

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 30 June 2023

Title: Traffic Regulation Order – Waiting and Loading Restrictions associated with Sea Front Sustainable Route, Tynemouth

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: 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 on streets including Back Percy Gardens, East Street, Grand Parade, Percy Gardens, Percy Park Road and Sea Banks, Tynemouth.

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

The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, in particular:

- Travel
 - Creation of fully connected cycling network (LCWIP)
 - Cycling Parking at all key amenities
 - Footpath Upgrade Programme
 - Reduce car-based school trips by 5% annually

1.5 Information:

1.5.1 Background

The Authority has obtained grant funding from the Government's Active Travel Fund (ATF), and supplementary funding offered by Sustrans, for the 'Sea Front Sustainable Route' project.

A trial scheme, previously implemented by the Authority in Summer and Autumn 2020, demonstrated the demand for improved cycling, walking and wheeling provision on the sea front. The Our North Tyneside Plan 2021–2025 set an objective to increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast.

The project will progress the high-quality regeneration of the coast following the Authority’s successful delivery of significant schemes such as Spanish City and the renewal of promenades. It will deliver safety improvements on the sea front route, improve crossings, and provide dedicated pedestrian space alongside a new segregated cycleway. This will increase the opportunities for walking, wheeling and cycling and contribute to delivering an enhanced visitor offer for North Tyneside’s coastal area which supports its role as a destination.

The proposals associated with this report involve improvements to cycling, walking and wheeling links in the sea front area between Tynemouth Village and the Longsands area.

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:

Ref	Street	Description
203	East Street, Tynemouth	(i) East side, between its junction with Sea Banks and its junction with Pier Road
554	Sea Banks, Tynemouth	North-east side, between its junction with Percy Gardens and its junction with East Street.
469	Percy Gardens, Tynemouth	North-east side, between its junction with Spa access road and its junction with Sea Banks.
256	Grand Parade, Tynemouth	(i) North-east side, between a point 147 metres south-east of the roundabout at its junction with Beach Road and a point 67 metres north-west of a point opposite the north-western kerb-line of Parkside;
256	Grand Parade, Tynemouth	(ii) North-east side, between a point 170 metres north-west of its junction with the Spa access road and a point 92 metres north-west of its junction with the Spa access road;
256	Grand Parade, Tynemouth	(iii) North-east side, between a point 27 metres north-west of a point opposite the north-western kerb-

		line of Parkside and a point 203 metres north-west of its junction with the Spa access road;
256	Grand Parade, Tynemouth	(v) North-east side, between a point 80 metres north-west of the roundabout at its junction with Beach Road and a point 112 metres south-east of the roundabout at its junction with Beach Road;
256	Grand Parade, Tynemouth	(xv) South-west side, from its junction with Hotspur Street for a distance of 65 metres in a south-easterly direction.
471	Percy Park Road, Tynemouth	(v) West side, between its junction with Percy Park and a point 30 metres south of that junction;
471	Percy Park Road, Tynemouth	(vi) East side, between a point 5 metres north of its junction with the road at the rear of Stanwick Street/Warkworth Terrace and a point 5 metres south of that junction;

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

Ref	Street	Description
38	Back Percy Gardens, Tynemouth	Both sides, from its junction with Percy Gardens to a point 7m south of its junction with Percy Gardens
256	Grand Parade, Tynemouth	From its junction with Hotspur Street to a point 5 metres north-west of its junction with Percy Park.
256	Grand Parade, Tynemouth	South side, from its junction with Hotspur Street, to a point 37m east of its junction with Hotspur Street.
471	Percy Park Road, Tynemouth	(v) North West side, from its junction with Percy Park, to a point 10 metres south of its junction with Percy Park

It is proposed to establish loading bays, effective at any time, at the following locations:

Ref	Street	Description
-	Sea Banks, Tynemouth	West side, from a point 5m south of its junction with Percy Gardens (private road, northern access), to a point 12m south of its junction with Percy Gardens
-	Grand Parade, Tynemouth	North east side, from a point 86m south of its junction with Beach Road, to a point 104m south of its junction with Beach Road

1.5.3 Consultation

Engagement on the full scheme was carried out in September–October 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.

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

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



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Appendix 2 Equality Impact Assessment



Appx2-Equality
Impact Assessment_Sf

1.9 Contact officers:

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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 East Transport Plan](#)
- (2) [North Tyneside Transport Strategy](#)
- (3) [North Tyneside Parking Strategy](#)
- (4) [Road Traffic Regulation Act 1984](#)
- (5) [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 Active Travel Fund and supplementary funding offered by Sustrans.

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. Arrangements have been made to update ward Members on the proposal 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 and greater opportunity for people with limited mobility fully to participate in cycling and walking. 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. The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, such as the creation of fully connected cycling network.

PART 3 - SIGN OFF

- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive