

Record of Delegated Non Executive Decisions by Officers

1. Subject of decision

Delegation Reference (EHL214):

Under article 12 of the (Experimental) Traffic Regulation Order 2020, the Council's Head of Environment, Housing and Leisure is hereby authorised, after consulting with the appropriate Chief Officer of Police, to modify, but not add to, or suspend the Order or any provisions within it.

This decision has been delegated to one or more officer(s) under:

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(a) A specific express authorisation (provide the date, report and decision of Council, Committee or Sub-Committee etc which delegated this to the specific officer(s))

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(b) a general authorisation to take such decisions **and**, the effect of the decision is to:

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(i) grant a permission or licence;

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(ii) affect the rights of an individual; or

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(iii) award a contract or incur expenditure which, in either case, materially affects the Authority's financial position.

2. Name and Title of Decision Maker

Phil Scott – Head of Environment, Housing and Leisure

3. Details of any Conflict of Interest and any Dispensation granted in respect of such Interest

none

4. Executive Summary

An Experimental Traffic Regulation Order (ETRO) was implemented on July 1st 2020 to support several road space reallocations schemes to provide temporary additional space for social distancing along the North Tyneside Coast and within local Town and District centres. The schemes have served their purpose in addressing social distancing pressures during the busy Summer period following the National Lockdown in Spring 2020. The negative impacts the schemes are now having upon traders in local Town and District centres and operations of Coastal emergency services outweighs the benefits the schemes initially provided. The reduced risk of exposure to Covid in outdoor settings is now outweighed by the economic hardship impacting on local traders and increased risk to public safety from delays in emergency response times. The ETRO is therefore recommended to be suspended from 2nd November 2020 and the associated road space reallocation schemes removed.

5. Alternative options considered

The road space reallocation schemes have been subject to ongoing consultation and monitoring throughout their operation. Modifications have been made to schemes where practicable to resolve access and servicing issues. Only the removal of the schemes can address the remaining underlying impacts upon local retailers and Coastal emergency services.

6. Decision(s)

Agree to the suspension of the road space reallocation (Experimental) Traffic Regulation Order as permitted under article 12 of the Order.

7. Reasons for the Decision(s)

The reduced risk of exposure to Covid for the Public in outdoor settings is now outweighed by the economic hardship impacting on local traders and increased risk to public safety from delays in emergency response times.

8. Date Decision Made

26/10/2020

9. Date Of Publication (where appropriate)

26 November 2020