

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 10 July 2025

Title: Traffic Regulation Order – Permit Parking/Pay & Display Restrictions – Percy Park Road, Tynemouth

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

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

Wards affected: Tynemouth

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 Traffic Regulation Order (TRO) associated with the existing shared use permit parking/pay and display bays on the west side of Percy Park Road, Tynemouth.

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 proposed amendment to 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 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 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 to amend the bus stop clearway marking on the west side of Percy Park Road north of its junction with Seafield View was brought forward as it was noted that the raised kerb which had been installed to assist with access to the buses at this location was not aligned with the bus stop clearway marking. It was consequently agreed that the bus stop clearway marking should be relocated to align with the raised kerb. This requires associated minor amendments to the existing shared use permit parking/pay and display scheme operating on this section of Percy Park Road.

The proposal necessitates variations to existing on-street parking places contained in existing Traffic Regulation Orders (TROs).

1.5.2 Proposal in relation to permit parking restrictions

It is proposed that the bus stop clearway marking at the bus stop should be relocated approximately 4 metres further north to align with the raised kerb. This requires the existing shared use permit parking/pay and display parking bay to be reduced by 4 metres accordingly. However, in order to ensure that there is no net loss of parking provision, it is proposed that an additional shared use permit parking/pay and display bay should be created at the southern end of the relocated bus stop clearway marking.

1.5.3 Consultation

Ward members were consulted on the proposal by email in September 2024. Residents directly affected by the proposed amendments to the parking arrangement were consulted by letter in November 2024. 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 improve pedestrian access to buses using this stop whilst ensuring that parking provision at this location is maintained.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment

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

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

An Equality Impact Assessment for the proposal 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 may currently experience difficulty accessing the bus stop at the specified location. 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.

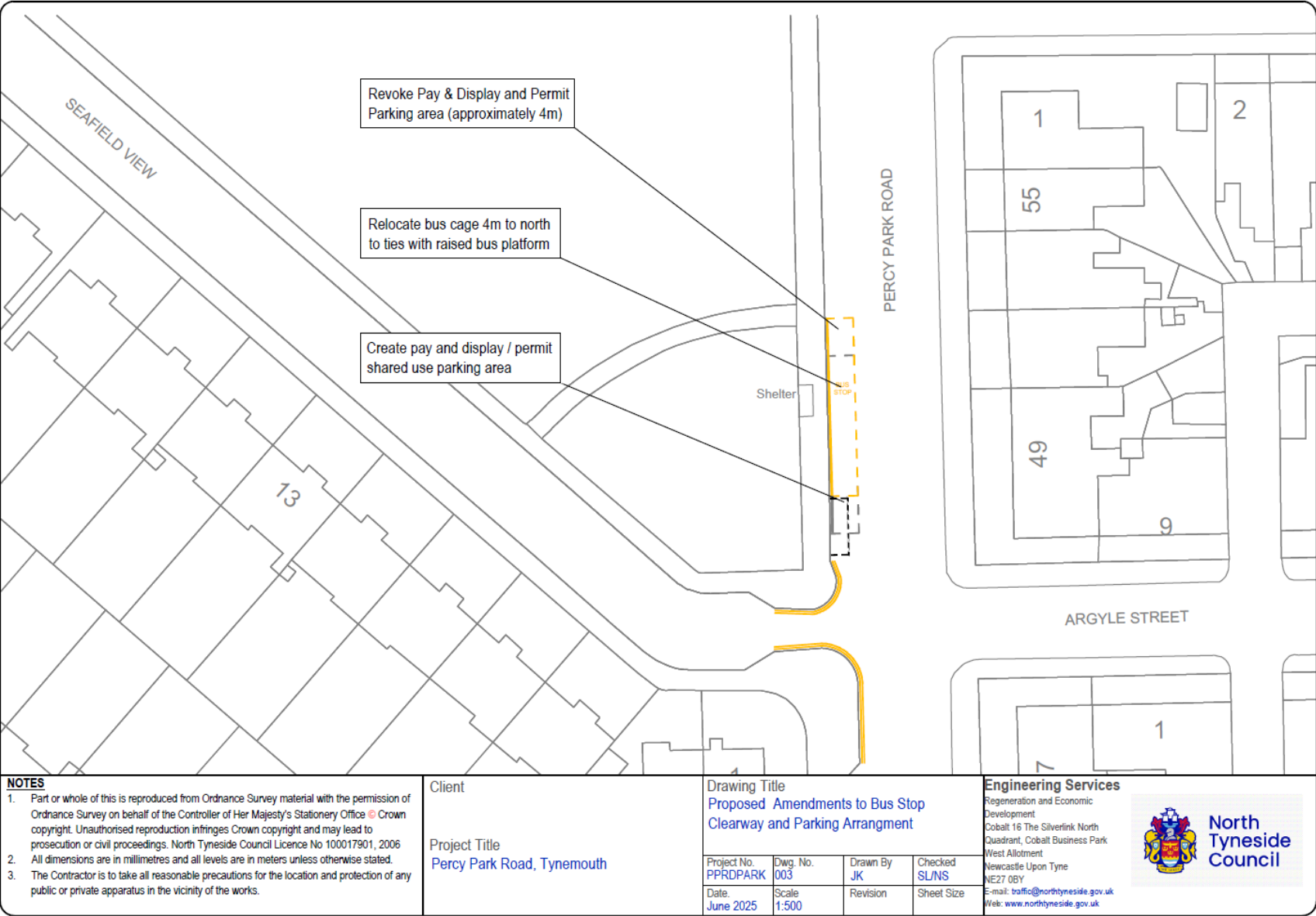
2.8 Environment and sustainability

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 ☐
- Interim Director of
Corporate Strategy and
Customer Service ☐

Appendix 1 – Plan of Scheme



EqlA #85

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

1. Project/Activity Information

Collection name	Highways
Name of the policy/project/process being assessed	Percy Park Road – amendments to bus stop clearway marking and permit parking/pay and display restrictions.
EqlA type	Project
Current status	Completed
Service Area	Highways and Transportation
Purpose of project	To relocate an existing bus stop clearway marking to provide improved access for bus passengers. This amendment requires changes to be made to the adjacent shared use permit parking/pay and display restrictions.
Who is the project intended to benefit?	Bus passengers using the bus stop on the west side of Percy Park Road to the north of Seafield View.
What outcomes should be achieved	Improved access for members of the public wishing to board and alight from buses servicing the bus stop.

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? 101 – 250

What is the estimated impact level on the residents?

Low

Additional comments for residents

Residents using the bus stop should experience a benefit from improved access to buses. Residents who currently park in the space to the north of the existing bus stop marking will need to use an alternative parking space but the current level of parking provision will be maintained at this location.

Visitors

Yes

What is the estimated number of visitors impacted?

251 – 1000

What is the estimated impact level on the visitors?

Low

Additional comments for visitors

Visitors to the area using the bus stop should experience a benefit from improved access to buses. Visitors who currently park in the space to the north of the existing bus stop marking will need to use an alternative parking space but the current level of parking provision will be maintained at this location.

Staff

No

Partner organisations

Yes

What is the estimated number of partner organisations impacted?

1 – 20

What is the estimated impact level on the partner organisations?

Low

Additional comments for partner organisations

The improvements to the bus stop markings may achieve benefits for Nexus and bus operators serving the bus stop.

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

Responses to initial resident and stakeholder consultation completed by traffic and road safety 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 and residents.

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 proposed amendments to the shared use permit parking/pay and display restrictions adjacent

to the bus stop marking. We will understand this by advertising the notices/orders following this report. Copies of the notices 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

Link		
https://my.northtyneside.gov.uk/page/13336/parkingstrategy	https://my.northtyneside.gov.uk/category/1274/travelstrategy	https://my.northtyneside.gov.uk/category/1237/transportstrategy

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: People for whom age makes negotiating a level difference more difficult may experience a positive impact from the proposed relocation of the bus stop clearway markings to align with the raised kerb.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for whom age makes negotiating footways more difficult. 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.</p>		
Disability	Yes	Yes

Description of the potential impact and evidence used in the assessment: People for whom disability makes negotiating a level difference more difficult (e.g. wheelchair users) may experience a positive impact from the proposed relocation of the bus stop clearway markings to align with the raised kerb.		
Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for whom disability makes negotiating footways more difficult. 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 covered by the pregnancy and maternity characteristic may experience a positive impact from improved access to buses using the bus stop at this location.		
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for those using pushchairs and prams. 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.		
Race	No	No
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 proposal is designed to ensure that access to public transport at this location is improved for all road users resulting in the potential positive potential 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 within the groups identified in section 4.

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.

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 impact.

Actions

All actions that have been created for this EqlA

Action ID: 302

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

To do

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 EqlA).

Action ID: 303

Action Title

Accessibility

Action Type

Action already in place to remove or reduce potential negative impacts

Status

To do

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 footways which remain open and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs.

Action ID: 304

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

To do

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: 305

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

To do

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.