

North Tyneside Council

Delegated Decision Report

Date: 16 September 2022

Title: Traffic Regulation Order – Waiting and Loading, South Parade area, Whitley Bay

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Whitley Bay

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 amendments to waiting and loading restrictions on South Parade, Whitley Bay, including its junctions with adjoining streets.

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 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.

1.5.2 Proposal in relation to waiting and loading

It is proposed to introduce waiting restrictions on sections of South Parade, including at its junctions with side streets and at the junction of South Parade and Oxford Street, Whitley Bay. It is further proposed 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 amendments 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 Consultation

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.

Letters have been issued to households in the area to set out the elements of the proposed scheme. The Cabinet Member for Environment and ward members have been updated on the proposals.

Arrangements have been made to contact the standard technical consultees in writing to advise of the proposals.

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. This requires the order making Authority 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.

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

Appendix 2 Equality Impact Assessment – Routes to Metro (Whitley Bay)

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) [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 grant funding from the Government's Transforming Cities Fund.

2.2 Legal

Proposals that involve revocations or amendments to existing traffic regulation orders and any new 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.

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 Routes to Metro (Whitley Bay) 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

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

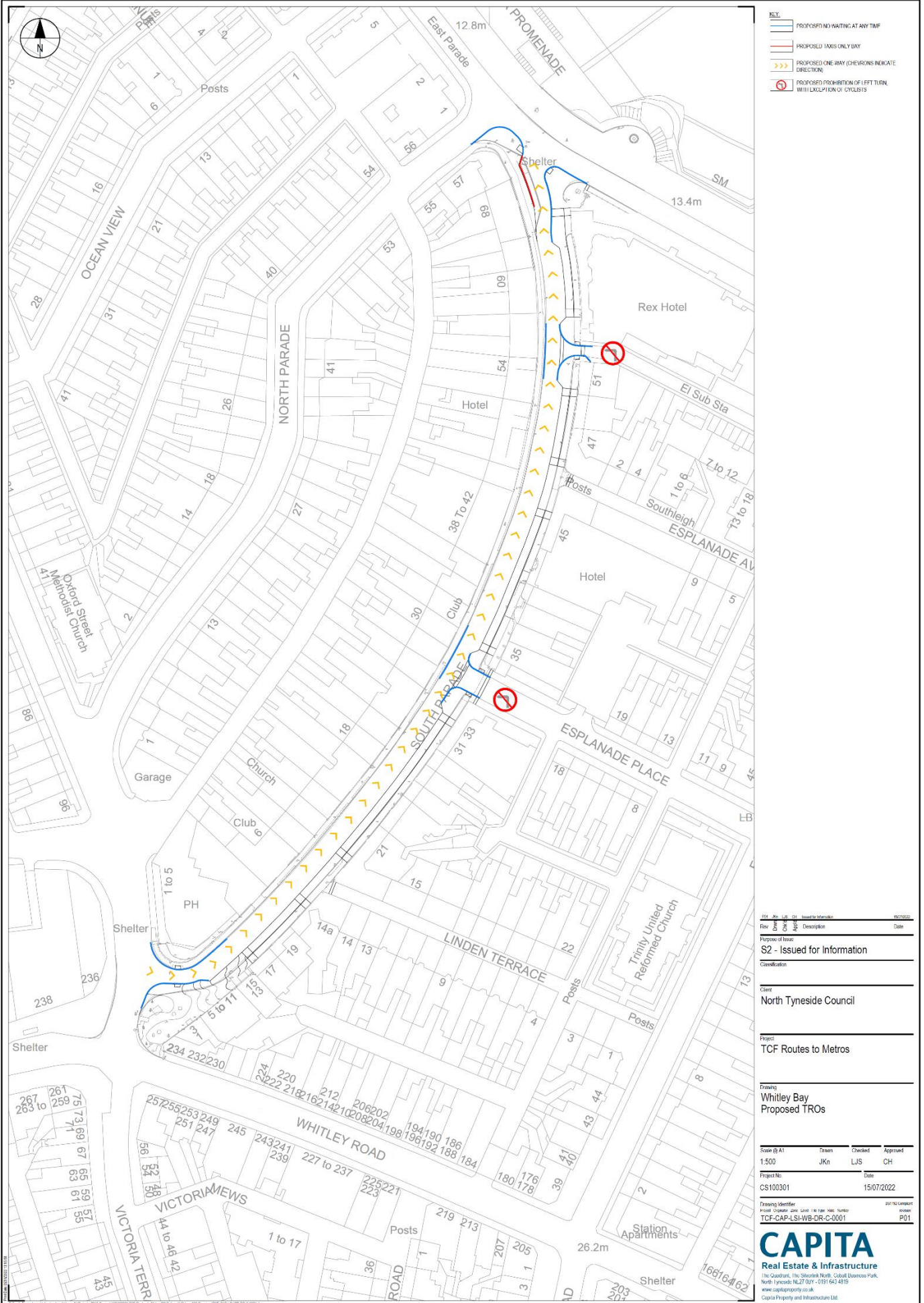
PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive

Appendix 1



- KEY**
- PROPOSED NO WAITING AT ANY TIME
 - PROPOSED TAXIS ONLY BAY
 - PROPOSED ONE-WAY (CHEVRONS INDICATE DIRECTION)
 - PROPOSED PROHIBITION OF LEFT TURN WITH EXEMPTION OF CYCLISTS

201 JPL LJC CH Issued for Information 01/07/2022
 Rev No. Date of Issue Description Date
 Purpose of Issue:
S2 - Issued for Information
 Classification:

Client:
North Tyneside Council

Project:
TCF Routes to Metros

Drawing:
**Whitley Bay
 Proposed TROs**

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

Drawing Identifier: TCF-CAP-LSH-WB-DR-C-0001
 Project Contact: P01

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