

North Tyneside Council

Report to Cabinet Member for Environment

Date: 16 February 2024

Title: Traffic Regulation Order, 20mph Speed Limit – Ilfracombe Gardens/Claremont Gardens/Claremont Road, Whitley Bay

Portfolio(s): Environment	Cabinet Member(s):	Councillor H Johnson
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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:	Whitley Bay, Monkseaton North	

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce a 20mph speed limit on Ilfracombe Gardens, Claremont Gardens and Claremont Road south of Monkseaton Drive, Whitley Bay and to set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection;

(2) sets aside the objection in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of walking, wheeling, and cycling.

(3) determines that the Traffic Regulation Order should be implemented in accordance with the proposal.

1.3 Forward Plan:

Considering any representations received in relation to 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 increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast

- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements.

1.5 Information:

1.5.1 Background

In accordance with the Authority's aims to improve road safety, it is proposed to introduce a 20mph speed restriction on Ilfracombe Gardens, Claremont Gardens and the section of Claremont Road south of Monkseaton Drive, Whitley Bay. A plan showing the scheme is included at Appendix 3.

The scheme was developed following requests from local residents and ward councillors owing to concerns around traffic speeds. It involves reducing the speed limit from 30mph to 20mph on Ilfracombe Gardens, Claremont Gardens and Claremont Road. It is proposed to incorporate these streets into a 20mph zone which would also include adjoining streets which (currently form part of 20mph zones). The results of traffic speed surveys carried out on Ilfracombe Gardens, Claremont Gardens and Claremont Road south of Monkseaton Drive indicated that existing vehicle speeds conform to the Department for

Transport guidance for a 20mph speed limit and as such there is no requirement for additional traffic calming measures. Instead, 20mph terminal signs and repeater discs would be installed to indicate the new speed limit.

Ward members and key stakeholders were informed of the proposal by email and affected residents and businesses were consulted about the proposed measures by letter.

The proposals were advertised in accordance with the Authority's usual procedure as set out in section 2.2 and one formal objection to the proposal was received.

1.5.2 Statutory Consultation

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity of the proposals and the resultant variation of the existing traffic and/or parking restrictions. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public, businesses and other stakeholders to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

1.5.3 Summary of Objection

Objection 1

Local resident **Mr M** submitted an objection to the scheme in which he suggested that 30mph had been an accepted speed limit in residential areas for a number of decades and stated that the introduction of a 20mph speed limit does not compel motorists to reduce their speed.

A response was provided outlining the reasons behind the scheme and providing information in relation to 20mph restrictions reducing the severity of collisions. The objector was invited to withdraw his objection and advised that the objection, if not withdrawn, would be included in a report for consideration by the Cabinet Member for Environment. The objector responded to suggest that he did not think the proposed measure was necessary or would be

effective and he went on to comment on speed limit signage in other areas. He confirmed that he wished for his objection to remain.

Details of the objection and associated correspondence 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 increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of walking and wheeling and cycling.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Notice advertised on site



Notice of Intent
(Rink Way, Ilfracombe)

Appendix 3 Copy of Proposed Plan



Ilfracombe Gardens
Proposed 20mph.pd

Appendix 4 Equality Impact Assessment



Ilfracombe Gardens
20mph Zone EqIA.pd

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083
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 \(Procedure\) \(England and Wales\) Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to advertise and implement the proposals is available from the 2023/24 (Road Safety) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to existing Traffic Regulation Orders (TROs) 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 TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals in a local newspaper circulating in the area, in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. The Authority is 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 Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider any objections made and not withdrawn and to determine if a TRO should be made.

Within 14 days of the making of the proposed TRO in respect of the proposals set out in the report, the 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 TRO. 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 TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

The Legal Notice of Intent was published in the local press (Appendix 2 of the report).

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 1.5.1.

2.3.2 Community engagement

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 1.5.3.

2.4 Human rights

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

2.5 Equalities and diversity

An Equality Impact Assessment for the scheme has been undertaken and is attached as Appendix 4 to this report. This notes that most of the identified potential impacts are positive; these related to improved accessibility for people who currently experience difficulty crossing the road. Actions are specified to reduce the identified potential negative impact relating to access arrangements during construction work.

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 potential positive environment and sustainability implications in that the proposals support the use of more sustainable modes of transport in preference to car use. By limiting the speed of motorised traffic, the proposed 20mph speed limit will create a safer environment more conducive for walking, wheeling and cycling.

PART 3 - SIGN OFF

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

Details of Objection – Mr M (27 September 2023)

I wish to register my objections to the introduction of a 20mph speed limit on these roads. 30mph has been deemed safe in a residential environment for DECADES now and I fail to see why a 20mph limit will be any safer. If statistical evidence can be produced to show that the introduction of 20mph limits DOES reduce fatalities then I may be swayed, but in general I object to the 20mph limit altogether.

It is my opinion that it is not the speed limit that is the issue, but the fact that speed limits are not properly policed.

I live in Madeira Avenue, and I can state with confidence that speed limits are being broken all around me. As late as 02:00 in the morning I can stand in my back garden and hear SUSTAINED acceleration from motor bikes or “supercars”, and in fact I have heard this on many occasions over the summer on a Sunday afternoon. It is these people who should be targeted, and not the ordinary motorist.

20mph speed limits do not MAKE drivers drive any slower.

Furthermore, I find your statutory notice confusing as it states that the new limits will be applied to Ilfracombe Gardens, Claremont Gardens and Claremont Road between Monkseaton Drive and Davison Avenue. I cannot understand which part of Claremont Road this may include, as all of the maps that I have consulted show Davison Avenue as being where Claremont Gardens end and Claremont Road begins.

Officer Response (12 December 2023)

Thank you for your recent correspondence in relation to the proposed 20mph restriction on Ilfracombe Gardens, Whitley Bay, and firstly please accept my apologies for the delay in my response.

In relation to your comments regarding the effectiveness of 20mph restrictions, I can confirm North Tyneside Council delivered a programme of 20mph zones with the intention of directly reducing the number of KSI collisions in these areas.

These zones when supported by self-enforcing speed reduction measures such as speed cushions, pedestrian refuges and signage (including feedback signs) are very effective in reducing average speeds. RoSPA (Royal Society for the Prevention of

Accidents) identified in the "Road Safety Factsheet" November 2017 that the fatality rate of 8% associated with collisions at 30mph reduced to around 1.5% when speeds reduced to 20mph.

Therefore ensuring speeds are below 30mph in residential areas and around schools reduces the risk to vulnerable road users.

In response to your query regarding the extents of the proposed restriction, attached is a plan showing the proposals in detail.

I do hope this response addresses any concerns you may have and we request that you reconsider your objection in light of this information. If you would like to withdraw your objection, please notify our legal and democratic services team in writing by 22 December 2023 and if no correspondence is received the matter will then be referred to the Cabinet Member for consideration. You will of course be informed of the decision in due course.

Further correspondence from Mr M (12 December 2023)

I will not be withdrawing my objection to the introduction of the new speed limit on Ilfracombe Gardens, Claremont Gardens and part of Claremont Road.

Using abbreviations with which the general public would not be expected to be familiar with is objectionable in itself, but KSI raises the question – well just how many KSI accidents ARE there on this stretch of road? I live in Madeira Avenue which branches off Claremont Road and I cannot recall any such accidents in this area, EVER.

As you have not provided any evidence to support this change, I have gone looking for myself. Figures displayed on the Iginform website seem to be telling me that in 2020-2022 there were 1.61 children killed or seriously injured per 10,000 of population. This seems to be already seriously good when compared to other areas of the country. Obviously any KSI injury is not good and I commend NTC for setting itself a strong target, but I really do think that you need to reconsider where you are going to invest time and money on obtaining this improvement. I do not think Ilfracombe Gardens, Claremont Gardens and part of Claremont Road will drive your figures down.

I would further argue that introducing the 20mph limit is sure to cause confusion, because you would then have a short stretch of 30mph road between this area and the Brierdene estate, the whole of which is a mandatory 20mph. All of the neighbours I have spoken to about this think it ridiculous.

Your response was poor in that it stated what you have been doing, but did not provide any supporting evidence, so to say "I do hope this response addresses any concerns you may have" is inadequate and disappointing.

I really do feel that you are investing all of this effort in the wrong area. You could for instance do something about the horrendous mish-mash of signage in Shiremoor where drivers never know WHAT they are supposed to be doing. What for instance is the point of an ADVISORY 30mph speed limit?



And why is Park Lane an advisory 20mph and yet Earsdon Road (a quieter stretch) is a mandatory 20mph, just YARDS after an advisory 20mph sign which itself is just yards after a mandatory 30mph sign?



Park Lane is an advisory 20mph limit, and yet the signs on the side streets for motorists leaving those streets onto Park Lane warn of a mandatory 30 mph limit.



Shiremoor is such an appalling and contradictory mess that I would object to the introduction of a 20mph limit in my area on the basis of just that evidence alone, and so as I say I will not be withdrawing my objection.