

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 6 July 2023

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

Report by: Gary Walker, Sustainable Transport Team Leader

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 make an Experimental Traffic Regulation Order (ETRO) for an 18-month trial period for the introduction of a timed pedestrian and cycle zone restriction ('School Street' scheme) at Martin Road, between Howdon Lane and Elizabeth Road

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

(1) that following notification of stakeholders and analysis of feedback, an experimental Traffic Regulation Order shall be made.

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 experiences 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 creates an environment which is not suitable for school children arriving at or leaving school, is unhelpful to active travel and causes pollution.

The school contacted the Go Smarter team to request that they be considered for a School Street and have committed to marshalling the scheme.

The proposals associated with this report involve improvements to cycling, walking and wheeling to Stephenson Memorial Primary School. The full scheme involves proposals to ensure that highway conditions are supportive of active travel to school.

Traffic surveys and parked car monitoring have been carried out to justify the scheme and provide comparison data for further surveys to be carried out if the scheme is installed.

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 could access the area if required.

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) and erect associated signs at the junctions of Martin Road with Howdon Lane and Elizabeth Road as set out 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 February 2023.

All plans have been made in consultation with Stephenson Memorial Primary School.

Engagement on the scheme will be carried out in July 2023, via an informal postal consultation with residents affected by the proposed restriction. Feedback from this engagement exercise will inform the final proposal.

1.5.4 Proposed next steps

Experimental traffic schemes are not subject to the same statutory legal process as permanent ones, including the local authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. Despite this, the proposal is to letter-drop residents in affected streets and provide communications to school parents, offering the opportunity to comment on the proposed scheme.

Following that, final proposal will be presented to 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



Plan of Scheme
Stephenson.pdf



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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) [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 2022/23 (Sustainable Transport) Local Transport Plan.

2.2 Legal

The statutory consultation process is 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. For Experimental Traffic Regulation Orders, this requires the Order making Authority to publish a notice of making within 14 days of the Order being made and at least 7 days before the provision of the Order comes into operation.

In North Tyneside, in addition to being published 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 scheme are also available for public inspection at the Authority's offices at Quadrant. Experimental Traffic Regulation Orders are not permitted to continue for longer than 18 months.

They can be modified or suspended during that time if considered appropriate by the Order making Authority. An Experimental Traffic Regulation Order may include provision empowering a specified officer of the authority who made it, to modify or suspend the operation of the Order or any provision of it if it appears to him essential.

In North Tyneside, Experimental Traffic Regulation Orders may be modified or suspended by the Authority's Director of Regeneration and Economic Development. In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, objections to Experimental Traffic Regulation Orders are not invited. However, if the Authority deems it appropriate to continue the provision of the Order at the end of the trial period, it will seek to introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements. This allows objections to be made to proposals to make experimental schemes permanent.

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
- Assistant Chief Executive