

**North Tyneside Council**  
**Report to Cabinet Member for Environment**  
**Date: 8 December 2023**

**Title: Traffic Regulation Order – Waiting Restrictions – Kielder Road, Wellfield**

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| <b>Portfolio(s): Environment</b> | <b>Cabinet Member(s): Councillor H Johnson</b> |
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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:** **St Mary's**

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**PART 1**

**1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment to install 'no stopping' restrictions (school keep clear markings) on the four corners of the Kielder Road / Kielder Place / Houxy Road junction on the Wellfield Estate and to set aside two objections received to the proposals.

**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 safety for all road users in the vicinity of Wellfield Middle School whilst supporting cycling, walking and wheeling in the area; and
- (3) determines that the Traffic Regulation Order 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, including providing a segregated cycleway at the coast
  - 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

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**

As part of the Local Transport Plan (LTP) capital programme for 2023/24 it is proposed to deliver a safety improvement scheme at the junction of Kielder Road and Houxy Road.

The 'no stopping' (school keep clear) restrictions proposed for Kielder Road and Houxy Road in the vicinity of Wellfield Middle School are intended to reduce obstructive parking, at the junction and on footways, particularly at school start and end times. The proposed restriction would apply from Monday to Friday between 8:15 and 9:15am and 3:00 to 4:00pm. The proposed restrictions involve the use of a Traffic Regulation Order (TRO).

Ward members were advised of the proposals in September 2022. Engagement with residents directly affected by the proposals was also undertaken in September / October 2022, via informal postal consultation.

Officers received feedback which informed the final proposal. However, there were some suggestions raised by residents that could not be accommodated.

The statutory consultation was carried out in August 2023 and two 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

#### Objection 1

**Ms G** submitted an objection to the proposals based on her view that the scheme would remove the option for her and her household of parking on street outside the property, which she suggested had no off-street parking. She requested that the Authority amend its proposals so as to provide permit parking for residents.

An officer replied to the objector and clarified that the proposals had arisen from concerns raised regarding safety. The reply noted that permit parking restrictions close to schools, as suggested by the objector, could be unpopular with residents while not necessarily addressing issues of parent parking. The officer further advised that the restrictions proposed by the Authority would only apply during school start and finish times, meaning that the objector would still have the option of parking outside her property outside the restricted hours.

The objector was invited to reconsider her objection and was advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for consideration.

The objector responded to the officer asking if exemptions could be made for her household's vehicles. The officer replied to the objector explaining that it was not possible to allow exemptions to the restriction. The officer further advised the resident that her objection would be referred to the Cabinet Member for Environment for consideration. No further response was received.

## Objection 2

**Ms R & Mr P** submitted an objection to the proposals based on their view that, as the provision of restrictions would remove the option of parking on street outside their property, they would have to reverse on or off their driveway during busy times. They also suggested that the proposed restrictions would mean parents who drive would instead drop their children off at alternative locations in the residential area on already congested streets.

The objectors expressed the belief that the markings would not improve safety, and that the provision of a formal crossing or school crossing patrol would be safer. They also requested permission to park within the extent of the proposed restriction.

An officer replied to the objectors and clarified that the proposals had arisen from concerns raised regarding safety. The reply noted that the provision of a formal crossing or school crossing patrol would be able to assist crossing only on one arm of the junction whereas the proposed markings would remove parking on all four corners. The officer also explained that it would not be possible to allow any parking during the hours of operation of the proposed restrictions.

The objectors were invited to reconsider their objection and were advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for consideration.

The objectors responded questioning whether other junctions and streets in the residential area had been reviewed and stated their belief that the provision of parking restrictions would displace problems to other locations within the estate. An officer responded to the objectors confirming that other locations within the estate had been reviewed and that a potential intervention at another location was at an earlier stage of consideration. The officer further confirmed that the objection would be referred to the Cabinet Member for Environment for consideration. No further response was received.

Full details of all objections and officer replies 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 in the interests of improving safety for all road users in the vicinity of Wellfield Middle School whilst supporting cycling, walking and wheeling in the 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:**

Gary Walker, Sustainable Transport Team Leader, Capita, 0191 643 6219

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

Amar Hasson, Principal Accountant, Finance, 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 (Sustainable Transport) 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**

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 restrictions on Kielder Road has been undertaken and is attached as Appendix 4 to this report. This identifies potential positive impacts, e.g. in relation to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Actions are specified to reduce the identified potential negative impact.

## 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 NetZero 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 No.1 – Ms G (Dated 4 August 2023)**

I strongly object to your proposal as this will impact me as a resident. I want to appeal against your proposed scheme.

Although I agree that something needs to be done with regards to the school traffic situation in South Wellfield at the above location. I live at (house number) Houxy Road, South Wellfield, and your proposed markings will go directly over the front of our property. Sadly, as we rent the house we do not have the option to widen the driveway to park our vehicles.

The only place we can park our 2 cars is outside of our home on the street. I work from home and my car is there everyday and as I work on the telephones I cannot be available to constantly be moving my vehicles to avoid the restrictions mentioned. I wish to propose an alternative solution, for a permit situation instead of the lines you have proposed. This would mean only residents of Houxy Road could park on the road using their permits. I agree the situation between 8am-915am and 230-430pm during term time is dangerous. The traffic is mostly parents of the pupils at both schools and they don't care where they park or how they drive and I believe something needs to be done but surely not to the detriment of the residents.

Looking at your map (attached) it seems my house is the only one affected as I live on the corner. Where do you propose I park my cars? I pay my council tax and road fund tax and I should be able to park my car outside of my home.

Although I'm in favour of a resolution, if you intend to put lines on the road outside over the front of my property, I would like you to consider allowing me to have permanent parking permits for both of my vehicles. This is to avoid parking fines. Due to the fact it's only my property being affected.

I would appreciate a swift reply to my suggestion and if this cannot be agreed, please advise me of an alternative solution.

**Officer Response (Dated 21 August 2023)**

Thank you for your email regarding the proposed 'School Keep Clear' road markings at the junction of Kielder Road and Houxy Road.

The proposals in this area have resulted from safety concerns raised from members of the public and concerns witnessed by officers undertaking observations at the school. During the site investigations officers noted school children crossing between parking on all 4 corners of the junction during school pick up times. The Authority has the responsibility to maintain a safe highway and the proposed 'School Keep Clear' markings would look to address existing safety concerns by keeping the area clear of parked vehicles during the school start and finish times.

The Authority have examples of permit parking schemes at other schools within the borough which have proved to be unpopular and not address the issues created by parent parking. The Civil Enforcement Officers operate a 5 minute observation period to enable motorists to collect a Resident Visitor Permit, which would mean parents dropping off / picking up children have the ability wait within the permit parking area without contravening any restrictions.

It will still be possible to park on the markings outside of the school times as the restriction itself will only apply between 8.15-9.15 am and 3-4pm on weekdays. It will also be possible to park on the restrictions outside of school term time as the Authority do not tend to enforce school keep clear markings during school holidays. Unfortunately, there are no allowable relaxations for private vehicles within the restriction meaning it is not possible to provide any form of permit which allows parking on the 'School Keep Clear' markings.

I hope this has addressed the queries you have raised. 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 correspondence from Ms G – (Dated 21 August 2023)**

Thanks for getting back to me. As I've stated I agree with the need for something to be done for safety. I don't park on a corner I park directly outside of my gates which is just past the corner. If I move my cars further along we would be blocking our neighbours driveway, so sadly this isn't an option.

My issue is I start work at 7am and I work till 6pm. I work on the telephones, and I don't have time to be moving my car during the times stated. It seems rather unfair that as I'm the only resident affected, that there can't be an exemption in relation to my car being parked there. Could I not give you the registrations of my cars to pass to enforcement officers so they don't ticket me? I feel rather let down by this

response. Where do you propose I park instead? Surely I shouldn't be inconvenienced as a resident who pays my council tax and road fund tax. Therefore I want to continue my appeal as I am the only resident who is going to be penalised by this proposal, as a gesture of good will on North Tyneside councils part, can there not be some form of exemption for myself?

If the council is still determined that my request cannot be met, I do intend to take this further.

### **Officer Response (Dated 21 August 2023)**

Thank you for your email.

As previously explained the Authority have the responsibility for maintaining safety on the public highway and have identified safety concerns at the junction of Kielder Road and Houxy Road which we believe require interventions. Whilst I sympathise with how this will impact your current parking arrangements we cannot allow any exemptions for the restriction. The 'School Keep Clear markings are legally a 'no stopping or waiting' restriction and there are no exemptions within the legal order to allow for residential parking on the restriction. In addition, the primary purpose for the scheme is to keep the junction clear from parked vehicles at school drop off / pick up times and allowing residential parking would undermine the safety benefits of the proposed restriction.

I understand this won't be the response you were hoping for but your objection to the proposals triggers the requirement for a report to be produced by the Authority which will be provided to the Cabinet Member for Environment for their consideration.

### **Details of Objection No.2 – Ms R & Mr P (Dated 24 August 2023)**

We are residents of (house number) Kielder Place and are writing to raise an objection to the proposal to introduce no stopping or waiting outside of our property, and surrounding streets.

Our reasons for our objection are as follows:

1) During the day we frequently arrive back home at the proposed no waiting times. If there were unable to park outside of our property this would mean we would have to reverse on / off our drive which would be challenging given the busy nature of the street and school drop off and collection times meaning there are several children around which would make this more dangerous than simply parking outside. There is not free space elsewhere in the surrounding streets to pull in at these times.

2) There is no where suitable for parents to stop and unload children so the street & surrounding streets are often severely congested (to the point where a fire engine / other emergency service would not be able to pass). Blocking cars from parking on these corners without providing alternative drop off points will only move the problem to other surrounding junctions on the estate which are already congested and causing obstruction so adding vehicles to these corners will only add to the problem.

3) Whilst adding the no stopping markings may give greater visual view to cross the roads corners, we do not feel it will make the junction safer and does not address the issue of there being no safe way (i.e. zebra crossing / lollipop person) to cross a junction with so many cars and young children arriving / leaving all at the same time.

If the council is adamant that this will go ahead without considering the knock on consequences / impact to other streets and residents, then at the the very least we request permission to park / have a parking bay to be added similar to our next door neighbour at (house number) Kielder Place.

### **Officer Response (Dated 18 September 2023)**

Thank you for your email regarding the proposed 'School Keep Clear' road markings at the junction of Kielder Road, Kielder Place and Houxy Road.

The proposals in this area have resulted from safety concerns raised by members of the public and concerns witnessed by officers undertaking observations at the school. During the site investigations officers noted school children crossing between parking vehicles on all 4 corners of the junction during school drop-off and pick-up times. The Authority has the responsibility to maintain a safe highway for all road users and the proposed 'School Keep Clear' markings would look to address existing safety concerns by keeping the area clear of parked vehicles during the school start and finish times.

In designing a scheme such as this, several alternatives are considered. This proposal will assist with safe crossing on all four arms of the junction, whereas an individual zebra crossing or School Crossing Patroller could only assist with one.

It will still be possible to park on the markings outside of the school times as the restriction itself will only apply between 8.15-9.15 am and 3-4pm on weekdays. It will also be possible to park on the restrictions outside of school term time as the Authority do not tend to enforce school keep clear markings during school holidays. Unfortunately, there are no allowable relaxations for private vehicles within the

restriction meaning it is not possible to provide any form of permit which allows parking on the 'School Keep Clear' markings. Similarly, it would not be an option to install a parking bay within the scheme. The advisory 'H-bar' marking across the driveway of (house number) Kielder Place is to highlight the dropped kerb and does not constitute a parking bay.

In relation to vehicles reversing across the footway, this is commonplace in streets with off-street parking and is included as part of our child pedestrian training programme, delivered into schools across North Tyneside. In terms of pedestrian safety, an occasional vehicle accessing off-street parking is safer for an area than the problems created by extreme volumes of parked cars.

We anticipate that, once drivers cannot park directly outside the school, the traffic will be dispersed to several locations, resulting in lesser volumes at each. In addition, the council's Go Smarter scheme will promote active travel to school to parents as an alternative to driving. The Go Smarter team is also currently working in partnership with Tyne and Wear Fire and Rescue Service to highlight the dangers posed by impeding emergency vehicles.

I hope this has addressed the queries you have raised. 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 correspondence from Ms R & Mr P (Dated 21 September 2023)**

I do agree that the junctions are currently not safe for children to cross. However, I do wish the council to also consider the estate as a whole rather than just looking at one section / junction.

Were other junctions and streets looked at? If so, they would have surely noted the same (if not worse) happens on nearby Otterburn Avenue, up and down the street, and also at the junction to Otterburn / Walwick / Kielder Road which are often very obstructed with parked cars. The same happens also on Burnbank and Kielder Place junction.

If cars are not able to stop on the junction outside of our house, has it been considered where else they will be stopping...and then the further knock on effect on those other junctions as additional cars will stop there instead.

We feel the current proposal will only shift the problem elsewhere rather than provide a safer walk to school for children and their families. In turn I feel this will negate the effort to try and encourage families to walk to school as it will continue to be a safety fear for many parents, I'm sure.

A school patroller, or two, could assist with a double crossing...not just across a single road crossing surely?

I continue to remain very concerned about the safety aspect of us having to exit / reverse onto our drive at these times with children frequently passing in front or behind the vehicle currently (so we avoid this) and I would say current education on this needs to be improved, if it is being delivered as you describe.

We would like these further comments and observations to be added to our objection and would welcome councillors to spend some further time in the estate to look at the problem as a whole, rather than just at a single junction.

We would also welcome further discussion with ourselves on the matter.

### **Officer Response (Dated 26 September 2023)**

Thank you for your email.

I can confirm that the Authority reviewed the traffic movements and parking arrangements at other locations within the estate. We are also looking at further interventions on Otterburn Avenue in the vicinity of the school but these are at an early stage.

We do accept that the provision of parking restrictions will displace parent parking elsewhere within the estate, however the vast majority of pedestrian movements are at the entrances to the school so the risk of an incident occurring is greater. Therefore we have focused our attention to try and address safety concerns at the areas with the most risk.

With regards to a school crossing patrol, as an Authority we struggle to fill vacant patrol sites across the borough and as such are currently not looking to increase the number of crossing patrol sites. In addition, we would not consider proposing a school crossing patrol site in an area with poor parental parking as crossing children between parked vehicles contradicts the road safety training we deliver in schools. The proposed interventions are regarded as the most effective measure of keeping an area of the carriageway clear during school start and finish times which in turn increases the visibility for children crossing at this location.

I can confirm all your correspondence on this matter will be included within the report which will be presented to the Authority's Cabinet Member for Environment in due course.

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**NORTH TYNESIDE COUNCIL**  
**PROPOSED WAITING RESTRICTIONS**  
**KIELDER ROAD, KIELDER PLACE AND HOUXTY ROAD, WELLFIELD**

North Tyneside Council gives notice that it proposes to make a variation order under Sections 1, 2 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the order, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that a no stopping or waiting restriction on school entrance markings, operational between 8:15am to 9:15am and 3.00pm to 4.00pm on Monday to Friday, be introduced on:

1. Kielder Road, Wellfield, on its southern side, from a point 16m west of its junction with Houxy Road to a point 15m east of its junction with Houxy Road and on its northern side, from a point 13m west of its junction with Kielder Place to a point 14m east of its junction with Kielder Place;
2. Kielder Place, Wellfield on both sides, from its junction with Kielder Road to a point 17m north of that same junction; and
3. Houxy Road, Wellfield on both sides, from its junction with Kielder Road to a point 19m south of that same junction.

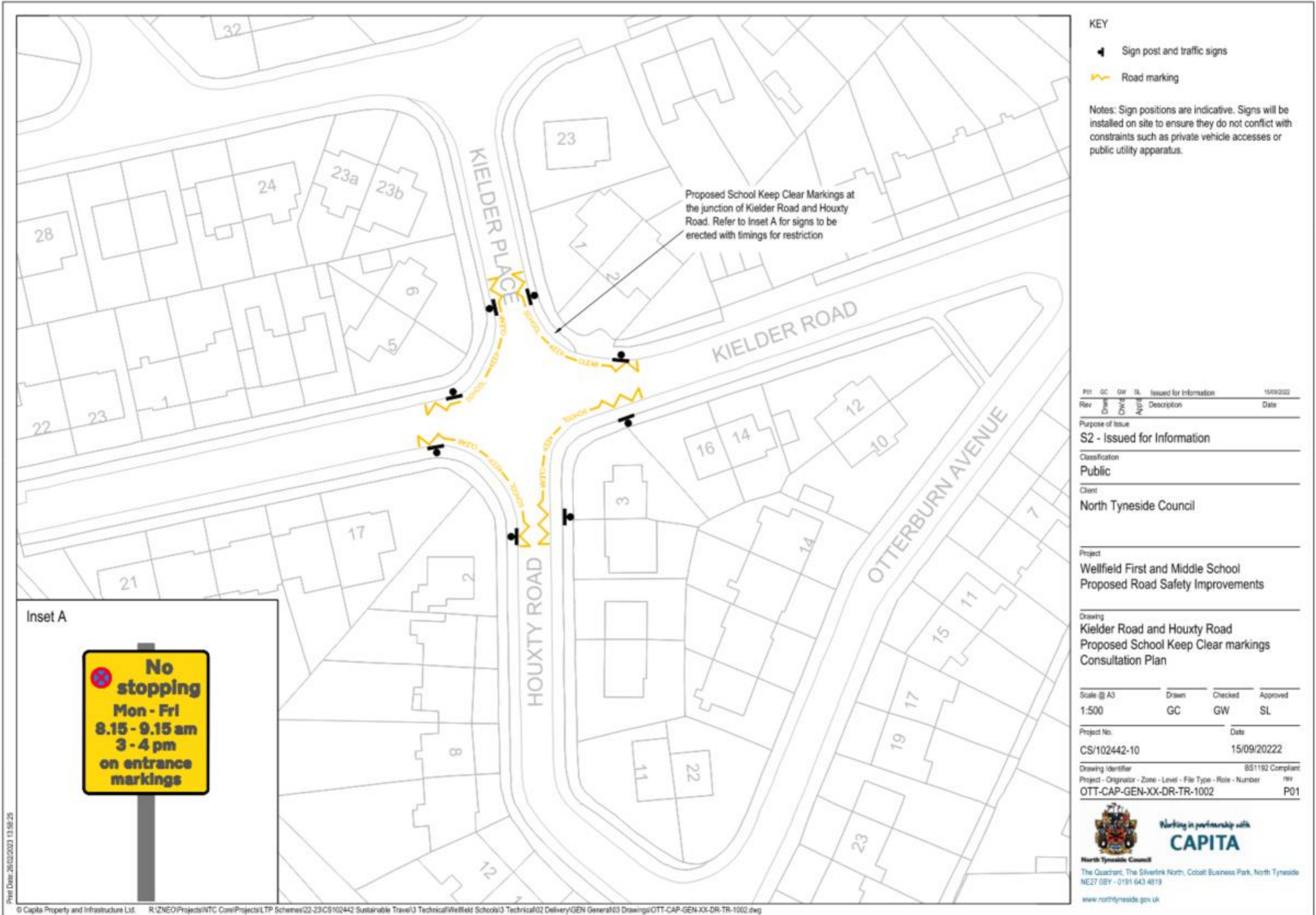
Further details of the proposals may be examined in the documents available on the Council's website [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk) (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk) by 25 August 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 [democraticsupportl@northtyneside.gov.uk](mailto:democraticsupportl@northtyneside.gov.uk).



4 August 2023

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





KEY

-  Sign post and traffic signs
-  Road marking

Notes: Sign positions are indicative. Signs will be installed on site to ensure they do not conflict with constraints such as private vehicle accesses or public utility apparatus.

| Rev | QC  | GW  | SL   | Issued for Information | 15/09/2022 |
|-----|-----|-----|------|------------------------|------------|
| Rev | Chg | Chg | Appr | Description            | Date       |

Purpose of Issue  
**S2 - Issued for Information**

Classification  
**Public**

Client  
**North Tyneside Council**

Project  
**Wellfield First and Middle School  
 Proposed Road Safety Improvements**

Drawing  
**Kielder Road and Houxy Road  
 Proposed School Keep Clear markings  
 Consultation Plan**

| Scale @ A3 | Drawn | Checked | Approved |
|------------|-------|---------|----------|
| 1:500      | GC    | GW      | SL       |

| Project No.  | Date        |
|--------------|-------------|
| CS/102442-10 | 15/09/20222 |

| Drawing Identifier  | BS1192 Compliant |
|---|------------------|
| Project - Originator - Zone - Level - File Type - Role - Number | 199              |
| OTT-CAP-GEN-XX-DR-TR-1002                                       | P01              |



Working in partnership with  
**CAPITA**

North Tyneside Council  
 The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside  
 NE27 0BY - 0191 643 4819  
[www.northtyneside.gov.uk](http://www.northtyneside.gov.uk)

**Change Equality Impact Assessments (EqIAs)**

|  |  |                                |
|--|--|--------------------------------|
| <b>1. Proposal details</b>   |  |                                |
| <b>Name of the policy/project/process being assessed (subsequently referred to as project)</b> | Kielder Road, Kielder Place and Houxy Road – Proposed ‘no stopping’ restrictions (School Keep Clear markings)  |                                |
| <b>Purpose of project</b>  | <p>In line with the Authority’s aims to improve road safety, it is proposed to install ‘no stopping’ restrictions (school keep clear markings; operational between Monday to Friday, 8:15 – 9:15am and 2:30 – 4:30pm) on Kielder Road, Kielder Place and Houxy Road in Wellfield.</p> <p>The scheme is intended to prevent obstructive parking thereby improving road safety. It is also expected to facilitate cycling, walking and wheeling in the vicinity of the primary school.</p> |                                |
| <b>Who is the project intended to benefit?</b>   | Local residents and pupils at Wellfield Middle School  |                                |
| <b>What outcomes should be achieved?</b>   | Improved visibility, access and a safer environment outside of Wellfield Middle School particularly at school start and end times.   |                                |
| <b>Version of EqIA</b>   | 1.0  |                                |
| <b>Date this version created</b>   | 25/01/2023   |                                |
| <b>Confidential</b>  | no   |                                |
| <b>Directorate</b>   | Regeneration and Economic Development  |                                |
| <b>Service</b>   | Capita   |                                |
|  | <b>Name</b>  | <b>Service or organisation</b> |
| <b>Principal author</b>  | Geoff Crackett   | Capita North Tyneside          |
| <b>Additional authors</b>  | Gary Walker  | Capita North Tyneside          |

|  |     |   |
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| <b>2. Groups Impacted</b>                |     |   |
| <b>Does the project impact upon?</b>     |     | <b>If yes, what is the estimated number impacted? And the Level of impact this will have on the group (high, medium, low)</b> |
| <b>Service Users</b>                     | yes | 327 pupils attend Wellfield Middle School – medium impact.  |
| <b>Carers or Family of Service Users</b> | yes | Around 180 access the school daily – medium impact.   |
| <b>Residents</b>                         | yes | Around 40 residents living in the vicinity of the primary school - medium impact.   |
| <b>Visitors</b>                          | yes | Approximately 14 per day – low impact.  |
| <b>Staff</b>                             | yes | The school has 38 staff members – low impact.   |
| <b>Partner Organisations</b>             | no  |   |

|   |   |   |
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| <b>3. Evidence Gathering and Engagement</b>             |   |   |
|   | <b>Internal evidence</b>  | <b>External Evidence</b>                                    |
| <b>What evidence has been used for this assessment?</b> | Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net- | Responses to initial resident and stakeholder consultation. |

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|  | zero by 2030 ( <a href="#">Our North Tyneside Plan</a> ); improve the street network, putting cycling and walking first ( <a href="#">North Tyneside Transport Strategy</a> ); contribute to reducing car-based school trips ( <a href="#">Carbon Net Zero 2030 Action Plan</a> ); promote road safety alongside healthy travel ( <a href="#">North Tyneside Travel Safety Strategy</a> ); and effectively manage demand for parking <a href="#">North Tyneside Parking Strategy</a> |  |
| <b>Have you carried out any engagement in relation to this proposal?</b> | yes  |  |
| <b>If yes of what kind and with whom? If no, why not?</b>                | Consultation with ward councillors, residents and Wellfield Middle School  |  |
| <b>Is there any information you don't have?</b>                          | yes  |  |
| <b>If yes, why is this information not available?</b>                    | Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders  |  |

| <b>4. Impact on Different Characteristics</b> |   |   |  |
|---|---|---|--|
| <b>Legally Protected Characteristics</b>      | <b>Potential Positive Impact Identified</b> | <b>Potential Negative Impact Identified</b> | <b>Description of the potential impact/s and evidence used</b>   |
| <b>Age</b>                                    | yes   | no  | People for whom age makes negotiating footways and crossing the road more difficult (including pupils at Wellfield Middle School) may experience a positive impact from a reduction in obstructive junction and pavement parking.  |
| <b>Disability</b>                             | yes   | yes   | 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.<br><br>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. |
| <b>Gender reassignment</b>                  | no | no |  |
| <b>Marriage &amp; civil partnership</b>     | no | no |  |
| <b>Pregnancy &amp; Maternity</b>            | no | no |  |
| <b>Race</b>                                 | no | no |  |
| <b>Religion or belief</b>                   | no | no |  |
| <b>Sex</b>                                  | no | no |  |
| <b>Sexual Orientation</b>                   | no | no |  |
| <b>Intersectionality</b>                    | no | no |  |
| <b>Non-legally protected characteristic</b> |    |    |  |
| <b>Carers</b>                               | no | no |  |

| <b>5. Achievement of the Authority's public sector equality duty</b>  |     |  |
|---|-----|--|
| <b>Will the proposal contribute to any of the following?</b>  |     | <b>If yes, how?</b>  |
| <b>Eliminate unlawful discrimination, victimisation and harassment</b>  | no  |  |
| <b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b> | 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. |
| <b>Foster good relations between people who share a protected characteristic and those who do not</b>           | no  |  |

| <b>6. Negative Impacts</b>  |                                      |  |
|---|--------------------------------------|--|
| <b>Potential negative impact</b>  | <b>Can it be reduced or removed?</b> | <b>If yes how? If no, why not and what alternative options were considered and not pursued?</b>  |
| Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. | yes- reduced                         | This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas. |
| Blue badge holders are not permitted to park on the proposed School Keep Clear markings   | yes- reduced                         | The extent of the proposed School Keep Clear markings has been kept to the minimum length required to prevent parking at school access points where road safety is critical.   |
|   | Choose an item.                      |  |

| 7. Action Plan   |                                 |   |                               |                               |                         |
|--|---------------------------------|---|-------------------------------|-------------------------------|-------------------------|
| <b>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</b>  | <b>Responsible Officer Name</b> | <b>Responsible Officer Service Area</b> | <b>Target Completion Date</b> | <b>Action completed</b>       |                         |
| Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure  | Geoff Crackett                  | Traffic and Road Safety                 | 28/02/2023                    | in progress                   |                         |
|  |                                 |   | Calendar                      | Choose an item.               |                         |
|  |                                 |   | Calendar                      | Choose an item.               |                         |
| <b>Actions already in place to remove or reduce potential negative impacts</b>   | <b>Responsible Officer Name</b> | <b>Responsible Officer Service Area</b> | <b>Impact</b>                 |                               |                         |
| Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of School Keep Clear markings.  | Geoff Crackett                  | Traffic and Road Safety                 | reduce                        |                               |                         |
|  |                                 |   | Choose an item.               |                               |                         |
|  |                                 |   | Choose an item.               |                               |                         |
| <b>Actions that will be taken to remove or reduce potential negative impacts</b>   | <b>Responsible Officer Name</b> | <b>Responsible Officer Service Area</b> | <b>Impact</b>                 | <b>Target Completion Date</b> | <b>Action completed</b> |
| 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 | Geoff Crackett                  | Traffic and Road Safety                 | reduce                        | 31/05/2023                    | in progress             |
|  |                                 |   | Choose an item.               | Click or tap to enter a date. | Choose an item.         |
| <b>Actions that will be taken to make the most of any potential positive impact</b>  | <b>Responsible Officer Name</b> | <b>Responsible Officer Service Area</b> | <b>Target Completion Date</b> | <b>Action completed</b>       |                         |
| Inform the public of any positive impacts as part of   | Geoff Crackett                  | Traffic and Road Safety                 | 31/05/2023                    | in progress                   |                         |

|  |                                 |   |                               |                         |
|--|---------------------------------|---|-------------------------------|-------------------------|
| communications/publicity when the scheme is completed  |                                 |   |                               |                         |
|  |                                 |   | Click or tap to enter a date. | Choose an item.         |
|  |                                 |   | Click or tap to enter a date. | Choose an item.         |
| <b>Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b>                             | <b>Responsible Officer Name</b> | <b>Responsible Officer Service Area</b> | <b>Target Completion Date</b> | <b>Action completed</b> |
| The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders. | Geoff Crackett                  | Traffic and Road Safety                 | 31/05/2023                    | in progress             |
|  |                                 |   | Click or tap to enter a date. | Choose an item.         |
| <b>Date review of EqIA to be completed</b>   | <b>Responsible Officer Name</b> | <b>Responsible Officer Service Area</b> |                               |                         |
| 31/05/2023   | Geoff Crackett                  | Sustainable Transport                   |                               |                         |

| <b>8. Outcome of EqIA</b>                           |  |
|---|--|
| <b>Outcome</b>                                      | <b>Please explain and evidence why you have reached this conclusion:</b>   |
| 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. |

| <b>9. Corporate Equality Group Member approval</b>    |                  |
|---|------------------|
| <b>Do you agree or disagree with this assessment?</b> | Agree            |
| <b>If disagree, please explain why?</b>               |                  |
| <b>Name of Corporate Equality Group Member</b>        | David Cunningham |
| <b>Date</b>   | 14/03/2023       |

| <b>10. Director approval</b>                          |              |
|---|--------------|
| <b>Do you agree or disagree with this assessment?</b> | Agree        |
| <b>If disagree, please explain why?</b>               |              |
| <b>Name of Director</b>                               | John Sparkes |
| <b>Date</b>   | 15/03/2023   |

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