

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 18 September 2023

Title: Pedestrian crossing – Addington Drive, Hadrian Park

Report by: Nick Saunders, Traffic and Road Safety Team Leader

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

Wards affected: Battle Hill

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise a proposal to introduce a raised parallel crossing and in the event that no objections are received, proceed to introduce a raised parallel crossing on Addington Drive, Hadrian Park.

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; and
- (2) that if no objections are received following the period of consultation, a pedestrian crossing shall be installed in accordance with the proposal.

1.3 Forward Plan:

Seeking delegated decisions to advertise proposals to install vertical traffic calming measures and pedestrian crossings and, in the event that no objections are received, to determine that vertical traffic calming measures and pedestrian crossings should be installed, 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

- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements.

The proposals in this report relate to the following priority in the Carbon Net-Zero 2030 Action Plan:

- Reduce car-based school trips by 5% annually

1.5 Information:

1.5.1 Background

In accordance with the Authority's aims to improve road safety and support active travel, it is proposed to install a raised parallel crossing on Addington Drive approximately 85m south of its junction with Ashburn Road at the site of an existing zebra crossing.

The proposals have originated following receipt of correspondence from members of the public and ward councillors which raised concerns about the existing zebra crossing associated with vehicle approach speeds and reduced visibility.

Following site observations by officers it was concluded that by raising the crossing to provide a traffic calming feature, vehicle approach speeds would be reduced, and the crossing would become more conspicuous.

As well as this, the crossing will also be upgraded to a parallel type crossing (which has a segregated area for cyclists to use) which will link the adjacent bridleways and cycle paths. It is envisaged that the proposals will therefore improve road safety and facilitate walking, wheeling and cycling.

1.5.2 Consultation undertaken

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

Arrangements were also made to contact the standard technical consultees in writing to advise of the proposals in July 2023.

1.5.3 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the 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 Mayor's Scheme of Delegation.

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 proposal will improve the safety of the existing crossing point and contribute to ensuring that highway conditions are conducive to supporting walking, wheeling and cycling.

1.8 Appendices:

Appendix 1 Plan of scheme



Addington Drive
Parallel GA-Layout

Appendix 2 Equality Impact Assessment

1.9 Contact officers:

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

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 6435747

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [The Traffic Signs Regulations and General Directions 2016](#)

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 the provision of pedestrian crossings and the installation of any new pedestrian crossings 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 Traffic Signs Regulations and General Directions 2016. The Authority is required to consult the chief officer of police about its proposal and give public notice of the proposal.

Proposals that involve revocations or amendments to the provision of road humps and the installation of any new road humps are subject to statutory legal process set out in the Highways Act 1980 and the Regulations that flow from that Act, namely, the Highways (Road Humps) Regulations 1999. The authority which makes the proposal 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.

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 those representations made and not withdrawn and to determine if a pedestrian crossing should be established.

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 1.5.2.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.2. The proposal is to be advertised in line with statutory process as also set out in section 1.5.3.

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 individuals' 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 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 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. The proposals

therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips. Whilst some studies have suggested that vertical traffic calming measures may result in a small amount of highly localised air pollution, the health impacts are likely to be negligible and outweighed by the health benefits of slowed traffic and shift to cycling, walking and wheeling with likely lower overall pollution levels. In addition, it is anticipated that any localised air pollution associated with vertical traffic calming measures will reduce as the use of electric vehicles becomes more widespread.

PART 3 - SIGN OFF

- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Change Equality Impact Assessment (EqIA)

1. Proposal details		
Name of the policy/project/process being assessed (subsequently referred to as project)	Addington Drive, Hadrian Park – Proposed Raised Parallel Crossing	
Purpose of project	<p>In line with the Authority's aims to improve road safety and support active travel, it is proposed to replace the existing zebra crossing on Addington Drive between its junctions with Ashburn Rd and Bewick Park with a raised parallel crossing (i.e., a modified zebra crossing which includes separate provision for pedal cycles) at the same location.</p> <p>The scheme is intended to improve road safety and contribute to ensuring that highway conditions are conducive to supporting walking, wheeling and cycling.</p>	
Who is the project intended to benefit?	Local residents, children and parents/carers associated with local primary schools, users of the adjacent bridlepath and cycle network.	
What outcomes should be achieved?	Improved crossing facilities, reduced traffic speeds, safer walking, wheeling and cycling.	
Version of EqIA	1.0	
Date this version created	09/08/2023	
Confidential	no	
Directorate	Regeneration and Economic Development	
Service	Capita	
	Name	Service or organisation
Principal author	John Kermode	Capita
Additional authors	Nick Saunders	Capita

2. Groups impacted		
Does the project impact upon?		If yes, what is the estimated number impacted and the level of impact this will have on the group (high, medium, low)?
Service users	yes	Pupils of Hadrian Park and Battle Hill primary schools and customers of local businesses. Level of impact is expected to be low.
Carers or family of service users	yes	Parents/carers associated with the two local primary schools impacted. Level of impact is expected to be low
Residents	yes	Residents living in Hadrian Park estate will be impacted in particular. Level of impact is expected to be low.
Visitors	yes	Approximately 60 school visitors impacted. Level of impact is expected to be low.
Staff	yes	Approximately 150 school staff impacted. Level of impact is expected to be low.
Partner organisations	no	

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	<p>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); contribute to reducing car-based school trips (Carbon Net Zero 2030 Action Plan); promote road safety alongside healthy travel</p>	<p>Feedback received during consultation exercise.</p>

	(North Tyneside Travel Safety Strategy)	
Have you carried out any engagement in relation to this proposal?	yes	
If yes of what kind and with whom? If no, why not?	Consultation with statutory bodies, ward councillors and residents immediately affected	
Is there any information you don't have?	yes	
If yes, why is this information not available?	Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders	

4. Impact on groups with different characteristics			
Legally protected characteristics	Potential positive impact identified	Potential negative impact identified	Description of the potential impact and evidence used in the assessment (mitigations are not included here)
Age	yes	yes	<p>People for whom age makes crossing the road more difficult may experience a positive impact from improved crossing provision at this location.</p> <p>Some studies have suggested that vertical traffic calming measures may result in a small amount of highly localised air pollution. Whilst the health impacts are likely to be negligible, this may have particular implications for children and elderly people who are more vulnerable to kerbside air pollution.</p>

Disability	yes	yes	<p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from improved crossing provision at this location.</p> <p>Some studies have suggested that vertical traffic calming measures may result in a small amount of highly localised air pollution. Whilst the health impacts are likely to be negligible, this may have particular implications for people who are more vulnerable to kerbside air pollution including wheelchair users.</p> <p>Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. 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>
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	no	no	
Race	no	no	
Religion or belief	no	no	
Sex	no	no	

Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristics			
Carers	no	no	
Socio-economic disadvantage	no	no	

5. Achievement of the Authority's public sector equality duty		
Will the proposal contribute to any of the following?		If yes, how?
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 support greater usage of walking and wheeling, resulting in the potential positive impacts relating to the age and disability characteristics identified in section 4 above.
Foster good relations between people who share a protected characteristic and those who do not	no	

6. Negative impacts		
Potential negative impact	Can it be reduced or removed?	If yes how? If no, why not and what alternative options were considered and not pursued?
Temporary traffic management arrangements during	yes- reduced	This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain

<p>construction have potential to have a negative impact on accessibility for people with a disability.</p>		<p>open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.</p>
<p>Some studies have suggested that vertical traffic calming measures may result in a small amount of highly localised air pollution. Whilst the health impacts are likely to be negligible, this may have particular implications for people who are more vulnerable to kerbside air pollution including children, the elderly and wheelchair users.</p>	<p>no</p>	<p>The proposed raised parallel crossing is considered by officers to be the most effective method of providing safe crossing facilities at this location. The health impacts of any localised air pollution are likely to be negligible and outweighed by the health benefits of slowed traffic and shift to cycling, walking and wheeling, with likely lower overall pollution levels.</p>

7. Action plan				
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	Responsible officer name	Responsible officer service area	Target completion date	Action completed
<p>Displaying notices and publishing details of the</p>	<p>John Kermode</p>	<p>Traffic and Road Safety</p>	<p>31/12/2023</p>	<p>in progress</p>

proposals in accordance with the Authority's usual procedure					
Actions already in place to remove or reduce potential negative impacts	Responsible officer name	Responsible officer service area	Impact		
Consideration of accessibility factors as part of the scheme design process	John Kermode	Traffic and Road Safety	reduce		
Actions that will be taken to remove or reduce potential negative impacts	Responsible officer name	Responsible officer service area	Impact	Target completion date	Action completed
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footpaths which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs	John Kermode	Traffic and Road Safety	reduce	31/12/2023	in progress
Actions that will be taken to make the most of any potential positive impact	Responsible officer name	Responsible officer service area		Target completion date	Action completed
Inform the public of any positive impacts as part of communications	John Kermode	Traffic and Road Safety		31/12/2023	in progress

/publicity when the scheme is completed				
Actions that will be taken to monitor the equality impact of this proposal once it is implemented	Responsible officer name	Responsible officer service area	Target completion date	Action completed
The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.	John Kermode	Traffic and Road Safety	31/03/2024	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible officer service area		
31/03/2024	John Kermode	Traffic and Road Safety		

8. Outcome of EqIA	
Outcome	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.

9. Corporate Equality Group member approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Corporate Equality Group Member	David Cunningham

Date	22/08/2023
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10. Director/ Head of Service approval	
Do you agree or disagree with this assessment?	Agree
If disagree, please explain why?	
Name of Director/Head of Service	John Sparkes
Date	22/08/2023

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