

# **North Tyneside Council**

## **Report to Director of Regeneration and Economic Development**

**Date: 4 September 2024**

**Title: Experimental Traffic Regulation Order – Waiting Restrictions –  
Tanners Bank, North Shields**

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**Report by:** Samantha Lacy, Network Business Manager

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

**Wards affected:** North Shields

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### **PART 1**

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

This report seeks a delegated decision to make an 18-month Experimental Traffic Regulation Order for the introduction of waiting restrictions on Tanners Bank, North Shields.

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

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

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

Seeking delegated decisions to make traffic regulation orders is a standing item on the Forward Plan.

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

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

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

## **1.5 Information:**

### **1.5.1 Background**

The Authority received a restriction request form from a local Business, Ovington Boats, requesting double yellow lines on Tanners Bank to help facilitate heavy goods vehicles with manoeuvring into Ovington Boat's yard when delivering and shipping large items as part of their business.

Following site observations, it was felt by officers that waiting restrictions should be applied along the full length of Tanners Bank to prevent obstructive parking. This original plan can be viewed as Appendix 1.

### **1.5.2 Proposed Experimental Traffic Regulation Order**

The proposal associated with this report involves an Experimental Traffic Regulation Order to introduce:

- The introduction of waiting restrictions (double yellow lines) on Tanners Bank at the junction with the access road for Ovington Boats to prevent obstructive parking.
- The introduction of a waiting restriction (single yellow line) on the East side of Tanners Bank, opposite the Ovington Boat access road to prevent obstructive parking and to protect HGV movements in the area.

The proposed experimental waiting restrictions (shown at Appendix 3) will prohibit parking at all times on the double yellow lines and prohibit parking Monday to Friday, 7am to 4pm on the single yellow lines and should allow HGVs and large delivery vehicles to safely manoeuvre the junction without unduly inconveniencing those visiting the area.

The experimental nature of the proposal will allow its operation to be assessed and impact monitored before a decision is made on whether the restrictions should become permanent.

The experimental restrictions would be in place for a period of up to 18 months; at the end of this period there would be the possibility for the Authority to seek to

introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements as set out in section 2.2.

### 1.5.3 Consultation Undertaken

A letter was sent to all businesses in the immediate vicinity on Tanners Bank to provide information about the proposal. Ward members were also informed of the proposed measures. A number of businesses responded to the consultation to express their concern about the extent of the initial proposal (Appendix 1). Taking these comments into account, officers amended the proposal to minimise the proposed restrictions to just the areas of concern. This updated plan was shared with businesses again (Appendix 2). However, concerns were raised in relation to the loss of visitor and customer parking in the area. Subsequently, a site meeting was held with the Network Business Manager, the Project Engineer, the Ward Members, and all the businesses on Tanners Bank. During this site meeting, it was agreed that the double yellow line proposal would be kept to an absolute minimum on the Ovington Boat access ramp, and a single yellow line proposal would be brought forward for opposite the access road on the East side of Tanners Bank. This final plan can be seen as Appendix 3.

Any feedback from the businesses and members of the wider public received during the trial period will also be taken into consideration in determining whether a proposal to introduce the restrictions on a permanent basis should be brought forward.

### 1.5.1 Proposed next steps

Proposals that restrict traffic movements 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.

## 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 proposed waiting restrictions will help to ensure that large delivery vehicles can safely manoeuvre the access road for Ovington Boats on Tanners Bank and will also increase road safety for users in the area who need to utilise the footpath.

### **1.8 Appendices:**

Appendix 1 Initial scheme proposal

Appendix 2 Amended scheme proposal following consultation

Appendix 3 Final scheme proposal being brought forward for statutory advertising

Appendix 4 Business as Usual EqIA – Waiting Restrictions



Tanners  
Bank-Layout.pdf



Tanners Bank-Layout  
revB.pdf



Tanners Bank -  
Layout revD.pdf



EqIA BAU 23 Waiting  
Restrictions Approvec

### **1.9 Contact officers:**

Nick Saunders, Traffic & Road Safety Team Leader, 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 2024/25 Local Transport Plan – Parking Management budget.

### **2.2 Legal**

The statutory consultation process is set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. For Experimental Traffic Regulation Orders, this requires the Order making Authority to publish a notice of making within 14 days of the Order being made and at least 7 days before the provision of the Order comes into operation.

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

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

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

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Ward members' views on the proposal were sought as described in section 1.5.3.

### **2.3.2 Community engagement**

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 2.2.

## **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**

A business-as-usual Equality Impact Assessment for waiting restrictions has been undertaken and is attached 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 impact relating to access arrangements during construction work.

## **2.6 Risk management**

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

## **2.7 Crime and disorder**

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

## **2.8 Environment and sustainability**

There are 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

