

North Tyneside Council

Report to Cabinet Member for Environment

Date: 29 September 2023

Title: Traffic Regulation Order, Waiting Restrictions – West Bailey, Killingworth

Portfolio(s): Environment	Cabinet Member(s):	Councillor H Johnson
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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: **Camperdown**

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce full-time waiting and loading restrictions on a section of West Bailey and its junctions with Cypress Gardens and Garth 16, Killingworth and a school keep clear restriction (operational Monday to Friday, 8am to 6pm) on Cypress Gardens and to set aside eight 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 improving road safety in the vicinity of Bailey Green Primary School and Nursery whilst supporting cycling, walking and wheeling in this area.; 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 Authority has undertaken parking assessments of the area in the vicinity of Bailey Green Primary School and Bailey's Butterflies Nursery in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in May-June 2022, following the submission of parking restriction request forms by local residents concerned about indiscriminate parking

particularly at school start and end times. A site meeting was also undertaken with ward councillors regarding parking outside 'Bailey's Butterflies' nursery. A proposal to introduce waiting, loading and school keep clear restrictions in this area was subsequently developed.

The waiting and loading restrictions proposed for West Bailey in the vicinity of Bailey Green Primary School are intended to discourage obstructive parking (including at junctions and on footways) particularly at school start and end times and facilitate the use of the existing cycle lanes on West Bailey. The restrictions will also support the safe use of a proposed zebra crossing and relocated bus stop on West Bailey. The proposed zebra crossing was advertised at the same time as the parking restrictions and is the subject of a separate report to the Cabinet Member for Environment, as an objection to it was received.

It is also proposed to introduce a school keep clear restriction (operational between Monday and Friday, 8am - 6pm) on Cypress Gardens. This will prohibit vehicles from stopping in front of the nursery, thereby ensuring that safe access is maintained whilst the nursery is open.

The above proposals necessitate variations to the existing waiting and loading restrictions contained in existing Traffic Regulation Orders (TROs).

Ward members were updated on the proposal by email in November 2022. Engagement on the scheme was carried out in December 2022, via an informal postal consultation with residents affected by the proposed restrictions and stakeholders including Bailey Green Primary School. Feedback from this engagement exercise informed the final proposal.

The statutory consultation was carried out in May 2023 and eight 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: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public, businesses and other stakeholders to object to the proposals and the proposed making of a TRO and/or varying of existing TROs.

Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

1.5.3 Summary of Objections

Local residents Ms M, Mr S, Ms H, Mr M, Ms O, Mr I, C and Mr B objected to the proposed parking restrictions based on their view that additional restrictions would displace more vehicles into Hamsterley Drive and surrounding streets causing obstructive and dangerous parking at school start and end times. An officer wrote to the objectors to explain that colleagues in the Authority's Sustainable Transport team routinely work with primary schools across the borough, including Bailey Green, to promote active travel and reduce car-based trips to and from school. The officer also made a commitment to monitor the impact of any new restrictions and take remedial action where appropriate.

Ms M, Ms H and Ms O also suggested that North Tyneside Council should seek to provide parking provision for parents away from residential streets, such as at Keegan Park to the south of the school. An officer clarified that the Authority would not seek to promote more opportunities for parking as this may encourage more people to drive to Bailey Green Primary School. This would not be in accordance with the Authority's approach of encouraging active travel for journeys to school.

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. Further correspondence was received from Ms M and Mr S reaffirming their position, but no further correspondence was received from the other objectors.

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 proposals will improve road safety in the vicinity of the school and nursery whilst supporting cycling, walking and wheeling in this area.

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, Senior Manager – Integrated Transport, 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 advertise and implement the proposals is available from the 2023/24 (Road Safety) Local Transport Plan capital budget.

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 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 TRO should be made.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the Authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the making of the TRO. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on roads affected by the TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

2.3 Consultation/community engagement

2.3.1 Internal consultation

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

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 individuals' human rights.

2.5 Equalities and diversity

An Equality Impact Assessment for the proposed parking restrictions and associated zebra crossing on West Bailey 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 M (Dated 28 May 2023)

I wish to raise my objections to the proposed planned changes to traffic parking at Bailey green school. I am a resident on Linden park estate which is opposite the school.

My main objections are in relation to the parking in our estate from parents dropping children off at the school is that they park on both sides of the the streets in linden park entrance road which blocks the estate entrance and exit.

It is very dangerous and on numerous times I have not been able to leave my estate as the road is blocked. If a ambulance or fire engine had to reenter the estate then they would not be able to gain access at school drop off and in particular pick up there children there has been many near misses when children have ran out in front of cars when in the estate many of these vehicles are 4x4 which are high with reduced visability.

There has been a suggestion to turn the derelict Keegan park into a designated car parking area for Bailey green school. This would enable cars to be parked safely and parents then could walk their children the short distance safely to school. This also would fit in with the governments obesity reduction programme as both parents and children would be able to walk .

There clearly needs to be some solution going forward but sticking a crossing and a few yellow lines as in your plans us just a sticking plaster. We need a more robust strategy to tackle this problem , these schools were not designed for car drop and pick up , therefore adequate parking needs to be sourced and keegan derelict park meets this need.

This park has never been used other than by youths hanging about there drinking and smoking on a evening.

I'll await the outcome of your consultation lease keep me updated.

In the mean time let's home now child is injured by cars parked on linden park until this is resolved

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal for your information.

Our policy is to promote and enable active travel on the school run rather than create extra space for cars. By creating more opportunity for vehicles to get close to school, whether that be car parks or drop-off points, it will encourage more people to

drive. This will create more traffic which would still then spill over into neighbouring areas. The creation of parking areas in the vicinity of schools can lead to create a dangerous mix of children and moving vehicles in a confined space, create local air pollution, and would not fit with our efforts to address climate change. For this reason, we would not look to promote school parking in Keegan Park.

Officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary.

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. Alternatively, 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.

Further response from Ms M (Dated 3 August 2023)

I do not wish to remove my objection in fact I would like to discuss this proposal further.

At the moment you cannot safely exist Linden park estate due to double parking on both sides of the estate entrance. Although there are double yellow lines cars continue to park here and as it is not enforced this will not stop with these new proposals. Cars are even parking g now on the grass at the entrance to the estate and just before the summer holidays a child exited a car from the verge straight into the path of my car as so was trying to get out of my linden park estate.

I appreciate your comments regarding keegan park but do not agree with your reasoning to not put a parking facility there.

Is it not better to have designated parking away from the school rather than all around the entrance to the school and linden park housing estate opposite the school.

I would like you to record my objections and fears that a child will be knocked over , a zebra crossing is a sticky plaster and not a solution to this problem. Unless of course the parking is going to be monitored and those who park illegally will have action taken against them .

Please confirm acknowledgment of my email

Further officer response (Dated 3 August 2023)

Thank you for your prompt response and confirmation of your intention to object.

Officers have committed to monitor any new restrictions at this location and introduce further measures where necessary. Parking restrictions are enforced by our colleagues in North Tyneside Council's parking control team. They will be asked to increase enforcement outside of Bailey Green Primary School to deter abuse of the restrictions at school start and end times.

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.

Details of Objection – Mr S (Dated 27 May 2023)

I have no objection to the proposed plans and see many benefits. But as a resident living at Kielder Close and owner of my property, I and other residents have great concerns.

We are concerned, with good reason, that these changes will push even more parents to park up and abuse our private car park. And also push more parents to park on Hamsterly Drive. Which in turn limits access to the estate, for emergency vehicles and those living there.

I would like an assurance that steps will be taken, to ensure that we don't see this happen. We are already in a constant battle with the school and parents, on how they use our private car park. I can envision this will make it far worse.

Officer Response (Dated 3 August 2023)

Thank you for your support and comments.

As part of your concerns, officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary.

Could you please confirm if you would like your comments to be included as a formal objection to the proposed measures (plans attached for further information). If you would like to object to the proposal, your objection would be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will also be notified of the Cabinet Member's decision with regard to this scheme in due course.

Further response from Mr S (Dated 3 August 2023)

In principle, I'm not objecting to the changes. Not if you're assuring me that any impact on the surrounding streets, and our private car park at Kielder Close, will be monitored and action taken, to stop people doing so. If that cannot be assured, I would then object.

Further officer response (Dated 3 August 2023)

Thank you for your prompt response.

Whilst we can confirm that action will be take within the surrounding streets if deemed necessary, I am not able to assure you that the situation in the car park can change. This land is private and therefore North Tyneside Council cannot implement any type of restriction within, or enforce against non-residential parking here.

As a result, I will include your concerns as an objection in order to keep your comments on record. Your objection would be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will also be notified of the Cabinet Member's decision with regard to this scheme in due course.

Details of Objection – Ms H (Dated 27 May 2023)

My problem with this school parking is the traffic... it is getting worse every day, cars are double parked throughout our estate... we can't get in or out. There has been a suggestion that Keegan Park could become a car park for this school... is this possible? Years ago there was a meeting place for children to be chaperoned by a school helper to walk to school... why can't we have that back? I've seen mothers in pyjamas dropping the children off unbelievable... how on earth can this traffic be so bad this school clearly has issues with drop off & pick up & Linden Park residents are suffering.

Please reply to me this time, I am a resident & I'm totally against this parking & I want it noted that any accidents at this school or in this estate are down to North Tyneside Council.

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal and our previous correspondence for your information.

Our policy is to promote and enable active travel on the school run rather than create extra space for cars. By creating more opportunity for vehicles to get close to school, whether that be car parks or drop-off points, it will encourage more people to drive. This will create more traffic which would still then spill over into neighbouring areas. The creation of parking areas in the vicinity of schools can lead to create a dangerous mix of children and moving vehicles in a confined space, create local air pollution, and would not fit with our efforts to address climate change. For this reason, we would not look to promote school parking in Keegan Park.

As previously highlighted, officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary.

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. Alternatively, 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.

Details of Objection – Mr M (Dated 14 June 2023)

I would like to strongly protest against the proposal.

Put succinctly, I live in Kielder close and already have issues with parents of the school using our private car park at the start and end of the school day for drop offs and pickups. This has already resulted in verbal altercations and us being unable to use our own private parking bays.

Any change to the roads around the school restricting parking will make the situation in our cul de sac/ car park much much worse!

The school have been approached about this problem many times over the last 5 years about nuisance parents parking on our land, but have refused to do anything about it.

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal for your information.

In addition to this proposal, officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary.

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. Alternatively, 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.

Details of Objection – Ms O (Dated 15 June 2023)

Thank you for sending information about the proposals for highway improvements around Bailey Green School, Killingworth.

Our main objections and concerns were sent to your Traffic & Road Safety Team on 20 December 2022. Rather than repeat myself, I attach a copy of my letter for your information. A response from the Traffic & Road Safety team, attempted to address some of the issues raised but failed to give me any confidence that North Tyneside Council would take a strong approach to ensure residents of Linden Park would be protected from an increase in the volume of school traffic parking in the estate and would be unlikely to take enforcement action to deter and/or fine people who park illegally. Since the double yellow markings around the entrance have had no effect whatsoever in preventing drivers parking there and cars continue to park on both sides of Hamsterley Drive, usually preventing buggies and wheelchairs from safe transit along the footpaths, I doubt that the so called Civil Enforcement Officers don't visit Killingworth or have failed in their duties to sort out the problems that have existed for years.

I continue to have serious concerns about the impact of the changes on Linden Park and its residents. I do not think that your plans have included any consultation whatsoever with residents likely to be adversely impacted by the changes, including those on Highfields Estate and Garth 13. Some of us were invited to submit comments on the original plans submitted but the responses indicate that you will plough ahead in spite of any objections or concerns and merely react to difficulties down the line instead of trying to prevent them in the first instance.

1. For example, why is there no mention of Keegan Park being considered as an alternative parking space for Bailey Green users? This is a derelict eyesore that could be utilised and there is relatively easy access from West Bailey.

2. Bailey Green School has a large expanse of land to the rear. Why has this not been considered as an option to provide a pick up/drop off point for parents? Alternatively, move the playground to the rear of the school and have pick up and drop off zone in its place.

3. Where do you expect that people who currently park along West Bailey, in the cycle lanes and in the layby next to the existing bus stop, will park ?

Bear in mind that

a) Hamsterley Drive is already congested at school start and finish times.

b) Some of these cars, as well as those who park in the cycle lane and layby, are in position for up to an hour before the school start & finishing times, some for over an hour and several cars often park all day in the layby.

2. What evidence do you have that your Sustainable Transport Team engagements elsewhere have been effective? Given the problems that already exist in Killingworth, why has this team not been involved to date? From [an officer's] earlier response, it is unclear if any work has been done and if so, there does not appear to have been any improvement.

3. How will the changes be monitored and evaluated and what will the timeline be for reporting on your findings? Will residents in Linden Park be consulted as part of your monitoring process?

Without enforcement, none of your proposals will work. You have already explained that many Bailey Green users could walk instead of driving. I know the school has

encouraged changes of behaviour for years, yet nothing has changed. Drivers still park illegally, irresponsibly and unnecessarily because there are no consequences. How many parking fines have been issued in the Bailey Green School vicinity in the last 5 years? Parents and carers need to be advised that they WILL be fined or penalised if they continue to flout the parking rules. Even a child being involved in a vehicle accident outside the school failed to change attitudes & improve behaviour.

I await developments with interest.

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal for your information.

Our policy is to promote and enable active travel on the school run rather than create extra space for cars. By creating more opportunity for vehicles to get close to school, whether that be car parks or drop-off points, it will encourage more people to drive. This will create more traffic which would still then spill over into neighbouring areas. The creation of parking areas in the vicinity of schools can lead to create a dangerous mix of children and moving vehicles in a confined space, create local air pollution, and would not fit with our efforts to address climate change. For this reason, we would not look to promote school parking in Keegan Park or other areas close to the school.

As previously highlighted, officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary. This would also involve further consultation.

North Tyneside council's Go Smarter project promoted active travel to school and aims to reduce vehicles at the school gate. Since the project started in 2017/18, the percentage of primary school pupils being driven to school has reduced each year, falling from 46% in that first year to 32% in the latest school travel survey results.

Further details on the project can be found here:

<https://my.northtyneside.gov.uk/category/1510/go-smarter-north-tyneside>

The team will particularly be looking to work with the school upon completion of the crossing in order to promote active travel. This will also include attempts to persuade those parents that do not feel they can leave the car at home to park well away, such as at Killingworth Shopping Centre. We are also hoping to be able to offer a number of North Tyneside schools places on the effective and established walk to school project run by the charity Living Streets. If successful, Bailey Green would be offered a place to reward children for travelling actively.

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. Alternatively, 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.

Details of Objection – Mr I (Dated 30 May 2023)

I'd like to object to the proposed works taking place at Bailey Green.

I live at Kielder Close which is for private residents only. We currently have an issue with parents using our residents parking spaces as well as being threatening towards residents. The changes you propose will simply make the situation worse.

Spending money to simply make the situation for parents worse and to heighten already existing tensions with us residents seems nonsensical.

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal, which are anticipated to improve road safety for all road users, particularly at school start and end times.

In addition to this proposal, officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary.

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.

Alternatively, 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.

Details of Objection – C (Dated 15 June 2023)

(N.B. Objector C's second point and the officer's response to it have been omitted from this report as they concern the zebra crossing proposed as part of this scheme. That part of the objection has been included in a separate report to the Cabinet Member for Environment).

We would be most grateful if you would take the following into consideration:

1. Garth 16 is 7.3m wide whereas Hamsterley Drive after the junction with Kielder Close is 5.6m wide. Vehicles parked on the pavement on both sides of Hamsterley Drive leave a very narrow gap for residents and delivery vehicles to enter/exit the estate. Mobility scooters are unable to pass parked vehicles without putting wheels on the grass on the west side of Hamsterley Drive, parents with buggies also have the same challenges, surely a matter of public Health and Safety! Why have you decided that residents who access their dwellings using Garth 16 deserve waiting restrictions whilst residents with dwellings using Hamsterley Drive do not?

3. Was there an impact assessment done for residents accessing dwellings via Hamsterley Drive before the changes were implemented, if so, what were the recommendations and could I have a copy. If not, then why not?

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal for your information.

1. Waiting and loading restrictions have been proposed at the junction of West Bailey and Garth 16 to prevent vehicles parking obstructively at the junction in order to improve road safety for all road users including those walking, wheeling and cycling at school start and end times. This arrangement of parking restrictions is already in place at the junction of Hamsterley Drive, Kielder Road and West Bailey.

3. As part of our standard process when implementing traffic regulation orders, an equality impact assessment was undertaken for this scheme. I have attached a copy of the report for your information.

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. Alternatively, 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.

Details of Objection – Mr B (Dated 30 May 2023)

Despite having no reply to my previous grievances from yourselves I would like to lodge my strong disagreement to the above proposal and also raise requests for further information.

Firstly I appreciate your detailed written explanation of the proposed changes however a schematic plan of the proposed changes would have been useful to give an overview of the changes, could you make a schematic available to the general public?

My second request is also the basis of my disagreement with your proposal, the simple question of where will the parents and school staff park their cars?

The proposal does not indicate what provisions have been made for the safe drop off and pick up of the school children. Please make your planning risk assessment available.

My third point is how will you ensure that safe & legal parking is adhered too and what considerations have been given to local residents who currently have difficulty entering and leaving the Linden Park Estate and face the risk of confrontation by angry parents made angry by your lack provision of recognised parental parking. In the past there have been many near misses of the main road and in the estate roads involving both cars and children, please take my comments as a proactive reaction to avoid serious incidents in and around Bailey Green School.

Officer Response (Dated 3 August 2023)

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal and our previous correspondence for your information. The plans were also made available on North Tyneside Councils website during the statutory consultation period.

An equality impact assessment was undertaken prior to consultation regarding these proposals, and has also been attached for your information. Staff of Bailey Green Primary School are able to leave their vehicles in the car park located within the boundary of the school.

Our policy is to promote and enable active travel on the school run rather than create extra space for cars. By creating more opportunity for vehicles to get close to school, whether that be car parks or drop-off points, it will encourage more people to drive. This will create more traffic which would still then spill over into neighbouring areas. The creation of parking areas in the vicinity of schools can lead to create a dangerous mix of children and moving vehicles in a confined space, create local air pollution, and would not fit with our efforts to address climate change.

As previously highlighted, officers are working with colleagues in the Sustainable Transport team to reduce the amount of non-residential parking in Hamsterley Drive by means of changing parent travel behaviour at school start and end times. We have also committed to monitor the displacement impact if any new restrictions are implemented at this location. Further parking restrictions may be proposed within Garth Sixteen, Hamsterley Drive and their neighbouring streets if deemed necessary.

The team will particularly be looking to work with the school upon completion of the crossing in order to promote active travel. This will also include attempts to persuade those parents that do not feel they can leave the car at home to park well away, such as at Killingworth Shopping Centre. We are also hoping to be able to offer a number of North Tyneside schools places on the effective and established walk to school project run by the charity Living Streets. If successful, Bailey Green would be offered a place to reward children for travelling actively.

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. Alternatively, 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.

NORTH TYNESIDE COUNCIL
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022
and Proposed Zebra Crossing

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 (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:

1. no waiting at any time restrictions be introduced on sections of the following roads:
 - a) Garth Thirteen, Killingworth on its
 - (i) west side, from its junction with West Bailey to a point 29 metres north of that junction.
 - (ii) east side, from its junction with West Bailey to a point 23 metres north of that junction.
 - b) West Bailey, Killingworth on its
 - (i) north side, from a point 90 metres west of its junction with Garth Thirteen to a point 56 metres east of that junction.
 - (ii) south side, from a point 109 metres east of its junction with Chaffinch Way to a point 162 metres east of that junction.
 - (iii) south side, from a point 11 metres west of its junction with Hamsterley Drive to a point 45 metres west of that junction.
 - (iv) south side, from a point 54 metres east of its junction with Hamsterley Drive to a point 170 metres east of that junction.
 - (v) north side, from its junction with the access road to Bailey Green Primary School to a point 15 metres east of its junction with Garth Sixteen.
 - c) The access road to Bailey Green Primary School, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.
 - d) The un-named road to the rear of Cypress Gardens, Killingworth on its west side, from its junction with the access road to Baileys Butterflies Nursery to a point 10 metres north of that junction.
 - e) The access road to Baileys Butterflies Nursery, Killingworth on its north side, from its junction with the un-named road to the rear of Cypress Gardens to a point 10 metres east of that junction.
 - f) Garth 16, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.

2. no waiting at any time restrictions be revoked on:
 - a) West Bailey, Killingworth on its south side, between a point 48 metres west of its junction with Hamsterley Drive and a point 79 metres west of that junction.
 - b) The unnamed road off Garth Thirteen (at the rear of No.s 17 to 27 Cypress Gardens) forming the access road to Baileys Butterflies Nursery, Killingworth on its east side, from its junction with Garth Thirteen in a northerly direction for its entirety.

3. a no stopping on school entrance markings restriction, operational between 8.00am and 6.00pm on Monday to Friday be introduced on:
 - a) the un-named road to the rear of Cypress Gardens, Killingworth on its east side, between its junction with Garth Thirteen and its junction with the access road to Baileys Butterflies Nursery.
 - b) the access road to Baileys Butterflies Nursery, Killingworth South side, from its junction with the un-named road to the rear of Cypress Gardens to a point 10 metres east of that junction.

4. a no stopping on school entrance markings restriction, operational between 8.15am – 9.15am and 3.00pm – 4.00pm on Monday to Friday on the north side of West Bailey, Killingworth, from a point opposite the eastern kerblines of Hamsterley Drive to a point 76 metres east of that junction, be revoked.

5. A no loading and unloading restriction, operational at any time on any day be introduced on:
 - a) Garth Thirteen, Killingworth on its
 - (i) west side, from its junction with West Bailey to a point 29 metres north of that junction.
 - (ii) east side, from its junction with West Bailey to a point 23 metres north of that junction.
 - b) West Bailey, Killingworth on its
 - (i) north side, from a point 90 metres west of its junction with Garth Thirteen to a point 56 metres east of that junction.
 - (ii) south side, from a point 109 metres east of its junction with Chaffinch Way to a point 162 metres east of that junction.
 - (iii) south side, from a point 11 metres west of its junction with Hamsterley Drive to a point 45 metres west of that junction.
 - (iv) south side, from a point 54 metres east of its junction with Hamsterley Drive to a point 170 metres east of that junction.

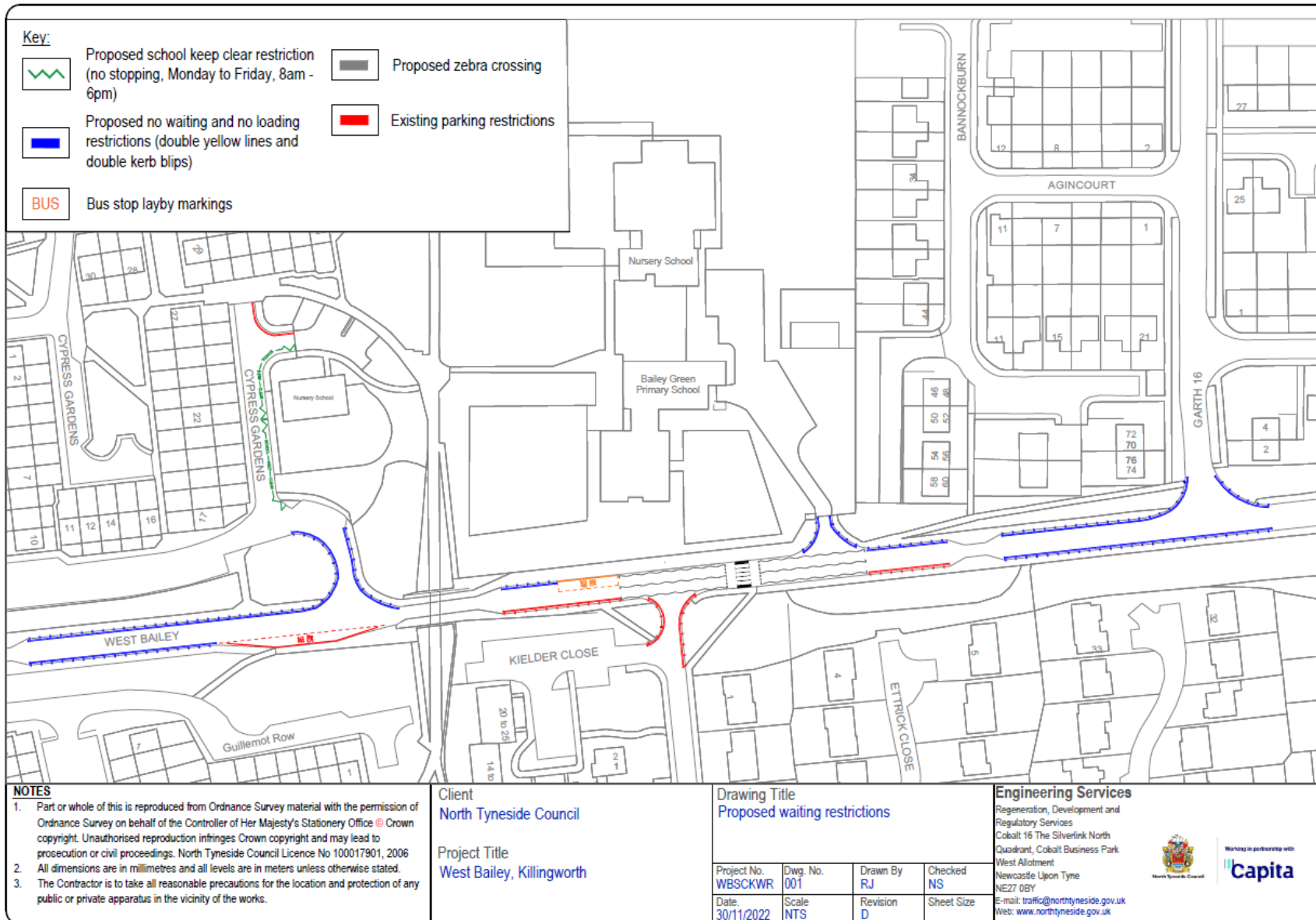
- (v) north side, from its junction with the access road to Bailey Green Primary School to a point 15 metres east of its junction with Garth Sixteen.
 - c) The access road to Bailey Green Primary School, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.
 - d) Garth Sixteen, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.
6. A no loading and unloading restriction on the south side of West Bailey, Killingworth, between a point 48 metres west of its junction with Hamsterley Drive and a point 79 metres west of that junction, be revoked.

North Tyneside Council also gives notice that it proposes under Section 23(2) of the Road Traffic Regulation Act 1984, and after consultation with the Chief Officer of Police to establish a zebra crossing on West Bailey, Killingworth at a point 19 metres east of its junction with Hamsterley Drive.

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 16 June 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 democraticsupport@northtyneside.gov.uk

26 May 2023

Law & Governance, Quadrant, 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)	West Bailey, Killingworth – Proposed Zebra Crossing and Waiting Restrictions	
Purpose of project	<p>In line with the Authority's aims to improve road safety and support active travel, it is proposed to install a zebra crossing on West Bailey in Killingworth, and parking restrictions in a number of locations on West Bailey, Garth 16 and Cypress Gardens.</p> <p>The proposals associated with this EIA involve improvements to walking and wheeling on West Bailey in the vicinity of Bailey Green Primary School. The scheme consists of installing a zebra crossing on West Bailey, widening the footway into the existing layby and relocating the existing bus stop.</p> <p>The scheme also includes the installation of no waiting, no loading and no stopping restrictions at locations around Bailey Green Primary School and Bailey's Butterflies Nursery.</p>	
Who is the project intended to benefit?	Local residents, children, parents, staff and visitors associated with the primary school and nursery.	
What outcomes should be achieved?	Improved crossing facilities, reduced traffic speeds at school start and end times, improved access to public transport, safer walking, wheeling and cycling.	
Version of EqIA	1.0	
Date this version created	07/12/2022	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	Gary Walker	Capita North Tyneside
Additional authors	Reagan Johnson	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	600 students impacted. Level of impact is expected to be low.
Carers or Family of Service Users	yes	600 parents / carers impacted. Level of impact is expected to be low.
Residents	yes	Residents living in the vicinity of the school will be impacted in particular although the proposal will impact any road users in this area. Level of impact is expected to be low.
Visitors	yes	30 visitors impacted. Level of impact is expected to be low.
Staff	yes	90 staff impacted. Level of impact is expected to be low.
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 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);	Feedback received during consultation exercise.

	<p>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 key stakeholders, ward councillors, statutory bodies, residents	
Is there any information you don't have?	yes	
If yes, why is this information not available?	Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders	

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	<p>People for whom age makes crossing the road more difficult (including pupils at Bailey Green Primary School) may experience a positive impact from the provision of a zebra crossing.</p> <p>People for whom age makes travelling more difficult may experience a positive impact from reduced pavement parking and footpath widening at a narrow point on West Bailey.</p>

<p>Disability</p>	<p>yes</p>	<p>yes</p>	<p>People for whom a disability makes crossing the road more difficult may experience a positive impact from the provision of a zebra crossing.</p> <p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from the provision of tactile paving and dropped crossing provision associated with a zebra crossing.</p> <p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from the reduction of pavement parking and the widening of footways.</p> <p>Blue badge holders may experience a negative impact from the proposed no loading at any time restrictions as this type of restriction applies to all vehicles including those displaying blue badges.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.</p>
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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?
Proposed no loading at any time restrictions would prohibit blue badge holders from parking.	no	No loading at any time restrictions have been proposed for locations where parking causes an obstruction or road safety issue. Following consultation with residents, provision for some parking for blue badge holders has been retained by leaving the northern section of double yellow lines unchanged adjacent to the nursery on Cypress Gardens.
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.
	Choose an item.	
	Choose an item.	

7. Action Plan				
Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and	Responsible Officer Name	Responsible Officer Service Area	Target Completion Date	Action completed

how best to respond to them					
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure	Gary Walker	Sustainable Transport	31/01/2023	in progress	
			Calendar	Choose an item.	
			Calendar	Choose an item.	
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	Gary Walker	Sustainable Transport	reduce		
			Choose an item.		
			Choose an item.		
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	Gary Walker	Sustainable Transport	reduce	31/03/2023	in progress
			Choose an item.	Click or tap to	Choose an item.

				enter a date.	
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	Gary Walker	Sustainable Transport	31/03/2023	in progress	
			Click or tap to enter a date.	Choose an item.	
			Click or tap to enter a date.	Choose an item.	
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.	Gary Walker	Sustainable Transport	31/03/2023	in progress	
			Click or tap to enter a date.	Choose an item.	
			Click or tap to enter a date.	Choose an item.	

Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area
31/03/2023	Gary Walker	Sustainable Transport

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 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	David Cunningham
Date	26/02/2023

10. Director approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director	John Sparkes
Date	27/02/2023

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