

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 18 September 2023

Title: Pedestrian crossing – Front Street, Burradon

Report by: Nick Saunders, Traffic and Road Safety Team Leader

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

Wards affected: Camperdown

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise a proposal to introduce a puffin crossing and in the event that no objections are received, proceed to introduce a puffin crossing on Front Street, Burradon.

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; and
- (2) that if no objections are received following the period of consultation, a pedestrian crossing shall be installed in accordance with the proposal.

1.3 Forward Plan:

Seeking delegated decisions to advertise proposals to install pedestrian crossings and, in the event that no objections are received, to determine that

pedestrian crossings should be installed, 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

- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements.

The proposals in this report relate to the following priority in the Carbon Net-Zero 2030 Action Plan:

- Reduce car-based school trips by 5% annually

1.5 Information:

1.5.1 Background

In accordance with the Authority's aims to improve road safety and support active travel, it is proposed to install a puffin crossing on Front Street, Burradon south of its junction with Kirklands at the site of an existing informal crossing point with a central pedestrian refuge.

The proposals have originated following requests from members of the public and ward councillors for improved pedestrian crossing facilities in this area.

The proposals primarily consist of removing the pedestrian island on Front Street located just south of the junction with Kirklands and installing a signalised pedestrian crossing. As part of the scheme, it is also intended to realign the junction of Kirklands and Front Street to facilitate crossing movements across Kirklands.

The scheme is intended to improve road safety and contribute to ensuring that highway conditions are conducive to supporting walking and wheeling.

1.5.2 Consultation undertaken

Letters have been issued to households and business in the area to set out the elements of the proposed scheme. Ward members and the Cabinet Member for Environment have been updated on the proposals. The proposals were also presented and discussed at a meeting with residents in July 2023.

Arrangements were also made to contact the standard technical consultees in writing to advise of the proposals in July 2023.

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 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 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:

Option 1 is recommended for the following reasons:

The proposal will improve road safety 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

1.9 Contact officers:

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

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

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 6435747

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 2023/24 Local Transport Plan Road Safety Initiatives budget.

2.2 Legal

Proposals that involve revocations or amendments to the provision of pedestrian crossings and the installation of any new pedestrian crossings 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 Traffic Signs Regulations and General Directions 2016. The Authority is required to consult the chief officer of police about its proposal and give public notice of the proposal.

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 those representations made and not withdrawn and to determine if a pedestrian crossing should be established.

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 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 notes that several identified potential impacts are positive, e.g. for people who currently experience difficulty crossing the road, and that actions are specified to reduce the identified potential negative impact, which relates to temporary arrangements during construction.

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
- Assistant Chief Executive

Change Equality Impact Assessment (EqIA)

| 1. Proposal details | | |
|--|--|--------------------------------|
| Name of the policy/project/process being assessed (subsequently referred to as project) | Front Street, Burradon – Proposed Puffin Crossing | |
| Purpose of project | <p>In line with the Authority's aims to improve road safety and support active travel, it is proposed to install a puffin crossing on Front Street, Burradon, south of its junction with Kirklands. There is currently an uncontrolled pedestrian crossing at this location with a central refuge.</p> <p>The scheme is intended to improve road safety and contribute to ensuring that highway conditions are conducive to supporting walking and wheeling.</p> | |
| Who is the project intended to benefit? | Local residents (in particular residents of the nearby Kirkdale Court retirement home), children and parents/carers associated with Burradon Primary School, users of the local bridlepath network and customers of adjacent local businesses. | |
| What outcomes should be achieved? | Improved crossing facilities, reduced traffic speeds, safer walking and wheeling. | |
| Version of EqIA | 1.0 | |
| Date this version created | 09/08/2023 | |
| Confidential | no | |
| Directorate | Regeneration and Economic Development | |
| Service | Capita | |
| | Name | Service or organisation |
| Principal author | John Kermode | Capita |
| Additional authors | Nick Saunders | Capita |

| 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 | Pupils of Burradon Primary School and residents of Kirkdale Court retirement home. Level of impact is expected to be medium. |
| Carers or family of service users | yes | Carers/family associated with the nearby primary school and retirement home. Level of impact is expected to be medium. |
| Residents | yes | Local residents (particularly those living in Kirklands) will be impacted. Level of impact is expected to be medium. |
| Visitors | yes | Visitors to primary school and retirement community impacted. Level of impact is expected to be low. |
| Staff | yes | Staff of local businesses, primary school and retirement home. Level of impact is expected to be low. |
| Partner organisations | no | |

| 3. Evidence gathering and engagement | | |
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| | Internal evidence | External evidence |
| What evidence has been used for this assessment? | <p>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</p> | <p>Feedback received during consultation exercise.</p> |

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| | (North Tyneside Travel Safety Strategy) | |
| 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 statutory bodies, ward councillors and residents immediately affected | |
| Is there any information you don't have? | yes | |
| If yes, why is this information not available? | Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders | |

| 4. Impact on groups with different characteristics | | | |
|---|---|---|---|
| Legally protected characteristics | Potential positive impact identified | Potential negative impact identified | Description of the potential impact and evidence used in the assessment (mitigations are not included here) |
| Age | yes | no | People for whom age makes crossing the road more difficult (including residents of Kirkdale Court retirement home and pupils of Burradon Primary School) may experience a positive impact from improved crossing provision at this location. |
| Disability | yes | yes | Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from improved crossing provision at this location. 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 |

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| | | | 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 characteristics | | | |
| Carers | no | no | |
| Socio-economic disadvantage | 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. |

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| Foster good relations between people who share a protected characteristic and those who do not | no | |
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| 6. Negative impacts | | |
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| 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? |
| Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. | yes- reduced | 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. |

| 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 | John Kermode | Traffic and Road Safety | 31/12/2023 | in progress |

| 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 | John Kermode | Traffic and Road Safety | reduce | | |
| 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 open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs | John Kermode | Traffic and Road Safety | reduce | 31/12/2023 | in progress |
| 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 the public of any positive impacts as part of communications /publicity when the scheme is completed | John Kermode | Traffic and Road Safety | | 31/12/2023 | in progress |

| 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. | John Kermode | Traffic and Road Safety | 31/03/2024 | in progress |
| Date review of EqIA to be completed | Responsible officer name | Responsible officer service area | | |
| 31/03/2024 | John Kermode | Traffic and Road Safety | | |

| 8. Outcome of EqIA | |
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| 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 | 22/08/2023 |

| 10. Director/ Head of Service approval | |
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| Do you agree or disagree with this assessment? | Agree |

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| If disagree, please explain why? | |
| Name of Director/Head of Service | John Sparkes |
| Date | 22/08/2023 |

Please return the document to the Author and Corporate Equality Group member.