

North Tyneside Council

Report to Cabinet Member for Environment

Date: 1 September 2022

Title: Traffic Regulation Order and pedestrian crossings – Four Lane Ends area

Portfolio(s): Environment	Cabinet Member(s): Councillor S Graham
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Report from Service Area: Regeneration and Economic Development

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development (Tel: 0191 643 7295)

Wards affected: Longbenton

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce a bus lane and bus gate in the vicinity of Four Lane Ends interchange and implement associated measures including the revocation of waiting restrictions and establishment of pedestrian crossings, and to set aside two objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interest of facilitating the use of active and sustainable modes of travel in the area; and
- (3) determines that the Traffic Regulation Order should be made unchanged and that pedestrian crossings should be established as set out in the proposal.

1.3 Forward Plan:

Considering objections and representations relating to proposed Traffic Regulation Orders, road humps and pedestrian crossings 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 secured external funding from the Government's Transforming Cities Fund to deliver a sustainable transport scheme to improve accessibility by more sustainable modes to Four Lane Ends public transport interchange.

The full scheme involves providing a new southbound bus lane and bus gate on A188 Benton Lane and improving routes for cycling, walking and wheeling (e.g. using a wheelchair or mobility aid) to Four Lane Ends interchange. It is anticipated that this will increase the attractiveness of public transport as a modal choice, support the use of active travel as part of multi-modal journeys, and improve access to employment, local retail, and further education destinations for local residents.

1.5.2 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 proposals. 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.

For Traffic Regulation Orders, 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.

For pedestrian crossings, the statutory consultation process is 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 which makes the proposal is required to consult the chief officer of police about its proposal and give public notice of the proposal.

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, and/or to determine if a pedestrian crossing should be established.

For Traffic Regulation Orders, within 14 days of the making of the 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.

Following publication of the notice for the Traffic Regulation Order and pedestrian crossing elements of the scheme, two formal objections to the proposals were received.

1.5.3 Summary of Objections

A local resident, **Mr T**, submitted an objection to the proposals based on his view that the bus lane was unnecessary as he felt that traffic on the route flowed freely and that buses were not held up; and that previous traffic arrangements in the corridor, which involved a bus lane, had in his view been unsuccessful.

An officer wrote to the objector to clarify that the proposals differed from the previous bus lane arrangements and that the scheme aimed to make public transport use more attractive by addressing levels of journey time unreliability for public transport in the corridor. The proposals would also have the benefit of enhancing local walking and cycling provision. The objector was invited to reconsider his objection and was advised that any objections made and not withdrawn would be referred to the Cabinet Member for Environment for consideration.

The objector responded to reiterate his view that buses were not held up. He also referred to the inclusion in the scheme of a revised small roundabout to the north of Four Lane Ends Interchange and expressed the view that the proposals would have an adverse impact on traffic movements.

Officers responded to confirm that the matter would be referred to the Cabinet Member for Environment for consideration.

Another local resident, **Mr B**, submitted an objection to the proposals based on his view that levels of traffic congestion did not warrant a bus lane and that the proposed widening of the highway to accommodate the bus lane and the associated removal of mature trees would in his view have an adverse effect on the local environment.

Officers responded to confirm that the matter would be referred to the Cabinet Member for Environment for consideration.

Full details of the objections and officers' responses are included at Appendix 1 of this report.

1.6 Decision options:

The following decision options are available for consideration by the Cabinet Member for Environment:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of improving journey time reliability for public transport in the corridor and facilitating active travel in the local area.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence

Appendix 2 Legal Notice of Intent

Appendix 3 Plan of proposals

Appendix 4 Equality Impact Assessment

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Nicholas Bryan, Highway Network Manager, 0191 643 6622

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

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

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.

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 which makes the proposal is required to consult the chief officer of police about its proposal and give public notice of the proposal.

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, and/or to determine if a pedestrian crossing should be established.

The Legal Notice of Intent was published in the local press and any Order that is made may be cited as the North Tyneside (Traffic Movements) (Consolidation) Order 2022.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Consultation was completed as described in section 1.5.2.

2.3.2 Community engagement

Local residents' views on the proposal were sought as described in section 1.5.2. The proposal was advertised in line with statutory process as described in section 1.5.2.

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 scheme has been undertaken and is attached as an appendix to this report.

2.6 Risk management

There are no risk management implications directly arising 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 positive environment and sustainability implications associated with the proposals as they support the use of public transport, cycling, walking and wheeling in preference to car use.

PART 3 - SIGN OFF

- Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Details of Objection – Mr T (dated 8 August 2022)

No reason for bus lane to be implemented. Traffic flowing perfectly ok.

No hold up of buses on their journey.

Bus lane didn't work last time.

Would like to know why this is been proposed

Officer Response (Dated 8 August 2022)

I am contacting you further to your recent enquiry concerning the bus lane proposed for the A188 Benton Lane between Goathland Avenue and Four Lane Ends to provide some information about the scheme which you may find useful.

The scheme is being delivered with external funding from the Transforming Cities Fund, which is for schemes which support accessibility by public transport, cycling and walking. With regard to the bus lane element of the scheme, please note that unlike the previous bus lane at this location, the latest proposal is to create a new southbound lane for buses only. As such, the two existing southbound lanes will still be able to be used by all traffic. In addition to the new bus lane, the scheme will also upgrade the access arrangements into the Four Lane Ends Interchange from the south and provide safer and easier turning movements via a revised small roundabout to the north of the Interchange that will also keep this exit clear for northbound buses leaving the facility.

The scheme will also enhance local walking and cycling provision with an upgraded segregated cycle link to the Interchange running parallel to the A188. There will also be improvements to the adjacent route that links the A191 Front Street with the A188 Benton Lane. The A191 Front Street, between Coach Lane and the Interchange will be subject to further improvements with road space reallocated to widen provision for pedestrians and cyclists along this popular link to nearby university and employment facilities.

The fundamental objective of the scheme is to address the high levels of journey time unreliability for public transport along the A188/A189 corridor. Whilst traffic can flow freely in this area at certain times, there is often congestion at peak times which can affect journey times. The current inconsistency in travel time is a frustration for existing bus patrons and a barrier for attracting additional patronage. The proposed scheme which is supported by bus operators, therefore aims to improve the journey times of all southbound buses along the A188 corridor and support the post-COVID recovery of bus patronage.

In conclusion, it is anticipated that the proposed scheme will achieve the following:

- Increase the attractiveness of public transport as a modal choice
- Increase walking and cycling activity to Four Lane Ends Interchange influencing a cultural shift towards active travel as part of multi-modal journeys
- Improve access to employment, local retail, and further education for local residents.

In light of the above information I would be grateful if you could confirm if you still wish to object to the proposal or have any further queries at your earliest convenience. If I do not hear from you

by 12pm on Thursday 11th August, I will assume that you still wish to object to the proposed scheme and your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future.

Objector Response (Dated 8 August 2022)

I do not know who is giving you information about bus times leading south but buses move more freely now than they did with the first bus lane(which was just a non sensical idea) there is no hold up with buses using that route.

Putting roundabout between pedestrian lights and four lane ends makes no sense you are going to stop traffic moving especially in peak times, they just got to go down to the next roundabout and enter from south of Interchange.

Your job as a council is to keep traffic moving you are not doing this, the ridiculous Findus roundabout, and now going onto sandy lane makes no transport sense whatsoever. I am stopped at 5.30 in morning with no other traffic on road, it now takes me 10 mins to get to Dobbies going through 6 sets of traffic lights compared to 5 mins and going through 1set.

This council and all the other councils have no consideration about road users.

Officer Response (Dated 11 August 2022)

Your further comments regarding the proposed bus lane at Four Lane Ends will also be included in a report to be considered by the Cabinet Member for Environment in accordance with North Tyneside Council's scheme of delegation. The Cabinet Member will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented. You will be advised of the Cabinet Member's decision in due course. I have referred your comments regarding the West Moor and Weetslade roundabouts to colleagues in our Major Projects team.

Details of Objection – Mr B (Dated 9 August 2022)

Hi folks

I've just seen the notices on lamp-posts on Benton Lane NE12 about the impending bus lane works. I did originally object to this back in March this year.

I still object now - for the many reasons I have listed below. Its a huge cost, the bus lane is unnecessary, its only ever busy from 8-9am and 4-5pm Monday to Friday, it does not warrant a bus lane. You're giving the other road users free-reign ie more free road space to abuse. And you're making our shared living environment far worse - removing trees and widening roads.

There are 10-13 trees which you are planning to remove - a bizarre claim that this is being done to meet council/environmental standards. Trees absorb huge amounts of carbon dioxide so that makes zero sense.

What we really need here is more control on the speed of the traffic on Benton Lane. I see it every single day - cars and lorries racing up and down this spot. I mentioned in my previous email that the police are aware of this and they often place speed camera vans on Benton Lane near the cat and dog shelter. We need a permanent solution for that. I walk up on that part of the road every day and its a regular occurrence day and night. Night time it is worse, the local

teens use their off road bikes during the night, and along the dog walking path that runs along the side of the cat and dog shelter towards Salters Lane - come and see for yourselves, 11pm onwards on Fridays and Saturdays.

There is already a cycle path on the east side leading off from the bus stop, it just needs labelling. Also shared pavements for pedestrians and cyclists do not work. They lead to more accidents and abuse... as someone who has worked in London for over 22 years believe me, they do not work - there are dozens of articles on the web about the problems caused by this sort of infrastructure. The cyclists passing through here use a mixture of the roads, the pavements (on the west side which is barely wide enough for pedestrians) and cycle paths.

I also stated in my last email that it is totally unacceptable that a suburb has a 5 lane road! Even the North Road into the city centre is only 4 lanes. Again how does that positively contribute to a suburban environment, to peoples homes, to the noise created by the traffic being on their doorsteps?

When we hade the roundabout here (without traffic lights) there was way less traffic. There are days when the traffic goes all the way along west farm avenue right up to Charrnwood avenue - we never had that with the roundabout. Now cars are at a standstill pumping out fumes and noise.

Similarly with the new traffic lights and additional lane you've installed at the roundabout at West Moor. All you've achieved is a backlog of traffic on all 4 roads leading to it! It's bizarre that someone thought that was a good idea. And don't get me started on the mess of the South Gosforth roundabout - diabolical.

Why is the council making decisions without proper consultation or insight from locals like me? You need our insight and local knowledge to know whats going on and work with us. I've worked in social housing for over 15 years and customer insight is invaluable.

Officer Response (Dated 11 August 2022)

I acknowledge receipt of your formal objection to the proposed Four Lane Ends bus lane and can confirm that your comments will be included in a report to be considered by the Cabinet Member for Environment in accordance with North Tyneside Council's scheme of delegation. The Cabinet Member will consider all representations along with recommendations from officers and decide whether or not the proposal should be implemented. You will be advised of the Cabinet Member's decision in due course. The decision record and accompanying report will also be published on the North Tyneside Council website.

NORTH TYNESIDE COUNCIL

Four Lane Ends, Benton

North Tyneside Council gives notice that it proposes:

- A. to make variation orders under Sections 1, 2, 4, 19 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the Orders, if made, will be to vary the following Orders as detailed below:
1. the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that the no waiting at any time restrictions on the un-named road off Benton Lane (A188) forming the access road to the Four Lane Ends Social Club (located to rear of Four Lane Ends Metro Station), Longbenton, from its junction with Benton Lane to a point 33 metres east of that junction be revoked.
 2. the North Tyneside (Bus Lanes) (Consolidation) Order 2022 so that:
 - a) a bus lane, operational on all days and at all times, be introduced on the eastern side of the southbound carriageway of Benton Lane (A188), Benton, from a point 46 metres south of its junction with Goathland Avenue in a southerly direction for a distance of 135 metres; and
 - b) a bus gate, operational on all days and at all times, be introduced on a section of Benton Lane (A188), Benton to the east of the southbound carriageway from the junction of Four Lane Ends Social Club/Interchange Access Road in a southerly direction for a distance of 14 metres.
- B. to establish under Section 23(2) of the Road Traffic Regulation Act 1984, and after consultation with the Chief Officer of Police:
1. a parallel crossing on Four Lane Ends Social Club/Interchange Access Road, Benton at a point 20 metres east of its junction with Benton Lane; and
 2. a zebra crossing on Four Lane Ends Social Club/Interchange Access Road, Benton across a new segregated footway/cycleway to the east of Benton Lane, at a point 74 metres south of its junction with Goathland Avenue.

Further details of the proposals may be examined in the documents available on the Council's website www.northtyneside.gov.uk (Statutory Notices). If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to democraticsupport@northtyneside.gov.uk by 5 August 2022. Any objections may be published as part of any reports to councillors on the matter.

13 July 2022

Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

Appendix 3



- Key:**
- Proposed 24 Hour Bus Lane
(Buses, authorised vehicles, motorcycles, cycles and taxis permitted)
 - Proposed 24 Hour Bus Gate
(Buses permitted)
 - Proposed Zebra Crossing
 - Proposed No Waiting at Any Time

Rev	Drawn	Checked	Approved	Description	Date
P01	Jkn	LJS	MM	Issued for information	04/07/2022

Purpose of Issue:
S2 - Issued for Information

Classification:

Client:
North Tyneside Council

Project:
**Transforming Cities Fund
Four Lane Ends**

Drawing:
Traffic Regulation Orders

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

Project No: CS101500
Date: 04/07/2022

Drawing Identifier	Project	Originator	Zone	Leaf	File Type	Role	Revision Number	BIMBIM Compliant
4LED-CAP-LSI-XX-DR-C-0001								P01


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