

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 20 November 2023

Title: Traffic Regulation Order – Proposed no entry except cycles on Stanton Road. Permanent Order to replace existing Experimental TRO

Report by: Gary Walker, Sustainable Transport Team Leader

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

Wards affected: Valley

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to make a Traffic Regulation Order (TRO) for the introduction of a no entry except cycles restriction at the northern end of Stanton Road, Shiremoor. This will replace the current Experimental Traffic Regulation Order (ETRO).

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 to make a Traffic Regulation Order (TRO) for the introduction of a no entry except cycles restriction at the northern end of Stanton Road, Shiremoor 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, and that the circumstances do not warrant the holding of a Public Inquiry; and

(3) that if no objections are received during the statutory period of consultation, 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 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

The Authority received representations from Shiremoor Primary School over a significant period of time regarding traffic congestion and inconsiderate parking on Stanton Road creating a potentially unsafe environment at school start and end times. The school engages regularly with the Authority's 'Go Smarter' initiative to promote active travel.

Following site observations and an assessment of traffic movements and parking patterns in the area, officers developed a proposal to prohibit access

for motor vehicles to Stanton Road from its northern end on a trial basis for a period of 18 months. This was introduced in September 2022.

The aim of this intervention was to reduce congestion, improve road safety and facilitate active travel in the vicinity of the school.

Recent traffic surveys indicate that the traffic volume on Stanton Road is significantly lower now when compared with traffic surveys before the implementation of the temporary scheme. Surveys undertaken in October 2023 recorded an average of 345 vehicles per day. This compares well to an average of 507 vehicles using Stanton Road in July 2021.

The school's latest 'Go Smarter' travel survey shows that 24% of pupils were driven the whole journey to school. This is a decrease on previous years and the borough average. It should also be noted that this year's survey was undertaken week commencing 23rd October when the severe weather was not conducive to travelling actively.

Observations show that the removal of traffic conflict on Stanton Road has resulted in a calmer and safer situation. The school's headteacher is in favour of keeping the no entry restriction and has stated her opinion that it helps with the situation outside school.

1.5.2 Proposal in relation to no entry scheme

It is proposed that a TRO will be created for a no entry except cycles restriction at the northern end of Stanton Road which will prohibit motor vehicles from entering Stanton Road from Craster Avenue. This will replace the current Experimental TRO that is in place.

This aims to address the previous situation at school start and end times where significant two-way traffic flows on a narrow street created congestion and road safety issues in the vicinity of Shiremoor Primary School. The experimental scheme has demonstrated that the area outside Shiremoor Primary School is now more conducive to active travel to school.

Two-way movements within the street will still be permitted, meaning that residents can leave via its southern end. Cyclists will be able to access Stanton Road from Craster Avenue to facilitate active travel and sustainable trips to the school in particular.

During the drafting of the original ETRO, consideration was given to restricting access to Stanton Road at school start and end times only (e.g. by implementing a 'School Street' or prohibition of driving restriction). However, this was not pursued owing to anticipated difficulties associated with enforcement and considerations of maintaining access to the car parks in this area.

It is proposed to start this consultation process at this time in the expectation that, should the scheme proceed, there will not be a period between the ETRO and the TRO where there is no scheme in place.

The permanent TRO will be accompanied by widening of the pavement at the junction of Stanton Road and Craster Avenue to discourage deliberate or negligent access by motorists.

1.5.3 Consultation

Consultation with ward councillors was carried out by email. Consultation with technical statutory consultees such as police, ambulance service and fire service has also been undertaken.

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 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.

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:

Option 1 is recommended for the following reasons:

The proposal 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. It will facilitate more sustainable trips to Shiremoor Primary School.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – No-entry on Stanton Road.

1.9 Contact officers:

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

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [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 Local Transport Plan Road Safety Initiatives Budget.

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 also 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 individual's 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 notes that most of the identified potential impacts are positive; these related to improved accessibility for people who currently experience difficulty crossing the road. Actions are specified to reduce the identified potential negative impact relating to 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.

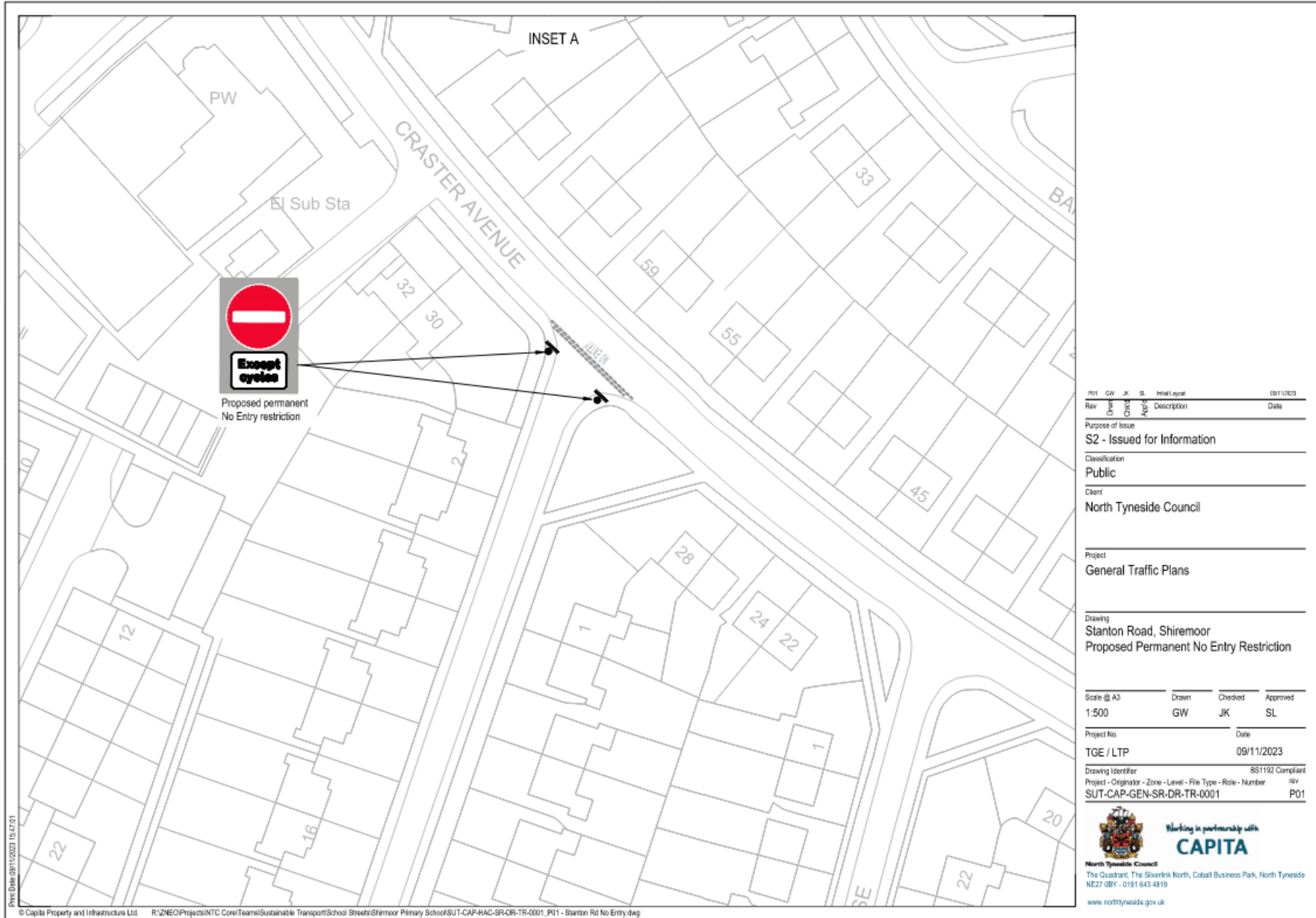
2.8 Environment and sustainability

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

Appendix 1 = Plan of Scheme



Rev	Drawn	Checked	Approved	Description	Date
P01	GW	JK	SL	Initial Layout	08/11/2023
Purpose of Issue					
S2 - Issued for Information					
Classification					
Public					
Client					
North Tyneside Council					
Project					
General Traffic Plans					
Drawing					
Stanton Road, Shiremoor					
Proposed Permanent No Entry Restriction					
Scale @ A3					
1:500		Drawn	Checked	Approved	
		GW	JK	SL	
Project No.					
TGE / LTP				Date	
				08/11/2023	
Drawing Identifier					
851192 Compliant					
Project - Originator - Zone - Level - File Type - Role - Number					
SUT-CAP-GEN-SR-DR-TR-0001 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

Appendix 2 – EqIA

Change Equality Impact Assessments (EqIAs)

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	No entry except cycles at the northern end of Stanton Road, Shiremoor.	
Purpose of project	<p>It is proposed to create a TRO for a no entry except cycles restriction at the northern end of Stanton Road, which will prohibit motor vehicles from entering Stanton Road from Craster Avenue. This will replace the current Experimental TRO that is in place.</p> <p>This proposal aims to address the previous situation at school start and end times where significant two-way traffic flows on a narrow street created congestion and road safety issues in the vicinity of Shiremoor Primary School. The experimental scheme has demonstrated that the area outside Shiremoor Primary School is now more conducive to active travel to school.</p>	
Who is the project intended to benefit?	Pupils and parents of Shiremoor Primary School.	
What outcomes should be achieved?	Improved visibility, access and a safer environment outside of Shiremoor Primary School at school start and end times. Increased rate of active travel to the school.	
Version of EqIA	1.0	
Date this version created	24/10/2023	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	Geoff Crackett	Capita North Tyneside
Additional authors	Gary Walker	Capita North Tyneside

2. Groups Impacted		
Does the project impact upon?		If yes, what is the estimated number impacted? And the Level of impact this will have on the group (high, medium, low)
Service Users	yes	385 pupils - medium impact.
Carers or Family of Service Users	yes	580 (approx.) - medium impact.
Residents	yes	Around 155 residents living in the vicinity of the proposed scheme (Approx 64 residences on Stanton Rd, Craster Ave. Berenkley Av, Beal Rd * avg 2.4 residents) - medium impact.
Visitors	yes	Approximately 10 per day – low impact.
Staff	yes	49 - 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	Monitoring of experimental scheme. Responses to initial resident and stakeholder consultation. Responses of residents and school to experimental scheme.
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, residents and Shiremoor Primary School.	
Is there any information you don't have?	no	
If yes, why is this information not available?		

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 Shiremoor Primary School) may experience a positive impact from a reduction in moving traffic.
Disability	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 moving traffic.

			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.
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 difficulties for disabled drivers / pupils.	yes- removed	No accessible parking will be lost. The school already has dedicated accessible parking bays in the school

		car park. All stakeholders will be advised to access Stanton Avenue via Brenkley Avenue, at which point there will be no change to the current arrangements.
	Choose an item.	
	Choose an item.	

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	
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure.	Geoff Crackett	Traffic and Road Safety	30/11/2023	in progress	
			Calendar	Choose an item.	
			Calendar	Choose an item.	
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.	Geoff Crackett	Traffic and Road Safety	remove		
			Choose an item.		
			Choose an item.		
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
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footpaths which remain	Geoff Crackett	Traffic and Road Safety	reduce	30/12/2023	in progress

open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs.					
			Choose an item.	Click or tap to enter a date.	Choose an item.
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	30/06/2024	in progress	
			Click or tap to enter a date.	Choose an item.	
			Click or tap to enter a date.	Choose an item.	
Actions that will be taken to monitor the equality impact of this proposal once it is implemented	Responsible Officer Name	Responsible Officer Service Area	Target Completion Date	Action completed	
The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.	Geoff Crackett	Traffic and Road Safety	30/10/2024	in progress	
			Click or tap to enter a date.	Choose an item.	
			Click or tap to enter a date.	Choose an item.	
Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area			
30/10/2024	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	David Cunningham
Date	31/10/2023

10. Director approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director	John Sparkes
Date	06/11/2023

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