

North Tyneside Council

Report to Cabinet Member for Environment

Date: 8 November 2022

Title: Traffic Regulation Order – Hunters Court, Wallsend

Portfolio(s): Environment	Cabinet Member(s): Councillor S Graham
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Report from Service Area: Regeneration and Economic Development

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development (Tel: 0191 643 7295)

Wards affected: Wallsend

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce waiting restrictions (double yellow lines) along one side of Hunters Court and at the junction of Hunters Court and North View, Wallsend and to set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) sets aside the objection in the interests of discouraging obstructive parking and improving visibility for vehicles negotiating the junction and access for vehicles entering and egressing Hunters Court; and
- (3) determines that the Traffic Regulation Order should be made unchanged.

1.3 Forward Plan:

Considering objections relating to proposed 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

A proposal has been developed to introduce waiting restrictions at the junction of Hunters Court and North View, Wallsend, including restrictions along one side of its access road. The proposal originated following a request from a resident, who reported that obstructive parking was restricting visibility and access for vehicles using Hunters Court.

Parking surveys were conducted at this location in accordance with the assessment process set out in Annex 6 of the North Tyneside Parking Strategy, the results of which met the appropriate criteria for waiting restrictions. This led to the development of the proposal to introduce a 'no waiting at any time' restriction (double yellow lines) to deter obstructive parking at the locations identified during the site assessment.

Affected residents were consulted about the proposed restrictions by letter. The proposal received support from the resident who had requested the restriction, however the resident also suggested that the scope of the proposed restrictions should be extended. Officers responded to state that the original proposal was felt to be appropriate to address the observed issue and that this had been discussed with ward councillors. No further feedback was received from residents.

The statutory consultation was carried out in February 2022 and one formal objection to the proposal was received.

1.5.2 Statutory Consultation

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.

1.5.3 Summary of Objections

Local resident, **Mr S** submitted an objection to the scheme based on his view that the proposed restrictions would have a detrimental impact on residents by reducing their parking provision. The objector asked if the proposed restrictions could be confined to one side of Hunters Court and also requested that consideration be given to the introduction of permit parking restrictions.

An officer wrote to the objector to clarify that the restrictions were indeed proposed for one side of Hunters Court only and were based on site observations. The objector was advised to submit an online form to allow his request for permit parking restrictions to be assessed.

The objector was advised of the officer's intention to refer the matter to the Cabinet Member for Environment for consideration and was invited to reconsider his objection. A response was received, stating that a form had been submitted for permit parking restrictions. It is officers' intention to assess this street in due course.

Full details of the objections and officers' responses are included at Appendix 1 of this report.

1.6 Decision options:

The following decision options are available for consideration by the Cabinet Member for Environment:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of discouraging obstructive parking, improving visibility and access for vehicles accessing and egressing Hunters Court, Wallsend, thereby improving road safety for all road users.

1.8 Appendices:

- Appendix 1 Details of objection and associated correspondence
- Appendix 2 Traffic Regulation Order advertised on site
- Appendix 3 Copy of Proposed Plan
- Appendix 4 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](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the 2022/23 (Parking Management) Local Transport Plan capital 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 may be cited as the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019 Variation Order 2022.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Ward members' views on the proposal were sought as described in section 1.5.1.

2.3.2 Community engagement

Local residents' views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

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 – Hunters Court, has been undertaken and is attached as Appendix 4 to this report. This notes that the identified potential impacts are positive: these relate to improved accessibility for people walking, wheeling or cycling.

2.6 Risk management

There are no risk management implications directly arising 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 Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer

• Monitoring Officer

• Assistant Chief Executive

Details of Objection – Mr S (Dated 13 February 2022)

Hello

Regarding the attached parking restrictions proposal I would like to register my opposition to the plan due to the current no restriction policy in the area.

Whilst I accept that parking on both sides of this access road can be problematic, North View is one of only a handful of streets without permit parking so local workers park here in their droves during the week which makes parking difficult for residents at the best of times. Placing double yellow lines on both sides of this area will only make the issue worse.

Can I suggest the following in argument of the attached please.

1. Only placing yellow lines on the North West side from North View into Hunters Court, allowing one side to be parked on to help with residents and local workers parking.
2. In addition to this and/or the use of yellow lines as proposed, I'd like to request permit parking to be introduced into North View as part of this proposal please.

Officer Response (Dated 31 May 2022)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at Hunters Court, and its junction with North View, Wallsend (as shown on the attached plan). I would like to clarify the reasons why we are proposing the waiting restrictions and to address comments relevant to the proposal.

The proposal has been developed as a result of residents' concerns about visibility and access for vehicles using Hunters Court. These issues were confirmed following site assessments and the attached proposal was progressed. It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location and will therefore help to maintain sufficient visibility at all times and subsequently improve road safety.

Noting your suggestions, we can confirm that the double yellow lines are proposed only on the west side of Hunters Court in its full extent. The restrictions on the east side cover the junctions to ensure vehicles do not park obstructively, whilst providing safe parking provision for a number of vehicles on this side of the road.

If you would like to request permit parking on North View, I would ask that you fill in our online parking restriction request form. Once a completed form is received, the request will be assessed against criteria set out in Annex 2 of North Tyneside Council's parking strategy. You will then be contacted regarding the outcome of the assessments. The form can be accessed at the following link; <https://my.northtyneside.gov.uk/category/1343/request-new-parking-restriction>

Your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course. In the event that you wish to withdraw your objection based on the information above, I would be grateful if you could let me know at the earliest opportunity.

If you have any further questions, please do not hesitate to contact me.

Objector Response (Dated 31 May 2022)

Thank you for the comprehensive reply of which I am grateful for.
I have submitted a request for permit parking via the link.

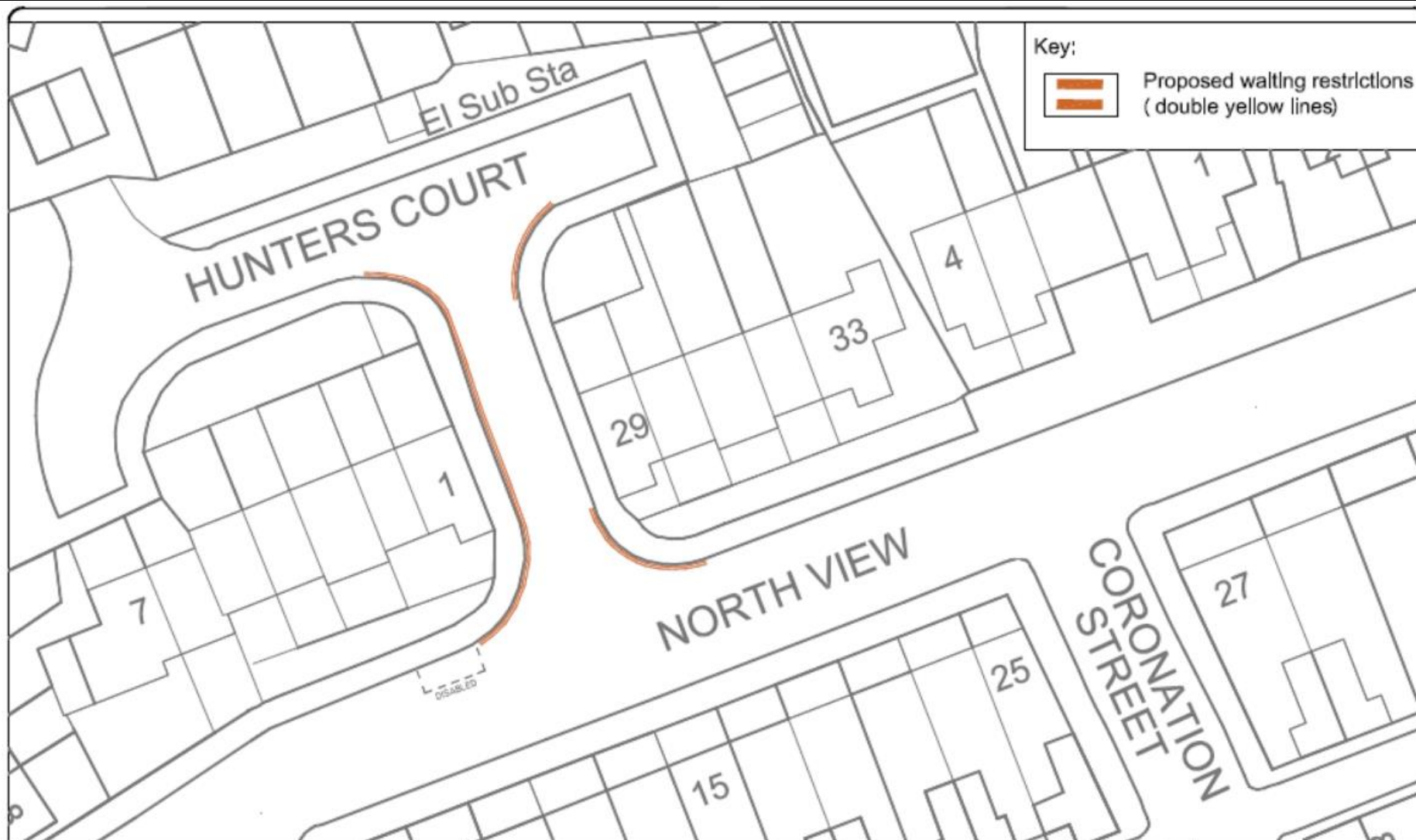
**NORTH TYNESIDE COUNCIL
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019 -
Variation Order**

North Tyneside Council gives notice that it proposes to make Variation Orders under Sections 1, 2, 32, 35 and 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 (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2019, so that no waiting at any time restrictions (double yellow lines) be introduced on sections of the following roads:

- a) North View, Wallsend on its north-west side, from a point 6 metres south-west of its junction with Hunters Court to a point 6 metres north-east of that junction;
- b) Hunters Court, Wallsend on its:
 - i) south-west side, from its junction with North View to a point 29 metres north-west of that junction.
 - ii) north-east side, from its junction with North View to a point 7 metres north-west of that junction and from a point 23 metres north-west of its junction with North View to a point 29 metres north-west of that junction.

Further details of the proposals may be examined in the documents available on the Council's website. 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 7 March 2022. Any objections may be published as part of any reports to councillors on the matter.

11 February 2022
Law & Governance
Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



<p>NOTES</p> <ol style="list-style-type: none"> 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 100017901, 2008 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. 	<p>Client North Tyneside Council</p> <p>Project Title Hunters Court, Wallsend NE28 7NZ</p>	<p>Drawing Title Proposed waiting restrictions</p>				<p>Engineering Services Regeneration, Development and Regulatory Services Cobalt 16 The Silverlink North Quadrant, Cobalt Business Park West Allerton Newcastle Upon Tyne NE27 0BY E-mail: tr@northtyneside.gov.uk Web: www.northtyneside.gov.uk</p>  		
		<table border="1"> <tr> <td>Project No. HTCWR01</td> <td>Draw. No. 001</td> <td>Drawn By RJ</td> <td>Checked NS</td> </tr> <tr> <td>Date 04/02/2021</td> <td>Scale NTS</td> <td>Revision A</td> <td>Sheet Size</td> </tr> </table>	Project No. HTCWR01	Draw. No. 001	Drawn By RJ		Checked NS	Date 04/02/2021
Project No. HTCWR01	Draw. No. 001	Drawn By RJ	Checked NS					
Date 04/02/2021	Scale NTS	Revision A	Sheet Size					

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	Introduction of Traffic Regulation Order for the installation of waiting restrictions (double yellow lines) along one side of Hunters Court and at the junction of Hunters Court and North View, Wallsend	
2. Version of this EIA (e.g. a new EIA = 1)	1	
3. Date EIA created	04/10/2022	
	Name	Service or organisation
4. Principal author of this EIA	Samantha Lacy	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>	Nicholas Saunders Reagan Johnson	Capita North Tyneside Capita North Tyneside

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

The proposal for the installation of waiting restrictions (double yellow lines) along one side of Hunters Court and at the junction of Hunters Court and North View, Wallsend is intended to discourage obstructive parking thereby improving visibility for all vehicles negotiating the junction and access for vehicles entering and egressing Hunters Court. It is also expected to facilitate walking and wheeling on the footway and crossing manoeuvres at the junction. It is anticipated that the proposal will consequently facilitate access and improve road safety for all road users.

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 proposed waiting restrictions (double yellow lines) will discourage obstructive parking at the junction including the adjacent footways 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. improve the street network, putting cycling and walking first ([North Tyneside Transport Strategy](#)) and effectively manage demand for parking ([North Tyneside Parking Strategy](#)).
- Responses to engagement undertaken through initial resident and stakeholder 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	Local residents	January 2022
Member consultation	Wallsend ward councillors	January 2022
Statutory consultation – public notices on affected streets, on the Authority’s website and in local press	All stakeholders and members of the public	February 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>Young people may benefit from the proposed restrictions when walking, wheeling or cycling across the affected junction as the expected reduction in obstructive parking will create a safer environment for crossing manoeuvres.</p> <p>People for whom age makes crossing the road more difficult may experience a positive impact from reduced incidence of parking on the footway or on dropped crossings at the junction.</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>The proposed installation of waiting restrictions (double yellow lines) may have a positive impact for footway users with a disability (e.g. wheelchair users and visually or audio impaired people) in terms of leading to reduced incidence of parking on footways and dropped crossings.</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>		
<p>Religion or belief – includes those with no religion or belief</p>	<p>No</p>		
<p>Sexual orientation – includes gay, lesbian, bisexual and straight people</p>	<p>No</p>		

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 not be removed or reduced?

Not applicable

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

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)			
Consideration of accessibility factors as part of the scheme design process.	Reduce	Reagan Johnson (Traffic and Road Safety)	
Section C: Actions that will be taken to remove or reduce potential negative impacts (please explain below)			
Not applicable			
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)		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023

The impact of the scheme will be assessed 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.	✓	Identified potential impacts are positive
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:	18/10/22

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:	19/10/22			

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