

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 11 July 2024

Title: Revocation of timed pedestrian and cycle zone (School Street) restriction at Denbigh Community Primary School

Report by: Gary Walker, Sustainable Transport Team Leader

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

Wards affected: Howdon

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to remove the timed pedestrian and cycle zone 'School Street' restriction at Denbigh Community Primary School, Howdon.

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 existing Traffic Regulation Order be revoked.

1.3 Forward Plan

Seeking delegated decisions to revoke 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:

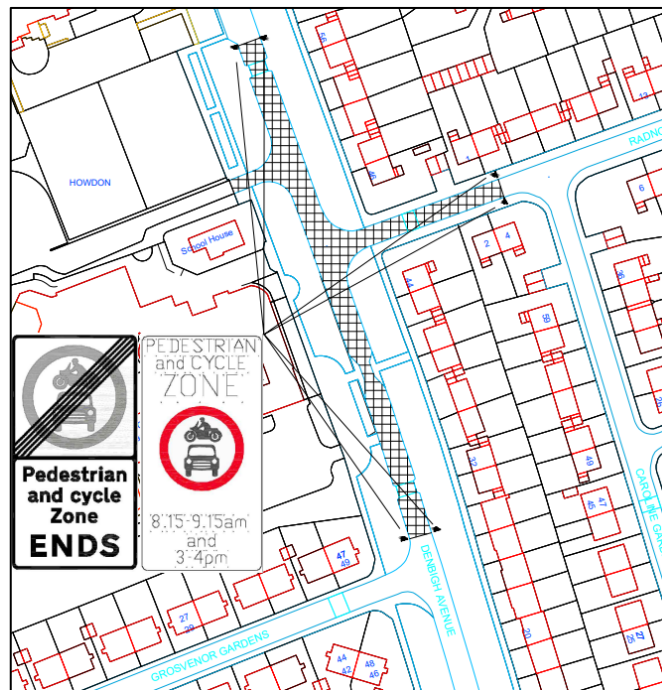
- Low Traffic Neighbourhoods and School Streets
- Reduce car-based school trips by 5% annually.

1.5 Information:

1.5.1 Background

The School Street at Denbigh Community Primary School was one of the first four trial School Streets introduced in March 2021 and subsequently made permanent in October 2022. School Streets involve creating a pedestrian and cycling zone outside the school gates during the school run by preventing access by general motorised traffic. The aims of the programme are to create a safe space for pupils outside their school that enables those children to complete the final part of their school journey without fear of dangerous driving or parking; to promote active travel and better air quality; and to increase exercise.

Image 1 - School Street at Denbigh Avenue



Over the 2022/23 academic year Denbigh Primary scaled back on marshalling following staff receiving abuse from members of the public and there has often been reliance on one parent to supervise the scheme. The layout of the School Street, with its three entry points, makes it one of the more complex School Streets and marshalling the scheme would be difficult for one person.

It is felt that, without adequate marshalling, the scheme is ineffective and creates concerns for children and parents, believing themselves to be in a pedestrian and cycling zone, coming into conflict with motor vehicles. For this reason, it has been established practice that School Streets based on signage only are not proposed in North Tyneside.

In December 2023 the Cabinet Member for Environment and an officer met with the school and the marshal to understand the issues and try to determine a solution to the perceived safety issues. Officers advised the school that, based on the current situation, the School Street scheme should be removed as it was no longer being marshalled and motorists were ignoring the signs.

The school raised issues with regards to perceived speeding on Denbigh Avenue. They also raised concerns relating to the number of children crossing Denbigh Avenue near its junction with Radnor Gardens. It was agreed in principle that the Authority would remove the School Street, review the traffic calming and investigate the possibility of a formal crossing.

As a result, further proposals will accompany the revocation of the Traffic Regulation Order for the School Street and are covered in separate Delegated Decision Reports as follows:

- Installation of zebra crossing on Denbigh Avenue
- Installation of waiting restrictions on Denbigh Avenue and Radnor Gardens
- Upgrade of existing speed cushions to speed humps on Denbigh Avenue

1.5.2 Proposal in relation to scheme

The following measure is proposed, and can be viewed in Appendix A:

- Remove the existing School Street by removing signage and revoking the Traffic Regulation Order.

The proposal will remove uncertainty and safety concerns for families within the zone that believe themselves to be in a pedestrian and cycling only area, while the unmarshalled signage is being disregarded by motorists.

Along with the other proposals, covered in 1.5.1 and detailed in separate Delegated Decision Reports, indiscriminate and obstructive parking will be discouraged, traffic volumes reduced outside the school gates, and road safety improved for all road users. It will also facilitate more sustainable trips to Denbigh Community Primary School.

1.5.3 Consultation

Ward members and Denbigh Community Primary School were updated on the proposal by email on 22nd May 2024. The school have confirmed they are supportive of the proposals. The standard technical consultees have been contacted in writing advising them of the proposals.

Public engagement on the scheme began in June 2024 via informal postal consultation and is currently ongoing.

1.5.4 Proposed next steps

Proposals that affect 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 reduce uncertainty and safety concerns for families within the zone that believe themselves to be in a pedestrian and cycling only area, while the unmarshalled restriction is being disregarded by motorists.

Along with the other proposals, covered in 1.5.1 and detailed in separate Delegated Decision Reports, indiscriminate and obstructive parking will be discouraged, traffic volumes reduced outside the school gates, and road safety improved for all road users. It will also facilitate more sustainable trips to Denbigh Community Primary School.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Revocation of School Street at Denbigh Community Primary School.

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 2024/25 (Sustainable Transport) Local Transport Plan.

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 revocation 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 1.5.3.

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 associated with the revocation of the pedestrian and cycle zone restriction at Denbigh Community Primary School has been undertaken and is attached as Appendix 2 to this report.

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

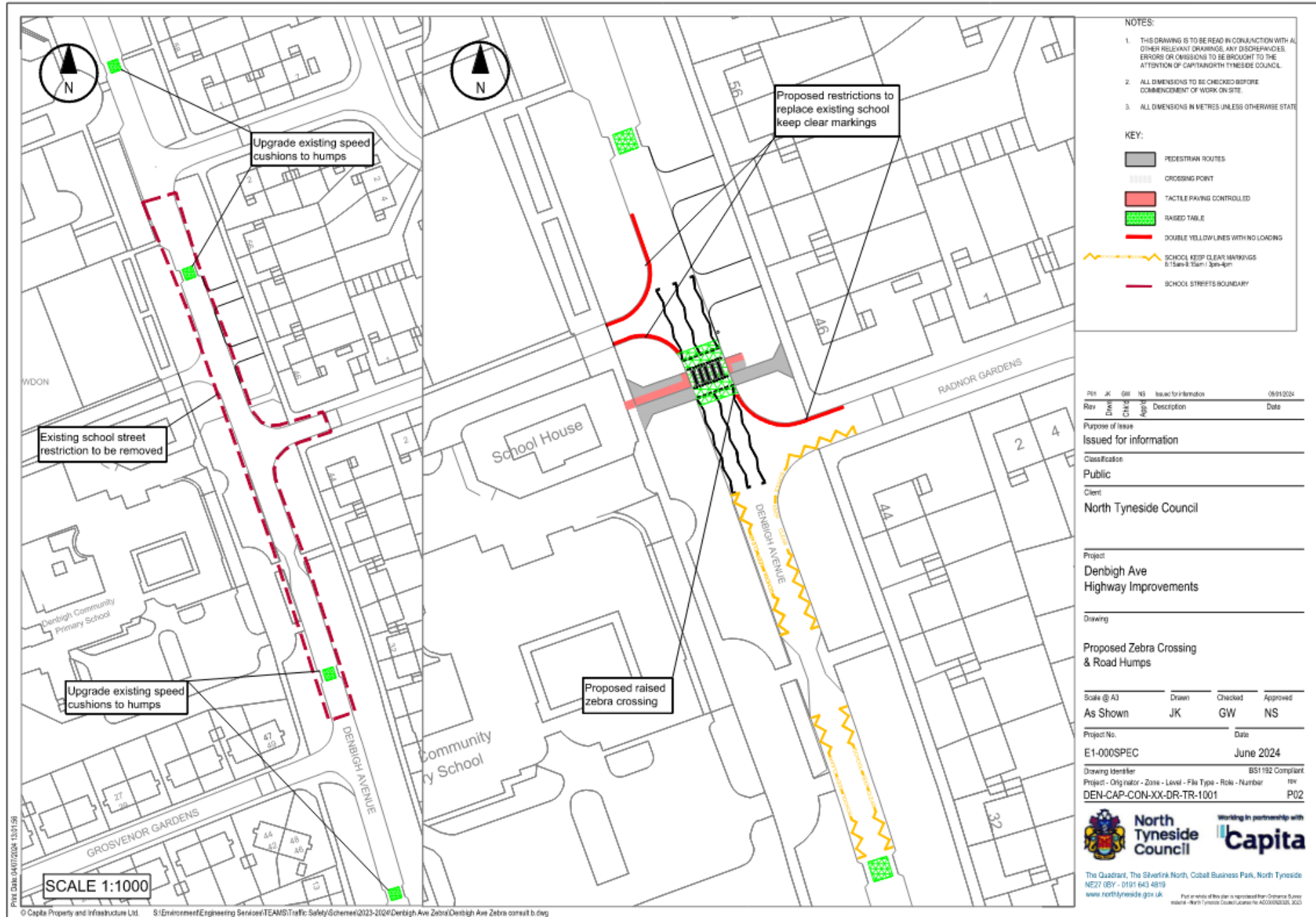
There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

• Chief Finance Officer

• Monitoring Officer

• Assistant Chief Executive



- NOTES:**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF CAPITANORTH TYNESIDE COUNCIL.
 2. ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATE.

- KEY:**
- PEDESTRIAN ROUTES
 - CROSSING POINT
 - TACTILE PAVING CONTROLLED
 - RAISED TABLE
 - DOUBLE YELLOW LINES WITH NO LOADING
 - SCHOOL KEEP CLEAR MARKINGS 8.15am-8.15am / 3pm-4pm
 - SCHOOL STREETS BOUNDARY

Rev	JK	GW	NS	Issued for Information	06/01/2024

Purpose of Issue
Issued for information

Classification
Public

Client
North Tyneside Council

Project
Denbigh Ave
Highway Improvements

Drawing
Proposed Zebra Crossing
& Road Humps

Scale @ A3	Drawn	Checked	Approved
As Shown	JK	GW	NS

Project No. E1-000SPEC
Date: June 2024

Drawing Identifier: BSI192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number
DEN-CAP-CON-XX-DR-TR-1001 P02



The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside
NE27 0BY - 0191 643 4819
www.northtyneside.gov.uk

File Date: 04/07/2024 13:51:59

SCALE 1:1000

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT

Change Equality Impact Assessments (EqIAs)

1. Proposal details	
Name of the policy/project/process being assessed (subsequently referred to as project)	Revocation of School Street at Denbigh Community Primary School, Howdon.
Purpose of project	<p>It is proposed to remove the existing 'School Street' scheme outside Denbigh Community Primary School on Denbigh Avenue and Radnor Gardens. For valid reasons, the scheme is no longer marshalled and is, therefore, not fit for purpose. It has been established that, without marshalling, a significant number of drivers ignore the School Street signage. There is concern that this situation could lead to children and families believing themselves to be in a pedestrian and cycling zone, but come into conflict with motor vehicles.</p> <p>This proposal will be accompanied by a proposal to instal a zebra crossing outside the school on Denbigh Avenue, along with parking restrictions and additional traffic calming.</p> <p>These measures are covered in 'Business as Usual' EqIA reports, as follows:</p> <p><i>Zebra crossing - EqIA BAU 23 Zebra Crossings Approved JS DC 061123</i></p> <p><i>Parking restrictions - EqIA BAU 23 Waiting Restrictions Approved JS DC 190523 and EqIA BAU 23 No Stopping Restrictions Approved JS DC 190523</i></p> <p><i>Traffic calming - EqIA BAU 23 Road Humps Approved JS DC 061123</i></p>
Who is the project intended to benefit?	Pupils and parents of Denbigh Community Primary School.
What outcomes should be achieved?	<p>A safer environment outside of Denbigh Community Primary School at school start and end times.</p> <p>Increased rate of active travel to the school.</p>
Version of EqIA	1.0

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT

Date this version created	21/05/2024	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	Geoff Crackett	Capita North Tyneside
Additional authors	Gary Walker	Capita North Tyneside

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	460 pupils - medium impact.
Carers or Family of Service Users	yes	150 (approx.) - medium impact.
Residents	yes	Around 600 residents living in the vicinity of the proposed scheme - medium impact.
Visitors	yes	Approximately 20 per day – low impact.
Staff	yes	40 - medium impact.
Partner Organisations	no	

3. Evidence Gathering and Engagement		
	Internal evidence	External Evidence
What evidence has been used for this assessment?	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	Responses to initial resident and stakeholder consultation.

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	<p>Zero 2030 Action Plan); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking North Tyneside Parking Strategy</p>	
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 ward councillors and Denbigh Community Primary School	
Is there any information you don't have?	yes	
If yes, why is this information not available?	Views of the local residents – we will understand this by undertaking informal (letter drop) consultation with local residents, offering the opportunity for feedback.	

4. Impact on Different Characteristics			
Legally Protected Characteristics	Potential Positive Impact Identified	Potential Negative Impact Identified	Description of the potential impact/s and evidence used
Age	no	yes	People for whom age makes negotiating footways and crossing the road more difficult (including pupils at Denbigh Community Primary School) may experience a negative impact as a result of the removal of the access restriction.
Disability	no	yes	People for whom disability makes negotiating footways and crossing the road more difficult (including pupils at Denbigh Community Primary School) may experience a negative impact as a

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			result of the removal of the access restriction.
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & Maternity	no	yes	People for whom pushing prams, strollers or pushchairs makes negotiating footways and crossing the road more difficult (including parents of Denbigh Community Primary School pupils) may experience a negative impact as a result of the removal of the access restriction.
Race	no	no	
Religion or belief	no	no	
Sex	no	no	
Sexual Orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	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	no	
Foster good relations between people who share a	no	

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT

protected characteristic and those who do not		
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6. Negative Impacts		
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?
Removal of the existing access restriction may have a negative impact on safety for people of a young age	yes- reduced	This negative impact may be reduced as a result of the other measures being proposed at Denbigh Primary School. These measures are described within the associated report and referenced within Section 1 of this EqIA.
Removal of the existing access restriction may have a negative impact on safety for people with a disability	yes- reduced	This negative impact may be reduced as a result of the other measures being proposed at Denbigh Primary School. These measures are described within the associated report and referenced within Section 1 of this EqIA.
Removal of the existing access restriction may have a negative impact on parents with prams, strollers or pushchairs.	yes- reduced	This negative impact may be reduced as a result of the other measures being proposed at Denbigh Primary School. These measures are described within the associated report and referenced within Section 1 of this EqIA.

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

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Notification to ward councillors and statutory consultants.	Geoff Crackett	Traffic and Road Safety	24/05/2024	in progress	
Letter to school parents and letter-drop of neighbouring residents to get feedback on the proposal.	Geoff Crackett	Traffic and Road Safety	07/06/2024	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.	Geoff Crackett	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
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.	Geoff Crackett	Traffic and Road Safety	remove	09/08/2024	in progress

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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 stakeholders of any positive impacts as part of communications /publicity when the scheme is completed	Geoff Crackett	Traffic and Road Safety	20/12/2024	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.	Geoff Crackett	Traffic and Road Safety	20/12/2024	in progress
Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area		
20/12/2024	Geoff Crackett	Sustainable Transport		

8. Outcome of EqIA	
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.

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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	14/06/2024

10. Director approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director	John Sparkes
Date	01/07/2024

Please return the document to the Author and Corporate Equality Group Member