

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 6 June 2024

Title: Traffic Regulation Order – Parking Places, Sea Front
Sustainable Route locations, Cullercoats

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Cullercoats and Whitley Bay South

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 provision for on-street parking places on Norma Crescent and Cliff Row, Cullercoats.

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 cycling 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 on-street parking places

It is proposed to add permit holders’ parking places as follows:

Description of Parking Place (1)	Days of Operation (2)	Hours of Operation (3)	Special Manner of Standing (4)	Zone
Norma Crescent, Cullercoats – north side, from a point 9m south east of its junction with Promontory Terrace to a point 26m south east of its junction with Promontory Terrace	All Days	All Hours	-	CC1
Cliff Row, Cullercoats – south west side, from a point 12m south east of its	All Days	All Hours	-	CC1

junction with Norma Crescent to a point 29m south east of its junction with Norma Crescent				
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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.

1.6 **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.

- (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