

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 20 December 2024

Title: Traffic Regulation Order – Permit Parking Restrictions – Silverbirch Drive, Camperdown

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Camperdown

PART 1

1.1 Executive Summary:

This report seeks agreement from the Director of Regeneration and Economic Development to advertise and, in the event that no objections are received, make an amendment to the existing Traffic Regulation Order (TRO) associated with the permit parking scheme on Silverbirch Drive, Camperdown.

Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development agrees

- (1) that notices for the proposal set out in this report should be prepared and advertised in line with relevant legislative 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 law, the Traffic Regulation Order shall be amended accordingly.

1.2 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.

1.3 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.

1.4 Information:

1.4.1 Background

The majority of Silverbirch Drive is subject to full time permit parking restrictions with gateway signs adjacent to property numbers 7 and 40 indicating the entrance to a permit parking zone. Permit parking restrictions apply to the remainder of the estate beyond the gateway signs with the exception of the turning area adjacent to properties 18–29 where a no waiting at any time restriction is in place. When the scheme was introduced in 2020, it was the understanding of officers that waiting restrictions (yellow lines) could not be introduced within a permit parking zone so residents living adjacent to the turning area were given a choice of either waiting or permit parking restrictions. This section was consequently omitted from the permit parking zone as residents felt that double yellow lines would be more effective than permit parking restrictions at discouraging obstructive parking at this location. Since the scheme was introduced, residents living in the vicinity of the turning area have raised concerns that the existing situation is confusing and inequitable and as it has come to light that waiting restrictions can be implemented within permit parking zones, it is felt the current arrangement should be changed.

This proposal necessitates variations to the existing parking restrictions contained in existing Traffic Regulation Orders (TROs).

1.4.2 Proposal in relation to permit parking restrictions

A set out on the plan at Appendix 1 to this report, it is proposed to extend the existing permit parking zone in Silverbirch Drive to include the turning area adjacent to properties 18-29 whilst retaining the existing double yellow lines on the south side of the turning area. This will regularize the situation and require any vehicles parked on the north side of the turning area to have a valid permit meaning that non-residents would be prohibited from parking obstructively in this area. It should be noted that the properties adjacent to the turning area are already eligible for permits to park within the existing scheme.

It is anticipated that the proposal will create a clearer, more equitable and consistent parking situation for residents and their visitors.

1.4.3 Consultation

Ward members were updated on the proposal by email and residents in the affected area were consulted by letter in October 2024. No objections were received.

1.4.4 Proposed next steps

Proposals that restrict traffic movements are subject to due legal process as described in section 2.2 of this report: 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 or businesses 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.

1.6 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 create a clearer, more equitable and consistent parking situation for residents and their visitors.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Permit Parking



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Permit Parking Exter



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Parking Approved JS

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 2024/25 (Parking Management) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to existing TROs 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. Details are formally advertised, including 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 to vary traffic movement and/or waiting and loading restrictions in a local newspaper 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 1.5.3.

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

An Equality Impact Assessment for permit parking 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 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 no environment and sustainability implications directly arising from this report.

PART 3 - SIGN OFF

- Chief Finance Officer X
- Monitoring Officer X
- Interim Director of Corporate Strategy and Customer Services X