

North Tyneside Council

Report to Cabinet Member for Environment

Date: 6 February 2023

Title: Traffic Regulation Orders – Waiting and Loading and Traffic Movements, South Parade, Whitley Bay

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| Portfolio(s): Environment | Cabinet Member(s): Councillor S Graham |
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Report from Service Area: Regeneration and Economic Development

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development (Tel: 0191 643 7295)

Wards affected: Whitley Bay

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to make variations to restrictions on waiting and loading and traffic movements on South Parade, Whitley Bay, and set aside one objection received to the proposals.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;
- (2) sets aside the objection in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling; and
- (3) determines that the Traffic Regulation Orders should be made unchanged.

1.3 Forward Plan:

Considering objections relating to proposed 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 obtained grant funding from the Government's Transforming Cities Fund (TCF) for the 'Routes to Metro' project to improve local cycling, walking and wheeling links which support accessibility to Metro stations.

The proposals associated with this report involve improvements to cycling, walking and wheeling links on South Parade in Whitley Bay, on a route linking to Whitley Bay Metro station.

The full scheme involves proposals to construct a two-way cycleway, install road humps at junctions with side streets, make associated amendments to waiting and loading restrictions, introduce a one-way restriction for general traffic, and prohibit certain traffic movements in accordance with the one-way restriction.

These improvements necessitate variations to the existing traffic movements and waiting and loading restrictions contained in existing Traffic Regulation Orders (TROs).

Engagement on the full scheme was carried out in Summer 2021, via a news item on the Authority's website linking to the 'Placechangers' consultation website. Feedback from this engagement informed the process of detailed design.

Ward Councillors were updated on the proposals. Households and premises affected by the proposals were contacted by letter.

The proposals were advertised in accordance with the Authority's usual procedure as set out in section 2.2 and one formal objection to the proposals and the proposed variations to the traffic movements and waiting and loading restrictions in South Parade was received.

1.5.2 Proposal in relation to traffic movements, waiting and loading

It is proposed to introduce a one-way restriction (north east bound only) on South Parade in Whitley Bay, and associated prohibitions of entry and turns consistent with the one-way restriction.

The proposed variation to general traffic movements will enable the construction of a two-way cycleway along the east side of South Parade. In the context of the overall scheme, this will contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

It is also proposed to introduce waiting restrictions on sections of South Parade in Whitley Bay, including at its junctions with side streets and at the junction of South

Parade and Oxford Street, and to reconfigure the existing waiting restrictions and 'no stopping except taxis' bay at the north end of South Parade to reflect the construction of the cycleway.

The proposed variation to waiting restrictions will prevent obstructive parking and facilitate traffic movements on the street, and will contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.5.3 Statutory Consultation

Proposals that restrict 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 of the proposals and the resultant variation of the existing traffic and parking restrictions. 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.

1.5.4 Summary of Objections

A local resident, **Mr O** submitted an objection to the scheme based on his view that the scheme would displace car parking and through traffic into adjacent streets such as Esplanade and North Parade, which he felt would present a risk to children and care home residents in the area and increase local air pollution levels in the adjacent streets. He also expressed the view that the existing street network provided sufficient accessibility to the Metro station, and suggested that the scheme would not in his view be a good use of public funds.

An officer responded to the objector stating that the scheme design had sought to minimise the loss of car parking whilst providing much improved cycling and walking infrastructure; that parking restrictions would be implemented only where required, for example to allow turning at junctions and deter pavement parking; and as such it was not anticipated that there would be significant diversion of parking to any specific other streets.

It was also noted that northbound traffic would continue to be able to use South Parade while southbound traffic could use a number of alternative routes and hence it was not anticipated that there would be an adverse effect on specific streets in terms of road safety or local air quality.

The officer response stated that the scheme sought to facilitate active travel, with wider health benefits, and to provide an improved walking and cycling link between the sea front and the town centre and Metro station. It was also noted that the external Government funding being used to deliver the scheme was specifically for projects which supported the use of more sustainable modes of transport.

Details of the objection and associated correspondence are included at Appendix 1 of this report.

1.6 Decision options:

The following decision options are available for consideration by the Cabinet Member for Environment:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.8 Appendices:

- Appendix 1 Details of objection and associated correspondence
- Appendix 2 Notice advertised on site
- Appendix 3 Copy of Proposed Plan
- Appendix 4 Equality Impact Assessment

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Amar Hassan, Principal Accountant Investment (Capital) and Revenue, 0191 643 5747

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [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 proposals is available from the grant funding from the Government's Transforming Cities Fund.

2.2 Legal

Proposals that involve revocations or amendments to existing TROs 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 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 the traffic movements and waiting and loading restrictions in South Parade in a local newspaper circulating in the area, 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 Traffic Regulation Order should be made.

Within 14 days of the making of the proposed TROs varying the existing TROs in respect of the proposals for South Parade, 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 TROs. 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.

The Legal Notice of Intent was published in the local press (Appendix 2 of the report).

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 1.5.1.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described 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 Routes to Metro – Whitley Bay cycling and walking improvements has been undertaken and is attached as Appendix 4 to this report. This notes that several identified potential impacts are positive, e.g. for people who

currently experience difficulty crossing the road, and that actions are specified to reduce the identified potential negative impact, which relates to temporary arrangements during construction.

2.6 Risk management

There are no risk management implications directly arising 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 environment and sustainability implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 - SIGN OFF

- Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Details of Objection – Mr O (Dated 19 November 2022)

Hello

I object to the proposed plans

South Parade, Whitley Bay - Proposed Traffic Orders and Road Humps

South parade is a street that offers free parking and is the closest street to the town centre that does this. Taking away the parking will lead to an over load on the next street along esplanade where spaces are already fought over. North Tyneside Council is already aware of this as they were trying to make the street permit only in 2021 to address the issue. I am already in regular disagreements with people who park blocking my drive or even on the drive as they struggle to find one close to where they want to shop or eat- this would exasperate the problem more for residents on esplanade. Too many HMO's and business licences for b and b's have been granted in the area that parking is at a premium.

I believe the increased traffic that would be forced onto the adjacent streets would present a big risk to children on the street and those in the care homes who have mental health issues

I believe the increased cars using the adjacent streets present a health risk due the increased exhaust fumes released by the cars that would be forced to use either north parade or esplanade

I cannot see any benefit to the plans, they are un needed and un wanted in the local community. There is sufficient access to the metro as there is with Percy Road offering a pedestrian path closer to the metro than your suggested plan for South Parade. This also connects the coast to the metro.....why spend a lot of money to offer something no one wants or have asked for. There are a lot better uses of public that could be used in Whitley Bay or even to update the metro station itself

Having spoken to my my neighbours in esplanade place and esplanade not one of us has yet to find a positive outcome of these plans.

Please find a better way to support the public in Whitley Bay

I look forward to your response

Officer reply (Dated 10 January 2023)

Thank you for submitting your objection, received on 19 November 2022. Please see below a response to the points you raise.

The scheme design has sought to minimise the loss of car parking whilst providing much improved cycling and walking infrastructure. Within the scheme proposals, car parking will continue to be available on both sides of South Parade. Along the eastern kerbline, parking will be formalised through the use of bay markings. Parking will also continue to be available along much of the western kerbline. Parking restrictions will be implemented only in specific locations where these are required, e.g. to allow turning into or out of junctions, and to deter pavement parking which occurs at the southern end of South Parade. As such, no significant diversion of parking to any specific other streets would be expected.

Under the proposed one-way restriction, northbound traffic would continue to be able to use South Parade, while for southbound traffic there are a number of alternative routes available and as such the proposal would not be anticipated to have an adverse effect on specific streets in terms of road safety or local air quality.

The scheme is one of a number of schemes which the Authority is delivering in the borough to improve opportunities for cycling and walking, so as to support the wider use of active travel, with associated health benefits. This specific scheme also seeks to provide an improved walking and cycling link between the sea front and the town centre and Metro station.

The scheme is being delivered with external Government funding, which is specifically for projects which support the use of more sustainable transport.

We trust that this clarifies the Authority's reasoning behind the scheme and we would be grateful if you could advise within 5 working days whether you wish to withdraw your objection. As previously advised, I can confirm that if your objection is not withdrawn, it will be referred to the Cabinet Member for Environment for consideration.

**NORTH TYNESIDE COUNCIL
SOUTH PARADE, WHITLEY BAY**

North Tyneside Council gives notice that it proposes to make variation orders under Sections 1, 2, 4 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the orders, if made, will be to vary:

A. the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:

1. the no waiting at anytime restriction on both sides of South Parade, between its junction with North Parade to a point adjacent to the common boundary of Nos. 15 and 17 South Parade be revoked;
2. the no stopping at anytime except taxis restriction on the west side of South Parade from a point 21 metres south of its junction with the Promenade to a point 62 metres south of that junction be revoked;
3. a no waiting at anytime restriction be introduced on
 - a) South Parade, Whitley Bay:
 - i) on its north west side:
 - from its junction with North Parade, to a point 27m north east of its junction with North Parade
 - from a point 134m north east of its junction with North Parade, to a point 154m north east of its junction with North Parade
 - from a point 235m north east of its junction with North Parade, to a point 253m north east of its junction with North Parade
 - ii) on its south east side:
 - from its junction with North Parade, to a point 19m north east of its junction with North Parade
 - from its junction with Esplanade Place, to a point 7m south west of its junction with Esplanade Place
 - from its junction with Esplanade Place, to a point 4m north of its junction with Esplanade Place
 - iii) on its east side:
 - from a point 97m north of its junction with Esplanade Place, to a point 115m north of its junction with Esplanade Place
 - from its junction with Promenade, to a point 26m south of its junction with Promenade
 - b) both sides of Esplanade Place, Whitley Bay from its junction with South Parade, to a point 9m east of its junction with South Parade;
 - c) both sides of Esplanade Avenue (rear), Whitley Bay from its junction with South Parade, to a point 10m east of its junction with South Parade

B. the North Tyneside (Traffic Movements) (Consolidation) Order 2022, so that:

1. a prohibition of entry for vehicular traffic be introduced from Promenade, Whitley Bay into South Parade;
2. a prohibition of left-hand turn for vehicular traffic be introduced from Esplanade Place and the back lane to the rear of Esplanade Avenue into South Parade;
3. a one way restriction be introduced on South Parade, Whitley Bay from its junction with Oxford Street to its junction with Promenade

North Tyneside Council also gives notice under Section 90C of the Highways Act 1980 that it proposes to construct raised tables on:

- a) Esplanade Place, Whitley Bay, at its junction with South Parade, to a point 9 metres southeast of its junction with South Parade; and
- b) Esplanade Avenue (rear), Whitley Bay, at its junction with South Parade, to a point 8 metres east of its junction with South Parade.

The raised tables will extend across the whole width of the carriageway with a ramp gradient of 1 in 13.

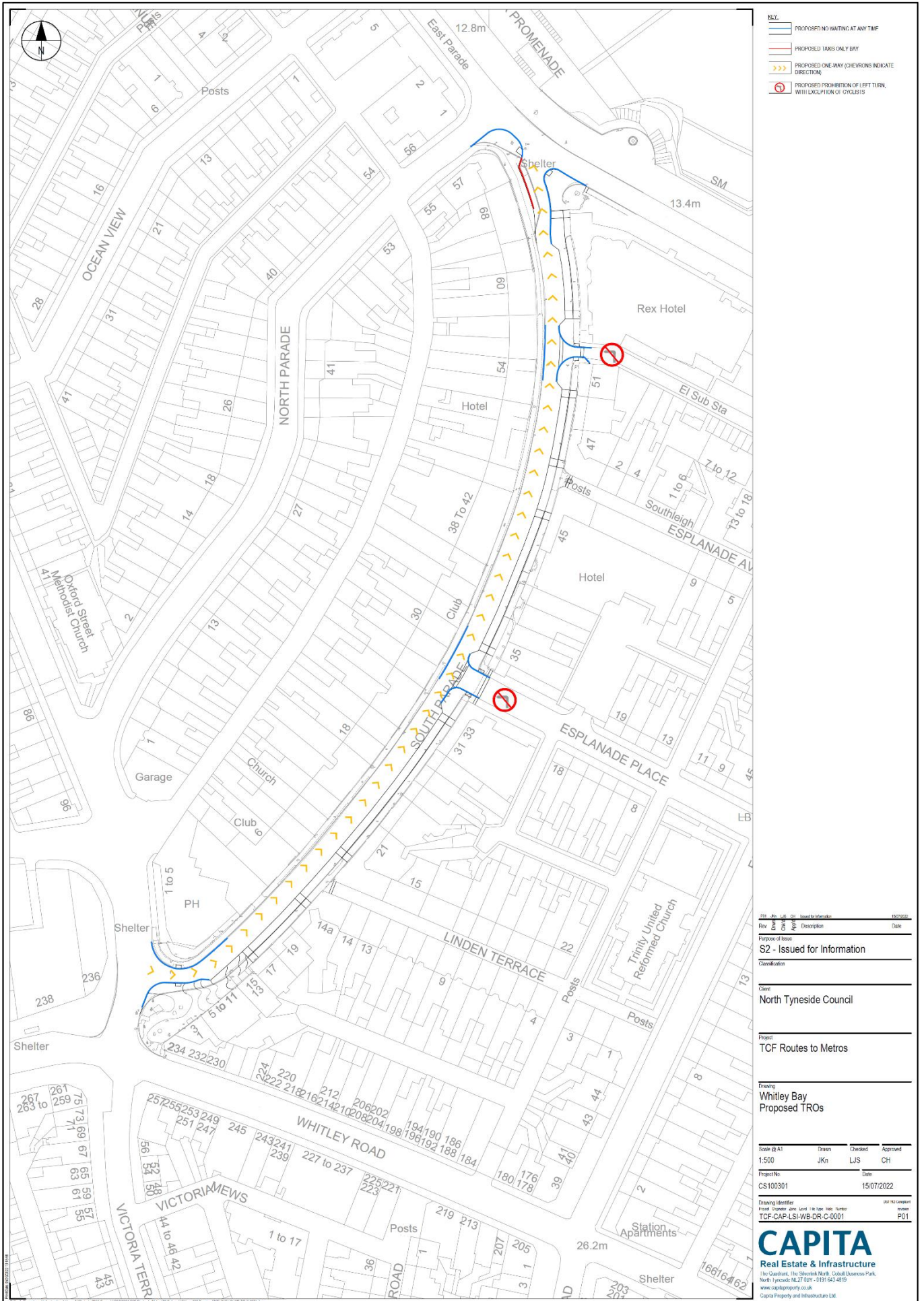
Further details of the proposals may be examined in the documents available on the Council's website www.northtyneside.gov.uk (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to democraticsupport@northtyneside.gov.uk by 30 November 2022. Any objections may be published as part of any reports to councillors on the matter.

If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact sustainabletravel@northtyneside.gov.uk or telephone 0191 643 6500.

9 November 2022

Law & Governance, Quadrant, The Silverlink North, Cobalt Business Park, NE27 0BY

Appendix 3



- KEY:**
- PROPOSED NO WAITING AT ANY TIME
 - PROPOSED TAXIS ONLY BAY
 - >>> PROPOSED ONE-WAY (CHEVRONS INDICATE DIRECTION)
 - ⊘ PROPOSED PROHIBITION OF LEFT TURN, WITH EXCEPTION FOR CYCLISTS

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|-----|-----|-----|-----|-----|-------------|------------|
| 218 | 4th | 1st | 2nd | 3rd | Issued to: | 15/07/2022 |
| Rev | 2 | 1 | 0 | 0 | Description | Date |

Purpose of Issue
S2 - Issued for Information

Classification

Client
North Tyneside Council

Project
TCF Routes to Metros

Drawn by
Whitley Bay Proposed TROs

| | | | |
|-------------|------------|---------|----------|
| Scale @ A1 | Drawn | Checked | Approved |
| 1:500 | JKn | LIS | CH |
| Project No: | Date | | |
| CS100301 | 15/07/2022 | | |

Drawing Identifier
TCF-CAP-LSI-WB-DR-C-0001

Project Operator and Local Authority Name
Capita

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