

North Tyneside Council

Report to Cabinet Member for Environment

Date: 4 October 2024

Title: Traffic Regulation Order, Waiting Restrictions – Killingworth Road, 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:	Killingworth

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce full-time waiting restrictions on Killingworth Road, Killingworth, and to set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) sets aside the objection in the interests of discouraging obstructive parking thereby improving access, visibility and road safety for all road users; 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
- 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 proposal to introduce waiting restrictions on Killingworth Road was developed to address concerns amongst local residents regarding obstructive and indiscriminate parking in the vicinity of its junction with Clousden Grange. Residents reported that this was affecting visibility for vehicles exiting the estate and restricting use of the footway.

The Authority undertook parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy in 2022. These assessments identified that obstructive parking was taking place at the junction and on the adjacent footways, reducing access, visibility and creating a potential road safety issue. This was mainly associated with parking from the pub at the junction of Killingworth Road and Great Lime Road.

Ward Members were updated on the proposal by email in May 2023 and engagement on the scheme was carried out in June 2023 via a postal consultation with residents directly affected by the proposed restrictions. As a result of feedback received from residents, the proposal was amended to include waiting restrictions to the south of the junction with Clousden Grange.

During this consultation period, we received 8 e-mails in support of this proposal from residents of Clousden Grange. They raised concerns about indiscriminate parking obstructing footways and restricting visibility for vehicles exiting Clousden Grange and agree that the proposed restrictions are needed for road safety reasons.

The statutory consultation on the associated Traffic Regulation Order (TRO) was carried out in November/December 2023 and three formal objections to the proposal were received. These raised concerns that the proposed restrictions did not extend sufficiently far to the north of the junction with Clousden Grange to be effective.

Following further site observations by officers which confirmed that an extension to the restrictions would be beneficial, an amended proposal was advertised in July/August 2024. A plan showing the November 2023 proposal and the amended 2024 version is included at Appendix 3. One formal objection to the amended proposal was received during the statutory consultation in July 2024.

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 Objection

A local resident, Mr C submitted an objection based on his view that the proposed restrictions would be likely to cause parking to be displaced elsewhere on Killingworth Road which may result in parking places for residents being reduced and obstructive parking occurring. The objector consequently requested the introduction of permit parking restrictions on

Killingworth Road to control the amount of on-street parking and to afford residents priority to park near their properties.

An officer wrote to the objector to explain that the proposal had been brought forward to address concerns about vehicles parking on the west side of Killingworth Drive and obstructing the footway which is a particular issue due to the limited width of the footway on that side. Vehicles parked in this area were also found to restrict visibility and pedestrian crossing movements at the Clousden Grange junction. It was therefore explained that the proposed restrictions were expected to improve road safety and access for all road users.

It was also confirmed to the objector that following the implementation of the proposed restrictions, parking patterns in the area would be monitored and additional remedial measures considered which may include the introduction of permit parking restrictions depending on the results of parking assessments. However, in further correspondence, Mr C clarified that it was his opinion that the permit parking restrictions should be introduced in tandem with the proposed waiting restrictions.

The objector was advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and he confirmed that this would be his preference.

Full details of the objection and the officer's response 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 obstructive parking thereby improving access, visibility and road safety for all road users.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 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 implement the proposals is available from the 2024/25 (Parking management) Local Transport Plan capital budget. Funding to advertise the proposals was provided from the 2023/24 (Parking management) 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 stakeholders' 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 waiting restrictions 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, by contributing to improved road safety, the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 - SIGN OFF

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

Details of Objection – Mr C (Dated 3 July 2024)

The planned restrictions will have an adverse effect on parking for residents on Killingworth Road to the north of these planned restrictions.

Vehicles which infrequently park in the areas earmarked for restrictions will simply park north of this area and most likely on the residential built-up side of the road – the east side.

This will cause many residents to seek alternative parking. Where would they go? Not Nicholson Tce!

Nicholson Tce is permit only and I hereby strongly suggest that permits are give to residents on Killingworth Road. This will go some way to alleviate a problem which this plan has failed to take into account.

I look forward to your considered response.

Officer Response (Dated 8 August 2024)

I am writing in response to your email concerning the proposal to introduce waiting restrictions on Killingworth Road. The proposal was brought forward to address concerns amongst residents about vehicles parking in this area obstructing the footway on the west side of Killingworth Road (which is narrower than the east side) and restricting visibility and pedestrian crossing movements at the Clousden Grange junction. It is therefore envisaged that proposed restrictions will improve road safety and access for both pedestrians and vehicles. We have received a significant number of emails in support of the proposal but I understand your concerns about parking being displaced following the introduction of the proposed restrictions. To this end, I can confirm that we will monitor parking patterns in the area if the restrictions are introduced and consider the introduction of additional restrictions (which may include permit parking restrictions) if necessary.

I hope I have managed to address your concerns about the proposal and would ask that if you would like to withdraw your objection based on the above information, you respond to this email to confirm this by 23rd August. If no further correspondence is received, your objection will be referred to the Council's Cabinet Member for Environment for consideration. You will be informed of the Cabinet Member's decision regarding this matter in due course.

Further response from Mr C (Dated 8 August 2024)

Thank you, I too shall keep a watchful eye on developments.

Further officer response (Dated 9 August 2024)

Thank you for getting back to me. I'll assume you are OK with the proposed restrictions being implemented on the condition that parking in the area is monitored afterwards and any appropriate remedial action considered as necessary.

Further response from Mr C (Dated 9 August 2024)

Ideally I should wish for the implementation of the proposed restrictions in tandem with permit only parking on the residential side of Killingworth Road as it is inevitable the swell of parked vehicles on the road left by visitors to both the Clousden pub and the Jehovah's Witness church opposite will still wish to park as close to their chosen destinations as they are able to. The council's acknowledgement and support for its residents welfare is appreciated.

Further officer response (Dated 9 August 2024)

We can certainly consider the introduction of permit parking restrictions if non-residential parking becomes a significant issue. There is an assessment process which we would need to carry out before that type of restriction could be taken forward. The criteria for permit parking restriction is set out in the North Tyneside Parking Strategy which can be viewed at the following link to the council's website: <https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/Parking%20Strategy.pdf>

Can I assume, based on your comments, that you wish to withdraw your objection to the scheme? If not, it will be included in a report which will be presented to the Cabinet Member for Environment for consideration. The Cabinet Member will then make a decision on the next steps.

Further response from Mr C (Dated 9 August 2024)

My original email was in support of the proposal and asked for additional restrictions to be included (resident permit only) to alleviate the obvious knock-on effect - that being cars parking further north and away from the restrictions causing parking issues for residents. This leading to cars parking on both sides of the road and thus creating a bottle-neck through which traffic from both directions will find it difficult to negotiate and in particular pedestrians finding it hazardous to cross (as this council has previously been made aware of) - a problem exacerbated by the traffic light control at the junction of Killingworth Road and Great Lime Road which favours all traffic bar southbound Killingworth Road. So on that basis, it may be pertinent to include in the objection together with all communication we have been engaged in. Many thanks for your swift responses.

NORTH TYNESIDE COUNCIL

**(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022
Variation Order 2024**

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 following orders as detailed below:

A. 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. Clousden Grange, Killingworth
 - Both sides, from its junction with Killingworth Road to a point 11 metres north west of that junction.
 - b. Killingworth Road, Killingworth
 - North west side, from a point 16 metres north of its junction with Great Lime Road to a point 58 metres north east of its junction with Clousden Grange.

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 12 July 2024. 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

14 June 2024

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



Business as usual (BAU) Equality Impact Assessment (EqIA)

1. Business as usual service activity		
Name of the activity being assessed	Waiting Restrictions – Traffic and Road Safety	
Purpose of activity	<p>The business-as-usual activity is the installation of no waiting at any time restrictions (double yellow lines).</p> <p>The restrictions are intended to prevent obstructive parking thereby improving road safety.</p>	
Who is the activity intended to benefit?	Residents, visitors, local businesses, and local schools.	
Version of EqIA	1.0	
Date this version created	02/05/2023	
Confidential	no	
Directorate	Environment	
Service	Capita	
	Name	Service or organisation
Principal author	Samantha Lacy	Capita North Tyneside
Additional authors	Nicholas 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	Visitors to local businesses in the area - medium
Carers or family of service users	no	
Residents	yes	Residents in the immediate vicinity - low
Visitors	yes	Visitors to residential properties - low
Staff	yes	Staff within the local businesses - low
Partner organisations	no	

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	<p>Relevant objectives of the Authority, e.g. improve the street network, putting 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.</p> <p>Responses to initial resident and stakeholder consultation completed by the team.</p>	
Have you carried out any engagement in relation to this activity?	yes	
If yes of what kind and with whom? If no, why not?	Consultation with local Ward Councillors, local residents, local businesses and local schools as necessary.	
Is there any information you don't have?	yes	
If yes, why is this information not available?	<p>Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the orders are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats.</p>	

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	yes	<p>People for whom age makes negotiating footways and crossing the road more difficult may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>They may also experience a negative impact from a restriction on parking on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p>
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>People with a disability who hold a Blue Badge are permitted to park on the proposed single yellow lines for up to 3 hours. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</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</p>

			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.
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	yes	yes	Footway users who are pregnant may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Race	no	no	
Religion or belief	yes	yes	People who visit nearby places of worship may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Sex	no	no	
Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	yes	yes	Carers who may be required to park in the proposed location may

			experience a positive impact from the reduction of obstructive junction and pavement parking., Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park on the proposed waiting restrictions for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.
Socio-economic disadvantage	no	no	

5. Achievement of the Authority's Public Sector Equality Duty		
Will the activity 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 schemes are designed to ensure that highway conditions are conducive to support walking, wheeling on-road cycling and public transport resulting in the potential positive impacts to the 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 can only park on double yellow lines for up to 3 hours.	no	Maximum parking times for blue badge holders are set nationally. The double yellow lines have been kept to the minimum length required to be effective and there is alternative unrestricted parking highlighted nearby.

7. Action plan				
Actions to gather evidence or information to improve NTC's understanding of the 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	Reagan Johnson	Traffic and Road Safety	29/08/2024	yes

publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)					
Actions already in place to remove or reduce 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 the road markings.	Reagan Johnson	Traffic and Road Safety	reduce		
Actions that will be taken to remove or reduce 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	Nick Saunders	Traffic and Road Safety	reduce	29/12/2024	in progress

which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs				
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 and publicity when the scheme is completed	Nick Saunders	Traffic and Road Safety	29/12/2024	in progress
Actions that will be taken to monitor the equality impact of the activity	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	Nick Saunders	Traffic and Road Safety	29/12/2024	in progress

residents and other stakeholders.				
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
29/12/2024	Nick Saunders	Capita North Tyneside		

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?	yes
If disagree, please explain why?	
Name of Corporate Equality Group member	David Cunningham
Date	18/05/2023

10. Director/Head of Service approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Director/Head of Service	John Sparkes
Date	19/05/2023

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