junction with North Road rear lane south.
Laburnum Avenue, Wallsend	West side, from a point 5 metres north of its junction with High Street East rear lane north to a point 5 metres south of its junction with Hawthorn Grove rear lane south.

Holly Avenue, Wallsend	North side, from a point 5 metres east of Station Road rear lane east to a point 13 metres east of that junction.
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4. The waiting restriction, operational between 8.00am and 6.00pm on Monday to Saturday, on the following roads be revoked:

Park Road, Wallsend	West side, between a point 5 metres north of its junction with the un-named road at the rear of North Road and a point 5 metres south of that junction.
Park Road, Wallsend	West side, between a point 5 metres north of High Street East and a point 5 metres south of High Street East rear lane north;
Holly Avenue, Wallsend	North side, between its junction with the un-named road at the rear of Station Road and a point 13 metres east of that junction;
Holly Avenue, Wallsend	South side, between its junction with the un-named road at the rear of Station Road and a point 15 metres east of that junction

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 28 June 2023. Any objections 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

7 June 2023

Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



NOTES

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2. All dimensions are in millimetres and all levels are in meters unless otherwise stated.
3. The Contractor is to take all reasonable precautions for the location and protection of any public or private apparatus in the vicinity of the works.

E-mail: traffic@northtyneside.gov.uk
 Web: www.northtyneside.gov.uk



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Checked
NS
Scale/s
NTS
Date Drawn
18/04/2023

Client
North Tyneside Council
Project Title
Wallsend - SECTION 01
NE28 8HE
Drawing Title
Proposed Waiting Restrictions

Project No.
WPRS01
Drawing No.
001
Revision
C
Sheet Size
A3



Key:

-  Existing waiting restrictions (double and single yellow lines)
-  Proposed waiting restrictions (double yellow lines)

NOTES



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Drawn RJ	Client North Tyneside Council	Project No. WPRS01
Checked NS	Project Title Wallsend - SECTION 02	Drawing No. 002
Scales NTS	Drawing Title NE28 8HD	Revision C
Date Drawn 18/04/2023	Proposed Waiting Restrictions	Sheet Size A3

Key:

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 Scale: NTS
 Date Drawn: 18/04/2023

Client: North Tyneside Council
 Project Title: Wallsend - SECTION 03
 Drawing Title: Proposed Waiting Restrictions

Project No: WPRS01
 Drawing No: 003
 Revision: C
 Sheet Size: A3



Key:	
	Existing waiting restrictions (double yellow lines)
	Proposed waiting restrictions (double yellow lines)

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18/04/2023

Client
North Tyneside Council
 Project Title
Wallsend - SECTION 04
NE28 6QZ
 Drawing Title
Proposed Waiting Restrictions

Project No.
WPRS01
 Drawing No.
001
 Revision
C
 Sheet Size
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Change Equality Impact Assessments (EqIAs)

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	Wallsend Town Centre – Proposed Waiting Restrictions	
Purpose of project	<p>It is proposed to install double yellow line restrictions (no waiting at any time) and single yellow line restrictions (Monday–Saturday 8am–6pm) at various locations in Wallsend Town Centre.</p> <p>The scheme is intended to prevent obstructive parking thereby improving access, visibility and road safety.</p>	
Who is the project intended to benefit?	Local residents and the Authority’s refuse collection team.	
What outcomes should be achieved?	Improved access, visibility and a safer environment in Wallsend Town Centre.	
Version of EqIA	1.0	
Date this version created	27/01/2023	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	Reagan Johnson	Capita North Tyneside
Additional authors	Nick Saunders	Capita 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	no	
Carers or Family of Service Users	no	
Residents	yes	Approximately 250 properties in the vicinity of the proposed area - medium impact.
Visitors	no	
Staff	no	
Partner Organisations	no	

3. Evidence Gathering and Engagement		
	Internal evidence	External Evidence
What evidence has been used for this assessment?	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	Responses to initial resident and stakeholder consultation.
Have you carried out any engagement in relation to this proposal?	yes	

If yes of what kind and with whom? If no, why not?	Consultation with ward councillors and residents.
Is there any information you don't have?	yes
If 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

4. Impact on Different Characteristics			
Legally Protected Characteristics	Potential Positive Impact Identified	Potential Negative Impact Identified	Description of the potential impact/s and evidence used
Age	yes	no	People for whom age makes negotiating footways and crossing the road more difficult (including visitors to the town centre) may experience a positive impact from a reduction in obstructive junction and pavement parking.
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 a reduction in obstructive junction and pavement parking.</p> <p>People with a disability who hold a Blue Badge are permitted to park on the proposed double yellow lines for up to 3 hours. However, there is</p>

			<p>provision for longer stay disabled parking in the car parks associated with the nearby town centre.</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 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.</p>
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & Maternity	no	no	
Race	no	no	
Religion or belief	no	no	
Sex	no	no	
Sexual Orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	no	no	

5. Achievement of the Authority's public sector equality duty		
Will the proposal 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 scheme has been designed to reduce obstructive junction and pavement parking resulting in the potential positive impacts relating to the age and disability 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 on double yellow lines for up to 3 hours.	no	Maximum parking times for blue badge holders are set nationally. The double yellow lines are necessary to prevent obstructive parking and have been kept to a minimum. Alternative longer stay

		disabled parking is available in car parks associated with the nearby town centre.
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7. Action Plan				
Actions 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	Responsible Officer Name	Responsible Officer Service Area	Target Completion Date	Action completed
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure	Reagan Johnson	Traffic and Road Safety	31/03/2023	yes
Actions already in place to remove or reduce potential negative impacts	Responsible Officer Name	Responsible Officer Service Area	Impact	
Consideration of accessibility factors as part of the scheme design process.	Reagan Johnson	Traffic and Road Safety	reduce	

Actions that will be taken to remove or reduce potential 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	Reagan Johnson	Traffic and Road Safety	reduce	30/06/2024	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/publicity when the scheme is completed	Reagan Johnson	Traffic and Road Safety		30/06/2024	in progress
Actions that will be taken to monitor the equality impact of this proposal once it is implemented	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.	Reagan Johnson	Traffic and Road Safety	30/06/2024	in progress
Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area		
30/06/2024	Reagan Johnson	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?	Agree
If disagree, please explain why?	
Name of Corporate Equality Group Member	David Cunningham
Date	14/03/2023

10. Director approval	
Do you agree or disagree with this assessment?	Agree

If disagree, please explain why?	
Name of Director	John Sparkes
Date	15/03/2023

Please return the document to the Author and Corporate Equality Group Member