

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

**Date: 20 July 2023**

**Title: Traffic Regulation Order – 20mph Speed Limit – Rink Way, Whitley Bay**

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**Report by:** Nick Saunders, Senior Traffic Engineer

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

**Wards affected:** Monkseaton South

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### **PART 1**

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

This report seeks a delegated decision to advertise and, in the event that no objections are received, make a Traffic Regulation Order (TRO) for the introduction of a 20mph speed limit on Rink Way, Whitley Bay.

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

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;
- (2) that in the event that no objections are received following the period of consultation required by statute, that the circumstances do not warrant the holding of a Public Inquiry; and
- (3) that if no objections are received following the period of consultation required by statute, the Traffic Regulation Order shall be made.

### **1.3 Forward Plan:**

Seeking delegated decisions to advertise and, in the event that no objections are received, 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

### **1.5 Information:**

#### **1.5.1 Background**

In accordance with the Authority's aims to improve road safety, it is proposed to reduce the speed limit on Rink Way, Whitley Bay from 30mph to 20mph.

The proposal was developed following a request from one of the businesses located on Rink Way and will support the safe use of the public right of way at the eastern end of this street.

The full scheme involves proposals to introduce a 20mph speed limit on Rink Way. Traffic speed data indicated that existing vehicle speeds conform to the Department for Transport guidance for a 20mph speed restriction and as such the erection of 20mph terminal signs and repeater discs are all that is required without the need for additional physical speed reduction measures.

#### **1.5.2 Proposal in relation to speed limit**

In accordance with the Authority's aims to improve road safety, it is proposed to introduce a 20mph speed limit on Rink Way in its entirety.

The proposed introduction of a 20mph speed limit will reduce traffic speeds in the area, thereby increasing safety for all road users and contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

### 1.5.3 Consultation

Consultation with businesses in the affected area was carried out by letter/email. Consultation with ward councillors was carried out by email. Consultation letters and notices include the following access statement: "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 the traffic & road safety team." Consultation with technical statutory consultees such as police, ambulance service, fire service and nexus has been carried out by email.

### 1.5.4 Proposed next steps

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.

## 1.6 **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 proposals will increase safety for all road users and contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

### **1.8 Appendices:**

Appendix 1 Plan of scheme



Rink Way  
20mph-A4 Landscap

Appendix 2 Equality Impact Assessment – Rink Way



Rink Way 20mph -  
EqIA.pdf

### **1.9 Contact officers:**

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

### **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 2023/24 Local Transport Plan Road Safety Initiatives 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.

## **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 1.5.4.

## **2.4 Human rights**

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individual's human rights.

## **2.5 Equalities and diversity**

An Equality Impact Assessment for the scheme has been undertaken and is attached as Appendix 2 to this report. This notes that most of the identified potential impacts are positive; these related to improved accessibility for people who currently experience difficulty crossing the road. Actions are specified to reduce the identified potential negative impact relating to access arrangements during construction work.

## **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.

**PART 3 - SIGN OFF**

- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive