

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 5 March 2025

Title: Traffic Regulation Order – Proposed timed pedestrian and cycle zone restriction ('School Street' scheme) at Weardale Avenue (section south of Avondale Avenue), Clydesdale Avenue and Allandale Avenue

Report by: Gary Walker, Sustainable Transport Team Leader

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

Wards affected: Longbenton and Benton

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to make a permanent Traffic Regulation Order (TRO) for the introduction of a timed pedestrian and cycle zone restriction ('School Street' scheme) at Weardale Avenue (section south of Avondale Avenue), Clydesdale Avenue and Allandale Avenue. This would replace the current 18-month Experimental Traffic Regulation Order which is due to expire at the end of April 2025.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development agrees:

- (1) that notices for the proposal to make a Traffic Regulation Order (TRO) for the introduction of a timed pedestrian and cycle zone at Weardale Avenue, Clydesdale Avenue and Allandale Avenue in Benton should be prepared and advertised in line with relevant statutory requirements; and

(2) that in the event that no objections are received during the period of consultation required by legislation, and that the circumstances do not warrant the holding of a Public Inquiry to make the Traffic Regulation Order outlined in this report.

1.3 Forward Plan:

Seeking delegated decisions 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 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

Benton Dene Primary School experienced traffic and parking issues outside of its main gates on Clydedale Avenue, Weardale Avenue and Allandale Avenue, with some parents driving and parking as close as possible to it on the school run. This created an environment which was not suitable for school children arriving at or leaving school, was unhelpful to active travel and caused pollution.

An Experimental Traffic Regulation Order was created and implemented in September 2023.

The scheme has worked effectively over the duration of its temporary status and has succeeded in creating a safe area outside the school gates for pupils.

In conjunction with the School Street, Benton Dene Primary School and North Tyneside council have worked in partnership to promote active travel on the school run.

During the lifespan of the temporary scheme there have been two additional issues that have affected traffic and parking near school:

- The neighbouring Longbenton High School changed its finish time which now crosses over with the two Benton Dene schools, increasing traffic issues on Hailsham Avenue. Officers have developed a separate scheme for this issue and are in the process of implementing the measures on site.
- The former Fusilier pub was used by parents to park, and as a route for active travel; the site is now closed for housing development. An additional pedestrian access gate has been installed to the south of the school to compensate for this loss of access.

Traffic surveys, were undertaken in February 2023 (pre-scheme) March 2024 post-scheme, and new High School finish time), and October 2024 (after the closure of the Fusilier site):

- The northern end of Weardale Avenue saw no significant increase in traffic following the implementation of the scheme, but there is a noticeable effect following the Fusilier site closure.
- Hailsham Avenue has seen a fall in overall traffic since the introduction of the School Street. The problematic issues on Hailsham Avenue are connected to congestion and parking rather than traffic movements and the aim is to address this with additional restrictions. A scheme has been to statutory public consultation and objections received.

Parked car counts were also completed in February 2023 (pre-scheme) January 2024 post-scheme, and new High School finish time), and October 2024 (after the closure of the Fusilier site):

- The impact of the School Street on Weardale Avenue was originally minimal, but since the closure of the Fusilier site there has been a noticeable increase in parking.
- Hailsham Avenue afternoon parking increased significantly after the School Street started, but this coincided with the high school finishing at the same time, and observations showed that the majority of cars were related to high school pupils. In the latest survey, the number had almost halved but was still higher than the original survey.

- Parking on Glenfield Road has risen for the morning drop off but only 6 additional cars were counted.
- Use of the Fusilier site for parking increased following the introduction of the School Street but has now been removed as an option.

In summary, the data suggests that minimal parking has been displaced onto neighbouring streets purely as a result of the School Street scheme, and removal of it would not noticeably reduce traffic and parking that have increased as a result of the Fusilier site closure.

Travel modes – The school is currently on its third year of recording on the Living Streets Walk to School scheme. In the year before the introduction of the School Street, 89% of recorded journeys were classed as being active. The School Street was introduced from the beginning of the 2023/24 academic year, during which a total of 95% of journeys were recorded as active. The school topped the scheme's national leaderboard two terms running.

The current academic year to date shows 94% of journeys made actively.

Road user casualties – there has been one recorded personal injury collision within the extents of the school street over the last five years. The collision, which was classified as slight, occurred in March 2023 prior to the implementation of the experimental school street. The casualty was child pedestrian and the incident occurred between 3-4pm on a school day.

Correspondence – Officers have received a significant amount of correspondence from neighbouring residents during the lifespan of the scheme to date. The majority of this, however, has been received since the Fusilier site closed.

1.5.2 Proposal in relation to timed pedestrian and cycle zone

It is proposed to instal a timed pedestrian and cycling zone ('School Street) as shown in Appendix 1. The restriction would apply Monday to Friday between 8:30 - 9:15am and 2:45 - 3:30pm at the location shown on the plan.

The proposal will discourage indiscriminate and obstructive parking and large traffic volumes outside the school gates, thereby improving road safety for all road users. It will also facilitate more sustainable trips to Benton Dene Primary School.

1.5.3 Consultation

Ward members were updated on the proposal by email in December 2024.

All plans have been made in consultation with Benton Dene Primary School.

Informal public consultation has taken place via letter drop to residents in December 2024. Officers have received initial feedback from several residents who are dissatisfied with the current level of traffic and parking in the area, as covered in section 1.5.1 of this report.

Consultee organisations (emergency services, maintenance) were notified December 2024.

Statutory consultation on the scheme was undertaken in January / February 2025.

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.

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.

1.6 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The proposal will discourage indiscriminate and obstructive parking and large traffic volumes outside the school gates, thereby improving road safety for all road users. It will also facilitate more sustainable trips to Benton Dene Primary School.

1.7 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Proposed timed pedestrian and cycle zone restriction ('School Street' scheme) at Weardale Avenue (section south of Avondale Avenue), Clydesdale Avenue and Allandale Avenue.

1.8 Contact officers:

Gary Walker, Sustainable Transport Team Leader, 0191 643 6219

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

1.9 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 (Sustainable Transport) Local Transport Plan.

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 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 2.2.

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 pedestrian and cycle zone at Benton Dene Primary School has been undertaken and is attached 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 for disabled pupils and parents.

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.

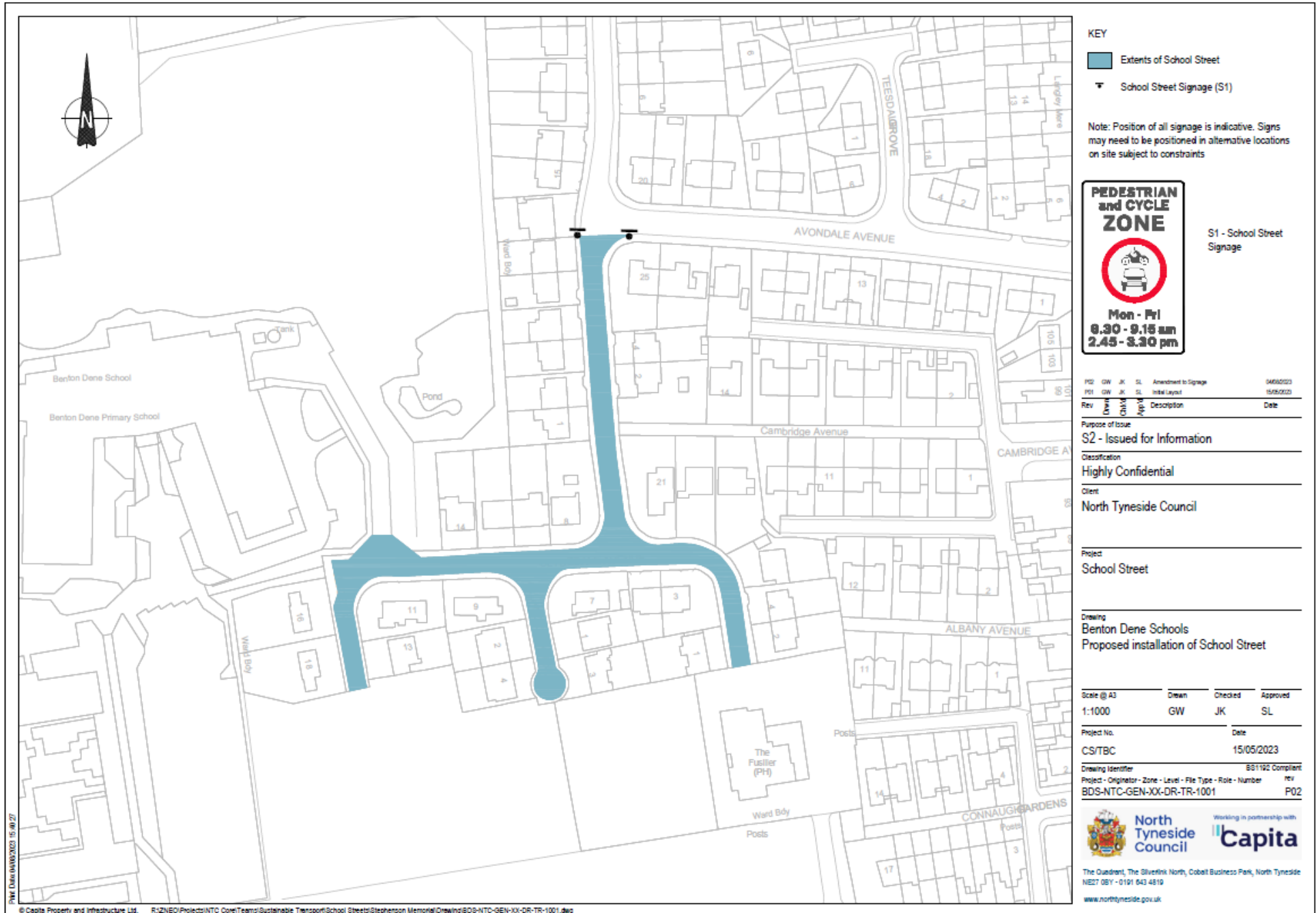
2.8 Environment and sustainability

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

- Chief Finance Officer
- Monitoring Officer
- Interim Director of Corporate Strategy and Customer Service

APPENDIX 1 – PLAN OF SCHEME



KEY

- Extents of School Street
- ▼ School Street Signage (S1)

Note: Position of all signage is indicative. Signs may need to be positioned in alternative locations on site subject to constraints



S1 - School Street Signage

PS2	GW	JK	SL	Amendment to Signage	04/05/2023
PS1	GW	JK	SL	Initial Layout	15/05/2023
Rev	Drawn	Checked	Appr	Description	Date

Purpose of issue
S2 - Issued for Information

Classification
Highly Confidential

Client
North Tyneside Council

Project
School Street

Drawing
**Benton Dene Schools
 Proposed installation of School Street**

Scale @ A3	Drawn	Checked	Approved
1:1000	GW	JK	SL

Project No.	Date
CS/TBC	15/05/2023

Drawing Identifier
 Project - Originator - Zone - Level - File Type - Role - Number
BDS-NTC-GEN-XX-DR-TR-1001 S01102 Compliant
REV P02



The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside
 NE27 0BY - 0191 843 4810
www.northynteside.gov.uk

Plot Date: 14/05/2023 15:40:27
 © Capita Property and Infrastructure Ltd. R:\Z\NEO\Projects\NTC Core\Team0\Sustainable Transport\School Streets\Stephenson Memorial\Drawing\BOS-NTC-GEN-XX-DR-TR-1001.dwg

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT

Change Equality Impact Assessments (EqIAs)

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	'School Street' timed restricted pedestrian and cycle zone at Weardale Avenue (section south of Avondale Avenue), Clydesdale Avenue and Allandale Avenue.	
Purpose of project	<p>In line with the Authority's aims to improve road safety, it is proposed to install a 'School Street' restriction (pedestrian and cycle zone) between Monday to Friday, 8:30 – 9:15am and 2:45 – 3:30pm at Weardale Avenue (section south of Avondale Avenue), Clydesdale Avenue and Allandale Avenue.</p> <p>The proposal will discourage indiscriminate and obstructive parking and large traffic volumes outside the school gates, thereby improving road safety for all road users. It will also facilitate more sustainable trips to Benton Dene Primary School, and improve local air quality during the school run.</p>	
Who is the project intended to benefit?	Pupils and parents of Benton Dene Primary School.	
What outcomes should be achieved?	Improved visibility, access and a safer environment outside of Benton Dene Primary at school start and end times. Increased rate of active travel to the school.	
Version of EqIA	1.0	
Date this version created	06/11/2024	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Regeneration and Transport	
	Name	Service or organisation
Principal author	Geoff Crackett	North Tyneside Council
Additional authors	Gary Walker	North Tyneside Council

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	595 pupils across both schools (including Benton Dene Special School) - 473 Benton Dene Primary only - medium impact.
Carers or Family of Service Users	yes	500 approx across both schools - medium impact.
Residents	yes	Around 106 residents living in the vicinity of the proposed scheme - medium impact.
Visitors	yes	Approximately 25 per day across both schools – low impact.
Staff	yes	125 across both schools - 75 Benton Dene Primary - medium impact.
Partner Organisations	no	

3. Evidence Gathering and Engagement		
	Internal evidence	External Evidence
What evidence has been used for this assessment?	Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net-zero by 2030 (Our North Tyneside Plan); improve the street network, putting cycling and walking first (North Tyneside Transport Strategy); contribute to reducing car-based school trips (Carbon Net Zero 2030 Action Plan); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking North Tyneside Parking Strategy	Running of a temporary School Street at this location since September 2023. Responses to initial resident and stakeholder consultation.
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 ward councillors and Benton Dene Primary School. Experimental scheme has been run since September 2023.	
Is there any information you don't have?	yes	
If yes, why is this information not available?	Views of the local residents – we will understand this undertaking a letter drop to local residents, offering the opportunity for feedback.	

4. Impact on Different Characteristics			
Legally Protected Characteristics	Potential Positive Impact Identified	Potential Negative Impact Identified	Description of the potential impact/s and evidence used
Age	yes	no	People for whom age makes negotiating footways and crossing the road more difficult (including pupils at Benton Dene Primary School) may experience a positive impact from a reduction in parked and moving traffic.
Disability	yes	yes	Footway users with a disability (e.g. wheelchair users and people with visual or audio impairment) may experience a positive

			impact from a reduction in moving traffic and pavement parking. Access restrictions for disabled drivers / pupils
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & Maternity	no	no	
Race	no	no	
Religion or belief	no	no	
Sex	no	no	
Sexual Orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	no	no	

5. Achievement of the Authority's public sector equality duty		
Will the proposal contribute to any of the following?		If yes, how?
Eliminate unlawful discrimination, victimisation and harassment	no	
Advance equality of opportunity between people who share a protected characteristic and those who do not	yes	The scheme has been designed to ensure that highway conditions are conducive to support greater usage of walking and wheeling, resulting in the potential positive impacts relating to the age and disability characteristics identified in section 4 above.
Foster good relations between people who share a protected characteristic and those who do not	no	

6. Negative Impacts		
Potential negative impact	Can it be reduced or removed?	If yes how? If no, why not and what alternative options were considered and not pursued?
Access restrictions for disabled drivers / pupils.	yes- removed	The school already arranges bespoke arrangements in these circumstances and will be advised to allow access to the school car park for blue badge holders while marshalling the School Street.

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
Letter to school parents and letter-drop of neighbouring residents to get feedback on the proposal. Notification to ward councillors.	Geoff Crackett	Traffic and Road Safety		21/12/2024	yes
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 particularly in relation to access to the School Street zone.	Geoff Crackett	Traffic and Road Safety		remove	
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
School and marshals will be advised to allow access to the school car park for blue badge holders while marshalling the School Street.	Geoff Crackett	Traffic and Road Safety	reduce	31/07/2024	yes
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 stakeholders of any positive impacts as part of communications/publicity when the scheme is completed	Geoff Crackett	Traffic and Road Safety		21/12/2024	yes
Actions that will be taken to monitor the equality impact of this	Responsible Officer Name	Responsible Officer Service Area		Target Completion Date	Action completed

proposal once it is implemented				
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	31/07/2025	in progress
Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area		
20/11/2025	Geoff Crackett	Sustainable Transport		

8. Outcome of EqIA	
Outcome	Please explain and evidence why you have reached this conclusion:
The proposal is robust, no major change is required	Several identified potential impacts are positive. Actions are specified to reduce the 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	Pippa Kennedy
Date	18/02/2025

10. Director approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director	John Sparkes
Date	18/02/2025

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