STATEMENT OF REASONS

# City of Newcastle upon Tyne

**(Beatty Avenue / Matthew Bank)**

**Experimental Traffic Regulation Order 2023**

The Council’s reasons for making the above Order and for proceeding by way of Experimental TRO are as follows:-

In response to concerns received in relation to traffic levels and speeds on residential streets, it is intended to make changes that will reduce the amount of traffic travelling through residential neighbourhoods across the city.

It is believed that with less traffic cutting through, neighbourhood streets can become safer and more attractive places for the people who live there. It would give children more space to play and encourages more people to walk and cycle on local journeys.

Every property in any area would still be able to be accessed by vehicle. This means that delivery drivers, refuse trucks, emergency vehicles, and residents will still be able to gain access, it just may be necessary to change their usual route a little.

This approach is a key part of the Council’s commitment to tackle climate change, clean up the air we breathe and create a more liveable city.

To respond to the concerns raised and to create safer low traffic neighbourhoods, we are proposing an experimental closure for motor vehicles only, for a period of 12 months, access for cyclists and pedestrians will remain, at Beatty Avenue at its junction with Matthew Bank.

The proposal will be implemented under an experimental traffic regulation order. This will enable the Council to monitor the impact of this temporary closure on the surrounding areas and road users.

During the experimental period consideration will be given to making a permanent Traffic Regulation Order in like terms.

Representations to the scheme can be made at any time during the first six months of the experiment and would be reviewed prior to a final decision being taken as to whether or not the prohibition of motor vehicles would be retained permanently.

|  |  |
| --- | --- |
|

|  |
| --- |
|  |

 |

|  |
| --- |
|   |
|  |  |
|  |  |