

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 11 January 2023

Title: Traffic Regulation Order – Queensway area, Tynemouth

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Tynemouth

PART 1

1.1 Executive Summary:

This report seeks the approval of the Director of Regeneration and Economic Development to make the Traffic Regulation Order for the introduction of permit parking restrictions on Queensway, Manorway, Princeway and Manor Road and a time-limited parking restriction on Queensway, following the decision of the Cabinet Member for Environment to set aside the objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

- (1) to note that notices were advertised in line with relevant statutory requirements for the Traffic Regulation Order for the introduction of permit parking restrictions on Queensway, Manorway, Princeway and Manor Road and a time-limited parking restriction on Queensway (“the Traffic Regulation Order”);
- (2) to note the decision taken on 19 December 2022 by the Cabinet Member of the Environment to set aside the objections received to the Traffic Regulation Order; and
- (3) to agree that the Traffic Regulation Order should be made in line with relevant statutory requirements.

1.3 Forward Plan:

Seeking delegated decisions 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 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

1.5 Information:

1.5.1 Background

The proposal to introduce permit parking restrictions on Queensway, Manorway, Princeway and Manor Road, and the background to this, are described in the Cabinet Member delegated decision report taken on 19 December 2022. It is not proposed to repeat what is included in that report in terms of the development of the proposal, the engagement undertaken and details of the objections received.

Engagement on the scheme was undertaken with local residents and ward Members in Summer 2022.

1.5.2 Statutory Consultation

Parking proposals are subject to statutory legal process as described in section 2.2. Schemes must be advertised in the local press and the local authority must also take 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, businesses and other stakeholders to object to any proposed Scheme. 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.

1.5.3 Cabinet Member delegated decision taken on 19 December 2022

In accordance with the Authority's Scheme of Delegation to Cabinet Members, on 19 December 2022, the Cabinet Member for Environment considered the objections and decided to:

- (1) set aside the objections in the interests of reducing levels of on-street parking in the area which will remove obstructions to pedestrian and vehicle traffic, improve road safety for all road users and facilitate residential parking; and
- (2) determine that the Traffic Regulation Order should be made unchanged.

1.5.4 Decision sought

As the objections to the proposal were set aside as part of the Cabinet Member's decision, in accordance with delegation RED15 in the Authority's Officer Delegation Scheme, a decision by the Director of Regeneration and Economic Development is now sought to approve the making of the Traffic Regulation Order and the issue of a Notice under the Road Traffic Regulation Act 1984.

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:

To implement the decision taken by the Cabinet Member for Environment on 19 December 2022 that the Traffic Regulation Order should be made unchanged after the setting aside of the objections. It is also considered to be in the interests of reducing levels of on-street parking in the area which will remove obstructions to pedestrian and vehicle traffic, improve road safety for all road users and facilitate residential parking.

1.8 Appendices:

Appendix 1 Traffic Regulation Order advertised on site

Appendix 2 Plan of proposed scheme

Appendix 3 Equality Impact Assessment

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Nicholas Bryan, Highway Network Manager, 0191 643 6622

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 643 5747

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](#)
- (5) [Report to Cabinet Member for Environment dated 19 December 2022 'Traffic Regulation Order – Queensway area, Tynemouth'](#)

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 2022/23 Local Transport Plan – Parking Management budget.

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.

The Legal Notice of Intent was published in the local press and any Order that is made may be cited as the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 – Variation Order 2022

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.3 of the 19 December 2022 report to the Cabinet Member for Environment.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.3. Steps have been taken to advertise the proposal in line with statutory process as set out in section 2.2. If the recommendation is approved by the Director of Regeneration and Economic

Development, the Traffic Regulation Order shall be made and the further steps shall be taken in line with statutory process, including the publication of a notice of making, as set out in section 2.2.

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 the Traffic Regulation Order – Queensway area, Tynemouth scheme has been undertaken and is attached as Appendix 5 to this report. This notes that several identified potential impacts are positive, e.g. for people who currently experience difficulty crossing the road, and that actions are specified to reduce the identified potential negative impact, which relates to temporary arrangements during construction.

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 a reduction in the availability of off-site parking for users of schools and businesses may result in increased use of more sustainable modes of transport in place of car use. The proposals are therefore consistent with the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive

**NORTH TYNESIDE COUNCIL
(On Street Parking Places) (Consolidation) Order 2022**

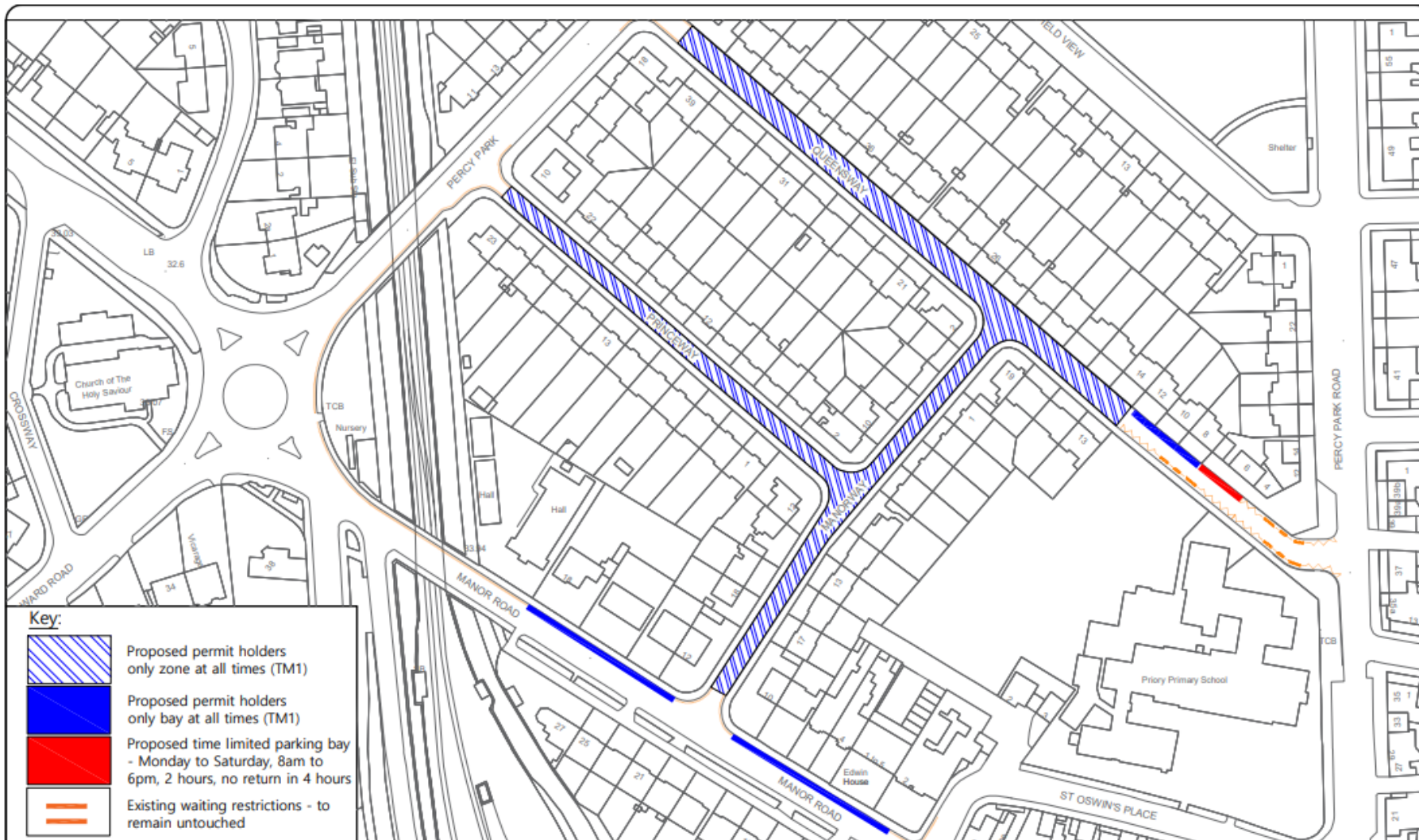
North Tyneside Council gives notice that it proposes to make variation orders under Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the orders, if made, will be to vary the North Tyneside (On Street Parking Places) (Consolidation) Order 2022 so that:

1. limited waiting without charges parking places, operational on Mondays to Saturdays between 8.00am and 6.00pm and with a maximum duration of stay of 2 hours with no return within 4 hours, be introduced on the north east side of Queensway, Tynemouth from a point 32 metres north west of its junction with Percy Park Road to a point 50 metres north west of that junction.
2. permit holder parking places, operational on all days and at all times, be introduced on:
 - a) the north east side of Queensway, Tynemouth from a point 50 metres north west of its junction with Percy Park Road to a point 76 metres north west of that junction;
 - b) the north east side of Manor Road, Tynemouth from a point 8 metres north west of its junction with Manorway to a point 60 metres north west of that junction;
 - c) the north east side Manor Road, Tynemouth from a point 12 metres north west of its junction with St Oswin's Place to a point 8 metres south east of its junction with Manorway;
 - d) both sides of Manorway, Tynemouth from its junction with Queensway to a point 8 metres north-east of its junction with Manor Road;
 - e) both sides of Queensway, Tynemouth from a point 11 metres south-east of its junction with Percy Park to a point 45 metres south-east of its junction with Manorway; and
 - f) both sides of Princeway, Tynemouth from its junction with Manorway to a point 10 metres south-east of its junction with Percy Park.
3. The following streets be added to the list of properties eligible for the issue of permits:
 - a) Manorway – 1 to 18 (consecutive), Queensway - 4 to 48 (even), 13 to 39 (odd), Princeway – 1 to 23 (consecutive), Manor Road – 2 to 18 (even), 3 to 27 (odd), Edwin House (1 – 5 consecutive), Carlton House (Flat A, B and C) and 18 Percy Park (Zone TM1).





Further details of the proposals may be examined in the documents available on the Council's website www.northtyneside.gov.uk (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to democraticsupport@northtyneside.gov.uk by 17 June 2022. Any objections may be published as part of any reports to councillors on the matter.

26 May 2022

Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



Key:

-  Proposed permit holders only zone at all times (TM1)
-  Proposed permit holders only bay at all times (TM1)
-  Proposed time limited parking bay - Monday to Saturday, 8am to 6pm, 2 hours, no return in 4 hours
-  Existing waiting restrictions - to remain untouched

NOTES

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- All dimensions are in millimetres and all levels are in meters unless otherwise stated.
- 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.

Client
North Tyneside Council

Project Title
**Queensway, Tynemouth
 NE30 4NA**

Drawing Title
**Proposed permit parking and time limited parking restrictions
 CONSULTATION DRAWING**

Project No. QNWPP01	Dwg. No. 003	Drawn By RJ	Checked NS
Date 28/03/2022	Scale NTS	Revision A	Sheet Size

Engineering Services
 Regeneration, Development and Regulatory Services
 Cobalt 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




Working in partnership with

Equality Impact Assessment (EIA)

Before completing this form, please refer to the supporting guidance documents which can be found on the equality page of the intranet. The page also provides the name of your Corporate Equality Group member should you need any additional advice.

Equality Impact Assessments (EIAs) are a planning tool that enable us to build equality into mainstream processes by helping us to:

- consider the equality implications of our policies (this includes criteria, practices, functions or services - essentially everything we do) on different groups of employees, service users, residents, contractors and visitors
- identify the actions we need to take to improve outcomes for people who experience discrimination and disadvantage
- fulfil our commitment to public service.

The level of detail included in each EIA should be proportionate to the scale and significance of its potential impact on the people with protected characteristics.

This assessment may be published on the Authority's website as part of a Council or Cabinet Report. It can also be requested under the Freedom of Information Act 2000 and can be used as evidence in complaint or legal proceedings.

Proposal details

1. Name of the policy or process being assessed	Permit Parking Traffic Regulation Order – Queensway, Manorway, Princeway and Manor Road, Tynemouth	
2. Version of this EIA (e.g. a new EIA = 1)	1	
3. Date EIA created	27 th September 2022	
	Name	Service or organisation
4. Principal author of this EIA	Reagan Johnson – Traffic Engineering Technician, Traffic and Road Safety	Capita North Tyneside
5. Others involved in writing this EIA <i>EIAs should not be completed by a sole author. Think about key stakeholders and others who can support the process and bring different ideas and perspectives to the discussion.</i>	Nick Saunders – Senior Traffic Engineer, Traffic and Road Safety	Capita North Tyneside

6. What is the purpose of your proposal, who should it benefit and what outcomes should be achieved?

The permit parking proposal is designed to reduce levels of on-street parking in the area which will remove obstructions to pedestrian and vehicle traffic, improve road safety for all road users and facilitate residential parking where needed. Some parking provision for visitors to the area is proposed through the introduction of a free, short stay parking bay at the east end of Queensway. Blue badge holders will be able to park within the permit parking scheme for up to three hours.

7. Does this proposal contribute to the achievement of the Authority's public sector equality duty? Will your proposal:

Write your answers in the table

Aim	Answer: Yes, No, or N/A	If yes, how?
Eliminate unlawful discrimination, victimisation and harassment	No	
Advance equality of opportunity between people who share a protected characteristic and those who do not	Yes	The scheme will provide safer highway conditions in the affected streets which will support cycling, walking and wheeling, resulting in the potential positive impacts associated with age and disability characteristics as identified in section 11 below.
Foster good relations between people who share a protected characteristic and those who do not	No	

Evidence Gathering and Engagement

8. What evidence has been used for this assessment?

- Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net-zero by 2030 ([Our North Tyneside Plan](#)); enable parking at the right time, right place and right price ([North Tyneside Transport Strategy](#)); engage with schools to promote road safety alongside healthy travel ([North Tyneside Travel Safety Strategy](#)) and effectively manage demand for parking ([North Tyneside Parking Strategy](#)).
- Responses to engagement undertaken through initial resident and stakeholder consultation and statutory consultation associated with the proposed order.

9.a Have you carried out any engagement in relation to this proposal?

Yes - please complete 9b	✓
No	

9.b Engagement activity undertaken	With	When
Initial consultation via letter	Schools, residents, relevant stakeholders, ward members	Winter 2021/22
Statutory consultation – Public Notices on affected streets, NTC website, local press	All stakeholders and members of the public	Summer 2022

9. Is there any information you don't have?

	√	Please explain why this information is not currently available
Yes - please list in section A of the action plan at Q13		
No	✓	

Analysis by protected characteristic

	A	B	C
11. Protected characteristic	Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic? (Answer – Yes or No)	If ‘Yes’ would the <u>potential</u> impact be positive or negative? (Answer – positive or negative)	Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used
All Characteristics	No		
Sex – male or female	No		
Pregnancy and maternity – largely relates to employment, but also to some aspects of service delivery e.g. for breastfeeding women	No		

<p>Age – people of different ages, including young and old</p>	<p>Yes</p>	<p>Positive</p> <p>Positive</p>	<p>Young people (particularly those attending Kings Priory School) may benefit from improved safety when walking, wheeling or cycling in the affected streets, as the expected reduction in obstructive parking and traffic movements will create a safer environment and reduce issues of children crossing the road between parked vehicles.</p> <p>People for whom age makes crossing the road more difficult may experience a positive impact from reduced incidence of parking on footways or dropped crossings.</p>
<p>Disability – including those with visual, audio (BSL speakers and hard of hearing), mobility, physical, mental health issues, learning, multiple and unseen disabilities</p>	<p>Yes</p>	<p>Positive</p> <p>Positive</p> <p>Negative</p>	<p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from reduced incidence of parking on footways or dropped crossings.</p> <p>Vehicle users who have a disability and hold a blue badge will be eligible to park within the permit parking scheme for up to three hours. Short stay parking in the affected streets for non-resident blue badge holders may therefore become easier.</p> <p>Vehicle users who have a disability will no longer be able to park in the affected streets all day, even if they hold a blue badge. Long stay parking in the affected streets for non-resident blue badge holders will therefore no longer be an option.</p>
<p>Gender reassignment - includes trans, non-binary and those people who do not identify with or reject gender labels</p>	<p>No</p>		
<p>Race – includes a person’s nationality, colour, language, culture and geographic origin</p>	<p>No</p>		

Religion or belief – includes those with no religion or belief	No		
Sexual orientation – includes gay, lesbian, bisexual and straight people	No		
Marriage and civil partnership status - not single, co-habiting, widowed or divorced– only relates to eliminating unlawful discrimination in employment	No		
Intersectionality - will have an impact due to a combination of two or more of these characteristics	No		

If you have answered **'Yes'** anywhere in column A please complete the rest of the form, ensuring that all identified negative impacts are addressed in either Q12 'negative impacts that cannot be removed' or Q13 'Action Plan' below

If you have answered **'No'** in all rows in column A please provide the rationale and evidence in the all characteristics box in column C and go to Q14 'Outcome of EIA'.

12.a Can any of the negative impacts identified in Q11 be removed or reduced?

Yes - please list them in the table below and explain why	
No	✓

12.b Potential negative impact	What alternative options, if any, were considered?	Explanation of why the impact cannot be removed or reduced or the alternative option pursued.

Action Planning (you do not need to complete the grey cells within the plan)

13. Action Plan	Impact: (Answer remove or reduce)	Responsible officer (Name and service)	Target completion date
Section A: Actions 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 (please explain below)			
Consultation with residents and stakeholders. Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure		Reagan Johnson (Traffic and Road Safety)	Completed
Section B: Actions already in place to remove or reduce potential negative impacts (please explain below)			
The Principal of Kings Priory School has been invited to provide details of parking requirements for disabled staff members.	Reduce	Reagan Johnson (Traffic and Road Safety)	
Section C: Actions that will be taken to remove or reduce potential negative impacts (please explain below)			
Disabled access – Provision for long stay disabled parking in the area will be reviewed in light of the outcome of discussions with Kings Priory School regarding parking requirements for disabled staff members.	Reduce	Reagan Johnson (Traffic and Road Safety)	31 Dec 2022
Section D: Actions that will be taken to make the most of any potential positive impact (please explain below)			
Inform the public of any positive impacts as part of communications/publicity when the scheme is completed		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023
Section E: Actions that will be taken to monitor the equality impact of this proposal once it is implemented (please explain below)			

The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023
Section F: Review of EIA to be completed		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023

14. Outcome of EIA

Based on the conclusions from this assessment:

Outcome of EIA	Tick relevant box	Please explain and evidence why you have reached this conclusion:
The proposal is robust, no major change is required.	✓	Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impact.
Continue but with amendments		
Not to be pursued		

Now send this document to the [Corporate Equality Group member for your service](#) for clearance.

Quality assurance and approval

Questions 15-18 are only for completion by the Corporate Equality Group Member for your service

15. Do you agree or disagree with this assessment? ✓	Agree	✓	Disagree	
16. If disagree, please explain:				

17. Name of Corporate Equality Group Member:	Melissa Lackenby
18. Date:	20/10/22

Conclusion:

- If the assessment is agreed, please send the document to the Head of Service for sign off.
- If you disagree return to author for reconsideration.

Questions 19-22 are only for completion by the Head of Service

19. Do you agree or disagree with this assessment? ✓	Agree	✓	Disagree	
20. If disagree, please explain:				
21. Head of Service:	John Sparkes (Director)			
22. Date:	21/10/22			

Please return the document to the Author and Corporate Equality Group Member.