

North Tyneside Council
**Report to Director of Regeneration and Economic
Development**
Date: 25 October 2023

**Title: Experimental Traffic Regulation Order – Proposed timed
pedestrian and cycle zone restriction ('School Street' scheme) at River
View**

Report by: Gary Walker, Sustainable Transport Team Leader

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

Wards affected: Tynemouth

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 River View, Tynemouth.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development: -.

(1) following notification of stakeholders and analysis of feedback from stakeholders, considers, and if appropriate, makes an experimental Traffic Regulation Order consisting of a timed pedestrian and cycle zone restriction ('School Street' scheme) at River View, Tynemouth for an 18-month period.

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

Sir James Knott Nursery School experiences traffic and parking issues outside of its main gates on River View, with some parents driving and parking as close as possible to it on the “school run”. This creates an unsafe environment which is not suitable for children arriving at or leaving school and is unhelpful to active travel and causes pollution.

The school contacted the Go Smarter team to request that it 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 Sir James Knott Nursery 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.

1.5.2 Proposal in relation to timed pedestrian and cycle zone

It is proposed to introduce a timed pedestrian and cycling zone ('School Street') and erect associated signs at the junction of River View and Tynemouth Road as set out in Appendix 1. The restriction would apply Monday to Friday between 8:15 - 9:00am and 3:00 - 4:00pm 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 Sir James Knott Nursery School.

1.5.3 Consultation

Ward members were updated on the proposal by email on 2nd October 2023 and discussions with them is ongoing.

All plans have been made in consultation with Sir James Knott Nursery School.

Engagement on the scheme will be carried out in October/November 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.

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 Sir James Knott Nursery 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 River View

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 Sir James Knott Nursery 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.

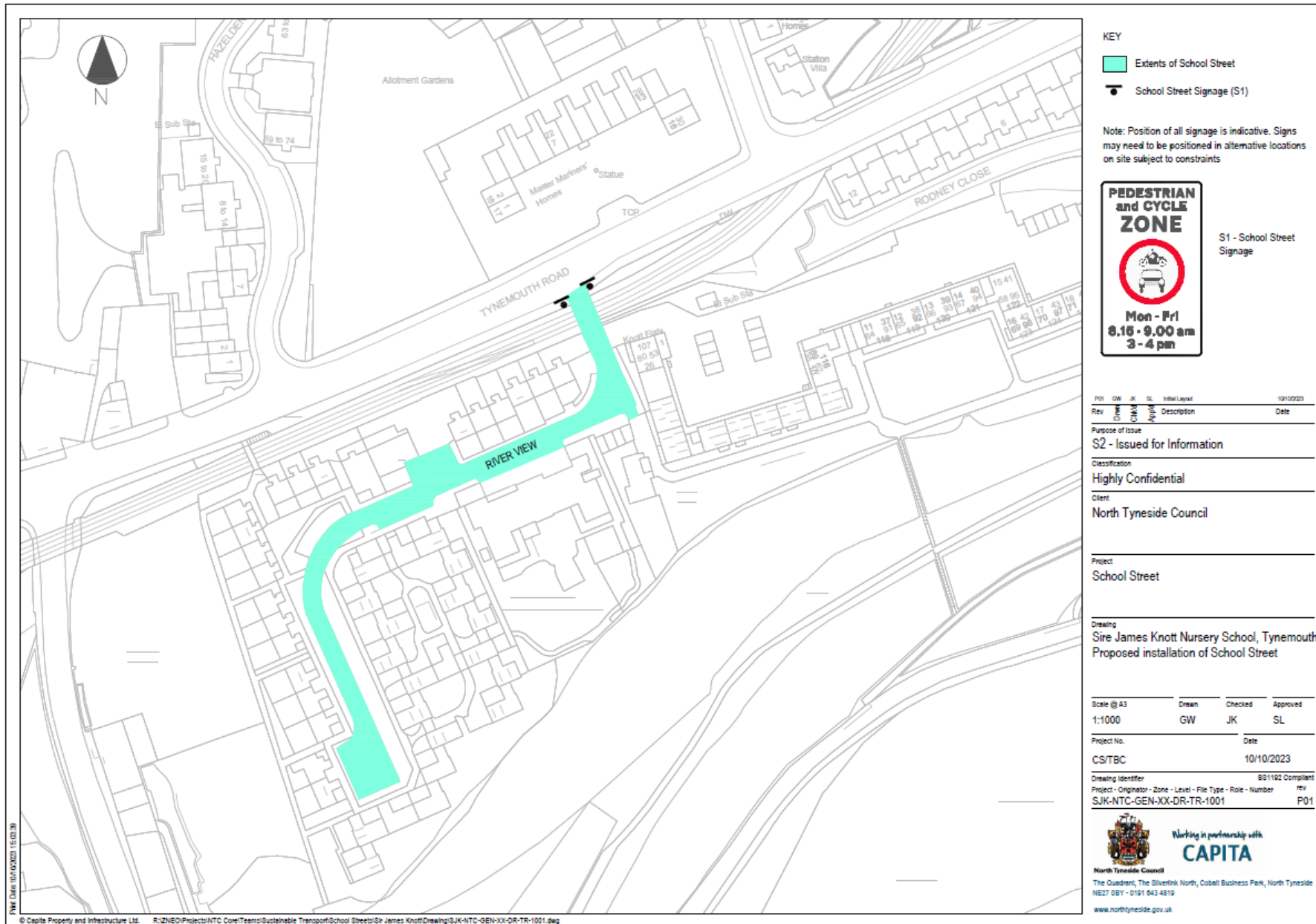
2.8 Environment and sustainability

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

APPENDIX 1 – PLAN OF SCHEME



PWA Date: 10/10/2023 15:03:38

Change Equality Impact Assessments (EqIAs)

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	'School Street' timed restricted pedestrian and cycle zone at River View, Tynemouth.	
Purpose of project	<p>In line with the Authority's aims to improve road safety, it is proposed to install a 'School Street' restriction (pedestrian and cycle zone) between Monday to Friday, 8:15 – 9:00am and 3:00 – 4:00pm at River View.</p> <p>The proposal will discourage indiscriminate and obstructive parking and moving traffic outside the school gates, thereby improving road safety for all road users. It will also facilitate more sustainable trips to Sir James Knott Nursery School and improve local air quality during the school run.</p>	
Who is the project intended to benefit?	Pupils and parents of Sir James Knott Nursery School.	
What outcomes should be achieved?	Improved visibility, access and a safer environment outside of Sir James Knott Nursery at school start and end times. Increased rate of active travel to the school.	
Version of EqIA	1.0	
Date this version created	11/10/2023	
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	66 pupils (rising to 80 in January 2024) – medium impact.

Carers or Family of Service Users	yes	150 (approx.) - medium impact.
Residents	yes	Around 360 residents living in the vicinity of the proposed scheme - medium impact.
Visitors	yes	Approximately 8 per day – low impact.
Staff	yes	15 - medium impact.
Partner Organisations	no	

3. Evidence Gathering and Engagement		
	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 (North Tyneside Travel Safety Strategy); and effectively manage demand for parking North Tyneside Parking Strategy</p>	<p>Responses to initial resident and stakeholder consultation.</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 Sir James Knott Nursery 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 a letter drop and implementing the scheme on an experimental basis will offer local residents 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	yes	no	People for whom age makes negotiating footways and crossing the road more difficult (including pupils at Sir James Knott Nursery School) may experience a positive impact from a reduction in parked and moving traffic.
Disability	yes	yes	Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from a reduction in moving traffic and pavement parking. Access restrictions for disabled drivers / pupils
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 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	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.
Foster good relations between people who share a protected characteristic and those who do not	no	

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?
Access restrictions for disabled drivers / pupils.	yes- removed	The school already implements bespoke arrangements in these circumstances with a dedicated accessible parking bay close to the main doors, including for children with needs that have not yet been allocated blue badges (due to their young age). Unauthorised access is physically

		prevented using cones to protect the space for those that need it. In terms of the School Street, marshals will be advised to allow access to the school car park for blue badge holders while marshalling the School Street.
	Choose an item.	
	Choose an item.	

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
Letter to school parents and letter-drop of neighbouring residents to get feedback on the proposal. Notification to ward councillors.	Geoff Crackett	30	13/11/2023	in progress
			Calendar	Choose an item.
			Calendar	Choose an item.
Actions already in place to remove or reduce potential negative impacts	Responsible Officer Name	Responsible Officer Service Area	Impact	
Consideration of accessibility factors as	Geoff Crackett	Traffic and Road Safety	remove	

part of the scheme design process particularly in relation to access to the School Street zone.					
					Choose an item.
					Choose an item.
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
School and marshals will be advised to allow access to the school car park for blue badge holders while marshalling the School Street.	Geoff Crackett	Traffic and Road Safety	reduce	24/11/2023	in progress
			Choose an item.	Click or tap to enter a date.	Choose an item.
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		25/05/2024	in progress
				Click or tap to enter a date.	Choose an item.

			Click or tap to enter a date.	Choose an item.
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	25/05/2024	in progress
			Click or tap to enter a date.	Choose an item.
			Click or tap to enter a date.	Choose an item.
Date review of EqIA to be completed	Responsible Officer Name	Responsible Officer Service Area		
25/05/2024	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.

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	18/10/2023

10. Director approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director	John Sparkes
Date	19/10/2023

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