

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

### Date: 6 June 2023

**Title:** Traffic Regulation Order – Waiting Restrictions, Stephenson Street area, North Shields

**Report by:** Nick Saunders, Senior Traffic Engineer

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

**Wards affected:** Preston, Tynemouth

---

#### **PART 1**

##### **1.1 Executive Summary:**

This report seeks a delegated decision to advertise and, in the event that no objections are received, make variations to restrictions on waiting and loading which involve the introduction of 'no waiting at any time' restrictions (double yellow lines) on Stephenson Street, Suez Street and Upper Norfolk Street, North Shields.

##### **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 priorities 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
- 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 obtained grant funding from the Government's Transforming Cities Fund (TCF) for the 'Improvements to North Shields Transport Hub' project to improve public transport, cycling, walking and wheeling links to North Shields town centre.

The proposals associated with this report involve improvements to cycling, walking and wheeling links between the town centre and residential areas of North Shields, which complement the regeneration of the town centre and support road safety.

This proposal necessitates variations to the existing traffic movement restrictions contained in existing Traffic Regulation Orders (TROs).

### **1.5.2 Proposal in relation to waiting restrictions**

It is proposed to revoke existing 'no waiting at any time' restrictions at the following locations:

- Upper Norfolk Street, North Shields
  - A. East side, from its junction with Albion Road to a point 10 metres south of its junction with Albion Road
  - B. West side, from its junction with Albion Road to its junction with Northumberland Square (north arm)
- Stephenson Street, North Shields
  - A. West side, between a point 294 metres north of its junction with Saville Street and a point 323 metres north of its junction with Saville Street
- Suez Street, North Shields
  - A. North side, between a point 56 metres west of its junction with Stephenson Street to its junction with Northumberland Square
  - B. North side, between its junction with Stephenson Street and a point 14 metres west of its junction with Stephenson Street
  - C. South side, between its junction with Stephenson Street and its junction with Norfolk Street

It is proposed to establish 'no waiting at any time' restrictions at the following locations:

- Upper Norfolk Street, North Shields
  - A. West side, from its junction with Albion Road to a point 8 metres south of its junction with Albion Road
  - B. West side, from a point 2 metres north of its junction with Back Albion Road to a point 9 metres south of its junction with Back Albion Road
  - C. West side of its junction with Northumberland Square (north arm), to a point 9 metres north of its junction with Northumberland Square (north arm)
- Stephenson Street, North Shields
  - A. West side, from a point 183 metres north of its junction with Saville Street to its junction with Suez Street
  - B. West side from its junction with Suez Street to a point 44m north of its junction with Suez Street
  - C. West side from a point 75m north of its junction with Suez Street to its junction with the A193
- Suez Street, North Shields
  - A. North side, for its entire length
  - B. South side, from its junction with Northumberland Square to a point 8m east of its junction with Northumberland Square
  - C. South Side, from its junction with Stephenson Street to a point 6m west of its junction with Stephenson Street

### 1.5.3 Consultation

Engagement on the full scheme was carried out in Summer 2021, via a news item on the Authority's website linking to the 'Placechangers' consultation website. Feedback from this engagement informed the process of detailed design.

Arrangements have been made to issue letters to households in the area to set out the elements of the proposed scheme. The Cabinet Member for Environment and ward members have been updated on the proposals.

Arrangements have been made to contact the standard technical consultees in writing to advise of 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 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 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.

## 1.6 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:

The proposals will increase safety for all road users and contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

## 1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment



Appx1-Plan of  
scheme\_Stephenson-5Impact Assessment\_St



Appx2-Equality

## 1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 643 5747

## 1.10 Background information:

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

## PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

### 2.1 Finance and other resources

Funding to advertise and implement the proposal is available from the grant funding from the Government's Transforming Cities Fund.

## **2.2 Legal**

Proposals that involve revocations or amendments to existing TROs 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. Details are formally advertised, including a 21-day period for objections. Before making a TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals to vary traffic movement and/or waiting and loading restrictions in a local newspaper 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**

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal 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 individuals' human rights.

## 2.5 Equalities and diversity

An Equality Impact Assessment for the scheme has been undertaken and is attached as Appendix 2 to this report. This identified potential impacts which are positive: these relate to improved accessibility for people who currently experience difficulty crossing the road. Actions are specified to reduce the identified potential negative impacts relating to the advertising of notices and orders regarding the proposed change and 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

- Monitoring Officer

- Assistant Chief Executive