

**North Tyneside Council**  
**Report to Director of Regeneration and Economic Development**  
**Date: 24 February 2025**

**Title: Traffic Regulation Order – Proposed timed pedestrian and cycle zone restriction ('School Street' scheme) at Martin Road, between Howdon Lane and Elizabeth Road**

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**Report by:** Gar Walker, Sustainable Transport  
Team Leader

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

**Wards affected:** Howdon

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**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 Martin Road, between Howdon Lane and Elizabeth Road. 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 Martin Road in Howdon 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 s 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**

Stephenson Memorial Primary School experienced traffic and parking issues outside of its main gates on Martin Road 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 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.

The proposed School Street area includes an access to Howdon Metro station and section of road upon which some Metro customers park. Consultation has taken place with a representative of Nexus who confirms that they are agreeable to the proposal so long as maintenance vehicles can access the area if required.

Traffic surveys were undertaken in January 2023 (pre-scheme) March 2024 (post-scheme, introduction), and October 2024.

- The western end of Martin Road (ie the section outside of the School Street) has shown no increase in traffic during the school run since the School Street was introduced. The latest survey showed that levels are below pre-scheme.
- A similar pattern was noted for Elizabeth Road and Howdon Lane.
- Hazlewood Terrace was the only monitored street to have increased traffic after the scheme introduction, but levels are extremely low and the latest survey showed lower levels (17 and 20 vehicles in the hour relating to drop off and pick up respectively) than March 2024.
- The data sets show that there has been not been an increase in traffic on neighbouring streets as a result of the implementation of the School Street.

Parked car counts were also undertaken in January/February 2023 (pre-scheme) January 2024 (post-scheme introduction), and December 2024.

- The main impact on the level of parked cars has been recorded during the afternoon pick-up rather than on the morning.
- For drop off, there has been a rise in parking on Elizabeth Road (an extra 8 parent vehicles at latest count, compared to pre-scheme).
- On an afternoon, there were an extra 16 parent vehicles parked on the western end of Martin Road, and an extra 11 on Elizabeth Road. The latest survey did, however, show a slight reduction compared to January 2024.
- It does appear that, despite efforts to promote active travel on the school run, the vehicles that were parked in the School Street zone before its implementation have now largely been displaced to nearby streets during pick-up, although there is a slight overall fall in total vehicles. The situation is seen for a period of approximately 10 minutes each time.

Travel modes – The school has not engaged with the Living Streets Walk to School scheme, nor completed their Go Smarter annual travel survey in recent years. It is, therefore, not possible to ascertain whether the scheme has had a positive impact on active travel.

Road user casualties – No casualties in the area around the School Street zone.

Correspondence – During the lifespan of the scheme to December 2024, only three emails have been received expressing concern about the scheme, each of which was responded to.

### 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 8:15 - 9:00am 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 Stephenson Memorial 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 Stephenson Memorial Primary School and its academy organisation.

Informal consultation has taken place via letter drop to residents in December 2024.

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

Statutory consultation on the scheme was carried out in January 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.

## **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 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 Stephenson Memorial Primary School.

## **1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Proposed timed pedestrian and cycle zone restriction ('School Street' scheme) at Martin Road, between Howdon Lane and Elizabeth Road

## **1.9 Contact officers:**

Gary Walker, Sustainable Transport Team Leader, 0191 643 6219

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

## **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 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 a 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 Stephenson Memorial 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.

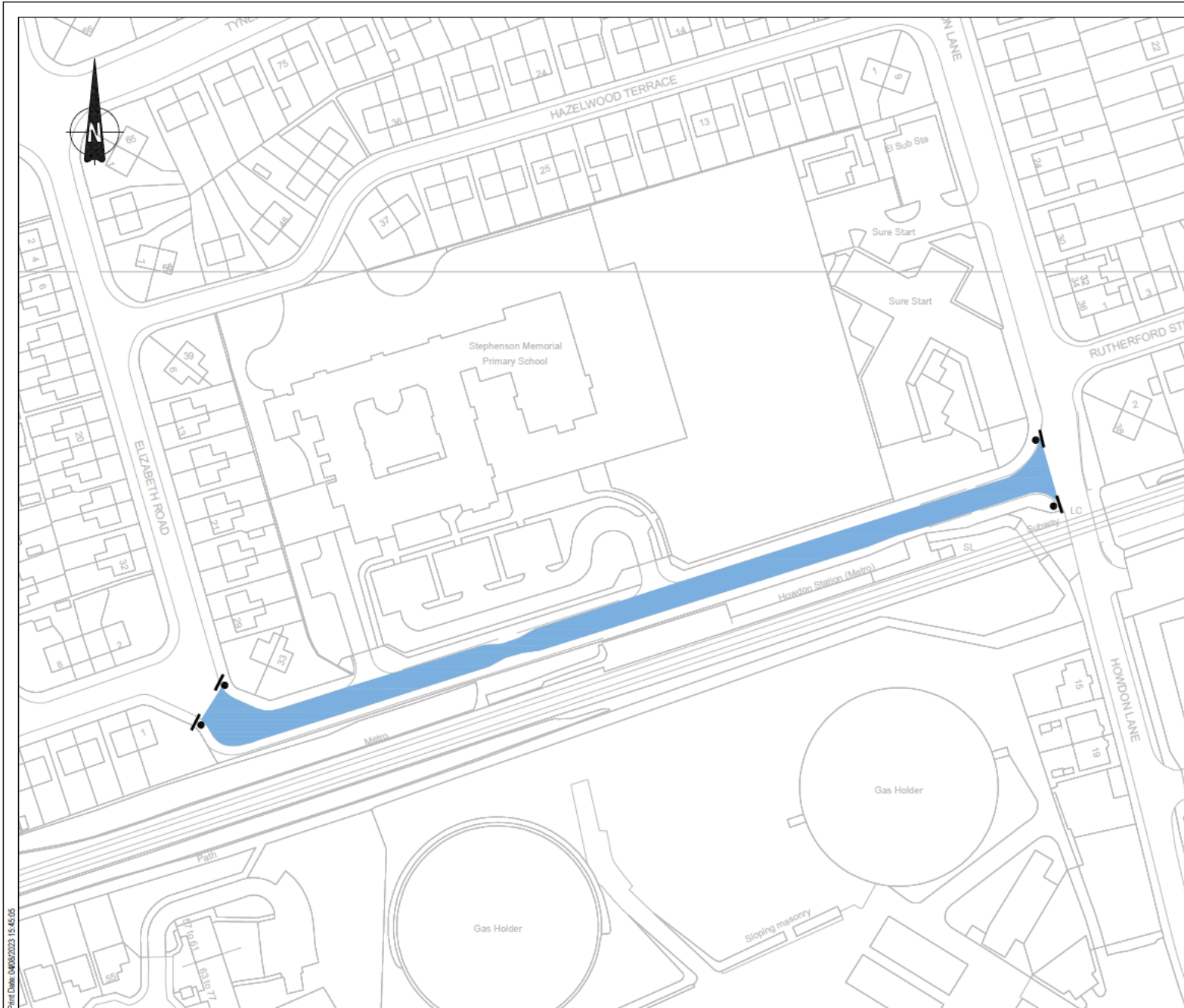
## 2.8 Environment and sustainability

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

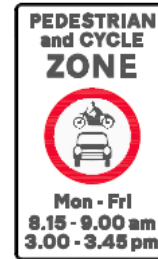




KEY

- 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

Rev	Drawn	Checked	Applied	Description	Date
P02	GW	JK	SL	Amended signage	04/06/2023
P01	GW	JK	SL	Initial Layout	26/02/2023

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

Classification  
**Highly Confidential**

Client  
**North Tyneside Council**

Project  
**School Street**

Drawing  
**Stephenson Memorial School  
 Proposed installation of School Street**

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

Project No.	Date
CS/TBC	26/02/2023

Drawing Identifier: BS1192 Compliant  
 Project - Originator - Zone - Level - File Type - Role - Number: STM-NTC-GEN-XX-DR-TR-1001 REV P02



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Print Date: 04/06/2023 15:45:05

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT

**Change Equality Impact Assessments (EqIAs)**

1. Proposal details		
<b>Name of the policy/project/process being assessed (subsequently referred to as project)</b>	'School Street' timed restricted pedestrian and cycle zone on Martin Road from junction with Elizabeth Road to junction with Howdon Lane.	
<b>Purpose of project</b>	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, 8:15 – 9:00am and 2:45 – 3:30pm on Martin Road, between Elizabeth Road and Howdon Lane. 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 Stephenson Memorial Primary School, and improve local air quality during the school run.	
<b>Who is the project intended to benefit?</b>	Pupils and parents of Stephenson Memorial Primary School.	
<b>What outcomes should be achieved?</b>	Improved visibility, access and a safer environment outside of Stephenson Memorial Primary at school start and end times. Increased rate of active travel to the school.	
<b>Version of EqIA</b>	1.0	
<b>Date this version created</b>	06/11/2024	
<b>Confidential</b>	no	
<b>Directorate</b>	Regeneration and Economic Development	
<b>Service</b>	Regeneration and Transport	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Geoff Crackett	North Tyneside Council
<b>Additional authors</b>	Gary Walker	North Tyneside Council

2. Groups Impacted		
<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	381 pupils currently attend Stephenson Memorial Primary School – medium impact.
<b>Carers or Family of Service Users</b>	yes	210 access the school daily – medium impact.
<b>Residents</b>	yes	Around 130 residents living in the vicinity of the primary school - medium impact.
<b>Visitors</b>	yes	Approximately 15 per day – low impact.
<b>Staff</b>	yes	The school has 62 staff members – low impact.
<b>Partner Organisations</b>	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 ( <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>	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 Stephenson Memorial 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 Stephenson Memorial 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 impairments) may experience a positive impact from a reduction in moving traffic and pavement parking.  Access restrictions for disabled drivers / pupils
<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>
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.

<b>7. Action Plan</b>					
<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>
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
<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 access to the School Street zone.	Geoff Crackett	Traffic and Road Safety		remove	
<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>
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
<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 stakeholders of any positive impacts as part of communications/publicity when the scheme is completed	Geoff Crackett	Traffic and Road Safety		27/07/2025	in progress
<b>Actions that will be taken to monitor the equality impact of this</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>		<b>Target Completion Date</b>	<b>Action completed</b>

<b>proposal once it is implemented</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	31/07/2025	in progress
<b>Date review of EqIA to be completed</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>		
25/11/2025	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>	Pippa Kennedy
<b>Date</b>	18/02/2025

<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>	18/02/2025

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