

North Tyneside Council Report to Cabinet Member for Environment and Transport Date: 25 October 2019

Traffic Regulation Order –
20mph Speed Restriction –
A187 and Fish Quay, North
Shields.

Portfolio(s): Environment and Transport

Cabinet Member(s): Cllr C Johnson

Report from Service Area: Environment, Housing and Leisure

Responsible Officer: Phil Scott, Head of Environment, Housing and Leisure (Tel: 0191 643 7295)

Wards affected: Tynemouth and Riverside

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment and Transport to implement a 20mph speed restriction in the following streets; Prudhoe Street, Saville Street West, Saville Street, Union Road, Union Quay, Bell Street, Liddell Street, Clive Street, New Quay and Duke Street and set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment and Transport:

- (1) considers the objection;
- (2) sets aside the objection in the interests of improving the safety of all road users in the centre of North Shields and at the Fish Quay; and
- (3) determines that the Traffic Regulation Order should be made unchanged.

1.3 Forward Plan:

Considering objections relating to proposed 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 2018 to 2020:

- Our places will:
 - have an effective transport and physical infrastructure

1.5 Information:

1.5.1 Background

The request to reduce the speed limit at these locations was initially made by local residents via ward councillors and speed surveys subsequently undertaken indicated that current speeds were compliant with Department for Transport guidance in relation to introducing 20mph speed limits. It is thought that a 20mph speed restriction is suitable owing to the high level of pedestrian movements at these locations and the number and type of road traffic collisions recorded. The original proposal was extended at the request of local ward councillors to include Clive Street, New Quay and Duke Street at the Fish Quay.

The speed restriction which is proposed to run along the Fish Quay (Union Road, Union Quay, Bell Street, Liddell Street, Clive Street, New Quay and Duke Street) would be introduced as a stand-alone 20mph speed limit whereas the restriction to be applied to the A187 (Prudhoe Street, Saville Street West, Saville Street) would form an extension to the existing Low Lights 20mph zone.

In accordance with the statutory process, a Notice of Intention for the amended proposal was displayed on site (at intervals along the route), in the local newspaper and on the Authority's website.

One objection was received in response to the statutory Notice of Intention. A summary of this objection is provided below.

1.5.2 Statutory Consultation

Speed limit proposals are subject to statutory legal process. Schemes must be advertised on site and in the local press. This enables members of the public or businesses to object to the proposal. Any objectors are first sent a detailed response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment and Transport for consideration in accordance with the Scheme of Delegation for Cabinet Members.

1.5.3 Summary of Objections

Mr B submitted an objection to the scheme based on his view that the proposed restriction was not required. He highlighted that he believed there had been very few road traffic collisions on these streets and that the restriction would not be enforced once it had been implemented.

An officer wrote to the objector to clarify that the restrictions proposed would improve the safety of all road users. It was explained that the current recorded average speeds were compliant with a 20mph speed restriction and that the police database showed 22 recorded traffic accidents at these locations in the past 5 years. The objector responded reiterating his objection and expressing concern over the placement of the Authority's survey equipment and the likelihood of any new restrictions being enforced. An officer responded confirming that the average speeds recorded during the speed survey had been corroborated by data obtained from the Department for Transport's Traffic Master system, which considers routes in their entirety. It was also confirmed that responsibility for the enforcement of speed limit restrictions rests with the police.

The objector was invited to reconsider their objection in light of this information by responding to officers in writing by 18 September 2019. No response was received.

1.6 Decision options:

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

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 as the proposal will improve road safety in the locations specified.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence

Appendix 2 Traffic Regulation Order advertised on site

Appendix 3 Copy of Proposed Plans

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

Cathy Davison, Principal Accountant Investment (Capital) and Revenue, 0191 643 5727

1.10 Background information:

North Tyneside Transport Strategy

<https://my.northtyneside.gov.uk/category/1237/transport-strategy>

North Tyneside Travel Safety Strategy

<https://my.northtyneside.gov.uk/category/1274/travel-strategy>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the 2019/20 (Road Safety Initiatives) Local Transport Plan capital budget.

2.2 Legal

Speed limit 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.

In accordance with the Authority's scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment and Transport is asked to consider those objections made and not withdrawn and to determine the Traffic Regulation Order.

The Legal Notice of Intent was published in the local press and may be cited as the North Tyneside Council North Shields 20mph Speed Restrictions Order.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Ward members' views on the proposal were sought as described in section 1.5.1.

2.3.2 Community engagement

Local residents' views on the proposal were sought as described in section 1.5.1. 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

There are no adverse equalities or diversity issues arising from this report.

2.6 Risk management

There are no risk management implications directly arising from this report.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There are no environment and sustainability implications directly arising from this report.

PART 3 - SIGN OFF

- Chief Executive
- Head of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Head of Corporate Strategy and Customer Service

Details of Objection – Mr B (Dated 25th July 2019)

With regard to these proposals I object on the following grounds.

- 1) There have been very few if any safety incidents in the areas covered, no more or less than any other area in North Tyneside.
- 2) There is absolutely no point in reducing the speed limit as there is already a 20mph limit along Charlotte Street which is NOT enforced. Many vehicles exceed the 20mph limit by quite an amount, including local buses and taxis. Also every working day around 0640 one can hear a motorcyclist accelerating as if competing in the Isle Of Man TT as he speeds along presumably to his place of work on the Fish Quay?

Given North Tyneside councils history, I'm not hopeful that these observations will be heeded but I feel that they should be voiced.

Officer Response (Dated 5th September 2019)

I am emailing following your formal objection to the proposal which involves reducing the speed limit in the centre of North Shields and along the Fish Quay to 20mph. I would like to reiterate the extents of the proposal and the reasoning as to why we are proposing this speed limit change.

The proposal to reduce the speed limit at these locations was initially made by local residents via ward councillors and our speed surveys undertaken along the streets indicated the current speeds were compliant. The proposed reduction in speed restriction is in accordance with Transport Strategy which can be found on the North Tyneside Council website at the following link; <https://my.northtyneside.gov.uk/category/1274/travel-strategy>

The average speed along Prudhoe Street and Saville Street was 19mph, and the average speed identified along Duke Street, Clive Street, New Quay, Liddell Street, Bell Street and Union Quay was 23mph. As a result, these low speeds would more appropriately constitute a 20mph speed limit in addition to being a safer speeds for the streets which are heavily pedestrianised.

We have collected data from the police database to find that there has been 22 recorded collisions of varying severity in the last 5 years along the streets concerned with the proposed speed change. We hope the proposal will create a safer environment and lower the number of road traffic collisions occurring along these streets in the future.

In regard to the physical speed limit (including Charlotte Street), this is an issue for the police to enforce, as North Tyneside Council would only implement the restriction.

If the average recorded speed was higher than 24mph we would consider further traffic calming measures to compliment the proposed restriction such as variable message signs (warning signs that light up with the speed of vehicles) and other traffic calming measures, however as can be seen in the results of the surveys we do not feel that this would be the case.

If you would like to proceed with your objection in light of the information provided above I would be grateful if you could let me know in writing by 18th September. If I do not hear from you before then, I will assume that you wish to withdraw your objection and are happy for the new

restriction to be implemented as advertised. If you confirm you would like to proceed with your objection a report will be presented to the Cabinet Member for Environment and Transport which will include your correspondence for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

If you have any further questions please do not hesitate to contact me.

Mr B Response (Dated 10th September 2019)

I wish to reiterate my objection with the following observations. I believe that the recorded speed statistics are flawed due to the location of the measuring point being around 50yds from a pedestrian crossing. Figures taken here will include vehicular traffic pulling up at and driving away from the said crossing. Naturally those speeds will be less than the current 30mph limit. A more accurate reading could be obtained by having the metering at a location where traffic flow is at optimum driving speed and this would more realistically show the speed of these vehicles. As I stated in my earlier correspondence there are numerous occasions when vehicles are driving well in excess of 30mph along Charlotte Street on their way to/from the Fish Quay and if there is a genuine requirement for this road to be a 20mph limit, then it should be enforced vigorously.

Officer Response (Dated 12th September 2019)

I have taken your concerns into consideration regarding the placement of our survey for measuring speeds on the proposed roads. As a result I have reviewed the average speeds for all of the roads that will be affected by our proposals, using our Traffic Master system. The Department for Transport's Traffic Master System provides instant data on traffic speeds across the whole of the UK road network using GPS information from up to 135,000 vehicles every one to 10 seconds. This takes into account the time taken for vehicles to cross a certain section of the street and gathers an average for all vehicles recorded across the year.

I can confirm that the average speed recorded in 2018 on Saville Street, Saville Street West and Prudhoe Street is 16.9mph. This is considerably below the proposed 20mph speed restriction. The average speed recorded in 2018 on Union Road, Union Quay, Bell Street, Liddell Street, Clive Street, New Quay and Duke Street was 19.2mph. This is also below our proposed restriction and therefore shows the proposed restrictions to be suitable at these locations.

In regard to Charlotte Street, as stated in my previous response, the speed restriction can not be enforced by North Tyneside Council and any cases of vehicles exceeding these restrictions should be dealt with by the police.

In light of the new information above, if you would like to withdraw your objection please could you let me know in writing before 18th September 2019. If I do not hear from you before this date your objection will be included in a report which will be presented to the Cabinet Member for Environment and Transport and will include your correspondence for consideration. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

If you have any further questions please do not hesitate to contact me.

**NORTH TYNESIDE COUNCIL
NORTH SHIELDS 20 MPH SPEED RESTRICTIONS**

North Tyneside Council gives notice that under Sections 83 and 84 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 it proposes to make a Variation Order to vary the North Tyneside (Speed Limits)(Consolidation) Order 2011.

The effect of the Order will be to introduce new restrictions to:

- a) Low Lights Area North Shields to include Saville Street, Saville Street West, Prudhoe Street.
- b) Union Road, Union Quay, Bell Street, Liddell Street, Clive Street, New Quay, Duke Street, North Shields - Which extends from its junction with Tanners Bank in a south westerly direction to its junction with Smith's Dock Link Road.

The purpose of the speed restriction is to improve road safety for all highway users at these locations.

Further details of the proposals may be examined at the address below between 8.30am and 4.30pm on Mondays to Fridays or 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 by 27 July 2019 or to democraticsupport@northtyneside.gov.uk. Any objections received may be viewed by the public if requested.

5 July 2019

Head of Law & Governance

Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY

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20mph gate-way signs (as shown below) will be displayed both entrances to the proposed restriction, with 20mph road marking roundels displayed along the road.



Email: ts@northtyneside.gov.uk
 Web: www.northtyneside.gov.uk



Drawn
RJ
Checked
JK
Scale
NTS
Date Drawn
24/06/2019

Client
North Tyneside Council
 Project Title
A187 from Coach Lane to Stephenson Street,
North Shields
 Drawing Title
Speed reduction (20mph)

Project No.
LTPA1872019
 Drawing No.
NSHSR01
 Revision
A
 Sheet Size
A3



20mph gate-way signs (as shown below) will be displayed at both entrances to the proposed restriction, with 20mph road marking roundels displayed along the road.



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Email: enquiries@northtyneside.gov.uk
 Web: www.northtyneside.gov.uk



Drawn: RJ
 Checked: JK
 Scale: NTS
 Date Drawn: 02/07/2019

Client: North Tyneside Council
 Project Title: Fish Quay from Tanners Bank to Smith's Dock Link Road, North Shields
 Drawing Title: Speed reduction (30-20mph)

Project No: LTPFISH19
 Drawing No: FSHSR01
 Revision: B
 Sheet Size: A3