

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 05 June 2025

Title: Traffic Regulation Order – Waiting Restrictions – Whitley Road, Whitley Bay

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Whitley Bay North

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' restrictions on Whitley Road, Whitley Bay.

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.

1.5 Information:

1.5.1 Background

The proposal to amend the waiting restrictions on the north east side of Whitley Road between Esplanade and Victoria Avenue was developed to address concerns from local residents regarding obstructive and indiscriminate parking in this area primarily associated with customers of local businesses. This was reportedly preventing pedestrians from using the footway and restricting visibility for vehicles exiting the adjacent side roads.

There is currently a single yellow line restriction in place which prohibits waiting between 8am and 6pm, Monday to Saturday. However, concerns were raised that vehicles were parking in this area outside of the restricted hours (particularly in the evenings) and obstructing vehicle and pedestrian movements.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in 2024 and identified that obstructive parking was taking place at the location specified.

It is therefore proposed to introduce a waiting restriction which applies at all times to prevent obstructive parking and improve road safety.

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 and loading restrictions

It is proposed to replace the existing single yellow line restriction on the section of Whitley Road between Esplanade and Victoria Avenue (which prohibits waiting between 8am and 6pm, Monday to Saturday) with double yellow lines which would prohibit waiting at any time. A plan showing the proposed restriction is included at Appendix 1 to this report.

It is anticipated that the proposed introduction of waiting restrictions will improve visibility and access at this location and create a safer environment for all road users.

1.5.3 Consultation

Ward members were updated on the proposal by email in April 2025. All Members were supportive of the scheme.

Engagement on the scheme was carried out in April 2025, via an informal postal consultation with the businesses directly affected by the proposed restrictions. No concerns about the proposal were raised.

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 visibility, access and road safety 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

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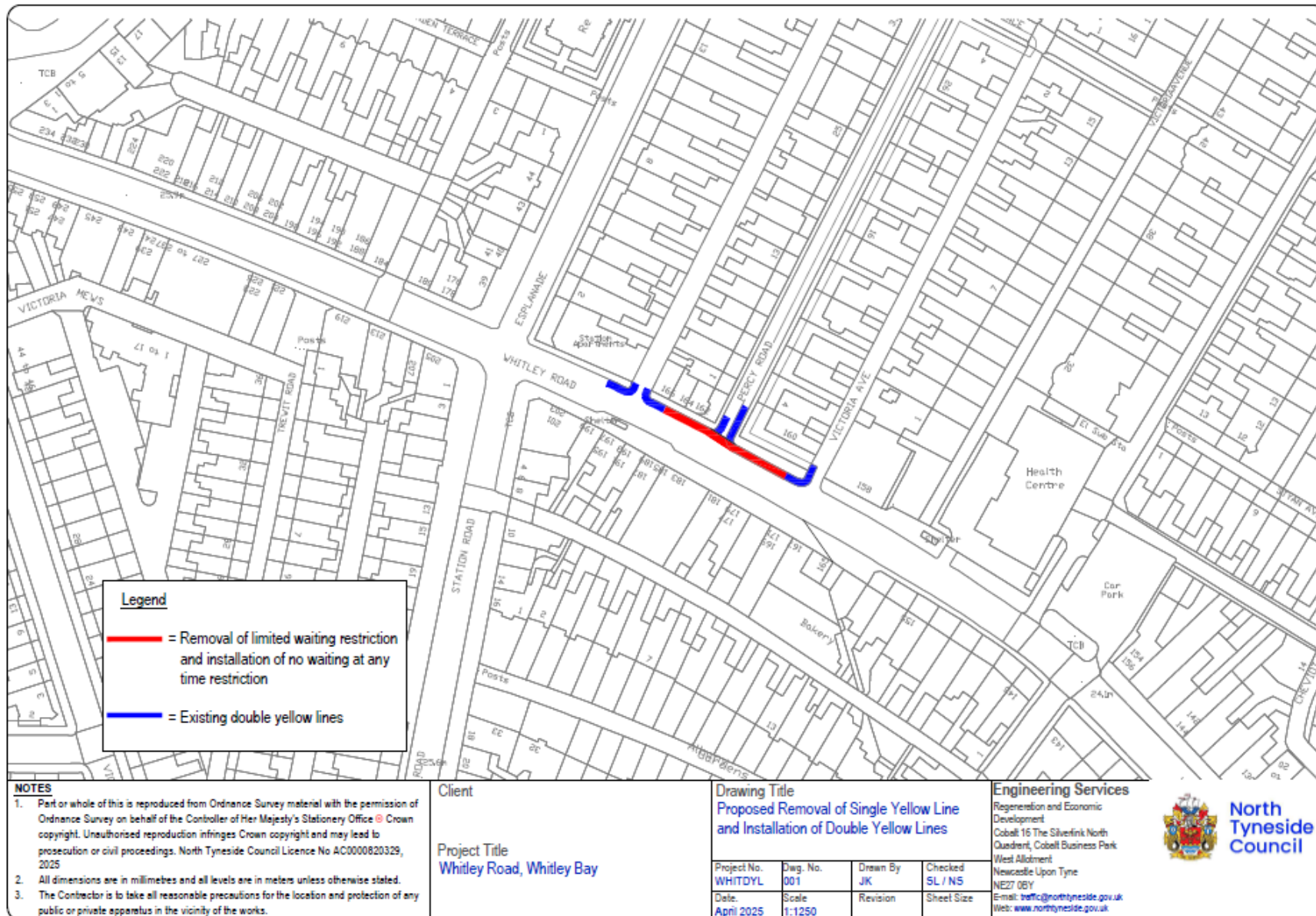
- Monitoring Officer

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- Assistant Chief Executive

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Appendix 1 – Plan of Scheme



EqlA #61

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

1. Project/Activity Information

| | |
|--|--|
| Collection name | Highways |
| Name of the activity being assessed | BAU - Waiting Restrictions |
| EqlA 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 |
| <p>Description of the potential impact and evidence used in the assessment: 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.</p> <p>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.</p> | | |
| Disability | Yes | Yes |
| <p>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.</p> <p>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.</p> <p>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</p> | | |

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

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

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 EqlA

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.