

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 24 June 2025

Title: Traffic Regulation Order – Permit Parking Restrictions
(Additional Permit Holder) – Bedford Street, North Shields

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

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

Wards affected: North Shields

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise and, in the event that no objections are received, make amendments to the *Council of the Borough of North Tyneside (On Street Parking Places)(Consolidation) Order 2025* in order to enable additional permit applications to be made for the NS1 permit parking scheme which operates in a number of streets in North Shields.

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 proposed amendments to the Council of the Borough of North Tyneside (On Street Parking Places)(Consolidation) Order 2025 shall be made.

1.3 Forward Plan:

Seeking delegated decisions to advertise and, in the event that no objections are received, to make amendments to 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 thriving North Tyneside
 - We will bring more good quality jobs to North Tyneside – by helping local businesses to grow and making it attractive for new businesses to set up or relocate in the borough.
- 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 currently operates 45 permit parking schemes across the borough. This type of scheme is typically introduced in areas where there is a high demand for on-street parking with a significant proportion of this attributed to non-residents. Permit parking schemes offer residents and their visitors some priority to park near their homes whilst also offering some provision to support the operational needs of local businesses. A list of the types of permit (including resident, visitor and business) which can be issued to eligible parties and associated guidance notes can be found at the following link to the Authority's website: [Permit Types](#) The standard permit allocation for eligible households is three resident's permits and one transferrable visitor permit. However, this can be varied depending on the type of property involved and the parking capacity of the scheme. For

example, properties comprising multiple flats with associated off-street parking provision located within schemes with limited capacity may be restricted to one visitor permit per household.

Permit parking restrictions are typically introduced at the request of residents who are experiencing difficulties parking near their homes. The process for assessing the requirement for permit parking restrictions once a request has been received is set out in the North Tyneside Parking Strategy which can be accessed at the following link to the Authority's website: [North Tyneside Parking Strategy](#)

When a permit parking scheme is introduced, a list of properties eligible to apply for permits to park within that scheme is specified within the associated traffic regulation order. In cases where there is a requirement to make additional or fewer properties eligible to apply for permits to park within a particular scheme, the traffic regulation relating to that scheme must be amended accordingly. This allows the number of potential permit holders associated with schemes to be altered to reflect changing circumstances such as new properties being constructed within permit parking areas.

Before proposals to incorporate additional properties in permit parking schemes are brought forward, parking surveys are carried out during the operating hours of the scheme to establish the amount of spare capacity available. This allows an assessment to be made of the likely impact of allowing additional vehicles to access the scheme on existing permit holders. As mentioned above, a limit may be placed on the number and type of permits issued to each newly included property based on this assessment.

1.5.2 Proposals to enable additional permit applications.

It is proposed to enable residents of Flat A, 97-98 Bedford Street, which has recently changed from a commercial to a residential premises, to apply for permits to park within the NS1 permit parking zone. This will allow the residents (who are prevented from parking in front of their property on Bedford Street due to the presence of no waiting at any time restrictions) to park in Little Bedford Street to the rear of their properties where shared use permit parking/pay and display restrictions currently operate, and other streets subject to NS1 restrictions. Residents would be able to apply for the normal allocation of 3 resident permits and one transferrable visitor permit. Parking surveys have been carried out in the streets covered by the NS1 scheme including Little Bedford Street during the restricted times (Monday to Saturday, 8.30am – 5.30pm) which

have demonstrated sufficient available capacity for the anticipated additional vehicles. A plan showing the NSI permit parking zone is included at Appendix 1.

1.5.3 Consultation

Ward members have been updated on the proposal. Residents and businesses in the NSI permit parking scheme will have an opportunity to make representations during the statutory consultation process as described below.

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 give residents of the specified properties and their visitors the opportunity to apply for permits to allow them to park in the vicinity of their properties.

1.8 Appendices:

Appendix 1: Plan of NS1 permit parking scheme

Appendix 2: Business as Usual Equality Impact Assessment – Additional Permit Holders

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, 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 2025/26 Local Transport Plan – Parking Management budget. The cost of most permits is met by residents and businesses via permit application charges.

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 proposal involved the Cabinet Member for Environment and Ward members as described in section 1.5.3.

2.3.2 Community engagement

Views on the proposal will be 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

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

A Business as Usual Equality Impact Assessment for the inclusion of additional permit holders in existing permit parking schemes has been undertaken and is included as Appendix 2 to this report. This identifies potential positive impacts: these relate to improved accessibility for people who currently experience difficulties associated with not being able to park near their property. Actions are specified to reduce the potential negative impacts associated with allowing additional vehicles to park within permit parking schemes.

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 issues directly arising from this report.

PART 3 – SIGN OFF

- Chief Finance Officer

☒

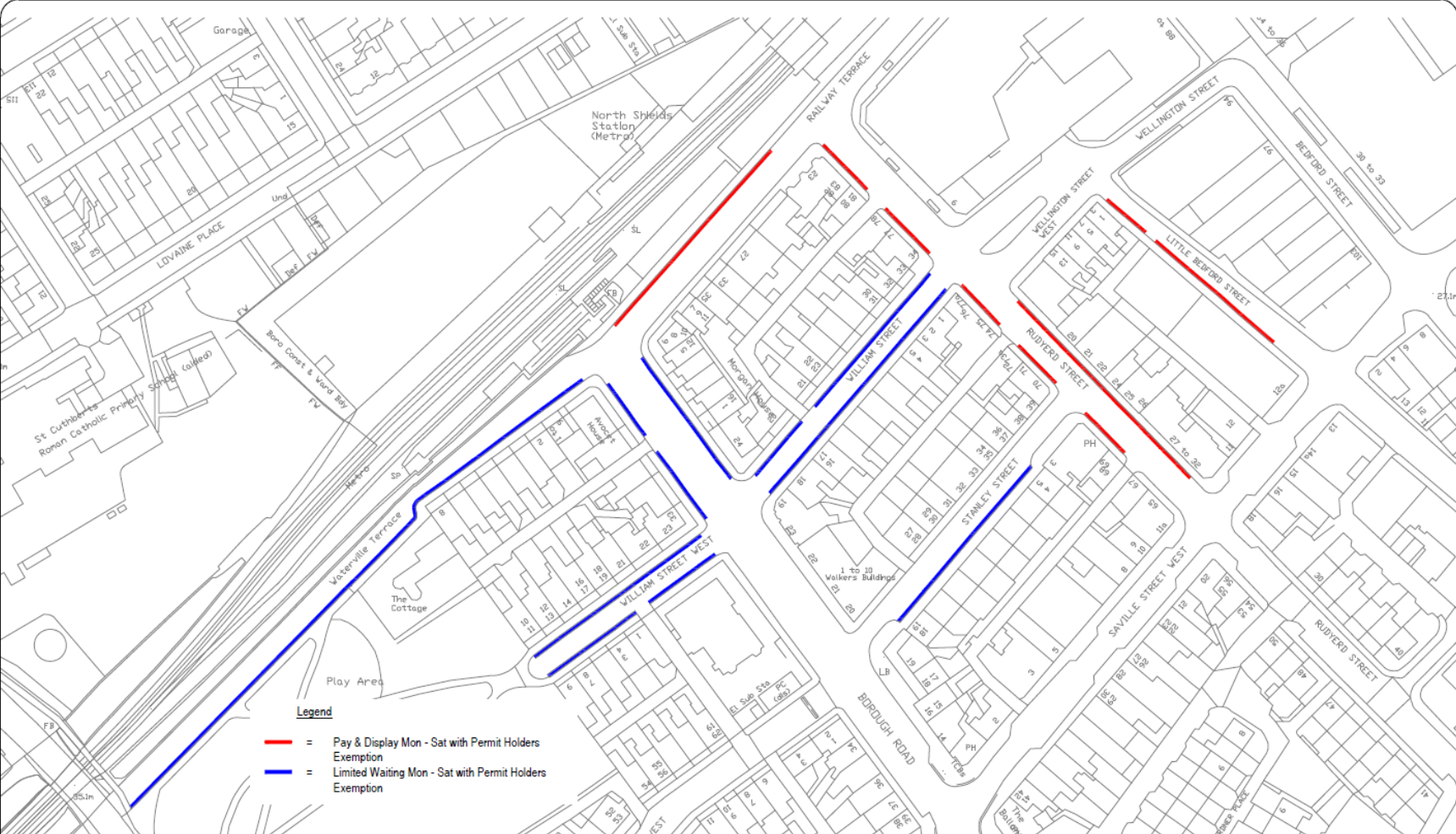
- Monitoring Officer

☒

- Interim Director
of Corporate Strategy &
Customer Services

☒

Appendix 1 – Plan of NS1 Permit Parking Scheme



NOTES

1. Part or whole of this is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. North Tyneside Council Licence No AC0000820329, 2025
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.
4. The Contractor is to satisfy himself that all levels, dimensions and other information shown on this drawing are correct. If any discrepancies are found they are to be reported to the Designer immediately.

Engineering Services
Regeneration and Economic Development
16 The Silverlink North
Quadrant, Cobalt Business Park
West Allotment
Newcastle Upon Tyne
NE27 0BY

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

**North Tyneside Council**

Drawn	JK
Checked	NS
Scales	NTS
Date Drawn	April 2025

Client	
Project Title	Permit Parking
Drawing Title	NS1 Zone

Project No.	
Drawing No.	PP/NS1
Revision	
Sheet Size	A3

EqIA #22

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

1. Project/Activity Information

Collection name	Highways
Name of the activity being assessed	The amendment of Traffic Regulation Orders associated with existing permit parking schemes in order to accommodate additional permit holders.
EqIA type	Business As Usual (BAU)
Current status	Completed
Service Area	Highways and Transportation
Purpose of activity	To allow additional residents/businesses to apply for permits to park within existing permit parking schemes.
Who is the activity intended to benefit?	Residents, their visitors and businesses.

2. Groups Impacted

Does the project / activity impact on the following groups?

Service Users

No

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?

Medium

Additional comments for residents

Residents, their visitors and businesses.

Visitors

Yes

What is the estimated number of visitors impacted?

Unknown

What is the estimated impact level on the visitors?

Medium

Additional comments for visitors

Existing residents' visitors – low. Visitors to new residents – medium.

Staff

No

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 walking and wheeling 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

Parking assessments carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders.

Have you carried out any engagement in relation to this activity?

No

If yes of what kind and with whom? If no, why not?

Residents and businesses within existing permit schemes will be given the opportunity to comment on proposals to include additional permit holders via public notices posted on site, in the local press and on the North Tyneside Council website.

Is there any information you don't have?

Yes

Why is this information not available?

The views of residents in the immediate vicinity and those of the wider public will be understood by advertising proposals to include additional permit holders in existing schemes. Public notices are posted on site as well as 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 EqIA

There are no attachments for this EqIA

All evidence links that have been added to this EqIA

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

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

<https://my.northtyneside.gov.uk/category/1237/transport-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
<p>Description of the potential impact and evidence used in the assessment: New permit holders for whom age causes reduced mobility may experience a positive impact from being able to park closer to their homes.</p> <p>Existing permit holders for whom age causes reduced mobility may find it more difficult to park closer to their homes than before due to an increased number of parked vehicles within the permit parking scheme.</p>		
Disability	Yes	Yes
<p>Description of the potential impact and evidence used in the assessment:</p> <p>New permit holders with a disability which requires them to be able to park close to their homes may experience a positive impact from being able to park closer to their homes.</p> <p>Existing permit holders with a disability which requires them to be able to park close to their homes may find it more difficult to do so than before due to an increased number of parked vehicles within the permit parking scheme.</p> <p>There is a potential negative impact for people who, because of a disability, are unable to read or understand the notices advertising the proposal, as published in paper or electronic form. This can be reduced by including the Authority's accessibility statement within notices: this provides an email address and telephone number which people can contact to request the information in another language or format.</p>		
Gender reassignment	No	No
Marriage and civil partnership	No	No
Pregnancy and maternity	No	No
Race	No	Yes
<p>Description of the potential impact and evidence used in the assessment:</p> <p>There is a potential negative impact associated with this protected characteristic for people who may be unable to read or understand the notices advertising the proposal, as published in paper or electronic form. This can be reduced by including the Authority's accessibility statement within the notices: this provides an email address and telephone number which people can contact to request the information in another language or format.</p>		
Religion or belief	No	No
Sex	No	No
Sexual orientation	No	No
Intersectionality	No	No

Non-Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Carers	No	No
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 Authority's accessibility statement is included within notices advertising the proposal: this provides an email address and telephone number which people can contact to request the information in another language or format. This reduces potential negative impacts relating to the protected characteristics of Disability and Race as 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

Existing permit holders for whom age causes reduced mobility may find it more difficult to park close to their homes than before due to an increased number of parked vehicles within the permit parking scheme.

Can it be reduced or removed

Reduced

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

Parking assessments are carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders before proposals are taken forward. This should ensure that existing permit holders are not unduly inconvenienced.

Negative Impact #2

Potential negative impact

Existing permit holders with a disability which requires them to be able to park close to their homes may find it more difficult to do so than before due to an increased number of parked vehicles within the permit parking scheme.

Can it be reduced or removed

Reduced

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

Parking assessments are carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders before proposals are taken forward. This should ensure that existing permit holders are not unduly inconvenienced. Residents with a disability may also be eligible to apply for an advisory disabled parking bay which will increase the likelihood of them being able to park close to their property

Negative Impact #3

Potential negative impact

There is a potential negative impact for people who are unable to read or understand the notices advertising the proposal, as published in paper or electronic form, associated with the protected characteristics of Disability and Race.

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 including the Authority's accessibility statement within the notices: this provides an email address and telephone number which people can contact to request the information in another language or format.

7. EqlA Review

Date review of EqlA to be completed

31-03-2026

Responsible officer

Samantha Lacy

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: 77

Action Title

Traffic and Road Safety Team

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

Samantha Lacy

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 EqIA). Notices include the Authority's accessibility statement which provides an email address and telephone number which people can contact to request the information in another language or format.

Action ID: 78**Action Title**

Traffic and Road Safety Team

Action Type

Action already in place to remove or reduce potential negative impacts

Status

To do

Impact

Reduce

Assignee/Responsible officer

Samantha Lacy

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Parking assessments are carried out in existing permit parking zones to establish that there is sufficient spare capacity to accommodate additional permit holders before proposals are taken forward.

Action ID: 79**Action Title**

Traffic and Road Safety Team

Action Type

Action already in place to remove or reduce potential negative impacts

Status

To do

Impact

Reduce

Assignee/Responsible officer

Samantha Lacy

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Residents with a disability living within permit parking zones may be eligible to apply for an advisory disabled parking bay which will increase the likelihood of them being able to park near their property.

Information about the application process for advisory disabled parking bays can be found on the North Tyneside Council website.

Action ID: 80

Action Title

Traffic and Road Safety

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

Samantha Lacy

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Ensure that the operation of the permit parking scheme is reviewed following the inclusion of additional permit holders to identify any negative impacts and possible remedial measures.

Action ID: 81

Action Title

Traffic and Road Safety

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

Samantha Lacy

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Ensure that colleagues in the New Developments and Parking Control teams are aware of the process for amending the list of eligible properties associated with each permit parking scheme.

Action ID: 82**Action Title**

Traffic and Road Safety

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

Samantha Lacy

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

The impact of allowing additional permit holders to park within existing permit parking schemes will be monitored through site observations by officers and feedback from residents and other stakeholders.