

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

**Date: 29 January 2024**

**Title:** Traffic Regulation Order – Permit Parking and Waiting Restrictions – Eastfield Road Area, Benton

**Report by:** Nick Saunders, Traffic and Road Safety Team Leader

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

**Wards affected:** Benton

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### **PART 1**

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

This report seeks a delegated decision to advertise and, in the event that no objections are received, make a Traffic Regulation Order (TRO) to introduce permit parking and waiting restrictions on Eastfield Road and a number of other nearby streets in the Benton area.

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

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;
- (2) that in the event that no objections are received following the period of consultation required by statute, that the circumstances do not warrant the holding of a Public Inquiry; and

(3) that if no objections are received following the period of consultation required by statute, the Traffic Regulation Order shall be made.

### **1.3 Forward Plan:**

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

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

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

- A green North Tyneside
  - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030
  
- A secure North Tyneside
  - We will continue to invest £2m per year in fixing our roads and pavements.

### **1.5 Information:**

#### **1.5.1 Background**

The proposal was developed in response to concerns raised by a number of residents about an increase in lunchtime and evening leisure parking in this area associated with non-residents visiting businesses on Front Street.

Parking surveys were carried out in June 2023 to establish the extent of the reported issue in the following streets:

- Front Street between Eastfield Road and Parkland
- Williams Park
- Carolyn Close
- Southfield Road
- Manorfields
- Eastfield Road between Front Street and Southfield Road

The surveys involved an assessment of overall levels of on-street parking and the proportion of this parking associated with non-residents (allowing the situation to be evaluated against the permit parking criteria set out in the North Tyneside Parking Strategy). Multiple site visits were carried out at each location between 7am and 8pm on a weekday and a Saturday and parked vehicles logged to allow a detailed understanding of parking patterns to be established.

The results of the parking assessments conducted on Front Street, and Eastfield Road (between Front Street and Southfield Road) indicated a high level of on-street parking with a significant proportion of this attributed to non-residents at certain times. More specifically, the results at these locations met the necessary assessment thresholds in the evenings (weekday and weekend). The results for Front Street also reached these thresholds during the afternoon at the weekend.

Based on the assessment results, comments from residents and discussions with local councillors, a proposal was developed to introduce a permit parking scheme in this area which would operate every day at lunchtime and in the evening. Permit parking schemes are generally most effective when applied across several streets to form a “zone”. This reduces the likelihood of parking being displaced from a restricted to an unrestricted street, offers residents some flexibility in terms of where they can park and reduces the requirement for signage and road markings. For this reason, the proposed scheme included a number of streets adjoining Eastfield Road (i.e. Williams Park, Carolyn Close and Southfield Road) which did not meet the specified assessment threshold but where it was felt restrictions may still be beneficial.

Residents were consulted about the proposal in September/October 2023. In total, 146 properties in the area were consulted and 76 responses were received. Of these, 66 expressed support for the scheme. A summary of the consultation results showing levels of support expressed as a percentage of total residents from each street is shown in the table below.

*Summary of Consultation Results*

Street	% of Consultees in Support
Carolyn Close	75
Cheviot View/Southfield Road	57
Eastfield Road (between Front St and Southfield Rd)	53

Front Street	75
Williams Park	29

Based on the consultation results and feedback from residents, an amended proposal was developed which involved the introduction of lunchtime and evening permit parking restrictions in the streets listed above with the exception of Williams Park due to the lack of support in that street. The new proposal also includes some waiting and time limited restrictions. A plan showing the proposed scheme is included at Appendix 1.

### 1.5.2 Proposal in relation Permit Parking and Waiting Restrictions

It is proposed to introduce permit parking restrictions in Carolyn Close, Cheviot View/Southfield Road, Eastfield Road (between Front St and Southfield Rd) and Front St. The permit parking restrictions will apply every day between midday and 2pm and then again between 5pm and 10pm to cover times when demand for leisure parking is highest. It is proposed that, with the exception of Front St, these streets will form a permit parking “zone” which will involve gateway signs being installed at each entry point but no road markings. The new zone would form part of the wider BENI permit parking scheme currently operating in this area and residents with BENI permits would be able to park on any street covered by the original and new schemes.

Williams Park will not be included in the scheme at this stage but based on feedback received during the consultation exercise, it is proposed to introduce double yellow lines at the access to the estate to discourage obstructive parking. This area will be kept under review and additional restrictions may be considered in the future if necessary.

It is also proposed to introduce a shared use restriction on Front Street in the area in front of the businesses on the north side of the road. This will involve a maximum stay of 2 hours between midday and midnight every day to encourage turnover of parking for customers with an exemption to the maximum stay restriction for permit holders. This arrangement will ensure that this space is used effectively to offer parking provision for both customers of local businesses and residents.

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

### 1.5.3 Consultation

Letters were sent to all households in the scheme area in September/October 2023 to seek their views on the proposed introduction of a permit parking scheme and a further letter was sent in December 2023 advising residents of the consultation results and the proposal to progress an amended scheme. Ward members and the Cabinet Member for Environment have been updated on the proposals.

### 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. This enables members of the public or businesses to object to the proposal. 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 Scheme of Delegation for Cabinet Members.

## 1.6 **Decision options:**

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

### Option 1

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

### Option 2

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

Option 1 is the recommended option.

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

Option 1 is recommended for the following reasons:

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

## **1.8 Appendices:**

Appendix 1 Plan of Scheme

Appendix 2 Equality Impact Assessment – Business as Usual – Permit Parking

## **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 2023/24 Local Transport Plan – Parking Management budget.

### **2.2 Legal**

Proposals that involve revocations or amendments to existing traffic regulation orders and any new such orders are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure)(England and

Wales) Regulations 1996. All schemes are formally advertised and include a 21-day period for objections. Before making a Traffic Regulation Order the Authority must consider all objections made and not withdrawn, and can decide whether to make the Order unchanged, to make the Order with modifications or not to proceed with the Order.

The order making Authority is required to publish at least one notice detailing the proposal in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. Authorities are 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 Authority's scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those objections made and not withdrawn and to determine the Traffic Regulation Order.

Within 14 days of the making of the Traffic Regulation Order, the order making 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 order. 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 order. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation on the original proposal involved the Cabinet Member for Environment. Ward members' views on the original and amended proposals were sought as described in section 1.5.3.

### **2.3.2 Community engagement**

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

### **2.4 Human rights**

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

### **2.5 Equalities and diversity**

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

### **2.6 Risk management**

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

### **2.7 Crime and disorder**

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

### **2.8 Environment and sustainability**

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



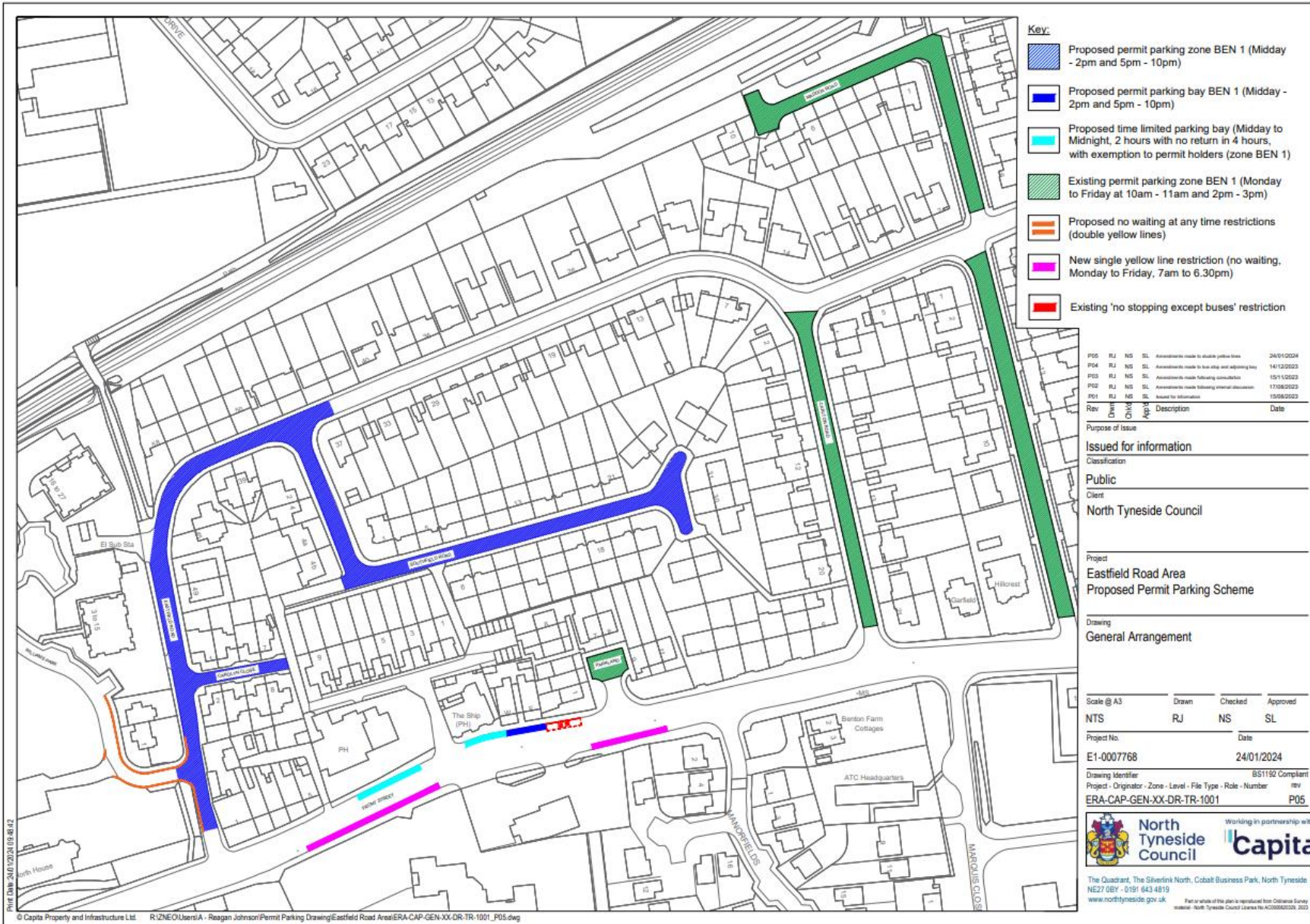
### **PART 3 - SIGN OFF**

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive

# Appendix 1 – Plan of Scheme



Appendix 2 – Equality Impact Assessment (EqIA)

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

<b>1. Business as usual service activity</b>		
<b>Name of the activity being assessed</b>	Permit parking – Traffic and Road Safety	
<b>Purpose of activity</b>	<p>The business-as-usual activity is the installation of permit parking.</p> <p>The restrictions are intended to offer residents priority to park near their homes and discourage non-residential parking.</p>	
<b>Who is the activity intended to benefit?</b>	Residents.	
<b>Version of EqIA</b>	1.0	
<b>Date this version created</b>	10/05/2023	
<b>Confidential</b>	no	
<b>Directorate</b>	Environment	
<b>Service</b>	Capita	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Samantha Lacy	Capita North Tyneside
<b>Additional authors</b>	Nicholas Saunders	Capita North Tyneside

<b>2. Groups impacted</b>		
<b>Does the project impact upon?</b>		<b>If yes, what is the estimated number impacted and the Level of impact this will have on the group (high, medium, low)?</b>
<b>Service users</b>	yes	Visitors to local businesses in the area - medium
<b>Carers or family of service users</b>	yes	Residents or visitors to local care facilities - low
<b>Residents</b>	yes	Residents in the immediate vicinity - low
<b>Visitors</b>	yes	Visitors to residential properties - low
<b>Staff</b>	yes	Staff within the local businesses - low
<b>Partner organisations</b>	no	

<b>3. Evidence gathering and engagement</b>		
	<b>Internal evidence</b>	<b>External evidence</b>
<b>What evidence has been used for this assessment?</b>	<p>Relevant objectives of the Authority, e.g. promote road safety alongside healthy travel (<a href="#">North Tyneside Travel Safety Strategy</a>); and effectively manage demand for parking <a href="#">North Tyneside Parking Strategy</a></p> <p>Responses to initial resident and stakeholder consultation completed by the team.</p>	
<b>Have you carried out any engagement in relation to this activity?</b>	yes	
<b>If yes of what kind and with whom? If no, why not?</b>	Consultation with local Ward Councillors, local residents, local businesses and local schools as necessary.	
<b>Is there any information you don't have?</b>	yes	
<b>If yes, why is this information not available?</b>	<p>Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the orders are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats.</p>	

**4. Impact on groups with different characteristics**

Legally protected characteristics	Potential positive impact identified	Potential negative impact identified	Description of the potential impact and evidence used in the assessment (mitigations are not included here)
<b>Age</b>	yes	yes	<p>People for whom age makes negotiating footways and crossing the road more difficult may experience a positive impact from the proposed increased availability of parking spaces nearby.</p> <p>They may also experience a negative impact from permit parking restrictions if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p>
<b>Disability</b>	yes	yes	<p>Footway users with a disability (e.g., wheelchair users and visually or audio impaired people) may experience a positive impact from the proposed increased availability of parking nearby.</p> <p>People with a disability who hold a Blue Badge will no longer be able to park in the restricted areas all day, but they are permitted to park within the permit parking scheme for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people</p>

			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.
<b>Gender reassignment</b>	no	no	
<b>Marriage &amp; civil partnership</b>	no	no	
<b>Pregnancy &amp; maternity</b>	yes	yes	Footway users who are pregnant may experience a positive impact from the proposed increased availability of parking nearby, particularly if they live in the area. They may also experience a negative impact from the permit parking restriction if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
<b>Race</b>	no	yes	People who do not speak English as a first language may experience issues reading the notices and any communication. All our communication has an accessibility statement and can be provided in other formats or languages.
<b>Religion or belief</b>	yes	no	People who visit nearby places of worship may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking within the permit scheme if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking

			available to all vehicles at nearby locations.
<b>Sex</b>	no	no	
<b>Sexual orientation</b>	no	no	
<b>Intersectionality</b>	no	no	
<b>Non-legally protected characteristic</b>			
<b>Carers</b>	yes	no	Carers who may be required to park in the proposed location may experience a positive impact from the proposed increased availability of parking if they are visiting a resident within the scheme who has access to a visitor permit. Additionally, Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park within the permit parking scheme for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.
<b>Socio-economic disadvantage</b>	no	no	

<b>5. Achievement of the Authority's Public Sector Equality Duty</b>		
<b>Will the activity contribute to any of the following?</b>		<b>If yes, how?</b>
<b>Eliminate unlawful discrimination, victimisation and harassment</b>	no	
<b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b>	yes	The schemes are designed to increase parking provision for visitors to the local area and residents, resulting in the potential positive impacts to the characteristics identified in section 4 above.
<b>Foster good relations between people who share a protected</b>	no	

<b>characteristic and those who do not</b>		
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<b>6. Negative impacts</b>		
<b>Potential negative impact</b>	<b>Can it be reduced or removed?</b>	<b>If yes how? If no, why not and what alternative options were considered and not pursued?</b>
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.	yes- reduced	This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
Blue badge holders can only park within the permit parking scheme for up to 3 hours.	no	Maximum parking times for blue badge holders are set nationally. The parking bays have been kept to the length required by national guidance to be effective and there is alternative unrestricted parking nearby.
People who do not speak English as a first language may experience issues reading the notices and any communication.	yes- reduced	All our communication has an accessibility statement and can be provided in other formats or languages.

<b>7. Action plan</b>				
<b>Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target completion date</b>	<b>Action completed</b>



<b>characteristics and how best to respond to them</b>					
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqlA)	Reagan Johnson	Traffic and Road Safety	29/03/2024	in progress	
<b>Actions already in place to remove or reduce negative impacts</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Impact</b>		
Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.	Reagan Johnson	Traffic and Road Safety	reduce		
<b>Actions that will be taken to remove or reduce negative impacts</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Impact</b>	<b>Target completion date</b>	<b>Action completed</b>
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	29/03/2024	in progress

<b>Actions that will be taken to make the most of any potential positive impact</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
Inform the public of any positive impacts as part of communications and publicity when the scheme is completed	Reagan Johnson	Traffic and Road Safety	29/03/2024	in progress
<b>Actions that will be taken to monitor the equality impact of the activity</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target Completion Date</b>	<b>Action completed</b>
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	29/03/2024	in progress
<b>Date review of EqIA to be completed</b>	<b>Responsible officer name</b>	<b>Responsible Officer Service Area</b>		
29/03/2024	Reagan Johnson	Capita North Tyneside		

<b>8. Outcome of EqIA</b>	
<b>Outcome</b>	<b>Please explain and evidence why you have reached this conclusion:</b>
The proposal is robust, no major change is required	Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impact.

**9. Corporate Equality Group member approval****Do you agree or disagree with this assessment?**

yes

**If disagree, please explain why?****Name of Corporate Equality Group member**

David Cunningham

**Date**

03/11/2023

**10. Director/Head of Service approval****Do you agree or disagree with this assessment?**

yes

**If disagree, please explain why?****Name of Director/Head of Service**

John Sparkes

**Date**

06/11/2023