

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 6 June 2024

Title: Traffic Regulation Order – Waiting and Loading Restrictions associated with Sea Front Sustainable Route in Whitley Bay, Cullercoats and Tynemouth

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Cullercoats and Whitley Bay South, Tynemouth, Whitley Bay North

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise and, in the event that no objections are received, make variations to restrictions on waiting and loading on streets including Promenade, Whitley Bay; Windsor Crescent, Promontory Terrace, Victoria Crescent and Beverley Terrace, Cullercoats; and Beverley Terrace, Tynemouth.

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;

(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 required by statute, 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 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
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements

The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, in particular:

- Travel
 - Creation of fully connected cycling network (LCWIP) and school streets programme
 - Footpath Upgrade Programme
 - Reduce car-based school trips via Go-smarter initiatives

1.5 Information:

1.5.1 Background

The Our North Tyneside Plan 2021-2025 sets an objective to increase opportunities for safe walking and cycling, including providing a sustainable walking and cycle route at the coast.

In line with this aim, the Authority has obtained grant funding from the Government's Active Travel Fund (ATF) for the Sea Front Sustainable Route project.

This major project will further progress the high-quality regeneration of the coast, following on from the Authority's previous successful delivery of significant schemes such as Spanish City and the renewal of promenades. The project will deliver safety improvements on the sea front route, improve crossings, and provide dedicated pedestrian space alongside a new segregated cycleway. This will increase the opportunities for walking, wheeling and cycling and contribute to delivering an enhanced visitor offer for North Tyneside's coastal area which supports its role as a destination.

Phase 1 of the project, between Tynemouth Village and the Longsands area, commenced construction in October 2023 using a combination of ATF funding and supplementary funding offered by Sustrans, and is now well progressed.

The proposals associated with this report, which relate to the planned delivery of Phase 2 of the project, involve improvements to cycling, walking and wheeling links in the sea front area between the Longsands area of Tynemouth and the Links in Whitley Bay.

This proposal necessitates variations to the existing traffic movement restrictions contained in existing Traffic Regulation Orders (TROs).

1.5.2 Proposal in relation to waiting restrictions

It is proposed to revoke existing 'no waiting at any time' restrictions at the following locations:

Ref	Street	Description
486	Promenade, Whitley Bay	(i) Both sides, from its junction with Marine Avenue/The Links in a southerly direction to its junction with Watt's Slope;

		<ul style="list-style-type: none"> (ii) North-east side, from its junction with Park Avenue to its junction with Victoria Avenue; (iv) West side, from its junction with Park Avenue in a southerly direction to a point 19 metres south of its junction with Victoria Avenue.
764	Windsor Crescent, Cullercoats	<ul style="list-style-type: none"> (i) East side, between a point 4 metres south-east of the north-western boundary of No. 19 Windsor Terrace and the common boundary of Nos. 30 and 31 Windsor Crescent; (ii) West side, between a point 4 metres south-east of the north-western boundary of No. 19 Windsor Terrace and the common boundary of Nos. 33 and 34 Windsor Crescent; (iii) West side, between a point 6 metres north of its junction with Windsor Avenue and a point 6 metres south of that junction.
487	Promontory Terrace, Cullercoats	North-east side, between a point 15 metres north-east of its junction with Norma Crescent and a point 37 metres south opposite of its junction with Beverly Gardens.
716	Victoria Crescent, Cullercoats	<ul style="list-style-type: none"> (i) South-east side, between its junction with Front Street and its junction with Beverley Terrace; (ii) South-west side, between its junction with Eskdale Terrace and its junction with Front Street; (iii) Eastern side from a point 27 metres north of its junction with John Street to a point 5 metres south-west of its junction with the Unnamed Access Road to Cullercoats Bay and the RNLI; (iv) Western side from a point 27 metres north of its junction with John Street to a point 54 metres north of its junction with John Street; (v) Western side from a point 5 metres south-west of its junction with Unnamed Access Road to Cullercoats Bay and the RNLI to a point 35 metres south-west of its junction with Unnamed Access Road to Cullercoats Bay and the RNLI.
74	Beverley Terrace, Cullercoats	<ul style="list-style-type: none"> (i) North-east side, between a point 9 metres south-east of a point opposite the north-western kerb-line of Marden Avenue and its junction with Grand Parade; (ii) North-east side, between its junction with Victoria Crescent and a point 18 metres south of that junction; (iii) West side, from a point 6 metres north of its junction with Marden Avenue and a point 11 metres south of its junction with Marden Avenue; (iv) South-west side, between a point 14 metres north-west of its junction with Beverley Gardens to its junction with Beverley Gardens;

		<p>(v) North side, outside 27 between its junction with the unnamed road at the rear of Beverley Terrace to a point 5 metres east of that junction;</p> <p>(vi) North side, outside 27 between a point 30 metres east of its junction with the un-named road at the rear of Beverley Terrace to a point 35 metres east of that junction;</p> <p>(vii) South side, outside 26 between its junction with the un-named road at the rear of Beverley Terrace to a point 5 metres east of that junction;</p> <p>(viii) South side, outside 26 between its junction with the un-named road at the rear of Beverley Terrace to a point 5 metres east of that junction;</p> <p>(ix) North side, between a point 5 metres east of its junction with the unnamed road at the rear of Beverley Terrace to a point 5 metres west of that junction.</p>
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It is proposed to establish 'no waiting at any time' restrictions at the following locations:

Ref	Street	Description
486	Promenade, Whitley Bay	<ul style="list-style-type: none"> • Both sides, at its junction with Watt's Slope, to a point 3m southeast of its junction with Cheviot View. • Northeast side, at a point 3m southeast of its junction with Cheviot View, to its junction with Windsor Crescent. • Southwest side, at a point 11m northwest of its junction with Edwards Road, to a point 13m southeast of its junction with Edwards Road.
764	Windsor Crescent, Cullercoats	<ul style="list-style-type: none"> • Southwest side, at a point 186m southeast of its junction with Edwards Road, to a point 103m north of its junction with Windsor Avenue. • Southwest side, at a point 2m south of its junction with Windsor Avenue, to a point 4m north of its junction with Windsor Avenue • Northeast side, at its junction with Promenade, to its junction with Promontory Terrace
487	Promontory Terrace, Cullercoats	<ul style="list-style-type: none"> • West side, at a point 8m south of its junction with Naters Street, to a point 42m north of its junction with Naters Street • Northwest side, at its junction with Eskdale Terrace, to a point 17m northeast of its junction with Eskdale Terrace. • East side, at its junction with Windsor Crescent, to its junction with Victoria Crescent.

716	Victoria Crescent, Cullercoats	<ul style="list-style-type: none"> • West side, at its junction with Promontory Terrace, to a point 73m south of its junction with Front Street. • Northwest side, at a point 52m northeast of its junction with John Street, to its junction with John Street. • East side, at its junction with Promontory Terrace, to its junction with Beverley Terrace.
74	Beverley Terrace, Tynemouth	<ul style="list-style-type: none"> • East side, from its junction with Victoria Crescent, to a point 40m south of its junction with Beverley Gardens. • West side, at a point 24m north of its junction with Beverley Gardens, to a point 51m south of its junction with Beverley Gardens.

1.5.3 Consultation

Engagement on the full scheme was carried out in September–October 2021, via a news item on the Authority’s website linking to the ‘Placechangers’ consultation website. Further information and plans in relation to the Phase 2 proposals were published on the Authority’s website in early 2024. Feedback from this engagement informed the process of detailed design.

The Deputy Mayor and the Cabinet Member for Environment have been updated on the proposals. Arrangements have been made to update ward Members and to issue letters to households in the area to set out the elements of the proposed scheme.

Arrangements have been made to contact the standard statutory and technical consultees in writing to advise of the proposals.

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 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 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.

1.10 Background information:

- (1) [North East Transport Plan](#)
- (2) [North Tyneside Transport Strategy](#)
- (3) [North Tyneside Parking Strategy](#)
- (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 proposal is available from the grant funding from the Government's Active Travel Fund.

2.2 Legal

Proposals that involve revocations or amendments to existing TROs 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. Details are formally advertised, including 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 to vary traffic movement and/or waiting and loading restrictions in a local newspaper 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.

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 Deputy Mayor and the Cabinet Member for Environment. Arrangements have been made to update ward Members on the proposal 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 1.5.4.

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 identified potential impacts which are positive: these relate to improved accessibility for people who currently experience difficulty crossing the road and greater opportunity for people with limited mobility fully to participate in cycling and walking. Actions are specified to reduce the identified potential negative impacts relating to the advertising of notices and orders regarding the proposed change and access arrangements during construction work.

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 also support a number of objectives in the Carbon Net Zero 2030 Action Plan, such as the creation of fully connected cycling network.

PART 3 – SIGN OFF

- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive