

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 05 March 2025

Title: Traffic Regulation Order – Prohibition of Goods Vehicles over 7.5 tonnes – Borough Road, North Shields

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Riverside

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise and, in the event that no objections are received, make a Traffic Regulation Order (TRO) for the introduction of a prohibition of goods vehicles over 7.5 tonnes on Borough Road, North Shields between its junctions with A187 Saville Street West and New Quay. The restriction will prohibit heavy goods vehicles (HGV) from accessing this section of Borough Road and require them to use the more appropriate link road between Duke Street and Dock Road instead. This should ultimately reduce the amount of heavy goods traffic in North Shields town centre.

1.2 Recommendation(s):

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

- (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, 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

1.5 Information:

1.5.1 Background

It is proposed to implement a weight restriction on Borough Road prohibiting goods vehicles over 7.5 tonnes from entering the section between A187 Saville Street West and New Quay. This will reroute HGV traffic to the more appropriate new link road between Duke Street and Dock Road reducing the number of heavy goods vehicles in the town centre which has a high level of pedestrian activity. This will improve road safety and reduce both congestion and pollution levels in North Shields town centre. The proposed restriction is also intended to prevent damage to properties at the junction of Borough Road and New Quay caused by HGV manoeuvres, particularly the right turn into Borough Road. Damage by HGVs to 11 New Quay has been reported on numerous occasions.

1.5.2 Consultation undertaken

The standard technical consultees and local ward councillors were informed of the proposals in May 2023 with no objections being received. There is ongoing consultation with Blake Hopkinson architecture and design at 11, New Quay who have reported incidents of damage to their building.

1.5.3 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 improve road safety and reduce pollution levels in North Shields Town Centre. It will also reduce damage to properties at the junction of

Borough Road and New Quay and contribute to ensuring that highway conditions are conducive to supporting walking and wheeling.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment



Borough Road HGV
Restriction-A4 Land:



EqIA - Borough Rd
HGV Restriction.pdf

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [The Traffic Signs Regulations and General Directions 2016](#)

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 2025/26 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 1.5.2.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.2. The proposal is to be advertised in line with statutory process as also set out in section 1.5.3.

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 and people who are more vulnerable to kerbside air pollution. Actions are specified to reduce the identified potential negative impacts relating to access arrangements during construction work and the accessibility of public notices advertising the proposal.

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