

# **North Tyneside Council**

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

### **Date: 5 June 2025**

**Title:** Traffic Regulation Order – Waiting Restrictions –  
Locomotion Way, Camperdown

**Report by:** Nick Saunders, Senior Traffic Engineer

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

**Wards affected:** Camperdown

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#### **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 a Traffic Regulation Order (TRO) to introduce “no waiting at any time’ (double yellow line) restrictions on Locomotion Way, Camperdown.

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

In accordance with the Authority's Constitution and the Budget and Policy Framework Procedure Rules, the Authority has commenced the process to develop a new Council Plan for the period 2025–2029. The new Council Plan will be based on the following five policy priorities:

1. Working with local people and organisations for a healthier, fairer and better quality of life.
2. Giving our children and young people the best start in life.
3. Building neighbourhoods and town centres that are clean, green and safe, and places to be proud of.
4. Increasing jobs, skills and work experience opportunities.
5. Delivering more affordable and social housing.

This report links to Priorities 3 as well as the priorities identified above in the Our North Tyneside Plan.

### **1.5 Information:**

#### **1.5.1 Background**

The proposal to introduce parking restrictions on Locomotion Way was developed to address concerns raised by businesses in Camperdown Industrial Estate regarding obstructive and indiscriminate parking restricting access to their premises.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in 2023 and identified that obstructive parking was taking place in this area.

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

#### 1.5.2 Proposal in relation to waiting restrictions

It is proposed to implement 'no waiting at any time' restrictions (double yellow lines) on Locomotion Way as set out on the plan at Appendix 1 to this report.

It is anticipated that by discouraging parking on Locomotion Way, the proposed waiting restrictions will improve access to adjacent premises and create a safer environment for all road users.

#### 1.5.3 Consultation

Ward members were consulted on the proposal by email in April 2025. Businesses directly affected by the proposed restrictions were consulted by letter in May 2025. No objections were received.

#### 1.5.4 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 discourage obstructive parking thereby improving access for all road users.

### **1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Waiting Restrictions

### **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 (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**

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

## **2.5 Equalities and diversity**

An 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.

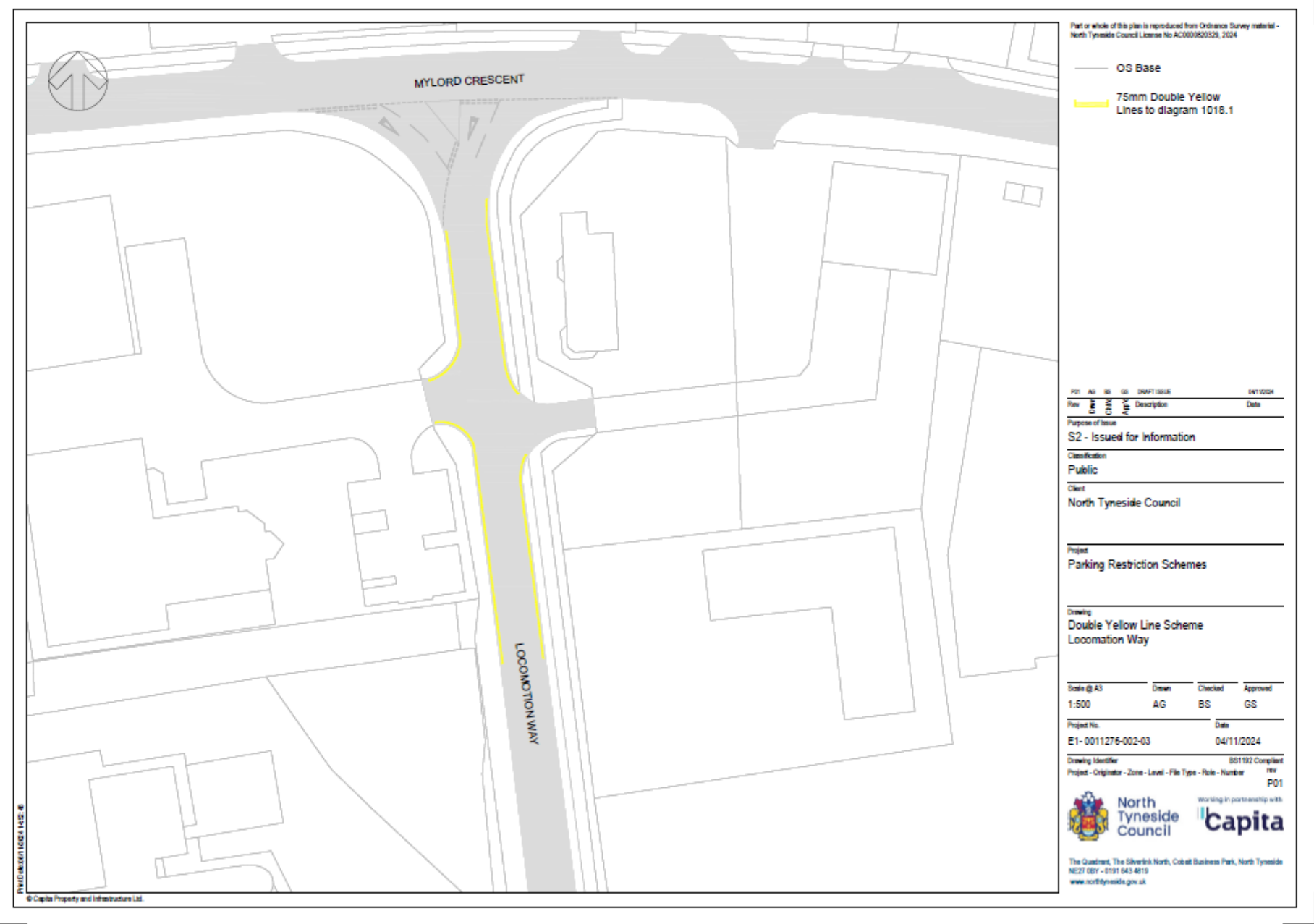
## **2.8 Environment and sustainability**

There are no environment and sustainability implications 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 Scheme



### EqIA #61

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	BAU - Waiting Restrictions
EqIA type	Business As Usual (BAU)
Current status	Completed
Service Area	Highways and Transportation
Purpose of activity	<p>The business-as-usual activity is the installation of no waiting at any time restrictions (double yellow lines).</p> <p>The restrictions are intended to prevent obstructive parking thereby improving road safety.</p>
Who is the activity intended to benefit?	Residents, visitors, local businesses, and local schools.

#### 2. Groups Impacted

**Does the project / activity impact on the following groups?**

##### Service Users

Yes

**What is the estimated number of service users impacted?**

Unknown

**What is the estimated impact level on the service users?**

Medium

**Service user additional comments**

Visitors to local businesses in the area

**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?**

Low

**Additional comments for residents**

Residents in the immediate vicinity

**Visitors**

Yes

**What is the estimated number of visitors impacted?**

Unknown

**What is the estimated impact level on the visitors?**

Low

**Additional comments for visitors**

Visitors to residential properties

**Staff**

Yes

**What is the estimated number of staff impacted?**

Unknown

**What is the estimated impact level on the staff members?**

Low

**Additional comments for staff members**

Visitors to residential properties

**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 cycling and walking 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**

Responses to initial resident and stakeholder consultation completed by the team.

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

Yes

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

Consultation with local Ward Councillors, local residents, local businesses and local schools as necessary.

**Is there any information you don't have?**

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 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.

### All evidence attachments that have been added to this EqlA

There are no attachments for this EqlA

### All evidence links that have been added to this EqlA

<https://my.northtyneside.gov.uk/category/1237/transport-strategy>

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

<https://my.northtyneside.gov.uk/category/737/parking-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
<b>Description of the potential impact and evidence used in the assessment:</b> People for whom age makes negotiating footways and crossing the road more difficult 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 on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.		
Disability	Yes	Yes

**Description of the potential impact and evidence used in the assessment:**

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.

People with a disability who hold a Blue Badge are permitted to park on the proposed single yellow lines for up to 3 hours. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.

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.

Gender reassignment	No	No
Marriage and civil partnership	No	No
Pregnancy and maternity	Yes	Yes

**Description of the potential impact and evidence used in the assessment:**

Footway users who are pregnant 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 on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations

Race	No	No
Religion or belief	Yes	Yes

**Description of the potential impact and evidence used in the assessment:**

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 on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.

Sex	No	No
Sexual orientation	No	No
Intersectionality	No	No
Non-Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Carers	Yes	Yes

**Description of the potential impact and evidence used in the assessment:** Carers who may be required to park in the proposed location may experience a positive impact from the reduction of obstructive junction and pavement parking.

Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park on the proposed waiting restrictions for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.

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 schemes are designed to ensure that highway conditions are conducive to support walking, wheeling, on-road cycling and public transport resulting in the potential positive impacts to the 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**

**All negative impacts logged against the EqlA**

### **Negative Impact #1**

**Potential negative impact**

Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.

**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 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.

**Negative Impact #2**

**Potential negative impact**

Blue badge holders can only park on double yellow lines for up to 3 hours.

**Can it be reduced or removed**

No

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

Maximum parking times for blue badge holders are set nationally. The double yellow lines have been kept to the minimum length required to be effective and there is alternative unrestricted parking highlighted nearby.

**7. EqlA Review**

**Date review of EqlA to be completed**

31-03-2026

**Responsible officer**

Nick Saunders

**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 EqIA****Action ID: 224****Action Title**

Displaying notices

**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**

Nick Saunders

**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)

**Action ID: 225****Action Title**

Road Markings

**Action Type**

Action already in place to remove or reduce potential negative impacts

**Status**

In Progress

**Impact**

Reduce

**Assignee/Responsible officer**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.

**Action ID: 226****Action Title**

Accessibility

**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**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

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

**Action ID: 227**

**Action Title**

Publicity

**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**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

Inform the public of any positive impacts as part of communications and publicity when the scheme is completed

**Action ID: 228**

**Action Title**

Scheme impact

**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**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.