

# North Tyneside Council

## Report to Cabinet Member for Environment

### Date: 8 November 2022

**Title:** Traffic Regulation Order – Vernon Drive, Monkseaton

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<b>Portfolio(s):</b> Environment	<b>Cabinet Member(s):</b> 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:** Monkseaton South

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#### **PART 1**

##### **1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment to introduce a prohibition of entry for vehicular traffic into Vernon Drive, Monkseaton from Chapel Lane and Beverley Road and to set aside two objections received to the proposal.

##### **1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interest of maintaining road safety in the vicinity of Monkseaton Middle School and facilitating active travel in the area;
- (3) determines that the Traffic Regulation Order 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**

A proposal to prevent motor vehicles from accessing Vernon Drive from its northern end by implementing a no entry restriction at the junction with Beverley Road was initially brought forward in 2020. This was to address concerns amongst local residents and Monkseaton Middle School relating to road safety at school start and end times. Site observations by officers confirmed that Vernon Drive was not sufficiently wide to accommodate the large volume of two-way traffic using the street at these times, leading to unsafe manoeuvres including vehicles mounting the footway to pass oncoming traffic. Obstructive parking by parents dropping off and picking up children from the school was also observed.

The no entry restriction was originally included as part of a proposal which also incorporated the introduction of school keep clear markings and bollards to prevent obstructive parking in the vicinity of the school. This proposal was advertised as a permanent measure and a number of objections were received, which were associated primarily with the 'no entry' element of the scheme. The parking restrictions were then introduced on a permanent basis. It was recognised that introducing the access restrictions on an experimental basis would allow the effect of this measure to be assessed.

An experimental traffic regulation order for the no entry restriction was subsequently introduced for a period of 18 months. This meant that motor vehicles were prohibited from entering the northern end of Vernon Drive, while two-way traffic movements within the street were maintained, allowing residents to exit the street in either direction. The restriction included an exemption for cycles and a segregated bypass arrangement using bollards was provided at the junction to allow safe access.

Traffic surveys were undertaken on Vernon Drive and a number of neighbouring streets in January 2020 prior to the implementation of the experimental no entry restriction and in October 2021 during the trial period. This allowed the effect of the scheme on Vernon Drive and adjoining streets to be evaluated. Officers also conducted site observations at school start and end times to monitor the operation of the no entry restriction. Feedback from local residents and Monkseaton Middle School received during the trial has also been taken into consideration.

Survey data and site observations have shown that the access restriction has successfully reduced traffic flows, congestion and obstructive parking on Vernon Drive particularly at school start and end times. Average traffic speeds have also reduced despite flows becoming predominantly one-directional. As such, the scheme has created a safer environment for people walking, wheeling and cycling, and facilitated sustainable trips to school.

In terms of the scheme's impact on Appletree Gardens, average traffic volumes have decreased, which benefits the primary school located there, and whilst there has been a marginal increase in average two-way traffic speeds, these remain below the 20mph speed limit.

As expected, there has been an increase in the volume of traffic using Beverley Road as an alternative route to Vernon Drive over the course of an average weekday. The relative increases in traffic flows are less pronounced during the morning and afternoon peak hours and equate to an additional 21 and 11 vehicles respectively. Officers would not deem these increases to be excessive and overall average daily traffic flows remain within expected levels for this type of road. Similarly, while there has been a marginal increase in average traffic speeds on Beverley Road, these are still appropriate for a 20mph speed limit.

An analysis of collision data for the last five years showed that no collisions involving personal injury have been reported to the police during the trial period in Vernon Drive, Appletree Gardens, Beverley Road or Haig Avenue. One collision involving a person cycling had been recorded at the junction of Vernon Drive and Beverley Road prior to the trial scheme commencing.

The benefits of the trial scheme have been recognised by staff and parents associated with Monkseaton Middle School who have reported feeling safer when accessing the school since the no entry restriction was introduced.

Residents of Vernon Drive and a number of neighbouring streets were informed by letter of the outcome of the trial period and the Authority's intention to bring forward a proposal to make the no entry restriction permanent. No responses were received, and the proposal was brought forward to the statutory consultation stage.

Ward members were also informed of the proposal to introduce the scheme on a permanent basis.

The statutory consultation was carried out at the end of May 2022 and two formal objections to the proposal were received.

### 1.5.2 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. 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.

### 1.5.3 Summary of Objections

Local residents, **Mr and Mrs E** submitted an objection to the scheme based on their view that the experimental restriction has had a detrimental impact on residents of Vernon Drive. The objectors suggested that traffic and parking issues have worsened during the trial and highlighted the inconvenience of having to travel a greater distance to access their property because of the access restriction. They also raised road safety concerns associated with a reported lack of awareness amongst motorists that two-way traffic movements are still permitted on Vernon Drive and instances of motorists ignoring the no-entry restriction.

An officer wrote to the objector to clarify that the results of traffic surveys and site observations had indicated that the scheme had reduced congestion and traffic speeds on Vernon Drive thereby creating a safer environment. It was acknowledged that the no entry restriction had resulted in an increase in travel distance for some residents travelling by car, but the environmental benefits of the scheme in terms of facilitating active travel, in particular sustainable trips to school, was highlighted.

The objectors were advised that the matter would be referred to the Cabinet Member for Environment for consideration and were invited to reconsider their objection. The objectors responded to query why the proposed restriction was not at school start and end times only. Officers responded to explain that a prohibition of driving restriction (which could apply at specified times) had been considered, however it was unlikely to be respected or understood by motorists. It was also explained that traffic speeds and volumes on Vernon Drive had reduced throughout day meaning that the benefit to residents was not limited to school start and end times.

Another local resident, **Mr B** submitted an objection to the scheme based on his view that it had caused traffic congestion and parking issues to be displaced onto the adjoining Bygate Road. He also commented that the visual impact of the street furniture associated with the no entry restriction and cycle bypass was inappropriate for a conservation area and raised concerns about the environmental impact of the increased travel distance for some residents.

An officer wrote to the objector to clarify that traffic data and site observations had indicated that the trial had been successful and there was no evidence to suggest that the scheme had created any significant road safety issues in the area. It was confirmed, however that the situation would continue to be monitored if the scheme became permanent and remedial measures considered as necessary. It was acknowledged that the no entry restriction had resulted in an increase in travel distance for some residents travelling by car, but the environmental benefits of the scheme in terms of facilitating active travel, in particular sustainable trips to school, were highlighted.

It was also pointed out that the current street furniture at the junction of Vernon Drive and Beverley Road is temporary and was considered appropriate for a trial scheme. It was confirmed that the proposed permanent scheme would involve alterations to the existing kerb line at the junction in keeping with the conservation area.

The objector was advised that the matter would be referred to the Cabinet Member for Environment for consideration and was invited to reconsider his objection. No further correspondence was received.

Full details of the objections and officers' responses 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 maintaining road safety outside Monkseaton Middle School and facilitating active travel in the area.

### **1.8 Appendices:**

- Appendix 1 Details of objections and associated correspondence
- Appendix 2 Traffic Regulation Order advertised on site
- Appendix 3 Copy of Proposed Plan
- Appendix 4 Equality Impact Assessment

### **1.9 Contact officers:**

Andrew Flynn, Integrated Transport Manager, 0191 643 6083  
Nicholas Bryan, Highway Network Manager, 0191 643 6622  
Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598  
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 Regulations 1996](#)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

Funding is available from the 2022/23 (Sustainable Travel) Local Transport Plan capital budget.

### **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 making 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.

The Legal Notice of Intent was published in the local press and any Order that is made may be cited as the North Tyneside (Traffic Movements) (Consolidation) Order 2022.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Ward members' views on the proposal were sought as described in section 1.5.1.

### **2.3.2 Community engagement**

Local residents' 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 1.5.2.

## **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 Traffic Regulation Order – Vernon Drive, Monkseaton scheme 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

Whilst it is acknowledged that that the proposed restriction will increase the travel distance of some residents, there are potential positive implications associated with the proposal in that it supports the use of more sustainable modes of transport in preference to car use. The proposal therefore supports the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

### PART 3 - SIGN OFF

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

**Details of Objection – Mr and Mrs E (Dated 15 June 2022)**

To Whom it Concerns,

We reside at Vernon Drive. We both work from home and have seen first hand, the effects of the one way trial.

Since the temporary measures were put in place over 18 months ago, we have experienced the following issues/symptoms:

The road remains congested at peak school open/closing times - the traffic chaos now spreads from where the road restrictions are in place all the way up Vernon Drive and beyond the start of Haig Avenue/junction with Appletree Gardens.

We have left-turn right of way from our house and often can end up in a gridlock situation when traffic approaches from Haig Avenue with traffic waiting or leaving the junction of Appletree Gardens as it would seem drivers are unaware that the traffic remains two-way within Vernon Drive.

Cars park on both sides of the road, without any care or respect for cars attempting to pass or residents attempting to exit driveways. They will park in directly opposite places to each other along the road, leaving little room for other cars to pass and in turn creating further congestion and obstacles for school children to cross safely - who are primarily meant to be the beneficiary of these road traffic calming measures??

We have had abuse from school parents waiting to pick up their children who will either choose to ignore road markings making it clear they should not park or where they choose to obstruct our driveway (no road markings). We have been told on more than one occasion to F\*\*\* off when asking a driver to move their car to allow us to exit.

In addition, the restriction means we have to use a myriad of alternative local roads, to gain access to our house where we can no longer approach from the bottom entrance of Vernon Drive - which is both irritating, highly frustrating and not to mention added mileage and fuel costs.

We still encounter cars driving up Vernon Drive who have illegally entered from the 'closed' side of Vernon Drive, blatantly ignoring any road entrance closure in operation which in turn creates added risk for drivers approaching the other way who will likely assume they will not encounter any traffic approaching from their opposite direction.

In summary, we have had plenty of opportunity to observe how the road closure has impacted the street. Yet we've seen no observers from the Council? Has an observation study been carried out whilst these measures have been in place to appreciate the impact to the road both at school times, during the day and weekends? What data do you have to prove these measures have worked - because from our view, we're not convinced. All it seems to have achieved, is made the road busier, and more dangerous/congested whilst giving residents more headaches.

We strongly oppose the road traffic improvements considered to be made permanent feature of Vernon Drive.



## **Officer Response (Dated 3 August 2022)**

I am contacting you following your formal objection to the proposal to make the no entry restriction at the junction of Vernon Drive and Beverley Road permanent. I would like to clarify the reasons why we are proposing the restriction and to address your comments about the proposal.

The experimental proposal was introduced to address concerns amongst local residents and Monkseaton Middle School relating to road safety at school start and end times. Site observations by officers confirmed that Vernon Drive was not sufficiently wide to accommodate the large volume of two-way traffic using the street at these times leading to unsafe manoeuvres including vehicles mounting the footway to pass oncoming traffic. Obstructive parking by parents dropping off and picking up children from the school was also observed. As a result, a no-entry restriction prohibiting motor vehicles from entering Vernon Drive from Chapel Lane/Beverley Road was introduced on a trial basis. This allowed an exemption for cyclists to facilitate sustainable travel in the area and sustainable trips to the school in particular.

Traffic speed and volume surveys were undertaken before and during the experimental scheme to determine the effects of the restriction. Site observations by officers and feedback from residents and Monkseaton Middle School were also used to inform the decision to bring the proposal for a permanent scheme forward for consultation. In general, it was found that the scheme has had a positive impact on traffic volumes and speeds on Vernon Drive and Appletree Gardens outside of the schools which was the principal objective of the proposal. This has been recognised by staff and parents associated with Monkseaton Middle School and some residents who have reported feeling safer since the trial started.

As you are aware, two-way traffic was maintained along Vernon Drive to facilitate egress from residential properties. Whilst this may result in occasions where vehicles are unable to pass each other freely due to on street parking, site observations and traffic survey data demonstrate that these occurrences are far fewer than before the scheme. With regard to drivers reportedly being unaware that the traffic remains two way within Vernon Drive, whilst this may have been the case at the start of the trial we would not expect this to be a significant issue now as the arrangement has been in place for approximately 18 months and the street is used by the same residents/parents (particularly at school start and end times) on a regular basis. The traffic data we have would also appear to support this conclusion. In addition, whilst it is acknowledged that some drivers may be ignoring the no entry restriction, our traffic data suggests this occurs only very infrequently. Nevertheless, we will notify the police (who have the powers to enforce no entry restrictions) of your concerns. With regard to the impact of the scheme on road safety, accident data from the last 5 years demonstrates that no traffic incidents have been reported since the introduction of the no entry restriction. A collision involving a cyclist was found to have occurred at the junction of Vernon Drive/Beverley Road prior to the scheme being introduced.

With regard to parking, a school keep clear restriction was introduced at the same time as the trial no entry restriction which prohibited parking at the entrance to Monkseaton Middle School. A number of bollards were also installed to prevent obstructive footway parking. Whilst it is acknowledged that some obstructive parking may still be occurring, site observations and traffic data indicates that this has reduced since the trial scheme was introduced. Your comments about drivers ignoring the existing parking restrictions have been noted and referred to colleagues in our enforcement team. However, whilst they aim to prioritise enforcement activity in the vicinity of schools at the start and end of the school day, as I am sure you can appreciate this is challenging due to the large number of schools across the borough.

Whilst your comment about an increase in travel distance for some residents is noted, we would highlight the environmental benefits of the scheme in terms of facilitating active travel, in

particular sustainable trips to school. Any inconvenience to residents in this regard should also be weighed against the benefits of the scheme in terms of reducing traffic flows and speeds on Vernon Drive, thereby creating a safer environment.

I can confirm that your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future in accordance with the Council's Scheme of Delegation. You will be notified of the Cabinet Member's decision with regard to this scheme in due course. Alternatively in the event that you wish to withdraw your objection based on the information above, I would be grateful if you could let me know at your earliest convenience.

### **Objector Response (Dated 7 August 2022)**

I do not wish to withdraw my decision to objection.

Regardless of any evidence or objection I put across, the open consultation is a tick box exercise. You have no interest in what residents or the general public have to say on the matter as its already a done deal. I fully expect you'll go ahead with the plans even if all residents on the street object.

With regards to this being an amendment to traffic/road restrictions for the benefit of the school, what is the justification for this being a permanent change even though the road is used for school access approximately 3% of the year?

And for the remaining 97% residents have to live with the measures with zero benefit to a closed school?

Based on:

190 school days per annum

8-9am drop off traffic

3.10-3.40 pick up traffic

90mins per school day of school traffic

= 285 hours per year

### **Officer Response (Dated 10 August 2022)**

Thank you for confirming your position. Your objection will be included in a report to be presented to the Cabinet Member for Environment in the coming weeks. You will be notified of the Cabinet Member's decision in due course.

Your comments about the restriction only needing to apply at school start and end times are noted but no entry restrictions can only be introduced on a full-time basis. Whilst consideration was given to an alternative type of restriction (i.e. a prohibition of driving restriction), experience has shown that these are not understood/respected by motorists and consequently rely on regular enforcement by the police to be effective. The proposed scheme has proven to be effective during the trial period and also offers benefits to residents of Vernon Drive outside of school times with evidence of reduced traffic volumes and speeds throughout the day.

I can also confirm that only two objections to the proposed scheme (including yours) have been received which indicates a significant level of support amongst residents.

### **Objector Response (Dated 9 September 2022) (with photo attached)**

I would like the attached photograph to be included in the consultation responses, to be presented to the Cabinet Member for Environment.

This photograph was taken on September 7th at school collection pick up time. You will see two cars parked parallel with a 3rd car in between - plus the queue of traffic and misparking along the road, in front of private access driveways.

### **Details of Objection – Mr B (Dated 20 June 2022)**

I write to express my continuing objection to the proposed order that has recently been listed for this current temporary traffic prohibition. My grounds for objection are based on the impact to traffic of the order to date, namely that parked traffic volumes and the associated hazards to pedestrians, cyclists and motorists has simply been pushed down into Bygate Road, it really is quite a hazardous area now at school times.

I also further object to the visual impact of the current traffic restriction street furniture, bearing in mind that this is located in the heart of a conservation area, the plastic furniture really is not appropriate.

Finally, I also have concerns on the environmental impact of the additional mileage that local residents will be undertaking to get to their homes.

### **Officer Response (Dated 3 August 2022)**

I am contacting you following your formal objection to the proposal to introduce permanent traffic measures at the junction of Vernon Drive and Beverley Road, Monkseaton. I would like to clarify the reasons why we are proposing the restriction and to address your comments about the scheme.

The experimental proposal was introduced to address concerns amongst local residents and Monkseaton Middle School relating to road safety at school start and end times. Site observations by officers confirmed that Vernon Drive was not sufficiently wide to accommodate the large volume of two-way traffic using the street at these times leading to unsafe manoeuvres including vehicles mounting the footway to pass oncoming traffic. Obstructive parking by parents dropping off and picking up children from the school was also observed. As a result, a no-entry restriction prohibiting motor vehicles from entering Vernon Drive from Chapel Lane/Beverley Road was introduced on a trial basis. This allowed an exemption for cyclists to encourage sustainable travel in the area and sustainable trips to the school in particular. Two-way traffic was maintained along Vernon Drive, to facilitate egress from residential properties.

Traffic speed and volume surveys were undertaken before and during the experimental scheme to determine the effects of the restriction. In general, it was found that the scheme has had a positive impact on traffic volumes and speeds on Vernon Drive and Appletree Gardens outside of the schools which was the principal objective of the proposal. This has been recognised by staff and parents associated with Monkseaton Middle School who have reported feeling safer since the trial started. An analysis of road traffic collision data for this area also shows that no accidents have been reported to the police since the scheme was introduced. One collision involving a cyclist had been reported on Vernon Drive prior to the no entry restriction being implemented.

Whilst it is acknowledged that the no entry restriction may have caused an increase in traffic flows in some neighbouring streets, the data we have suggests that this is within acceptable levels for streets of this nature and site observations by officers have not identified any significant issues. In addition, we have received very little negative feedback about the scheme from residents of both Vernon Drive and neighbouring streets. However, we will continue to

monitor parking patterns and traffic flows in neighbouring streets (including Bygate Road) if the no entry restriction is introduced on a permanent basis and consider remedial measures if necessary.

Whilst your comment about an increase in travel distance for some residents is noted, we would highlight the environmental benefits of the scheme in terms of facilitating active travel, in particular sustainable trips to school.

The existing street furniture at the junction was used as it was appropriate for a trial scheme. The proposed permanent scheme would involve the removal of the temporary plastic street furniture and instead works to alter the existing kerbline would be carried out. This would be completed in keeping with a conservation area.

I can confirm that your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course. Alternatively, I would be grateful if you could let me know at the earliest opportunity if you wish to withdraw your objection based on the information above.

**NORTH TYNESIDE COUNCIL  
(Traffic Movements) (Consolidation) Order 2022**

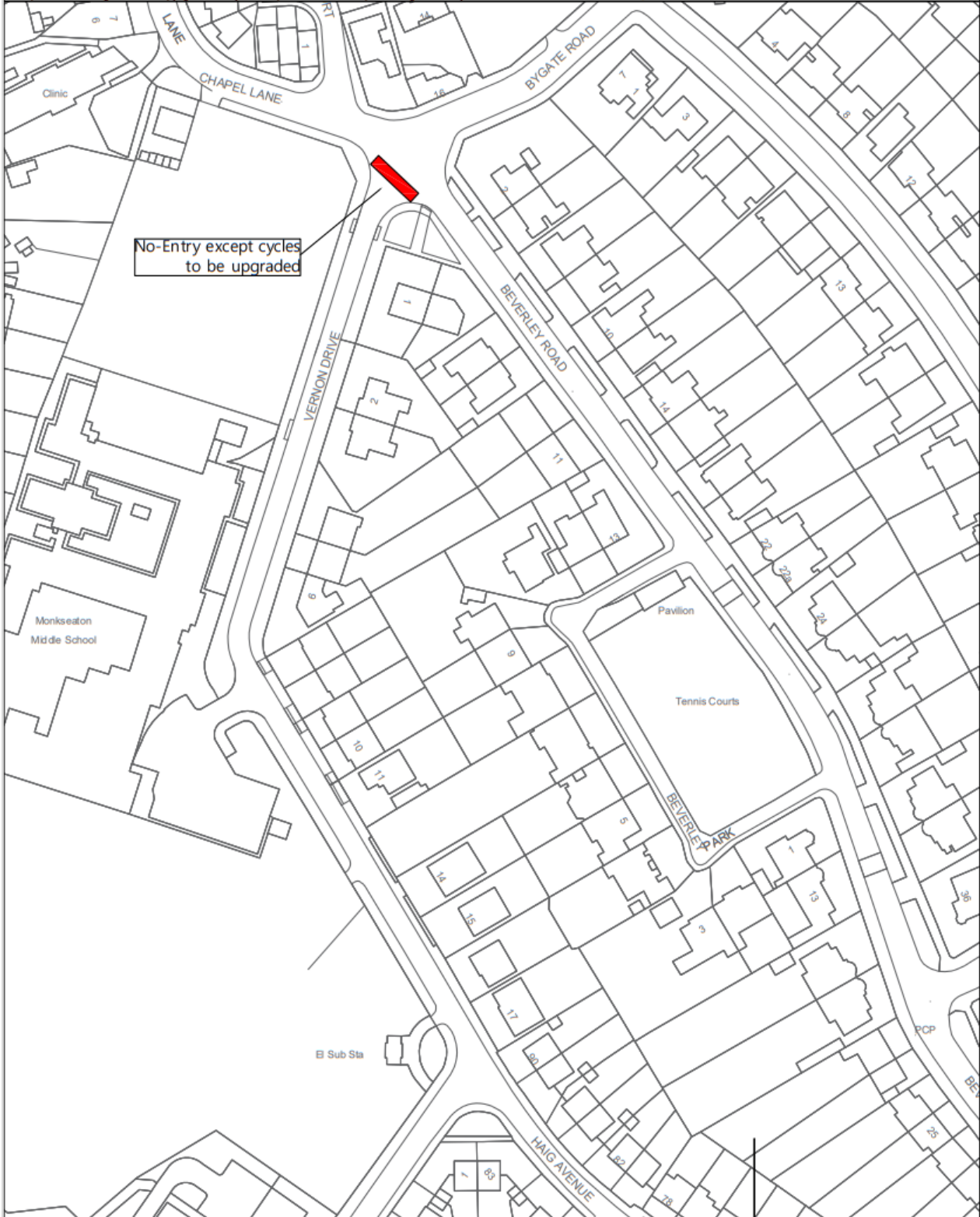
North Tyneside Council gives notice that it proposes to make variation orders under Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the orders, if made, will be to vary the North Tyneside (Traffic Movements) (Consolidation) Order 2022, so that a prohibition of entry for vehicular traffic into Vernon Road, Whitley Bay from Chapel Lane and from Beverley Road be made permanent.

Further details of the proposals may be examined in the documents available on the Council's website [www.northtyneside.gov.uk](http://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](mailto:democraticsupport@northtyneside.gov.uk) by 17 June 2022. Any objections may be published as part of any reports to councillors on the matter.

26 May 2022

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

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Client  
North Tyneside Council

Project Title  
Vernon Drive, Whitley Bay  
NE25 8JN

Drawing Title  
Proposed permanent false one-way street  
Monkseaton Middle School

Project No. VNDNE02	Dwg. No. 001	Drawn By RJ	Checked NS
Date. 16/03/2022	Scale NTS	Revision A	Sheet Size A4

Engineering Services  
Regeneration, Development and  
Regulatory Services  
Cobalt 16 The Silverlink North  
Quadrant, Cobalt Business Park  
West Allotment  
Newcastle Upon Tyne  
NE27 0BY  
E-mail: [traffic@northtyneside.gov.uk](mailto:traffic@northtyneside.gov.uk)  
Web: [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk)



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**Capita**

## Equality Impact Assessment (EIA)

Before completing this form, please refer to the supporting guidance documents which can be found on the equality page of the intranet. The page also provides the name of your Corporate Equality Group member should you need any additional advice.

Equality Impact Assessments (EIAs) are a planning tool that enable us to build equality into mainstream processes by helping us to:

- consider the equality implications of our policies (this includes criteria, practices, functions or services - essentially everything we do) on different groups of employees, service users, residents, contractors and visitors
- identify the actions we need to take to improve outcomes for people who experience discrimination and disadvantage
- fulfil our commitment to public service.

The level of detail included in each EIA should be proportionate to the scale and significance of its potential impact on the people with protected characteristics.

**This assessment may be published on the Authority's website as part of a Council or Cabinet Report. It can also be requested under the Freedom of Information Act 2000 and can be used as evidence in complaint or legal proceedings.**

### Proposal details

<b>1. Name of the policy or process being assessed</b>	No Entry - Traffic Regulation Order - Vernon Drive, Monkseaton	
<b>2. Version of this EIA</b> (e.g. a new EIA = 1)	1	
<b>3. Date EIA created</b>	27 <sup>th</sup> September 2022	
	Name	Service or organisation
<b>4. Principal author of this EIA</b>	Reagan Johnson - Traffic Engineering Technician, Traffic and Road Safety	Capita North Tyneside
<b>5. Others involved in writing this EIA</b> <i>EIAs should not be completed by a sole author. Think about key stakeholders and others who can support the process and bring different ideas and perspectives to the discussion.</i>	Nick Saunders – Senior Traffic Engineer, Traffic and Road Safety	Capita North Tyneside

**6. What is the purpose of your proposal, who should it benefit and what outcomes should be achieved?**

The proposal is to make permanent the existing experimental no-entry at the junction of Vernon Drive and Beverley Road, Monkseaton. This will have the effect of prohibiting vehicles (with the exception of cycles and emergency services) from accessing Vernon Drive via its northern junction on a permanent basis. The no entry has been in place on a trial basis for a period of 18 months and (based on site observations by officers and survey data) has successfully reduced traffic flows, instances of vehicles mounting the footway and vehicle speeds thereby creating a safer environment outside Monkseaton Middle School. The scheme seeks to facilitate cycling, walking and wheeling on Vernon Drive.

**7. Does this proposal contribute to the achievement of the Authority's public sector equality duty? Will your proposal:**

*Write your answers in the table*

<b>Aim</b>	<b>Answer: Yes, No, or N/A</b>	<b>If yes, how?</b>
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 supporting cycling, walking and wheeling, resulting in the potential positive impacts associated with age and disability characteristics as identified in section 11 below.
Foster good relations between people who share a protected characteristic and those who do not	No	



## Evidence Gathering and Engagement

### 8. 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](#)); and to increase levels of cycling each year ([North Tyneside Cycling Strategy](#))
- Feedback during trial period.
- Responses to public engagement undertaken in July 2020 and March 2022.
- Traffic survey data obtained in January 2020 and October 2021.

### 9.a Have you carried out any engagement in relation to this proposal?

Yes - please complete 9b	✓
No	

9.b Engagement activity undertaken	With	When
Letters prior to trial of no entry restriction commencing.	Local residents, ward members and stakeholders	July 2020
Letters following trial period advising of intention to introduce no entry restriction on a permanent basis.	Local residents, ward members and stakeholders	March 2022
Statutory consultation – Public Notices on affected streets, the Authority’s website, local press	Members of the public	May 2022

### 9. Is there any information you don’t have?

	√	Please explain why this information is not currently available
Yes - please list in section A of the action plan at Q13		
No	✓	

## Analysis by protected characteristic

	A	B	C
<b>11. Protected characteristic</b>	<b>Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic?</b> (Answer – Yes or No)	<b>If ‘Yes’ would the <u>potential</u> impact be positive or negative?</b> (Answer – positive or negative)	<b>Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used</b>
<b>All Characteristics</b>	No		
<b>Sex – male or female</b>	No		
<b>Pregnancy and maternity</b> – largely relates to employment, but also to some aspects of service delivery e.g. for breastfeeding women	No		

<b>Age</b> – people of different ages, including young and old	Yes	Positive          Positive	<p>People for whom age makes negotiating the highway more difficult may experience a positive impact from reduced traffic flows and speeds and reduced instances of vehicles mounting the footway.</p> <p>Younger people, including those attending the schools in this area, may experience a positive impact from reduced traffic volumes and speeds and fewer instances of vehicles mounting the footway. As such they may feel more able to travel to school by walking, wheeling or cycling, with associated health benefits.</p>
<b>Disability</b> – including those with visual, audio (BSL speakers and hard of hearing), mobility, physical, mental health issues, learning, multiple and unseen disabilities	Yes	Positive          Negative	<p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from reduced incidence of vehicles encroaching onto the footway.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability in the case of potential footway closures or reductions in available width. This can be reduced by seeking to 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.</p>
<b>Gender reassignment</b> - includes trans, non-binary and those people who do not identify with or reject gender labels	No		
<b>Race</b> – includes a person’s nationality, colour, language, culture and geographic origin	No		

<b>Religion or belief</b> – includes those with no religion or belief	No		
<b>Sexual orientation</b> – includes gay, lesbian, bisexual and straight people	No		
<b>Marriage and civil partnership status</b> - not single, co-habiting, widowed or divorced– only relates to eliminating unlawful discrimination in employment	No		
<b>Intersectionality</b> - will have an impact due to a combination of two or more of these characteristics	No		

If you have answered **‘Yes’** anywhere in column A please complete the rest of the form, ensuring that all identified negative impacts are addressed in either Q12 ‘negative impacts that cannot be removed’ or Q13 ‘Action Plan’ below

If you have answered **‘No’** in all rows in column A please provide the rationale and evidence in the all characteristics box in column C and go to Q14 ‘Outcome of EIA’.

**12.a Can any of the negative impacts identified in Q11 not be removed or reduced?**

Yes - please list them in the table below and explain why	
No	✓

<b>12.b Potential negative impact</b>	<b>What alternative options, if any, were considered?</b>	<b>Explanation of why the impact cannot be removed or reduced or the alternative option pursued.</b>

## Action Planning (you do not need to complete the grey cells within the plan)

13. Action Plan	Impact: (Answer remove or reduce)	Responsible officer (Name and service)	Target completion date
<b>Section A: 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</b> (please explain below)			
Consultation with residents and stakeholders. Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure		Reagan Johnson (Traffic and Road Safety)	Completed
<b>Section B: Actions already in place to remove or reduce potential negative impacts</b> (please explain below)			
Consideration of accessibility factors as part of the scheme design process	Reduce	Reagan Johnson (Traffic and Road Safety)	
<b>Section C: Actions that will be taken to remove or reduce potential negative impacts</b> (please explain below)			
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footways which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs	Reduce	Reagan Johnson (Traffic and Road Safety)	31 Mar 2023
<b>Section D: Actions that will be taken to make the most of any potential positive impact</b> (please explain below)			
Inform the public of any positive impacts as part of communications/publicity when the scheme is completed		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023

<b>Section E: Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b> (please explain below)			
The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023
<b>Section F: Review of EIA to be completed</b>		Reagan Johnson (Traffic and Road Safety)	31 Mar 2023

#### 14. Outcome of EIA

Based on the conclusions from this assessment:

Outcome of EIA	Tick relevant box	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.
Continue but with amendments		
Not to be pursued		

Now send this document to the [Corporate Equality Group member for your service](#) for clearance.

#### Quality assurance and approval

*Questions 15-18 are only for completion by the Corporate Equality Group Member for your service*

<b>15. Do you agree or disagree with this assessment?</b> ✓	Agree	✓	Disagree	
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<b>16. If disagree, please explain:</b>	
<b>17. Name of Corporate Equality Group Member:</b>	Melissa Lackenby
<b>18. Date:</b>	18/10/22

Conclusion:

- If the assessment is agreed, please send the document to the Head of Service for sign off.
- If you disagree return to author for reconsideration.

*Questions 19-22 are only for completion by the Head of Service*

<b>19. Do you agree or disagree with this assessment? ✓</b>	Agree	✓	Disagree	
<b>20. If disagree, please explain:</b>				
<b>21. Head of Service:</b>	John Sparkes (Director)			
<b>22. Date:</b>	19/10/22			

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