

North Tyneside Council

Delegated Decision Report

Date: 6 September 2022

Title: Traffic Regulation Order – B1322 Backworth Lane/Station Road, Backworth

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Valley

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 B1322 Backworth Lane/Station Road, Backworth.

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 to Northumberland Park Metro station from the Backworth area.

The full scheme involves proposals for road humps, a reduced speed limit and three new crossing points. It has been designed to ensure that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.5.2 Proposal in relation to speed limit

It is proposed to introduce a 20mph speed limit on B1322 Backworth Lane/Station Road, Backworth from a point 14m west of its junction with Killingworth Avenue, to a point 25m north west of its junction with the A186 Shiremoor Bypass.

The sections of B1322 Backworth Lane/Station Road through Backworth village and south of the A186 Shiremoor Bypass are already subject to a 20mph speed limit.

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

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 (on two sheets)

Appendix 2 Equality Impact Assessment – Routes to Metro (Northumberland Park)

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 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 (Northumberland Park) 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

- EXTENT OF PROPOSED 20MPH SPEED LIMIT
- 20 PROPOSED SPEED LIMITS
- PROPOSED ZEBRA CROSSING
- PROPOSED CONTROLLED CROSSING

Rev	Drawn	Checked	App'd	Description	Date

Purpose of Issue
S2 - Issued for Information

Classification

Client
North Tyneside Council

Project
TCF Routes to Metros

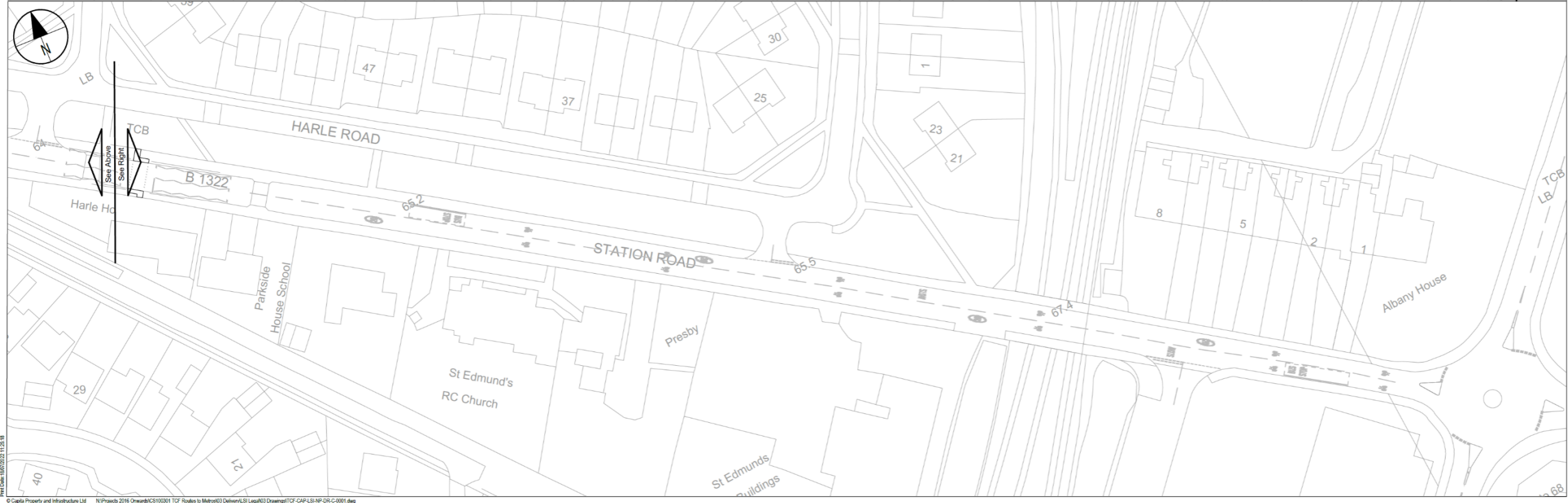
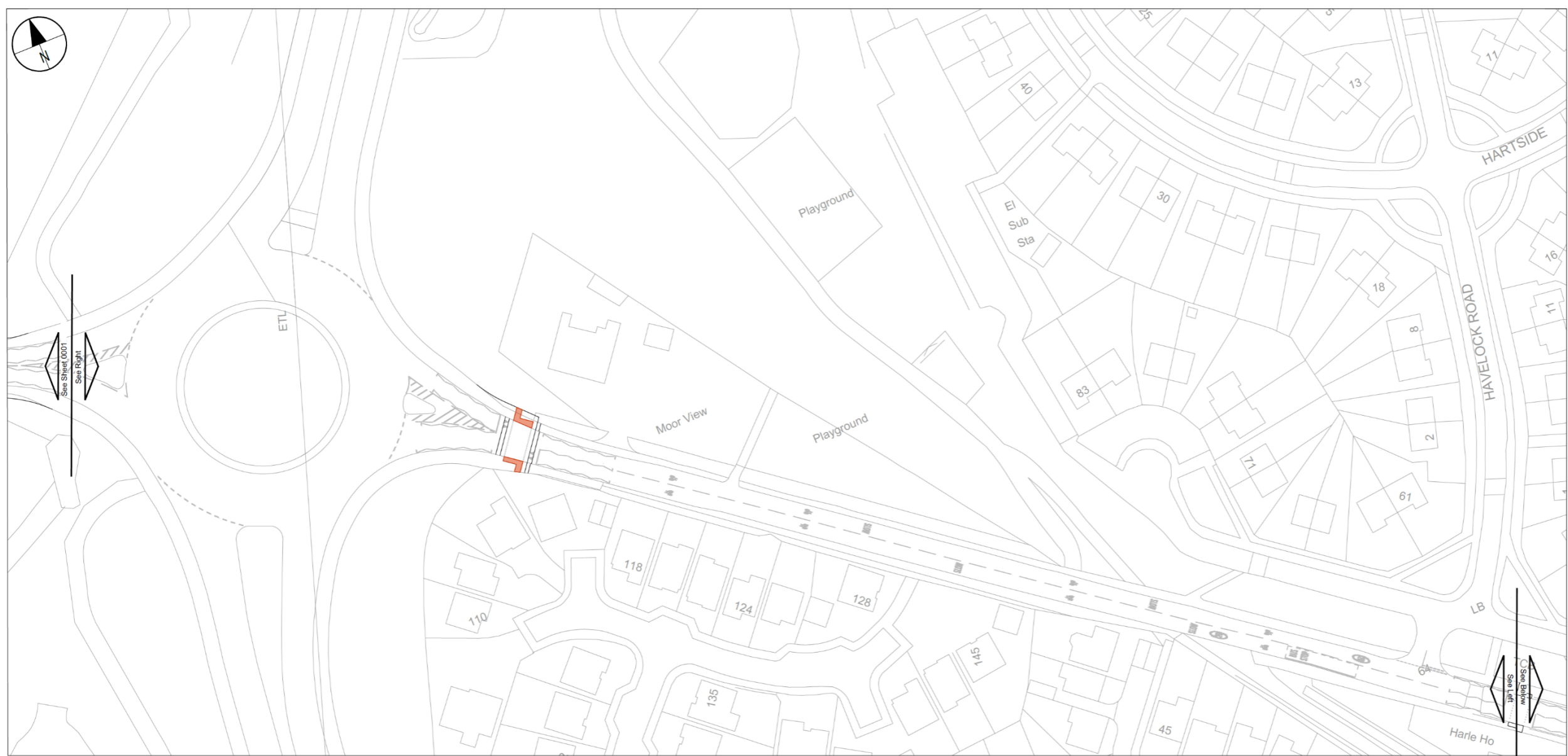
Drawing
Northumberland Park
Proposed TROs
Sheet 1 of 2

Scale @ A1	Drawn	Checked	Approved
1:500	JKn	LJS	CH

Project No. CS100301 Date 14/07/2022

Project - Originator - Zone - Level - File Type - Role - Number	Revision
TCF-CAP-LSI-NP-DR-C-0001	P01

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Capita Property and Infrastructure Ltd.



KEY:
 PROPOSED CONTROLLED CROSSING

Rev	Drawn	Checked	App'd	Issued for Information	Date
					14/07/2022

Purpose of Issue
S2 - Issued for Information

Classification
 Client
North Tyneside Council

Project
TCF Routes to Metros

Drawing
**Northumberland Park
 Proposed TROs
 Sheet 2 of 2**

Scale @ A1	Drawn	Checked	Approved
1:500	JKn	LJS	CH

Project No	Date
CS1100301	14/07/2022

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number TCF-CAP-LSI-NP-DR-C-0002	revision P01

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