

North Tyneside Council

Report to Cabinet Member for Environment

Date: 13 April 2023

Title: Traffic Regulation Order – Waiting Restrictions, vicinity of Backworth Park Primary School, Backworth

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: Valley

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce 'no waiting at any time' and 'school keep clear' (Monday to Friday between 8:15 – 9:15am and 2:30 – 4:30pm) restrictions on sections of Hotspur North, Field Court, Parkside View, Willow Grove, Dene View and Burn Walk in the vicinity of Backworth Park Primary School and to set aside four objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interests of discouraging indiscriminate and obstructive parking thereby improving road safety for all road users and facilitating more sustainable travel to Backworth Park Primary School; 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 green North Tyneside
 - We will increase opportunities for safe walking and cycling
 - 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

The proposals in this report relate to the following priorities in the Carbon Net-Zero 2030 Action Plan:

- Low Traffic Neighbourhoods and School Streets
- Reduce car-based school trips by 5% annually

1.5 Information:

1.5.1 Background

The proposal to introduce parking restrictions in Hotspur North and some adjoining streets was developed to address concerns amongst some residents regarding obstructive and indiscriminate non-residential parking in this area primarily associated with travel to and from Backworth Park Primary School.

The streets concerned form part of a recent housing development and remain unadopted. The Authority has worked with the school seeking to encourage more sustainable trips to school and has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken between 2020 and 2022 and identified that obstructive parking was taking place primarily at school start and end times, creating a potential road safety issue.

The proposal associated with this report aims to prevent obstructive parking taking place particularly at the start and end of the school day thereby facilitating walking, cycling and wheeling as well as creating a safer environment for all road users. The visitor parking bays on Hotspur North are not covered by the proposed parking restrictions and would remain available for use.

Whilst the streets concerned remain unadopted, the landowner has given permission for the installation and enforcement of parking restrictions prior to completion of the adoption process.

Ward members were updated on the proposal by email between August and October 2022. Engagement on the scheme was carried out in October 2022, via an informal postal consultation with residents affected by the proposed restrictions and with Backworth Park Primary School. Feedback from this engagement exercise informed the final proposal.

The statutory consultation was carried out in February 2023 and four formal objections to the proposal were received.

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 the 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 Summary of Objections

Local residents, **Ms R**; **Ms S**; and **Ms G & Mr C** each submitted objections to the scheme with reference to the waiting restrictions proposed for Parkside View in the vicinity of its junction with Hotspur North. The objectors noted that the proposed restrictions would apply at all times, and suggested that, by contrast, issues were experienced mainly at school start and finish times. They raised concerns about the availability of parking for visitors, including clients visiting people working from home. The objectors also suggested that the school should seek an arrangement with a nearby public house for parents to use its car park as a park and stride facility when dropping off and picking up their children.

An officer wrote to the objectors to clarify that the restrictions were proposed in order to improve visibility and access at the junction in line with the Highway Code and to deter vehicles from parking obstructively across the access to two shared driveways. It was explained that the proposal was for a no waiting at any time restriction at the junction in question as it would be inappropriate to park at this location at any time, not only at school start and end times. Officers also confirmed that there is currently an arrangement in place for the car park at a nearby public house to be used as a park and stride facility for the school.

Local resident **Mrs H** also submitted an objection to the scheme based on her view that the proposed restrictions on Parkside View would reduce available parking for members of her household and visitors.

An officer wrote to the objector to clarify that the restrictions were proposed in order to improve visibility and access at the junction in line with the Highway Code and to deter vehicles from parking obstructively across the access to two shared driveways.

The objectors were advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and were invited to reconsider their objections. No further correspondence was received.

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 and determine that the Traffic Regulation Order should be made unchanged.

Option 2

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made with modifications.

Option 3

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should not be made.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The proposal will discourage indiscriminate and obstructive parking thereby improving road safety for all road users. It will also facilitate more sustainable travel to Backworth Park Primary School.

1.8 Appendices:

- Appendix 1 Details of objections and associated correspondence
- Appendix 2 Traffic Regulation Order advertised on site
- Appendix 3 Plan of proposed scheme
- Appendix 4 Equality Impact Assessment

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083
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 \(Procedure\) \(England and Wales\) Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to implement the proposal is to be provided by the landowner as the streets concerned remain unadopted.

2.2 Legal

Proposals that involve revocations or amendments to existing traffic regulation orders (TROs) 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 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 the waiting restrictions in the vicinity of Backworth Park Primary School in a local newspaper circulating in the area, 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 Traffic Regulation Order should be made.

Within 14 days of the making of the proposed TRO in respect of the proposals for the vicinity of Backworth Park Primary School, 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 TROs. 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.

The Legal Notice of Intent was published in the local press (Appendix 2 of the report).

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

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 individual's human rights.

2.5 Equalities and diversity

An Equality Impact Assessment for the parking restrictions at Backworth Park Primary School has been undertaken and is attached as Appendix 4 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 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 potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

- Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Details of Objection – Ms R (Dated 2 March 2023)

WE OBJECT to this application for the no waiting at any time restriction (double yellow lines) on d) Parkside View, Backworth

- on both sides, from its junction with Hotspur North to a point 11 metres north-east of that junction.

On the following grounds:

- The current issue is around the times 8:15-9:15, 2:40-4:30. This restriction would impact us outside of those hours as well as weekends and half terms when schools are closed. Resulting in a lifetime of impact because of a “busy” two-hour period.
- The main busy times are 8:45-9:15, 2:45-3:15 not 24 hours which this would impact.
- There are not enough bays for the residents to park in general, result in any visitors not being able to park safely near the houses.
- When working from home we often have clients visit for meetings. Reduced parking would impact our ability to have safe meetings knowing our visitors’ cars are not within seeing distance.

Ideas for improvement:

- The school to create a deal with a nearby pub allowing parents to park there. This would not impact pub patrons at those hours. This will also be safer for families walking along one clear bit of road to the school.
- Provide permits to the houses which will be affected by this allowing them to park there anytime.
- Increase the bricked driveway in front of [numbers] Hotspur North allowing two cars to park there instead of the bushes.

If yellow lines are needed, I suggest a distance of 2 metres to encourage improvement of visibility at the junctions not the full 11 meters which will not affect junction visibility for pedestrians.

I look forward to your response.

Officer Response (Dated 28 March 2023)

Thank you for your representation regarding the proposal around Backworth Park Primary School.

Double yellow lines have been proposed at the junction of Hotspur North and Parkside View to the extent shown in the below image.



This section of parking restrictions has been proposed as part of a scheme to improve road safety and access in the vicinity of Backworth Park Primary School. The proposed restrictions on Hotspur North are expected to deter obstructive parking and improve visibility for cars egressing Parkside View as well as facilitating pedestrian crossing manoeuvres at the junction. The restrictions extend to a point in Parkside View which will prevent vehicles parking

obstructively over the shared driveway access serving several properties on Hotspur North. The extent of the restrictions is also in line with guidance in the Highway Code. For these reasons, it would not be appropriate to reduce the length of these restrictions.

Whilst a single yellow line restriction applying at school start and end times has been considered at this location, it was decided that it would be inappropriate for vehicles to park within the restricted section at any time of the day. No waiting at any time restrictions (double yellow lines) were therefore considered to be the most appropriate type of restriction in this instance.

I can confirm that there is an existing agreement between a nearby pub and Backworth Park Primary School to allow parents to park in their car park during drop-off and pick up times. Site observations have confirmed that only a small proportion of parents are currently utilizing this provision as the majority wish to park closer to the school but in the event that the proposed restrictions are introduced on Hotspur North, this facility may become more popular.

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.

Details of Objection – Ms S (Dated 2 March 2023)

WE OBJECT to this application for the no waiting at any time restriction (double yellow lines) on

d) Parkside View, Backworth

- on both sides, from its junction with Hotspur North to a point 11 metres north-east of that junction.

On the following grounds:

- The current issue is around the times 8:15-9:15, 2:40-4:30. This restriction would impact us outside of those hours as well as weekends and half terms when schools are closed. Resulting in a lifetime of impact because of a "busy" two-hour period.
- The main busy times are 8:45-9:15, 2:45-3:15 not 24 hours which this would impact.
- There are not enough bays for the residents to park in general, result in any visitors not being able to park safely near the houses.
- When working from home we often have clients visit for meetings. Reduced parking would impact our ability to have safe meetings knowing our visitors' cars are not within seeing distance.

Ideas for improvement:

- Provide permits to the houses which will be affected by this allowing them to park there anytime.
- Increase the bricked driveway in front of [numbers] Hotspur North allowing two cars to park there instead of the bushes.

If yellow lines are needed, I suggest a distance of 2 metres to encourage improvement of visibility at the junctions not the full 11 meters which will not affect junction visibility for pedestrians.

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Whilst a single yellow line restriction applying at school start and end times has been considered at this location, it was decided that it would be inappropriate for vehicles to park within the restricted section at any time of the day. No waiting at any time restrictions (double yellow lines) were therefore considered to be the most appropriate type of restriction in this instance.

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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.

Details of Objection – Ms G & Mr C (Dated 2 March 2023)

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d) Parkside View, Backworth

- on both sides, from its junction with Hotspur North to a point 11 metres north-east of that junction.

On the following grounds:

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- The main busy times are 8:45-9:15, 2:45-3:15 not 24 hours which this would impact.
- There are not enough bays for the residents to park in general, result in any visitors not being able to park safely near the houses.
- When working from home we often have clients visit for meetings. Reduced parking would impact our ability to have safe meetings knowing our visitors' cars are not within seeing distance.

Suggestions for improvement:

- The school to create a deal with a nearby pub allowing parents to park there. This would not impact pub patrons at those hours. This will also be safer for families walking along one clear bit of road to the school.
- Provide permits to the houses which will be affected by this allowing them to park there anytime.
- Increase the bricked driveway in front of [numbers] Hotspur North allowing two cars to park there instead of the bushes.

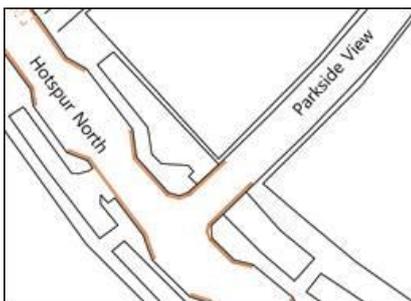
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egressing Parkside View as well as facilitating pedestrian crossing manoeuvres at the junction. The restrictions extend to a point in Parkside View which will prevent vehicles parking obstructively over the shared driveway access serving several properties on Hotspur North. The extent of the restrictions is also in line with guidance in the Highway Code. For these reasons, it would not be appropriate to reduce the length of these restrictions.

Whilst a single yellow line restriction applying at school start and end times has been considered at this location, it was decided that it would be inappropriate for vehicles to park within the restricted section at any time of the day. No waiting at any time restrictions (double yellow lines) were therefore considered to be the most appropriate type of restriction in this instance.

I can confirm that there is an existing agreement between a nearby pub and Backworth Park Primary School to allow parents to park in their car park during drop-off and pick up times. Site observations have confirmed that only a small proportion of parents are currently utilizing this provision as the majority wish to park closer to the school but in the event that the proposed restrictions are introduced on Hotspur North, this facility may become more popular.

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.

Details of Objection – Mrs H (Dated 2 March 2023)

With regards to the proposed plans to add double yellow lines to Parkside View leading from Hotspur North. [postcode]

We strongly object to such proposal.

We live in the vicinity of the junction of Hotspur North/Parkside View. Our parking for visitors would be on Parkside View as we use this as additional car parking. Bays are limited and not always free for use. By adding the double yellow no parking lines this will further restrict available parking for us as a family and leave nowhere for visitor parking.

Officer Response (Dated 28 March 2023)

Thank you for your representation regarding the proposal around Backworth Park Primary School.

Double yellow lines have been proposed at the junction of Hotspur North and Parkside View to the extent shown in the below image.



This section of parking restrictions has been proposed as part of a scheme to improve road safety and access in the vicinity of Backworth Park Primary School. The proposed restrictions on Hotspur North are expected to deter obstructive parking and improve visibility for cars egressing Parkside View as well as facilitating pedestrian crossing manoeuvres at the junction. The restrictions extend to a point in Parkside View which will prevent vehicles parking obstructively over the shared driveway access serving several properties on Hotspur North. The extent of the restrictions is also in line with guidance in the Highway Code. For these reasons, it would not be appropriate to remove or reduce the length of these restrictions.

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.

**NORTH TYNESIDE COUNCIL
PROPOSED WAITING RESTRICTIONS
BACKWORTH PARK PRIMARY SCHOOL AREA**

North Tyneside Council gives notice that it proposes to make a variation order under Sections 1, 2 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the order, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:

1. a no stopping or waiting restriction on school entrance markings, operational between 8:15am to 9:15am and 2:30pm to 4.00pm on Monday to Friday, be introduced on:
 - i) Parkside View, Backworth on all sides, from a point on the north west side 106 metres north-east of its junction with Hotspur North around the turning head to a point on the south east side 106 metres north-east of that junction.
 - ii) Backworth Park Primary School Access Road, Backworth on its north-west side, from its junction with Hotspur North to a point 20 metres north-east of that junction.
 - iii) Hotspur North, Backworth
 - a. on its north-east side, from its junction with Willow Grove to its junction with Backworth Park Primary School Access Road.
 - b. on its south-west side, from a point 74 metres east of its junction with Dene View to a point 102 metres east of that junction.
 - iv) Willow Grove, Backworth on its east side, from its junction with Hotspur North to a point 11 metres north of that junction.
2. A no waiting at anytime restriction (double yellow lines) be introduced on:
 - i) Field Court, Backworth on its south-east side, from its junction with Hotspur North to a point 15 metres north-east of that junction and on its north-west side, from its junction with Hotspur North to a point 10 metres north-east of that junction.
 - ii) Fulmar Drive, Backworth on both sides, from its junction with Hotspur North to a point 10 metres south-west of that junction.
 - iii) Hotspur North, Backworth
 - a. on its south-west side,
 - i. from a point 13 metres north-west of its junction with Fulmar Drive to a point 13 metres south-east of that junction,
 - ii. from a point 25 metres north-west of its junction with Fulmar Drive to a point 58 metres north-west of that junction.
 - iii. from a point 70 metres north-west of its junction with Fulmar Drive to a point 94 metres north-west of that junction.
 - b. on its north-east side,
 - i. from a point 11 metres north-west of its junction with Field Court to a point 18 metres south-east of that junction
 - ii. from a point 22 metres north-west of its junction with Field Court to a point 29 metres south-east of its junction with Parkside View and
 - iii. from a point 40 metres north-west of its junction with Parkside View to a point 60 metres north-west of that junction.
 - iv. from a point 29 metres north-west of its junction with Parkside View to a point 16 metres south-east of that junction.
 - v. from its junction with the access road to Backworth Park Primary School to a point 14 metres south-west of that junction.
 - c. on its south side, from a point 39 metres east of its junction with Dene View to a point 58 metres east of that junction.
 - d. on its north side from its junction with Willow Grove to a point 33 metres west of that junction.

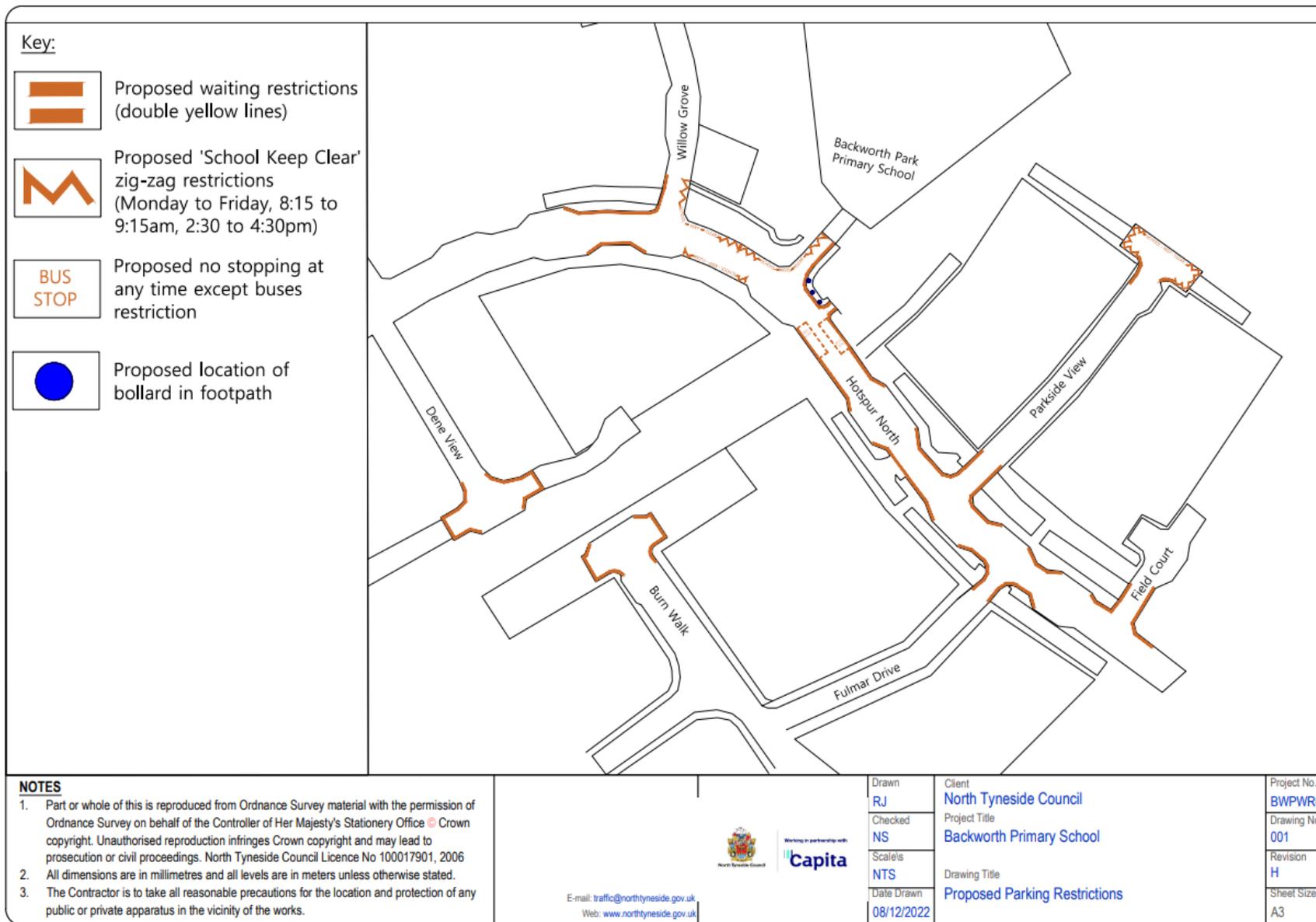
- iv) Parkside View, Backworth on both sides, from its junction with Hotspur North to a point 11 metres north-east of that junction.
- v) Backworth Park Primary School Access Road, Backworth on its south-east side, from its junction with Hotspur North to a point 20 metres north-east of that junction.
- vi) Willow Grove, Backworth on its west side, from its junction with Hotspur North to a point 11 metres north of that junction.
- vii) Dene View, Backworth
 - a. on its west, north and south sides, from a point on the south west side 70 metres south-east of its junction with Hotspur North around the west side of the turning head for a distance of 31 metres.
 - b. on its east, north and south sides, from a point on the north east side 70 metres south-east of its junction with Hotspur North around the east side of the turning head for a distance of 27 metres.
- viii) Burn Walk, Backworth
 - a. on its west, north and south sides, from a point on the south west side 50 metres north-west of its junction with Fulmar Drive around the west side of the turning head for a distance of 22 metres.
 - b. on its east, north and south sides, from a point on the north east side 71 metres north-west of its junction with Fulmar Drive around the east side of the turning head for a distance of 26 metres.
- ix) Parkside View, Backworth
 - a. On its north-west side, from a point 97 metres north-east of its junction with Hotspur North to a point 106 metres north-east of that junction.
 - b. Parkside View, Backworth – South-east side, from a point 97 metres north-east of its junction with Hotspur North to a point 106 metres north-east of that junction.

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 3 March 2023. Any objections may be published as part of any reports to councillors on the matter.

If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact democraticsupport1@northtyneside.gov.uk.

10 February 2023

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



Change Equality Impact Assessments (EqIAs)e

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	Backworth Park Primary School – Proposed Waiting/School Keep Clear Restrictions	
Purpose of project	<p>In line with the Authority’s aims to improve road safety, it is proposed to install no waiting at any time restrictions and school keep clear restrictions (operational between Monday to Friday, 8:15 – 9:15am and 2:30 – 4:30pm) on Hotspur North, Field Court, Parkside View, Willow Grove, Dene View and Burn Walk, Backworth.</p> <p>The scheme is intended to prevent obstructive parking thereby improving road safety. It is also expected to facilitate cycling, walking and wheeling in the vicinity of the primary school.</p>	
Who is the project intended to benefit?	Local residents and pupils at Backworth Park Primary School	
What outcomes should be achieved?	Improved visibility, access and a safer environment outside of Backworth Park Primary School particularly at school start and end times.	
Version of EqIA	1.0	
Date this version created	28/03/2023	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	Reagan Johnson	Capita North Tyneside
Additional authors	Nick Saunders	Capita North Tyneside

2. Groups Impacted		
Does the project impact upon?		If yes, what is the estimated number impacted? And the Level of impact this will have on the group (high, medium, low)
Service Users	yes	305 pupils currently attend Backworth Park Primary School – medium impact.
Carers or Family of Service Users	yes	Between 150 – 180 access the school daily – medium impact.
Residents	yes	Around 100 residents living in the vicinity of the primary school - medium impact.
Visitors	yes	Approximately 13 per day – low impact.
Staff	yes	The school has 40 staff members – low impact.
Partner Organisations	no	

3. Evidence Gathering and Engagement		
	Internal evidence	External Evidence
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	Responses to initial resident, stakeholder consultation and responses to statutory consultation.

	<p>2030 (Our North Tyneside Plan); improve the street network, putting cycling and walking first (North Tyneside Transport Strategy); contribute to reducing car-based school trips (Carbon Net Zero 2030 Action Plan); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking North Tyneside Parking Strategy</p>	
Have you carried out any engagement in relation to this proposal?	yes	
If yes of what kind and with whom? If no, why not?	Consultation with ward councillors, residents, Backworth Park Primary School and statutory consultation with the wider public	
Is there any information you don't have?	no	
If yes, why is this information not available?		

4. Impact on Different Characteristics			
Legally Protected Characteristics	Potential Positive Impact Identified	Potential Negative Impact Identified	Description of the potential impact/s and evidence used
Age	yes	no	People for whom age makes negotiating footways and crossing the road more difficult (including pupils at Backworth Park Primary School) may experience a positive impact from a reduction in obstructive junction and pavement parking.
Disability	yes	yes	<p>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>Vehicles displaying blue badges are permitted to park on the proposed double yellow lines for up to 3 hours but must not park on the School Keep Clear Markings. However, there is provision for blue badge holders to use the school car park including for long stay parking.</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</p>

			closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & Maternity	no	no	
Race	no	no	
Religion or belief	no	no	
Sex	no	no	
Sexual Orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	no	no	

5. Achievement of the Authority's public sector equality duty		
Will the proposal contribute to any of the following?		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 has been designed to ensure that highway conditions are conducive to support greater usage of walking and wheeling, resulting in the potential positive impacts relating to the age and disability 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		
Potential negative impact	Can it be reduced or removed?	If yes how? If no, why not and what alternative options were considered and not pursued?
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.	yes- reduced	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.
Blue badge holders are not permitted to park on the proposed School Keep Clear markings and can only park on double yellow lines for up to 3 hours.	yes- reduced	The extent of the proposed School Keep Clear markings has been kept to the minimum length required to prevent parking at school access points where road safety is critical. The double yellow lines allow blue badge holders to park for short periods of time (e.g. during school drop off and pick up times) and longer stay parking (e.g. for staff members) is available in the school car park.

7. Action Plan					
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	Responsible Officer Name	Responsible Officer Service Area	Target Completion Date	Action completed	
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure	Reagan Johnson	Traffic and Road Safety	31/01/2023	yes	
Actions already in place to remove or reduce potential negative impacts	Responsible Officer Name	Responsible Officer Service Area	Impact		
Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of School Keep Clear markings.	Reagan Johnson	Traffic and Road Safety	reduce		
Actions that will be taken to remove or reduce potential negative impacts	Responsible Officer Name	Responsible Officer Service Area	Impact	Target Completion Date	Action completed
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	Reagan Johnson	Traffic and Road Safety	reduce	31/05/2023	in progress
Actions that will be taken to make the most of any potential positive impact	Responsible Officer Name	Responsible Officer Service Area	Target Completion Date	Action completed	
Inform the public of any positive impacts as part of communications/publicity when the scheme is completed	Reagan Johnson	Traffic and Road Safety	31/05/2023	in progress	
Actions that will be taken to monitor the equality impact of this proposal once it is implemented	Responsible Officer Name	Responsible Officer Service Area	Target Completion Date	Action completed	
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	31/05/2023	in progress	

Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area
31/05/2023	Reagan Johnson	Traffic and Road Safety

8. Outcome of EqIA	
Outcome	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.

9. Corporate Equality Group Member approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Corporate Equality Group Member	Melissa Lackenby
Date	21/12/2022

10. Director approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director	John Sparkes
Date	24/01/2023

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