

North Tyneside Council

Report to Cabinet Member for Environment

Date: 05 August 2025

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

Portfolio(s): Environment		Cabinet Member(s):	Councillor H Johnson
Report from Service Area:	Regeneration and Economic Development		
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development	(Tel: 0191 643 7295)	
Wards affected:	Longbenton and Benton		

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to make a 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), Clydedale Avenue and Allandale Avenue, Forest Hall and set aside one objection received. The proposed permanent TRO would replace the Experimental TRO (ETRO) currently in place.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) sets aside the objection in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling; and
- (3) determines that the Traffic Regulation Order should be made in accordance with the proposal.

1.3 Forward Plan:

Considering any representations received in relation to 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

The proposals in this report relate to the following priority in the Carbon Net Zero Action Plan:

- Reduce car-based school trips by 5% annually

In accordance with the Authority's Constitution and Budget and Policy Framework Procedure Rules, the Authority has commenced the process to develop a new Council Plan for the period 2025–2029. The new Council Plan will be based on the following five policy priorities: –

1. Working with local people and organisations for a healthier, fairer and better quality of life;
2. Giving our children and young people the best start in life;
3. Building neighbourhoods and town centres that are clean, green and safe, and places to be proud of;
4. Increasing jobs, skills and work experience opportunities; and

5. Delivering more affordable and social housing.

This report links to priorities 1, 2, and 3 as well as the priorities identified above in the Our North Tyneside Plan.

1.5 Information:

1.5.1 Background

As part of the Local Transport Plan (LTP) capital programme for 2025/26 it is proposed to introduce a permanent TRO for a timed pedestrian and cycle zone restriction ('School Street' scheme) in the vicinity of Benton Dene Primary School.

Prior to the introduction of an Experimental Traffic Regulation Order (ETRO), Benton Dene Primary School experienced traffic and parking issues outside its main gates, on Clydedale Avenue, Weardale Avenue and Allandale Avenue, with many vehicles being driven and parked close to the school gates at school start and finish times. This created an environment which was unsuitable for school children arriving at or leaving school safely and was not conducive to active travel or local air quality.

The introduction of the ETRO in September 2023, and the parking restrictions that it introduced, have worked effectively and has served to make the area around the school gates a more safe, pleasant and appropriate environment for pupils attending the school.

At the time when the ETRO was introduced, the site of the former Fusilier public house was used for car parking by some parents and carers, 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 facilitate continued access by active travel.

Traffic surveys were carried out in February 2023 (prior to scheme implementation), March 2024 (post implementation of the ETRO, and following a change to the finish time of the nearby Longbenton High School), and October 2024 (following the closure of the Fusilier site). The section of Weardale Avenue which remained open to motorised traffic saw no significant increase in motorised traffic post implementation, however, an increase was recorded following the Fusilier site closure.

Parked car counts were carried out in February 2023 (prior to ETRO scheme implementation), January 2024 (post ETRO implementation, and following a

change to the finish time of the nearby Longbenton High School), and October 2024 (following the closure of the Fusilier site). On the section of Weardale Avenue which remained open to motorised traffic the increase in parked cars was minimal post introduction, however a noticeable increase was recorded following the Fusilier site closure. It was also noted that the use of the Fusilier site for parking initially increased following the introduction of the School Street, prior to the site being closed for redevelopment.

The school participates in the Walk to School scheme run by the voluntary sector group Living Streets, which includes the collection of data on mode of travel for pupils' journeys to or from school. In the 2022/23 academic year, before the introduction of the School Street scheme, 89% of recorded journeys were classed as being 'active' (a classification which includes 'park and stride', where parents or carers park at a distance from the school and children walk, cycle or scoot the remaining distance). 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' (for two terms the school topped the scheme's national leaderboard: the first North Tyneside School to have done so). The current academic year to date shows 94% of journeys recorded as 'active'.

There have been no recorded road collisions within the estate since the introduction of the ETRO in September 2023.

In summary, the data collected suggests that the School Street scheme has supported increased active travel to school, which has wider benefits including for pupils' health and air quality around the school, while the change in number of parked vehicles outside the School Street zone has related primarily to external factors rather than the scheme.

The proposal to introduce a permanent TRO was advertised in accordance with the Authority's usual procedure as set out in section 2.2 and one formal objection to the proposal was received.

1.5.2 Proposal

It is proposed, on a permanent basis, to install a timed pedestrian and cycling zone ('School Street'), incorporating the southern section of Weardale Avenue, Clydedale Avenue and Allandale Avenue, as set out in Appendix 3. 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 Statutory Consultation

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2 below: 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, businesses and other stakeholders 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.

A copy of the Notice of Intention can be found in Appendix 2. Please note that the Notice of Intention covers more than one proposal. As the one objection received relates only to the proposal described in this report, the part of the order not related to this proposal has been made.

1.5.4 Summary of Objections

Objection 1

Mrs G submitted an objection expressing her view that the proposal, as implemented under the existing ETRO, did not take account of the needs of residents of the rest of the estate and stated that it had, in her view, increased issues such as inconsiderate parking in streets outside the School Street zone and increased road danger outside the School Street zone.

An officer responded stating that data indicated that dispersion of traffic was minimal following the initial implementation of the School Street, and that the more significant rises followed the removal of the Fusilier site as a potential parking location. It was explained that at the time the Authority was working with the developers and the school to enable pedestrian access at the southern end of the school site to compensate for the Fusilier site closure.

The officer also explained that the scheme had made the previously busy section of street safer and had contributed to an increased level of active travel for journeys to and from the school. Mrs G was invited to withdraw her objection.

Mrs G replied to dispute parts of the response and confirm that she did not wish to withdraw her objection.

Full details of the objection and officer's responses are included at Appendix 1 of this report.

1.6 Decision options:

The following decision options are available for consideration by the Cabinet Member for Environment:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence

Appendix 2 Notice advertised on site

Appendix 3 Copy of Proposed Plan

Appendix 4 [Equality Impact Assessment](#)

1.9 Contact officers:

Gary Walker, Sustainable Transport Team Leader, 0191 643 6219

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [North East Local Transport Plan](#)
- (3) Decision [report](#) of 6 July 2023 on the introduction of an Experimental Traffic Regulation Order
- (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 proposals is available from the 2025/26 (Sustainable Transport) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to existing traffic regulation orders (TROs) 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 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 in a local newspaper circulating in the area, 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 notwithstanding those objections.

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 1.5.1.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as set out in section 1.5.3. One objection was received as outlined in in Section 1.5.4 above. No amendment was made to the proposals following community engagement.

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 has been carried out. This identified 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.

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 NetZero Action Plan to reduce carbonised school trips.

PART 3 – SIGN OFF

- Interim Chief Executive ☐
- Director of Service ☒
- Mayor/Cabinet Member ☒
- Chief Finance Officer ☒
- Monitoring Officer ☒
- Interim Director of Corporate Strategy and Customer Service ☒

Details of Objection No.1 – Mrs G (Dated 8 April 2025)

Dear Sir/Madam

I have read the proposals for Tranche 3 and am disappointed to find they are exactly the same as is in place now, despite all the concerns that I know have been voiced by the residents of Weardale Avenue and surrounding area.

There appears to be no consideration for the rest of the residents on the estate. I am aware there are people (other than myself) who have complained about the verbal abuse and inconsiderate parking we are having to endure every school day. I was told to inform the police when this happened and I know of one resident who rang the police. Apparently a police woman came but could not get to his house due to parking issues so she drove away!

We are also all well aware that the police have far more important issues to deal with. There needs to be more awareness of the issues that your parking restrictions are having on the rest of the residents.

You think that what you are doing is making the immediate area around the school safer for some children; this may be so but you have increased the risk to others. There are many children who use scooters or walk from the surrounding streets who cannot see and who cannot be seen because of cars parked on double yellow lines, on corners or double parked.

There are many parents who open doors onto the road to get their own children out of the car which causes more hold ups to those of us trying to leave or get into our own streets.

I have known 2 occasions when ambulances have had great difficulty getting to the house of a resident.

One neighbour was late for a hospital appointment as when she tried to get out of Weardale, 2 cars were parked opposite each other and someone else had stopped in between to let their child out. Neither the child or the parent were in a hurry. Then she had to navigate the chaos that is the parking, the people doing U turns, and the 'stand offs' that occur between cars going in opposite directions on Avondale.

A lorry that was delivering building stuff to our house was blocked from entering our street by 2 parents who refused to back up. We nearly lost our delivery slot as the driver was on a time limit. My husband had to go to the junction just after Avondale to ask the parents to reverse. The cheek he received was an absolute disgrace.

No one from the council has been around during school times to see this chaos, or to listen to our concerns. A parking attendant has been round once.

It appears that you have found your 'solution', the cheapest possible option, without actually considering the ripple effect this has had on others.

I suggested that perhaps a turning circle within the school might be an option but was informed that 'cars and children aren't a good mix'. Well, what exactly do you think is

going on in the streets round here every morning now?

I object strongly to this proposal.

I think there has to be some acknowledgement given to the concerns of the Dales estate residents and not just to appease parents or to tick boxes, before this solution becomes the norm.

Officer Response (Dated 23 April 2025)

Thank you for your email on 8th April regarding the proposals to convert the existing School Street associated with Benton Dene Primary School into a permanent scheme.

North Tyneside officers visited the streets surrounding proposed School Street prior to its introduction in 2023 to understand the levels of parking at school start and finish times. Officers have also visited the site on several occasions following the introduction of the experimental School Street and have not witnessed a significant increase in parked vehicles as a result of the School Street. The impact of the School Street on the northern section of Weardale Avenue was originally minimal, but since the closure of the Fusilier site there has been a noticeable increase in parked vehicles. The Authority have been working closely with the developer for the Fusilier site and school since the closure site to provide safe walking routes to the school and improve communications to school parents with regards to obstructive parking. We would continue to work with Benton Dene Primary should the School Street be made permanent. We will continue encouraging parents to park further away from the school in a safe unobstructive position and make the last section of their journey an active one.

The streets surrounding Benton Dene School and the School Street are on the rota for our Civil Enforcement Officers, but they can only enforce where there are restrictions in place such as double yellow lines. There are approximately 70 schools in the borough, all of which have some form of parking issue so it's not possible for Civil Enforcement Officers to provide a constant presence at Benton Dene Schools. I'm sorry to hear that you have received verbal abuse from parents and have had instances of obstructive parking which has caused issues with deliveries. Unfortunately, the Authority does not have the powers to deal with obstructive / dangerous parking as it is a matter for Northumbria Police. They ask us to recommend their non-emergency 101 telephone number to residents who experience issues with obstructive parking.

The Authority are proposing to make this a permanent restriction as we have found it to be effective in creating a safe space outside one of the main pedestrian accesses to Benton Dene School. The implementation of the School Street has also resulted with an increase in children travelling actively to the school which aligns with the Authority's policies and helps promote a health and wellbeing for the children.

Taking the above into consideration I'd be grateful if you would reconsider your objection. If you would like to withdraw your objection, please notify ourselves in writing by 9th May 2025. If we do not hear from you, your objection will be referred to the Cabinet Member for consideration. You will of course be informed of the decision in due course.

Further correspondence from Mrs G – (Dated 24 April 2025)

Thank you for your reply.

In response I would like to comment;

In 2023 there were no issues with parking as the Fusilier car park was still open. In 2024 when the building work began on that site the parking became ridiculous almost overnight.

Safe walking routes are a good idea if parents use them and they aren't. Your comment about the increase in children being active since the introduction of the School Street may be true, but as the school consider 'active' as walking from a street on our estate I think this is a moot point.

I appreciate that Civil enforcement officers are thin on the ground and have limited powers but I have seen them once since the safe school ban began. If they were here and advised parents on safer parking it would be helpful. Ringing 101 is not a helpful suggestion as you know as well as I do that by the time the police respond the 'perpetrator' will have left the area.

You may think you have created a safe zone outside the main entrance of Benton Dene but you have made unsafe areas in the surrounding streets.

Your quote about the Authorities policies and promoting health and wellbeing in children is corporate speak and doesn't impress or intimidate. I was a children's nurse I know all about their health and wellbeing. At the point of parking in a morning, the parents are more concerned with getting a space close to school so they can get to work/home/shopping as quick as possible.

Therefore, as nothing has been resolved by this consultation, I will not be withdrawing my objection.

**THE COUNCIL OF THE BOROUGH OF NORTH TYNESIDE
SCHOOL STREETS TRANCHE 3
(Traffic Movements) (Consolidation) Order 2025
Variation Order 2025**

North Tyneside Council gives notice that it proposes to make a variation order under Sections 1, 2, 4 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the order, if made, will be to vary the North Tyneside (Traffic Movements) (Consolidation) Order 2025, so that:

a Prohibition of Motor Vehicles (School Streets) be introduced the following lengths of road on Mondays to Fridays between 8.30am & 9.15am and 2.45pm & 3.30pm and include exemptions 17(2) (a), (b), (c), (d), (k), (l), (m), (n), (o), (p), (q) & (r) on:

Allandale Avenue, Forest Hall (Benton Dene Primary) for its entire length.

Clydedale Avenue, Forest Hall (Benton Dene Primary) for its entire length.

Martin Road, Howdon (Stephenson Memorial Primary School) from its junction with Elizabeth Road to its junction with Howdon Lane.

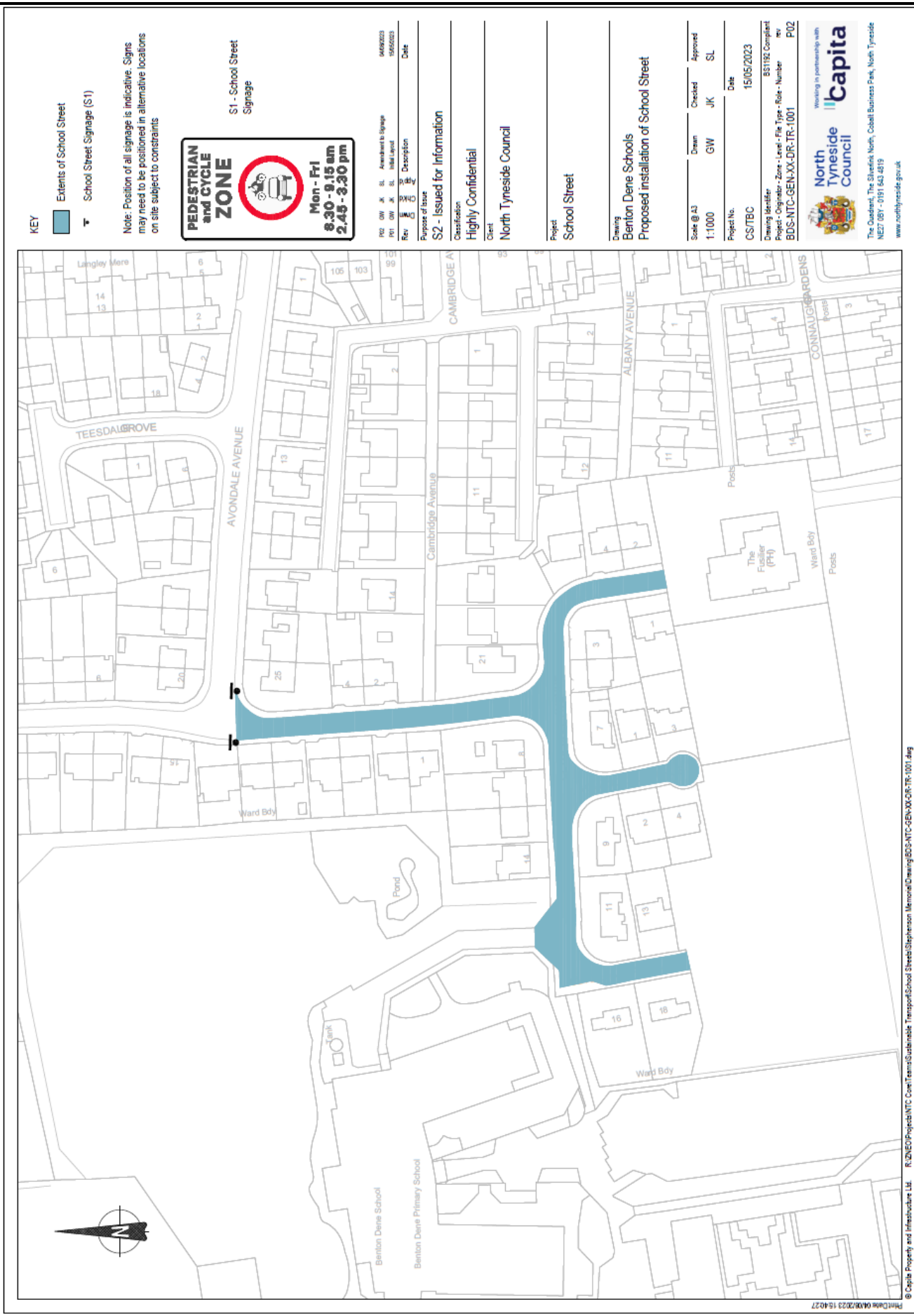
Weardale Avenue, Forest Hall (Benton Dene Primary) from its junction with Avondale Avenue to its junction with Clydedale Avenue.

Further details of the proposals may be examined in the documents available on the Council's website www.northtyneside.gov.uk (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to democraticsupport@northtyneside.gov.uk by 5 May 2025. Any objections received may be published as part of any reports to councillors on the matter.

If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact democraticsupport@northtyneside.gov.uk or telephone 0191 643 6500.

7 April 2025

Director of Regeneration and Economic Development, Quadrant, The Silverlink North,
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North Tyneside Council

Working in partnership with

capita

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