

North Tyneside Council

Delegated Decision Report

Date: 6 September 2022

Title: Experimental Traffic Regulation Order – Stanton Road, Shiremoor

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Valley

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to make an 18-month Experimental Traffic Regulation Order for the introduction of a no entry restriction at the northern end of Stanton Road, Shiremoor.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development agrees that an Experimental Traffic Regulation Order for the proposal should be made in line with relevant statutory requirements.

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 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

1.5 Information:

1.5.1 Background

The Authority has received representations from Shiremoor Primary School over a significant period of time regarding traffic congestion and inconsiderate parking on Stanton Road creating a potentially unsafe environment at school start and end times.

The school engages regularly with the Authority's Go Smarter initiative to promote active travel.

Following site observations and an assessment of traffic movements and parking patterns in the area, officers have developed a proposal to prohibit access to Stanton Road from its northern end on a trial basis for a period of 18 months. It is anticipated that this will reduce congestion, improve road safety and facilitate active travel in the vicinity of the school.

1.5.2 Proposal and Reason

It is proposed to introduce a no entry restriction at the northern end of Stanton Road which will prohibit motor vehicles from entering Stanton Road from Craster Avenue. This restriction would be introduced using an Experimental Traffic Regulation Order which would remain in operation for a period of up to 18 months. This aims to address the current situation at school start and end times where significant two-way traffic flows on a narrow street create congestion and road safety issues in the vicinity of Shiremoor Primary School.

Whilst it is anticipated that traffic flows in Stanton Road will become predominantly northbound following the introduction of the no-entry restriction at its northern end, two-way movements within the street will still be permitted, meaning that residents can leave via its southern end. This arrangement has been implemented successfully elsewhere in the borough. Cyclists will still be able to access Stanton Road from Craster Avenue to facilitate active travel and sustainable trips to the school in particular.

Consideration was given to restricting access to Stanton Road at school start and end times only (e.g. by implementing a school street or prohibition of driving restriction), however this was not pursued owing to anticipated difficulties associated with enforcement and considerations of maintaining access to the car parks in this area.

It is considered appropriate that the proposed scheme should be introduced using the approved procedure for Experimental Traffic Regulation Order will allow the effectiveness and impact of the no entry restriction to be monitored before consideration is given to making it permanent, and will also facilitate the modification of the scheme, should this be felt necessary in the light of experience of its operation.

1.5.3 Consultation

Letters were issued to households in the area in June 2022 to inform them of the proposed scheme. Responses were received from two residents of Stanton Road raising concerns about the scheme restricting access to their properties. A further response raised concerns about the potential for increased traffic flows and congestion on neighbouring streets as a result of the no entry restriction. It was explained to the residents that the proposed trial period would allow the impact of the scheme to be monitored and appropriate remedial action taken where necessary. Residents were also advised that they would have an opportunity to object to the no entry restriction becoming permanent if they were still had concerns following the trial.

The Cabinet Member for Environment and ward members have also been updated on the proposal.

The standard technical consultees were contacted in writing to advise of the proposals and no adverse comments were received.

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.

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 recommendation as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendation 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:

It is anticipated that the proposed scheme will reduce congestion, improve road safety and facilitate active travel in the vicinity of the Shiremoor Primary School. Introducing the scheme on an experimental basis will allow its impact to be monitored and modifications to be made if felt necessary.

1.8 Appendices:

Appendix 1 Plan showing proposal
Appendix 2 Equality Impact Assessment

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Geoff Crackett, Sustainable Transport Officer, Capita, 0191 643 6654

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [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 capital budget.

2.2 Legal

Proposals that involve Experimental Traffic Regulation 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. 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, as described in section 1.5.3.

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.

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 also set out in section 1.5.3.

2.4 Human rights

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

An Equality Impact Assessment for the Experimental Traffic Regulation Order – Stanton Road, Shiremoor scheme has been undertaken and is attached as an appendix 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

Whilst it is acknowledged that that the proposed restriction will increase the travel distance of some residents, there are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive

