

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 20 July 2023

Title: Traffic Regulation Order – Permit Parking and Waiting Restrictions -
Algernon Drive, Backworth

Report by: Nick Saunders, Traffic and Road Safety Team Leader

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

Wards affected: Valley

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise and, in the event that no objections are received, make a Traffic Regulation Order (TRO) to introduce permit parking and waiting restrictions on Algernon Drive, Backworth.

1.2 Recommendation(s):

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

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;
- (2) that in the event that no objections are received following the period of consultation required by statute, that the circumstances do not warrant the holding of a Public Inquiry; and
- (3) that if no objections are received following the period of consultation required by statute, the Traffic Regulation Order shall be made.

1.3 Forward Plan:

Seeking delegated decisions to advertise and, in the event that no objections are received, to make Traffic Regulation Orders is a standing item on the Forward Plan.

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements.

1.5 Information:

1.5.1 Background

The Authority has received complaints from local residents over a number of years regarding obstructive non-residential parking on Algernon Drive and other adjoining streets. This is believed to be primarily associated with commuters using the metro system choosing to park on street rather than using the car park at Northumberland Park Metro Station. Concerns around non-residential parking in this area have been exacerbated by the recently commenced works to upgrade Northumberland Park Station as part of the Northumberland Line rail project linking Ashington with Newcastle. The construction work has necessitated the temporary loss of some parking capacity and some residents have raised concerns that levels of non-residential parking may increase once the new train service becomes operational.

In order to mitigate the impact of the reduction in parking capacity and any additional non-residential parking in the area during the construction works, advisory “residents parking only” signs have been installed within the estate to discourage indiscriminate parking. However, this measure does not allow enforcement action to be carried out and is not an appropriate long-term measure.

In view of this, residents were consulted on a proposal to introduce permit parking restrictions in the whole estate (Algernon Drive, Meadow Vale, Fenwick Close, Backworth Court) in March/April 2023. The proposal did not receive sufficient support to be progressed further in any of the streets consulted with the exception of Algernon Drive where 70% of residents expressed their support for the scheme.

As a result, it is now proposed to introduce permit parking restrictions on Algernon Drive only at this time. The scheme will involve parking bays being marked out for residents and their visitors and some additional double yellow lines to maintain adequate access and visibility. The permit parking restrictions would operate Monday to Saturday between 8am and 6pm to deter commuter parking in particular. Permits have an annual cost of £25 per permit and a maximum of three resident permits and one visitor permit could be issued to each property on Algernon Drive.

In the event that the scheme is introduced, parking in the adjoining streets will be monitored to assess the impact of any displaced parking and the introduction of further restrictions considered as necessary.

1.5.2 Proposal in relation Permit Parking and Waiting Restrictions

It is proposed to introduce a number of permit parking bays on Algernon Drive for the use of residents and their visitors with some no waiting at any time restrictions (double yellow lines) to prevent obstructive parking at the entrance to the estate, in the vicinity of junctions and across driveways. The permit parking restrictions would operate Monday

to Saturday between 8am and 6pm to deter commuter parking in particular. The proposed scheme is shown on the plan at Appendix 1.

It is anticipated that the proposal will reduce levels of indiscriminate non-residential parking which will remove obstructions to pedestrian and vehicle movements, improve road safety for all road users and facilitate residential parking.

1.5.3 Consultation

Letters were sent to all households in the estate in March/April 2023 to seek their views on the proposed introduction of a permit parking scheme and a further letter was sent in June 2023 advising residents of the consultation results and the proposal to progress a scheme on Algernon Drive only. Ward members and the Cabinet Member for Environment have been updated on the proposals.

1.5.4 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the local authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public or businesses to object to the proposal. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Scheme of Delegation for Cabinet Members.

1.6 **Decision options:**

The following decision options are available for consideration by the Director of Regeneration and Economic Development:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 **Reasons for recommended option:**

Option 1 is recommended for the following reasons:

The proposal will reduce levels of indiscriminate non-residential parking which will remove obstructions to pedestrian and vehicle movements, improve road safety for all road users and facilitate residential parking.

1.8 **Appendices:**

Appendix 1 Plan of Scheme

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
Andrew Flynn, Integrated Transport Manager, 0191 643 6083

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [North Tyneside Parking Strategy](#)
- (3) [Road Traffic Regulation Act 1984](#)
- (4) [Local Authorities' Traffic Orders Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to advertise and implement the proposal is available from the 2023/24 Local Transport Plan – Parking Management budget.

2.2 Legal

Proposals that involve revocations or amendments to existing traffic regulation orders and any new such orders are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. All schemes are formally advertised and include a 21-day period for objections. Before making a Traffic Regulation Order the Authority must consider all objections made and not withdrawn, and can decide whether to make the Order unchanged, to make the Order with modifications or not to proceed with the Order.

The order making Authority is required to publish at least one notice detailing the proposal in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. Authorities are also required to make documents relating to the proposal available for public inspection. In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Authority's scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those objections made and not withdrawn and to determine the Traffic Regulation Order.

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

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation on the original proposal involved the Cabinet Member for Environment. Ward members' views on the original and amended proposals were sought as described in section 1.5.3.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 1.5.4.

2.4 Human rights

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 permit parking scheme on Algernon Drive has been undertaken and is included as Appendix 2 to this report. This identifies positive potential impacts: these relate to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Actions are specified to reduce the potential negative impact relating to access arrangements during construction work.

2.6 Risk management

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 - SIGN OFF

- Chief Finance Officer

X

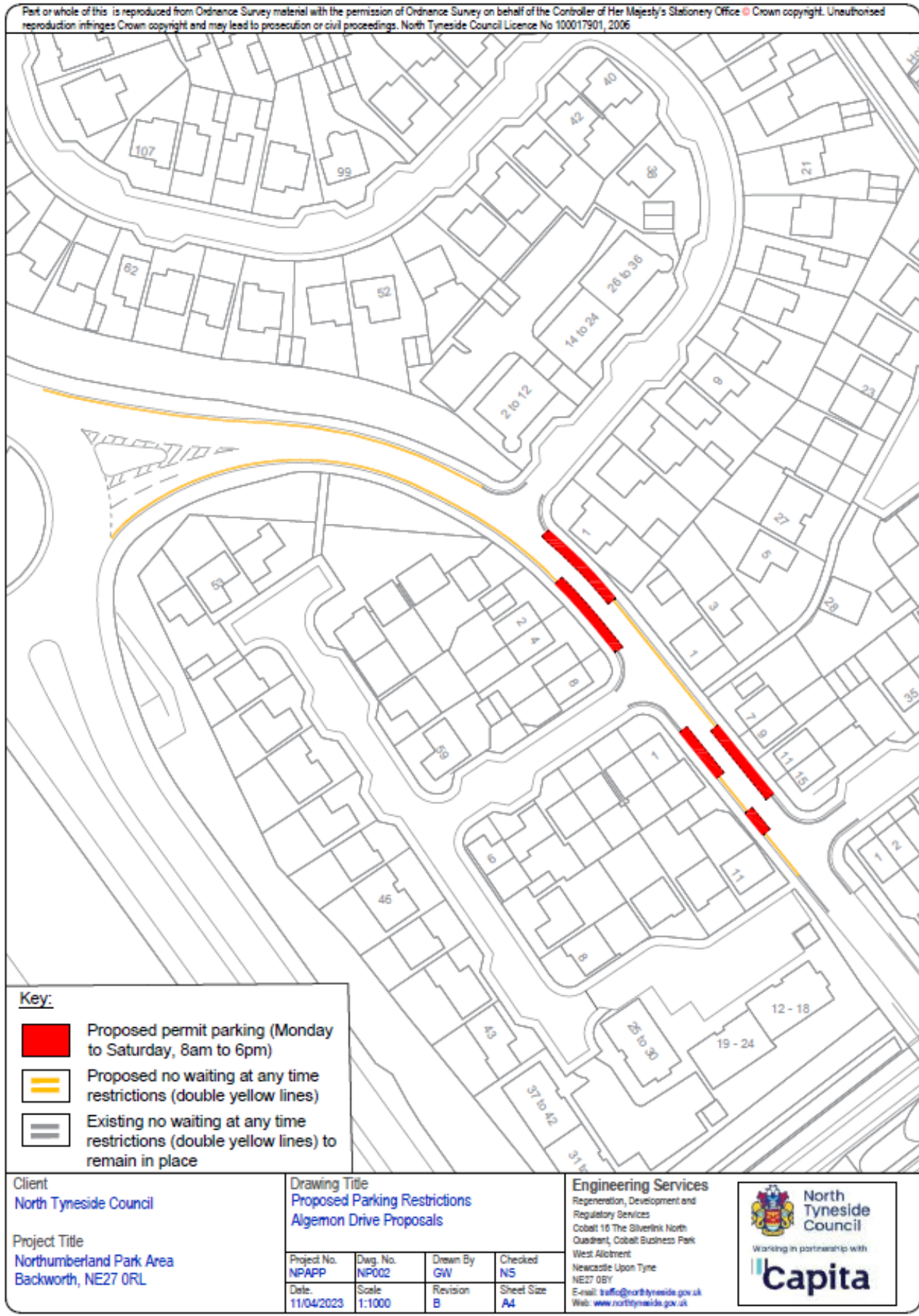
- Monitoring Officer

X

- Assistant Chief Executive

X

Appendix 1 – Plan of Scheme



Appendix 2 – Equality Impact Assessment (EqIA)

Change Equality Impact Assessment (EqIA)

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	Algernon Drive, Backworth – Proposed Permit Parking Scheme	
Purpose of project	It is proposed to introduce permit parking and waiting restrictions on Algernon Drive. This is expected to reduce levels of non-residential parking, remove obstructions to pedestrian and vehicular traffic, improve road safety and residential parking provision.	
Who is the project intended to benefit?	Local residents, their visitors and pedestrians and cyclists accessing Northumberland Park Metro Station.	
What outcomes should be achieved?	Improved parking provision for residents and their visitors at appropriate locations, less obstructive parking, safer walking and wheeling.	
Version of EqIA	1.0	
Date this version created	26/06/2023	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	Nick Saunders	Capita
Additional authors		

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	Metro Users (low impact)
Carers or family of service users	no	
Residents	yes	Residents of Algernon Drive (medium impact), residents of wider Northumberland Park estate (low impact)
Visitors	no	
Staff	no	
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	Feedback received during consultation exercise.

	cycling and walking first (North Tyneside Transport Strategy); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy) and effectively manage demand for parking North Tyneside Parking Strategy	
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 statutory bodies, ward councillors and 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 groups with different characteristics			
Legally protected characteristics	Potential positive impact identified	Potential negative impact identified	Description of the potential impact and evidence used in the assessment (mitigations are not included here)
Age	yes	no	People for whom age makes crossing the road more difficult may experience a positive impact from a reduction in obstructive parking which can affect visibility and create a road safety issue.
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 parking.</p> <p>Vehicle users who have a disability and hold a blue badge will be eligible to park within the permit parking scheme for up to three hours. Short stay parking in Algernon Drive may therefore become easier.</p> <p>Long stay parking for non-residents with a disability will no longer be possible even if they hold a blue badge. However, alternative longer stay provision will be</p>

			<p>available in adjoining streets which will remain unrestricted at this time and in the Metro station car park.</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>
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 characteristics			
Carers	no	no	
Socio-economic disadvantage	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 and improved short stay parking provision for blue badge holders 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.

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	Nick Saunders	Traffic and Road Safety	31/12/2023	in progress	
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	Nick Saunders	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	Nick Saunders	Traffic and Road Safety	reduce	31/12/2023	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	Nick Saunders	Traffic and Road Safety	31/12/2023	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.	Nick Saunders	Traffic and Road Safety	31/03/2024	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible officer service area		
31/03/2024	Nick Saunders	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	David Cunningham
Date	27/06/2023

10. Director/ Head of Service approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director/Head of Service	John Sparkes
Date	27/06/2023

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