

# North Tyneside Council

## Report to Director of Regeneration and Economic Development

**Date: 21 July 2023**

**Title: Experimental Traffic Regulation Order – Traffic Movements including Bus Lane, Nile Street area, North Shields**

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

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

**Wards affected:** Riverside

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### **PART 1**

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

This report seeks a delegated decision to make an 18-month Experimental Traffic Regulation Order for variations to restrictions on traffic movements, involving the introduction of a bus lane, the revocation of a one-way traffic restriction and amendments to prohibition of entry restrictions in the vicinity of Nile Street, North Shields.

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

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision that an Experimental Traffic Regulation Order for the proposal should be made in line with relevant statutory requirements.

#### **1.3 Forward Plan:**

Seeking delegated decisions 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 priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- A thriving North Tyneside
  - We will regenerate the high streets of North Shields and Wallsend, and in addition to the Master Plan for North Shields, we will bring forward Master Plans for Wallsend and Whitley Bay town centre areas. We will also bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all of our residents
- A secure North Tyneside
  - We will continue to invest £2m per year in fixing our roads and pavements.
- 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 a transport project in North Shields, which includes the delivery of a new bus interchange serving the town centre.

The proposals associated with this report involve associated alterations to restrictions on traffic movements, with the introduction of a bus lane and suspension of parking places on the west side of Nile Street, to support accessibility to and from the new bus interchange and complement the regeneration of North Shields town centre.

Once the new bus interchange is operational, there will be associated changes to the routes which many local buses take through the town centre. Following implementation of the proposals, the Authority will monitor bus and other traffic flows in the local area in accordance with its duty to manage the highway network efficiently. As a consequence of this monitoring, there is a possibility that it may wish to amend aspects of the restrictions in response.

It is further considered to be more effective to consult with the restrictions in place, as road users will be able to experience how these relate to travel patterns once the interchange is fully operational. As such, it is considered appropriate for the restrictions to be introduced by means of the Experimental Traffic Regulation Order procedure.

### 1.5.2 Proposal in relation to traffic movements and bus lane

It is proposed to revoke an existing order relating to a one-way traffic restriction at the following location:

- Nile Street, North Shields, from its junction with West Percy Street in a southerly direction to its junction with Russell Street

It is proposed to introduce a bus lane at the following location:

- Nile Street, North Shields: the northbound lane of the carriageway from its junction with Russell Street to its junction with West Percy Street

It is proposed to replace existing prohibition of entry restrictions with prohibition of entry with exceptions including buses and cycles at the following locations:

- into Railway Terrace (eastbound) at its junction with Rudyerd Street
- into West Percy Street (eastbound) at its junction with Nile Street, North Shields

Exemptions would be applied as appropriate in each case.

### 1.5.3 Consultation

Engagement on the Authority's masterplan for North Shields, including the provision of a new bus interchange and associated links, was carried out in Summer 2020. Feedback from this engagement helped to inform the process of design.

The Cabinet Member for Environment and ward members have been updated on the proposals.

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2.

## 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:

The proposals will support public transport movements as part of the regeneration of North Shields town centre.

## 1.8 Appendices:

### Appendix 1 Plan of scheme



Appx1-NileSt  
plan.pdf

### Appendix 2 Equality Impact Assessment



Appx2-EqIA - Nile  
Street.pdf

## 1.9 Contact officers:

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Amar Hassan, Principal Accountant, Investment (Capital) and Revenue,  
0191 643 5747

## 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 \(Procedure\) \(England and Wales\) Regulations 1996](#)

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

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

Funding to advertise and implement the proposal is available from the grant funding from the Government's Transforming Cities Fund.

### **2.2 Legal**

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. For Experimental Traffic Regulation Orders, this requires the Order making Authority to publish a notice of making within 14 days of the Order being made and at least 7 days before the provision of the Order comes into operation.

In North Tyneside, in addition to being published 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 scheme are also available for public inspection at the Authority's offices at Quadrant.

Experimental Traffic Regulation Orders are not permitted to continue for longer than 18 months. They can be modified or suspended during that time if considered appropriate by the Order making Authority. An Experimental Traffic Regulation Order may include provision empowering a specified officer of the authority who made it, to modify or suspend the operation of the Order or any provision of it if it appears to him essential. In North Tyneside, Experimental Traffic Regulation Orders may be modified or suspended by the Authority's Director of Regeneration and Economic Development.

In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, objections to Experimental Traffic Regulation Orders are not invited. However, if the Authority deems it appropriate to continue the provision of the Order at the end of the trial period, it will seek to introduce a permanent Traffic Regulation Order with the accompanying statutory consultation requirements. This allows objections to be made to proposals to make experimental schemes permanent.

## **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 set out in section 2.2.

## **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. Actions are specified to reduce the identified potential negative impacts relating to the advertising of notices regarding the proposed change and 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