

# North Tyneside Council Report to Cabinet Date: 13<sup>th</sup> August 2012

**ITEM 5(a)(ii)**  
Title: Traffic Regulation  
Order (Proposed  
residential 20 mph zone –  
Red House Farm Area)

**Portfolio(s):** Transport and the  
Environment

**Cabinet Member(s):** Cllr E Hodson

**Report from Directorate:** Chief Executive's Office

**Report Author:** Ken Wilson, Head of Regeneration,  
Development and Regulatory Services (Tel: 0191 643 6091)

**Wards affected:** St Mary's

## **PART 1**

### **1.1 Purpose:**

The purpose of this report is to detail, and request Cabinet to set aside, four objections received to the proposal to introduce a 20 mph zone on residential streets in the Red House Farm area.

### **1.2 Recommendation(s):**

It is recommended that Cabinet:

- i. consider the objections received;
- ii. set aside the objections in the interests of road safety; and
- iii. approve the proposals as shown on the plan attached as Appendix 3.

### **1.3 Forward Plan:**

This report appears on the Forward Plan for the period 1 August - 30 November 2012.

### **1.4 Council Plan and Policy Framework**

This report does not directly relate to any of the priorities in the Council Strategic Plan 2012-2015.

### **1.5 Information:**

#### 1.5.1 Background

- 1.5.1.1 The Council is now in the final year of a five-year programme to introduce 20mph zones in residential areas and outside schools in the borough. The introduction of 20mph zones is a key element of the Council's Road Safety Strategy, approved by Cabinet on 11 January 2010, as are other road safety measures including education, enforcement and infrastructure works as appropriate. North Tyneside has a long and successful history of addressing road safety issues and since the late 1990s the Council has introduced numerous traffic calming measures, including 20mph zones, in response to concerns about road casualties and speeding problems. As a result the long-term trend in the borough shows a continuing decline in the number of deaths and serious injuries on our roads despite rising levels of car ownership and use in the borough. The proposal is to introduce a 20mph zone on residential streets that adjoin Beaumont Drive and Red House Drive and is one of three remaining schemes to be completed as part of the borough-wide programme.
- 1.5.1.2 When an area is to be designated as a 20mph zone, traffic speed surveys are first undertaken to determine the existing average speeds. Using the standard national assessment criteria, if the average speed is over 24mph then measures such as road markings or physical traffic calming may be included in order to reduce the average speed below 24mph.
- 1.5.2 Statutory Consultation
- 1.5.2.1 Regulations made under the Road Traffic Regulation Act 1984 require that all schemes involving a change in speed limit must be advertised on site and in the local press. This enables members of the public 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 Cabinet for its consideration.
- 1.5.2.2 A copy of the statutory notice as advertised on site is attached as Appendix 2.
- 1.5.3 Summary of Objectors
- 1.5.3.1 **OBJECTION 1:** An objection was received from Mr McG. He objected to the 20 mph zone on the grounds that the money would be better spent on monitoring speeds on the main roads such as Red House / Beaumont Drive. The full text of Mr McG's objection is included in Appendix 1.
- 1.5.3.2 Officers responded and explained that as part of North Tyneside Council's policy on the reduction of accidents and speeding, a programme of 20mph zones in residential areas is being implemented in line with national best practice. The policy to introduce 20mph zones in residential areas is part of a proactive approach to keep the numbers of accidents low. Following discussions with local ward councillors it was agreed to review the number of streets within the proposed 20 mph zone to see if there was a way to reduce the number of road signs. These changes have now reduced the number of signs and therefore reduced the cost of the overall scheme. Full text of the officer response is also included in Appendix 1.
- 1.5.3.3 Mr McG withdrew his objection.
- 1.5.3.4 **OBJECTION 2:** An objection was received from Mr/Ms S on the 25<sup>th</sup> July 2011. They have objected based on the grounds that the school parking is the main problem and

funding should be directed towards this safety concern. They are not aware of any accident problems on the side roads so why does this need to be changed. The full text of Mr/Ms S objection is included in Appendix 1.

- 1.5.3.5 Officers responded and explained that as part of North Tyneside Council's policy on the reduction of accidents and speeding, a programme of 20mph zones in residential areas is being implemented in line with national best practice. The policy to introduce 20mph zones in residential areas is part of a proactive approach to keep the numbers of accidents low. Following discussions with local ward councillors it was agreed to review the number of streets within the proposed 20 mph zone to see if there was a way to reduce the number of road signs. These changes have now reduced the number of signs and therefore reduced the cost of the overall scheme. Full text of the officer response is also included in Appendix 1
- 1.5.3.6 Mr/Ms S did not withdraw their objection.
- 1.5.3.7 **OBJECTION 3:** An objection was received from Mr R on the 25<sup>th</sup> July 2011. His main concern is cost and he feels that it may be unnecessary. He is also concerned about the introduction of traffic calming.
- 1.5.3.8 Officers responded and explained that as part of North Tyneside Council's policy on the reduction of accidents and speeding, a programme of 20mph zones in residential areas is being implemented in line with national best practice. The policy to introduce 20mph zones in residential areas is part of a proactive approach to keep the numbers of accidents low. Following discussions with local ward councillors it was agreed to review the number of streets within the proposed 20 mph zone to see if there was a way to reduce the number of road signs. These changes have now reduced the number of signs and therefore reduced the cost of the overall scheme. Full text of the officer response is also included in Appendix 1.
- 1.5.3.9 Mr R did not withdraw his objection.
- 1.5.3.10 **OBJECTION 4:** An objection was received from Mr S on the 15<sup>th</sup> July 2011. The main concern was the imposing of a blanket restriction of an unnecessary speed limit. The police will not enforce the new limit and he feels the streets are already safe. He feels this is an unnecessary cost.
- 1.5.3.11 Officers responded and explained that as part of North Tyneside Council's policy on the reduction of accidents and speeding, a programme of 20mph zones in residential areas is being implemented in line with national best practice. The policy to introduce 20mph zones in residential areas is part of a proactive approach to keep the numbers of accidents low. Following discussions with local ward councillors it was agreed to review the number of streets within the proposed 20 mph zone to see if there was a way to reduce the number of road signs. These changes have now reduced the number of signs and therefore reduced the cost of the overall scheme. Full text of the officer response is also included in Appendix 1
- 1.5.3.12 Mr S did not withdraw his objection.
- 1.5.3.13 **OBJECTION 5:** An objection was received from Mrs H on the 18<sup>th</sup> July 2011 based on the grounds that the speed limit cannot be enforced and that this is a waste of money.

1.5.3.14 Officers responded and explained that as part of North Tyneside Council's policy on the reduction of accidents and speeding, a programme of 20mph zones in residential areas is being implemented in line with national best practice. The policy to introduce 20mph zones in residential areas is part of a proactive approach to keep the numbers of accidents low. Following discussions with local ward councillors it was agreed to review the number of streets within the proposed 20 mph zone to see if there was a way to reduce the number of road signs. These changes have now reduced the number of signs and therefore reduced the cost of the overall scheme. Full text of the officer response is also included in Appendix 1

1.5.3.15 Mrs H did not withdraw her objection.

## **1.6 Decision options:**

Cabinet may:

### 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 road safety recognising that the proposals are part of the Council's adopted Road Safety Strategy.

## **1.8 Appendices:**

Appendix 1: Letters / emails of objection and associated correspondence

Appendix 2: Copy of statutory notice as advertised on site

Appendix 3: Plan of scheme (drawing REDHFO20/02) A1 sized version is available on the Council website, will be displayed in each group room and will be available for inspection at the Cabinet meeting.

## **1.9 Contact officers:**

Derek Smith, Senior Manager, (0191) 643 6106

Kevin Ridpath, Network and Transportation Manager (0191) 643 6089

Paul Fleming, Team Leader, Traffic and Network Management, (0191) 643 6116

Alison Campbell, Financial Business Manager, (0191) 643 7038

## **1.10 Background information:**

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) North Tyneside Road Safety Strategy 2010 - 2013
- (2) Tyne and Wear Local Transport Plan 2011 onwards (LTP3)
- (3) Plan of scheme is available on the Council website, will be displayed in each group room and will be available for inspection at Cabinet.

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

Funding is available from the Council's Road Safety programme within the Local Transport Plan capital allocation for 2012/13, which was approved by Cabinet on 12 March 2012.

### **2.2 Legal**

Introduction of local highway schemes such as 20mph zones is carried out in compliance with the relevant statutory process under the Road Traffic Regulation Act 1984 and associated regulations..

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal Consultation**

The views of Ward Members are sought at the initial stage of the development of a scheme for a 20mph zone and are taken into account.

#### **2.3.2 External Consultation/Engagement**

Consultation carried out with residents during the development of the scheme is detailed in paragraph 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. There are potential positive equal opportunity implications in that physical accessibility, particularly for people with disabilities, may be improved.

### **2.6 Risk management**

There are no adverse risk management implications arising from this proposal.

## 2.7 Crime and disorder

There are no direct crime and disorder issues arising from this report.

## 2.8 Environment and sustainability

There are no direct environment and sustainability issues arising from this report.

### PART 3 - SIGN OFF

- Chief Executive
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Manager for Policy and Partnerships

**Appendix A – Letters of objection received and officer response**

**Objection 1 – Mr McG, 5<sup>th</sup> August 2011**

Dear Mr Geary

Further to notices placed on lampposts around our area I wish to write to you to express my complete dissatisfaction.

It is of my opinion that this is a gross waste of public money which would be better spent monitoring traffic where it is far more of a concern. An example of this Red house / Beaumont drive (a 30 mph zone) – a frequent thoroughfare for local people and school children, where one can often observe speeds in excess of 50 mph. Such speeds are recorded on speedometers which are completely ignored.

A constructive reply to my letter would be appreciated; I would also welcome an e-mail or phone call.

Yours Faithfully

**Objection 1 Response**  
**29<sup>th</sup> March 2012**

**Re: Beaumont Dr/ Red House Farm area**  
**Proposed Installation of 20mph Zone**

I refer to your correspondence outlining your objection to our proposals to implement a 20mph speed restriction within the Beaumont Dr/ Red House Farm area

The implementation of the 20mph speed restriction within the Beaumont Dr/ Red House Farm area forms part of council policy to reduce accidents and vehicle speeds within residential estate's and create a safer environment for the local community. The implementation of this restriction is a proactive measure will help keep speeds low and reduce the chance of a serious incident occurring. Research shows that the speeds at which a vehicle travel is directly linked to the severity of injuries sustained in the event of an accident. Reducing the speed limit to 20mph should have a direct impact on general road safety for all users of the highway whether they choose to walk, cycle or drive.

The 20mph speed limit policy has been adopted by most local authorities across the country and is seen as a measure that will, overtime, have a positive effect on speeds. The local authority is often criticised for waiting for the accident to happen before taking positive steps. The government provides each local council a budget every year for the implementation of road safety schemes with the intention of reducing accidents. The provision of 20mph mph speed limits is seen as a simple and cost effective way of help achieving this objective.

With regard to the objections received to the proposed scheme the major concern from residents was the cost, aesthetic nature of the signs and whether the scheme is necessary.

These issues have been discussed with your local ward councillors and as a consequence modifications to the proposals have been made. The changes we have made to the Beaumont Drive / Red House Farm proposal involve the reduction in the number of signs required on all of the side streets off Beaumont Drive and Red Hall Drive. We have looked at every street entrance and assessed whether the street requires the signs based on its length and geometry. The changes have reduced the cost of the scheme.

Whilst the majority of drivers do drive sensibly within residential estates it is the next step to try and change driving habits within residential streets (just like the seatbelt is now accepted as normal).

Whilst I appreciate that this action will not address all your concerns regarding the proposals I hope we have demonstrated that we have looked at alternative options to reduce the cost and number of signs but still try and meet our road safety objectives.

I would be grateful if you would withdraw your objection to the proposals, if so could I have it in writing by 10<sup>th</sup> April, if we do not hear from you before then we will assume that you still object to the proposed scheme. If you do not withdraw your objection it will be taken to a forthcoming Council Cabinet meeting where a decision will be made on whether the proposals will be implemented. Following the Cabinet meeting a letter will be sent notifying you of the outcome.

Yours sincerely

Gary Walker



## **Objection 2 – Mr/Ms S, 25<sup>th</sup> July 2011**

Dear Mr Geary

Proposed speed restriction – Beaumont Park / Red House

I object to the restriction of the side roads to 20mph on the following grounds

1. Safety. The biggest safety hazard is not on the side roads of the estates but the parking at the local school and Monkseaton Drive. Drivers (usually parents/grandparents) from the estate leave their cars on double yellow lines, zigzags, bus stops etc. and cause absolute mayhem, makes it difficult for buses etc. to get past. No one attempts to stop this – AND these roads remain at 30mph!
2. Estate roads. The only people who I observe “speeding” on these roads are the people dashing at the last minute to pick up their children and the same people who cause so many problems noted above around the school / Monkseaton Drive.
3. Costs. In a time of cost cutting can the Council really afford the exercise? Get the people causing the problems to move and everything will operate safely as it did a few years ago, before everyone became obsessed with using their cars – even to the point where they would park in the classrooms if they could! Also as a council tax payer I object to these people ruining the grass verges by parking often huge 4x4 vehicles causing huge gullies / churning up the grass which then needs repairing at further cost.

A couple of years ago I read the Council had employed someone to check on parking problems around schools in North Tyneside – has this person been made redundant? Also why can't the police enforce parking control – must be very annoying for bus drivers not being able to park at their bus stop for cars – often with the drivers sitting in their cars reading a book/newspaper waiting for their children.

To close – I have lived here for over 20 years and have yet to witness an accident on the side roads so why the change – the people who will be happiest are the people who cause the main safety problems and will themselves be the “speedsters” in the side roads – bit one-sided to the rest of us.

Yours sincerely

**Objection 2 Response**  
**29<sup>th</sup> March 2012**

**Re: Beaumont Dr/ Red House Farm area**  
**Proposed Installation of 20mph Zone**

I refer to your correspondence outlining your objection to our proposals to implement a 20mph speed restriction within the Beaumont Dr/ Red House Farm area

The implementation of the 20mph speed restriction within the Beaumont Dr/ Red House Farm area forms part of council policy to reduce accidents and vehicle speeds within residential estate's and create a safer environment for the local community. The implementation of this restriction is a proactive measure will help keep speeds low and reduce the chance of a serious incident occurring. Research shows that the speeds at which a vehicle travel is directly linked to the severity of injuries sustained in the event of an accident. Reducing the speed limit to 20mph should have a direct impact on general road safety for all users of the highway whether they choose to walk, cycle or drive.

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With regard to the objections received to the proposed scheme the major concern from residents was the cost, aesthetic nature of the signs and whether the scheme is necessary.

These issues have been discussed with your local ward councillors and as a consequence modifications to the proposals have been made. The changes we have made to the Beaumont Drive / Red House Farm proposal involve the reduction in the number of signs required on all of the side streets off Beaumont Drive and Red Hall Drive. We have looked at every street entrance and assessed whether the street requires the signs based on its length and geometry. The changes have reduced the cost of the scheme.

Whilst the majority of drivers do drive sensibly within residential estates it is the next step to try and change driving habits within residential streets (just like the seatbelt is now accepted as normal).

Whilst I appreciate that this action will not address all your concerns regarding the proposals I hope we have demonstrated that we have looked at alternative options to reduce the cost and number of signs but still try and meet our road safety objectives.

I would be grateful if you would withdraw your objection to the proposals, if so could I have it in writing by 10<sup>th</sup> April, if we do not hear from you before then we will assume that you still object to the proposed scheme. If you do not withdraw your objection it will be taken to a forthcoming Council Cabinet meeting where a decision will be made on whether the proposals will be implemented. Following the Cabinet meeting a letter will be sent notifying you of the outcome.

Yours sincerely

Gary Walker

**Objection 3 – Mr R, 25<sup>th</sup> July 2011**

Dear Sir,

I am somewhat concerned at the above proposals although it is not yet clear what manner of restriction is proposed. If it is simply a 20mph restriction sign at the entry to a street then that may be acceptable, if a little unnecessary.

However, if the intention is to use 'speed bumps' of some sort then I would see this as being totally ludicrous in many cases. In my own case Well Ridge Close contains two 90 degree bends and ends with a dead end wall---it is virtually impossible to attain any kind of speed in these circumstances, and in fact, the upper end of the street is a reasonably safe play area for children on scooters and bikes, a pastime that would be severely curtailed by speed bumps. The same argument can be made for other local streets on your list---Caseton Close which is a mere 100 metres with a dead end, and Dovecote Court, which is in fact a cul de sac. In both of these cases a driver would be severely challenged to get up to 30 mph within their distance.

One major concern is cost. At a time when district councils are justifiably claiming shortage of funds, expenditure on these proposals seem rather wasteful when so many roads and pavements need repair and resurfacing.

I would ask that this order be shelved in the name of common sense.

Sincerely

**Objection 3 Response**  
**29<sup>th</sup> March 2012**

**Re: Beaumont Dr/ Red House Farm area**  
**Proposed Installation of 20mph Zone**

I refer to your correspondence outlining your objection to our proposals to implement a 20mph speed restriction within the Beaumont Dr/ Red House Farm area

The implementation of the 20mph speed restriction within the Beaumont Dr/ Red House Farm area forms part of council policy to reduce accidents and vehicle speeds within residential estate's and create a safer environment for the local community. The implementation of this restriction is a proactive measure will help keep speeds low and reduce the chance of a serious incident occurring. Research shows that the speeds at which a vehicle travel is directly linked to the severity of injuries sustained in the event of an accident. Reducing the speed limit to 20mph should have a direct impact on general road safety for all users of the highway whether they choose to walk, cycle or drive.

The 20mph speed limit policy has been adopted by most local authorities across the country and is seen as a measure that will, overtime, have a positive effect on speeds. The local authority is often criticised for waiting for the accident to happen before taking positive steps. The government provides each local council a budget every year for the implementation of road safety schemes with the intention of reducing accidents. The provision of 20mph mph speed limits is seen as a simple and cost effective way of help achieving this objective.

With regard to the objections received to the proposed scheme the major concern from residents was the cost, aesthetic nature of the signs and whether the scheme is necessary.

These issues have been discussed with your local ward councillors and as a consequence modifications to the proposals have been made. The changes we have made to the Beaumont Drive / Red House Farm proposal involve the reduction in the number of signs required on all of the side streets off Beaumont Drive and Red Hall Drive. We have looked at every street entrance and assessed whether the street requires the signs based on its length and geometry. The changes have reduced the cost of the scheme.

Whilst the majority of drivers do drive sensibly within residential estates it is the next step to try and change driving habits within residential streets (just like the seatbelt is now accepted as normal).

Whilst I appreciate that this action will not address all your concerns regarding the proposals I hope we have demonstrated that we have looked at alternative options to reduce the cost and number of signs but still try and meet our road safety objectives.

I would be grateful if you would withdraw your objection to the proposals, if so could I have it in writing by 10<sup>th</sup> April, if we do not hear from you before then we will assume that you still object to the proposed scheme. If you do not withdraw your objection it will be taken to a forthcoming Council Cabinet meeting where a decision will be made on whether the proposals will be implemented. Following the Cabinet meeting a letter will be sent notifying you of the outcome.

Yours sincerely

Gary Walker

## **Objection 4 – Mr S, 15<sup>th</sup> July 2011**

Dear Sirs

I am writing to object to the proposed 20 mph speed limit for all streets in Beaumont Park estate.

1 - These streets are already safe. There are wide pavements, grass verges and unobstructed wide visibility as there are no garden walls. A look at Google streetview will confirm this.

2 - Properties have double garages and there is ample off street parking on double width driveways, consequently few cars are parked in the streets. Where cars do park at school times near to the school there is already a 20 mph school safety zone.

3 - The Police have already informed the Council that they do not have the resources to enforce 20 mph limits (see notes of the North West Forum dated 6th June 2006). Due to spending cuts the ability of the Police to enforce 20 mph limits must be even further reduced.

4 - If speed limits are not realistic they are likely to be ignored, as they are in other areas where they have been applied.

5) - Inappropriate limits (particularly in longer streets like Haddington Road) can increase accidents, leading as they do to frustration, dangerous "tailgating" and sometimes dangerous and irresponsible overtaking. These problems can already be seen on the 30 mph non-residential part of Monkseaton Drive particularly westbound outside of the school starting and finishing times. In this case it is an inappropriate 30 mph limit that is often ignored.

6 - The council should be doing everything to save money and keep council tax to a minimum, particularly in these times of austerity. The unnecessary 20 mph proposals will add to capital and maintenance costs for new signs, add to urban street clutter as well as incurring administrative costs in preparing proposals. As a Council Tax payer I am concerned that money is not being spent wisely on blanket, excessive ineffective and unnecessary schemes.

7 - Blanket statistics regarding reduction in the number of crashes when reduced speed limits are applied cannot be applied accurately to safe residential streets. I have lived in Hascombe Close for over 30 years, I drive on the roads here every day and to my knowledge there have been no crashes at all.

8 - Proposals for blanket 20 mph limits at Whitley Lodge were rejected in 2008 following objections from residents. The streets at Beaumont Park are if anything safer than those at Whitley Lodge.

I would also like to take this opportunity to request, under the freedom of information act, the results of the speed checks recently carried out on Beaumont Park estate.

To ensure that my points receive the widest possible consideration I am sending copies of this email to the Mayor, the Chairman of the Planning Committee and my local Councillors. Please keep me informed on the progress of consideration of my objections.

Dear Sirs

Further to my previous email I have now received the information that I requested under the Freedom Of Information Act regarding the results of speed checks carried out recently at Beaumont Park. This data clearly indicated that to spend money on further speed restrictions would be a disgraceful waste of Council Tax Payers money. Average speeds in the residential streets are well below the existing speed limits even in the small hours of the morning!

The full information can be seen on the Council website under the reference [http://www.northtyneside.gov.uk/foi-disclosures.shtml?p\\_subjectCategory=847](http://www.northtyneside.gov.uk/foi-disclosures.shtml?p_subjectCategory=847). Here are some of the figures for the residential streets:-

Haddington Road

Highest average 28.5mph (03.00 hrs)

Lowest average 19.5mph (04.00 hrs)

Highest average between 08.00 hrs and 17.00 hrs 26.8mph (at 08.00 hrs) Lowest average between 08.00 hrs and 17.00 hrs 24.7mph (at 11.00 hrs)

Earnshaw Way

Highest average 25.2mph (23.00 hrs)

Lowest average 13.5mph (05.00 hrs)

Highest average between 08.00hrs and 17.00 hrs 23.7mph (at 08.00 hrs) Lowest average between 08.00 hrs and 17.00 hrs 20mph (at 17.00 hrs)

Average speeds on the main roads of Beaumont Drive and Red House Drive are only slightly above the existing limits and once again do not show excessive speeds in the middle of the night. The highest average speeds occur in the "rush hour" and if this is considered to be a problem the existing 30mph limit could be enforced.

The additional information above clearly indicates that it is totally unnecessary to waste Council tax payers money on any new schemes.

**Objection 4 Response**  
**29<sup>th</sup> March 2012**

**Re: Beaumont Dr/ Red House Farm area**  
**Proposed Installation of 20mph Zone**

I refer to your correspondence outlining your objection to our proposals to implement a 20mph speed restriction within the Beaumont Dr/ Red House Farm area

The implementation of the 20mph speed restriction within the Beaumont Dr/ Red House Farm area forms part of council policy to reduce accidents and vehicle speeds within residential estate's and create a safer environment for the local community. The implementation of this restriction is a proactive measure will help keep speeds low and reduce the chance of a serious incident occurring. Research shows that the speeds at which a vehicle travel is directly linked to the severity of injuries sustained in the event of an accident. Reducing the speed limit to 20mph should have a direct impact on general road safety for all users of the highway whether they choose to walk, cycle or drive.

The 20mph speed limit policy has been adopted by most local authorities across the country and is seen as a measure that will, overtime, have a positive effect on speeds. The local authority is often criticised for waiting for the accident to happen before taking positive steps. The government provides each local council a budget every year for the implementation of road safety schemes with the intention of reducing accidents. The provision of 20mph mph speed limits is seen as a simple and cost effective way of help achieving this objective.

With regard to the objections received to the proposed scheme the major concern from residents was the cost, aesthetic nature of the signs and whether the scheme is necessary.

These issues have been discussed with your local ward councillors and as a consequence modifications to the proposals have been made. The changes we have made to the Beaumont Drive / Red House Farm proposal involve the reduction in the number of signs required on all of the side streets off Beaumont Drive and Red Hall Drive. We have looked at every street entrance and assessed whether the street requires the signs based on its length and geometry. The changes have reduced the cost of the scheme.

Whilst the majority of drivers do drive sensibly within residential estates it is the next step to try and change driving habits within residential streets (just like the seatbelt is now accepted as normal).

Whilst I appreciate that this action will not address all your concerns regarding the proposals I hope we have demonstrated that we have looked at alternative options to reduce the cost and number of signs but still try and meet our road safety objectives.

I would be grateful if you would withdraw your objection to the proposals, if so could I have it in writing by 10<sup>th</sup> April, if we do not hear from you before then we will assume that you still object to the proposed scheme. If you do not withdraw your objection it will be taken to a forthcoming Council Cabinet meeting where a decision will be made on whether the proposals will be implemented. Following the Cabinet meeting a letter will be sent notifying you of the outcome.

Yours sincerely

Gary Walker



## **Objection 4 – Mr S, 2<sup>nd</sup> April 2012 confirmation of not withdrawing objection**

Dear Mr Walker

### **Proposed 20 mph zone, Beaumont Park**

I refer to your letter of 29 March in which you refer to streets off “Red Hall Drive”. I assume that you meant Red House Drive (Red Hall Drive being in Newcastle).

I have no intention of withdrawing my objections to the proposals and for your information I enclose a copy of an email that I have sent to my local Councillors and other Council officials.

Yours sincerely

Dear Council Officials

I have received a letter from Mr G Walker, Project Engineer, inviting me to withdraw my objections to the proposed scheme for Beaumont Park. I have no intention of doing so and am forwarding to you my original objections, hardly any of which have been incorporated into revised proposals. After my original objections I demonstrated from the results of council speed checks at Beaumont Park that speeding there is not a problem (see my freedom of information request in the attached email). I consider the scheme to be totally unnecessary, wasteful of taxpayers money and that it should be scrapped entirely, particularly in these times of cost cutting. . The North Tyneside Children and Young People’s Accident Prevention Strategy calls for “20mph speed limits in areas of higher pedestrian activity”. To interpret this strategy as being applicable to Beaumont Park is clearly a gross over-reaction. If the Council have money to spend on road safety perhaps they should be re-surfacing some of our pot-holed roads and repainting road markings where they are wearing off . Both actions would have a greater impact on road safety than the proposals for Beaumont Park.

I understand that the scheme is to be discussed at a forthcoming Council Cabinet meeting and I hope that the meeting will consider my objections and abandon the proposed scheme.

Yours sincerely



## **Objection 5 – Mrs H, 18<sup>th</sup> July 2011**

*I wish to register an objection to the proposed introduction of a Traffic Order restricting traffic to speeds of 20-mph on roads in the Redhouse Farm and the Beaumont Park estates. My grounds for objecting are*

- 1. Not able to be policed.*
- 2. A complete waste of money.*

*The speed limit of 30mph on Redhouse Drive and Beaumont Drive is flaunted every day and I hav yet to see any policing on speeding on these roads. The money to be spent would be more beneficial if spent on Redhouse Drive and Beaumont Park roads to reduce speeding*

**Objection 5 Response**  
**29<sup>th</sup> March 2012**

**Re: Beaumont Dr/ Red House Farm area**  
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I refer to your correspondence outlining your objection to our proposals to implement a 20mph speed restriction within the Beaumont Dr/ Red House Farm area

The implementation of the 20mph speed restriction within the Beaumont Dr/ Red House Farm area forms part of council policy to reduce accidents and vehicle speeds within residential estate's and create a safer environment for the local community. The implementation of this restriction is a proactive measure will help keep speeds low and reduce the chance of a serious incident occurring. Research shows that the speeds at which a vehicle travel is directly linked to the severity of injuries sustained in the event of an accident. Reducing the speed limit to 20mph should have a direct impact on general road safety for all users of the highway whether they choose to walk, cycle or drive.

The 20mph speed limit policy has been adopted by most local authorities across the country and is seen as a measure that will, overtime, have a positive effect on speeds. The local authority is often criticised for waiting for the accident to happen before taking positive steps. The government provides each local council a budget every year for the implementation of road safety schemes with the intention of reducing accidents. The provision of 20mph mph speed limits is seen as a simple and cost effective way of help achieving this objective.

With regard to the objections received to the proposed scheme the major concern from residents was the cost, aesthetic nature of the signs and whether the scheme is necessary.

These issues have been discussed with your local ward councillors and as a consequence modifications to the proposals have been made. The changes we have made to the Beaumont Drive / Red House Farm proposal involve the reduction in the number of signs required on all of the side streets off Beaumont Drive and Red Hall Drive. We have looked at every street entrance and assessed whether the street requires the signs based on its length and geometry. The changes have reduced the cost of the scheme.

Whilst the majority of drivers do drive sensibly within residential estates it is the next step to try and change driving habits within residential streets (just like the seatbelt is now accepted as normal).

Whilst I appreciate that this action will not address all your concerns regarding the proposals I hope we have demonstrated that we have looked at alternative options to reduce the cost and number of signs but still try and meet our road safety objectives.

I would be grateful if you would withdraw your objection to the proposals, if so could I have it in writing by 10<sup>th</sup> April, if we do not hear from you before then we will assume that you still object to the proposed scheme. If you do not withdraw your objection it will be taken to a forthcoming Council Cabinet meeting where a decision will be made on whether the proposals will be implemented. Following the Cabinet meeting a letter will be sent notifying you of the outcome.

Yours sincerely

Gary Walker

## **Appendix B – Legal notice displayed on site**

### **NORTH TYNESIDE COUNCIL**

#### **RED HOUSE FARM AREA, NORTH TYNESIDE**

North Tyneside Council gives notice that it proposes to make an Order under Section 82, 83 and 84 of the Road Traffic Regulation Act 1984, as amended.

The effect of the Order, if made, will be to impose a speed limit of 20 mph along the full length of the following:

- |                     |                      |                     |
|---------------------|----------------------|---------------------|
| 1. Thornbury drive  | 14. Well Ridge Close | 24. Darvall close   |
| 2. Ashbury          | 15. Caseton Close    | 25. Dipton Road     |
| 3. Melbury          | 16. Haddington       | 26. Chevington      |
| 4. Marwood Court    | Road                 | Grove               |
| 5. Cheldon Close    | 17. Gainsborough     | 27. Colston Way     |
| 6. North Ridge      | Close                | 28. Clifton Grove   |
| 7. Berrishill Grove | 18. Huntly Road      | 29. Craster Close   |
| 8. Mill Dyke Close  | 19. Hillsden Road    | 30. The Chesters    |
| 9. Tolls Close      | 20. Hascombe Close   | 31. Cranleigh Place |
| 10. The Ridings     | 21. Hertford Close   | 32. Hepscott Drive  |
| 11. Dovecote Close  | 22. Beaconsfield     |                     |
| 12. Westgate Close  | Close                |                     |
| 13. Well Ridge Park | 23. Earnshaw Way     |                     |

The proposed Order is necessary to reduce vehicular speeds and ensure safety of all highway users

Full details of the proposals, together with a map showing the restriction, may be examined at the Quadrant, Silverlink North, Cobalt Business Park between 8.30 am and 4.00 pm on Mondays to Fridays, except Public Holidays.

If you wish to object to the proposed Order, you should send the grounds for your objection in writing to the undersigned, or emailed to [DemocraticSupport@northtyneside.gov.uk](mailto:DemocraticSupport@northtyneside.gov.uk) by 4 August 2011. Any objections received will be placed in the working file and can be viewed by the public if requested.

14 July 2011

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**Appendix C – Plans of Proposed Zones (larger plans will be available to view)**

