

North Tyneside Council Report to Cabinet Date: 13 January 2014

ITEM 7(a)
Title: Traffic Regulation
Order – Proposed signal
controlled crossing on
A1058 Beach Road

Portfolio(s): Economic Development

Cabinet Member(s): Cllr Frank Lott

Report from Directorate: Deputy Chief Executive's Office

Report Author: Phil Scott, Head of Environment and Leisure Tel: (0191) 643 7295

Wards affected: Cullercoats

PART 1

1.1 Purpose:

The purpose of this report is to seek Cabinet's approval to introduce a signal controlled crossing on A1058 Beach Road and set aside one objection received to the proposal.

1.2 Recommendation(s):

It is recommended that Cabinet:

- 1) consider the objection;
- 2) set aside the objection in the interests of road safety; and
- 3) confirm the Traffic Regulation Order, as drafted.

1.3 Forward Plan:

Objections relating to proposed Traffic Regulation Orders are a standard item on the Forward Plan.

1.4 Council Plan and Policy Framework

The proposals are relevant to the following objective in the Council Plan 2014 to 2018:

1 C We will improve accessibility in the borough and support accessibility by walking and cycling

1.5 Information:

1.5.1 Background

Following a fatal collision on 18 February 2013, in which a pedestrian was killed in a crash caused by a speeding motorist, a review was carried out into the safety of pedestrians crossing A1058 Beach Road. As a result of this review, it is proposed to introduce a signal controlled crossing at a point 270 metres east of the roundabout junction with Preston Road North.

This crossing will also facilitate safe crossing movements for school children in the area as well as cyclists and other vulnerable road users.

In accordance with the statutory process a Notice of Intention was displayed on site, in the local newspaper and on the Authority's website outlining the proposed restrictions.

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

1.5.2 Statutory Consultation

The introduction of a signal controlled crossing is subject to processes under the Road Traffic Regulation Act 1984. Although the Act requires only that the Highway Authority "shall give public notice", it is North Tyneside Council's custom and practice to consult fully. Schemes are therefore 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 Cabinet for its consideration. The public notice was advertised on site and in the local press between the 10th September and the 30th September 2013.

1.5.3 Summary of Objector

Mr B submitted an objection stating that the crossing was unnecessary and would not generate enough red light periods to address his wider road safety concerns along Beach Road. Objector also feels that the 40mph speed limit is ignored on a regular basis.

An officer from the Authority responded advising that the proposed signal controlled crossing will reduce the risk to vulnerable road users and will also have a moderating effect on the speeds of vehicular traffic in the vicinity.

In further correspondence, Mr B confirmed that he did not wish to withdraw his objection on the grounds that outside school commuter hours there are totally insufficient numbers of pedestrians to generate a stop-start function on the lights to slow down the vehicles.

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 as the proposals will provide improved crossing facilities on Beach Road, improving safety for vulnerable road users, including school pupils and improving general pedestrian connectivity.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence
Appendix 2 Legal Notices of Intention as published in local press
Appendix 3 Plan of scheme will be displayed in each group room and will be available for inspection at Cabinet

1.9 Contact officers:

Andrew Flynn, Client Manager - Integrated Transport, 0191 643 6083
Kevin Ridpath, Highway Network Manager, Capita, 0773 028 5609
Paul Fleming, Traffic Safety and Capital Projects Manager, Capita, 0191 643 6116
Alison Campbell, Financial Business Manager, 0191 643 7038

1.10 Background information:

North Tyneside Network Management Plan 2012 to 2017
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=537632&p_subjectCategory=41 (7d)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the 2013/14 Local Transport Plan (LTP) Traffic capital budget.

2.2 Legal

The Road Traffic Regulation Act 1984 requires that a local highway authority, proposing to introduce a pedestrian crossing, “shall give public notice of that proposal”. North Tyneside Council, by custom and practice, allows members of the public to raise objections to such proposals. The proposal is therefore advertised for a period of 21 days. The notice was placed on site on the 10th September 2013.

2.3 Consultation/community engagement

Consultation was carried out in line with custom and practice 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. There are potential positive equalities implications in that physical accessibility, particularly for people with disabilities, may be improved.

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 X
- Deputy Chief Executive X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Strategic Manager
Policy, Partnerships,
Performance and Communication X

Details of Objection (received 2 November 2013)

Dear Sir,

Proposed changes to the pedestrian crossing places on A1058, east of A192

I was able to visit the Council offices a few weeks ago, requesting to see the plans for the proposed changes to the pedestrian crossing arrangements on the A1058 Beach Road, on either side of the A192 Preston Road North roundabout. I was put in touch with Mr Michael Robson and another colleague (I'm sorry, I forget his name) who both attended me in the main reception area.

After discussions and explanations, during which I was told that the recently elected Mayor had given instructions to "improve the safety on Beach Road" in the wake of the fatal accident to the pedestrian Mr Toogood in February of this year, I came away from the meeting unconvinced that the proposal to site a pedestrian-controlled set of traffic lights some 270 (?)M. East of the roundabout would achieve the Mayor's objectives for all this stretch of road.

This was reinforced last night 28th September at 18:45, as my wife and I drove out of Beach Way, with a clear view of what happened on Beach Road alongside. Speeding up Beach road from the direction of the Broadway came a single-decker Arriva bus, (destination sign reading "Sorry not in Service"), its driver using the painted dual right turn central lane to overtake a small red car at well over the 40mph road speed limit. As it passed abeam us, its driver had to avoid the pedestrian refuge island opposite Edington Grove and our estate, and appeared to cut-up the small red car. Immediately, we heard the angry sounding of a car horn by a driver, which we assume came from the small near-victim. The bus continued, and reached a queue to cross the A192 at the roundabout; eventually, we caught up to within 3 car lengths at Billy Mill roundabout, where the bus registration plate looked like NK09 B*K or B*X. Any conscientious following up of this information would perhaps reveal a bus returning to the local Arriva depot at around 7.05 and 7.10pm, with a driver in a hurry to clock off shift.

From the fatal accident and this new incident I conclude:

The 40mph signs displaying a speed limit are next to useless, as i told your two officers, they are frequently ignored;

The pedestrian refuge in the middle of Beach road is itself a hazard when met by two speeding drivers (no doubt the Police report on the February fatal accident will state that the speeding teenage driver lost control of his car on trying to avoid it whilst overtaking).

It is inherently unsafe for drivers to attempt to exit the Marden Estate in anything other than ideal dry conditions with good visibility and a clear view of no approaching traffic at least 100m either side of one's proposed entry onto Beach Road as a driver. This is exacerbated at night when eastbound cars cannot be differentiated between those continuing east towards Broadway and the occasional one about to exit on the slip road into Marden estate, as their presence hides that of a closely following vehicle continuing down Beach Road. In rain, drizzle or snow this is much more hazardous a manoeuvre, as the side windows we rely to see through to view main road traffic disguises the merging headlights very effectively, and exiting vehicles cannot be differentiated from those continuing.

Because there are few pedestrians wishing to cross Beach Road outside school hours, any demand to cross by operating a "stop-traffic" request will, I can assure you, be very infrequent

at other times of day or night. Therefore the flow of road traffic on Beach Road will be largely unaffected by the proposal to site new traffic lights for a pedestrian crossing at the present proposed location. The location will, i predict, be largely ignore by pupils and adults wishing to cross from south to north or vice versa, on the eastern side of the A192 roundabout anyway: to achieve observance of the new lights (i.e. MAKE the pedestrians use the new traffic lights where you propose to site them) will also require the installation of metal pedestrian-proof fencing from the roundabout down to the site of the lights at least 1.5m (about 5 feet) high! Don't say I didn't tell you beforehand: the green aspect lamps will burn out a lot faster than the amber or red ones, a built-in monitor of how little the location will be used.

Whilst I have no objection to the resiting of the lights and pedestrian crossing to the west of the roundabout, (even if pupils will be found scaling the extended roadside fencing), it is my personal opinion as a motorist with 21 years experience of trying to deal with this road junction, as well as a local pedestrian, that you are "barking up the wrong tree" with the eastern part of the proposals, and that they will do absolutely nothing to deal with the continued dangerous behaviour of motorists on the A 1058 Beach road. Your £30,000 budget would, frankly, be better spent by installing PERMANENT speed cameras set to 30mph, which would cover the budgetary costs you're balancing in fines received. Installing crossing lights used intermittently outside school commuting times will not modify rogue drivers' behaviour at all, and would not have saved Mr Toogood's life (I never met him, and had no personal connection). To be frank, in order to fulfil Madam Mayor's directive to improve safety on Beach Road, the whole stretch needs to be remodelled to slow down road traffic, perhaps leaving a dedicated central lane solely for emergency response vehicles and police, who use the road frequently.

Have the road traffic planners lost sight of the primary objective? On the basis of the plans I have seen, and my knowledge of this road's use alongside our own road, I must therefore register my OBJECTION to the plans in their current form. They do nothing to make Beach Road safer by slowing through traffic effectively and all of the time. Please ensure that the eastbound "slip road" junction into the Marden Estate is remodelled or protected by traffic lights, so that the residents have a chance of not being hit broadside by a speeding and hidden car, masked by one turning off by the slip road. I'd say that your own wife, husband or child's life would be worth the difference between the £30,000 you quoted for the present scheme, and the £70,000 you quoted to install lights at our junction, linked with a chance for pedestrians to cross here too.

Please register my OBJECTIONS on these grounds.

Yours faithfully,

Mr B

Council response (sent 30 October 2013)

Dear Mr B

Proposed Introduction of pedestrian crossing, A1058 Beach Road

Thank you for your letter of 30 September 2013, relating to your objection to the proposed introduction of a signal controlled pedestrian crossing on Beach Road.

I regret that I am unable to comment on the incident you report for 28 September 2013.

The council reviews the circumstances of all fatal crashes occurring on the highway network of north Tyneside. With regards the tragic crash on 18 February 2013, investigations raised concerns regarding the safety of pedestrians when crossing Beach road. In light of this, a signalised crossing is proposed in the location identified in the public notice.

Whilst I appreciate your concerns relating to the overall safety of travellers on Beach road, the introduction of the crossing will assist in reducing hazards on the road and also benefit pupils of the John Spence Community School and Southlands School in reducing the risks associated with crossing the road. It is also our experience that the presence of crossings has a moderating effect on vehicle speeds.

In light of the above, I shall be grateful if you will reconsider your objection to the proposed signal controlled crossing. If we do not hear from you by Friday 15 November 2013 we will assume that you are happy with the proposals and you have withdrawn your objection.

Yours sincerely,

Gary Walker

Further correspondence from Objector (received 1 November 2013)

Dear Mr Walker,

Thanks you for your letter of 30th October, copied to the left, attached. It arrived at my home despite being addressed to Beach Road.

I readily acknowledge your expertise in road design and traffic management: it has prompted me to think hard and carefully about what to say. However, I (as a resident close to the eastern site for over twenty years) maintain that outside school commuter hours there are totally insufficient individual pedestrians to generate a frequent-enough stop-start function to slow down the vehicle traffic.

Have you considered a permanent active speed camera associated with a 30mph Limit? Building out the slip road kerb eastbound A1058 into Marden estate? Promise these or similar and I would withdraw my objection; for now, on your present inadequate plans, my objection REMAINS.

Mr B

NORTH TYNESIDE COUNCIL

**PEDESTRIAN CROSSINGS
BEACH ROAD, NORTH SHIELDS**

North Tyneside Council gives notice that under Section 23 of the Road Traffic Regulation Act 1984, and after consultation with the Chief Officer of Police, it proposes to establish two new Toucan Crossings on Beach Road, North Shields:-

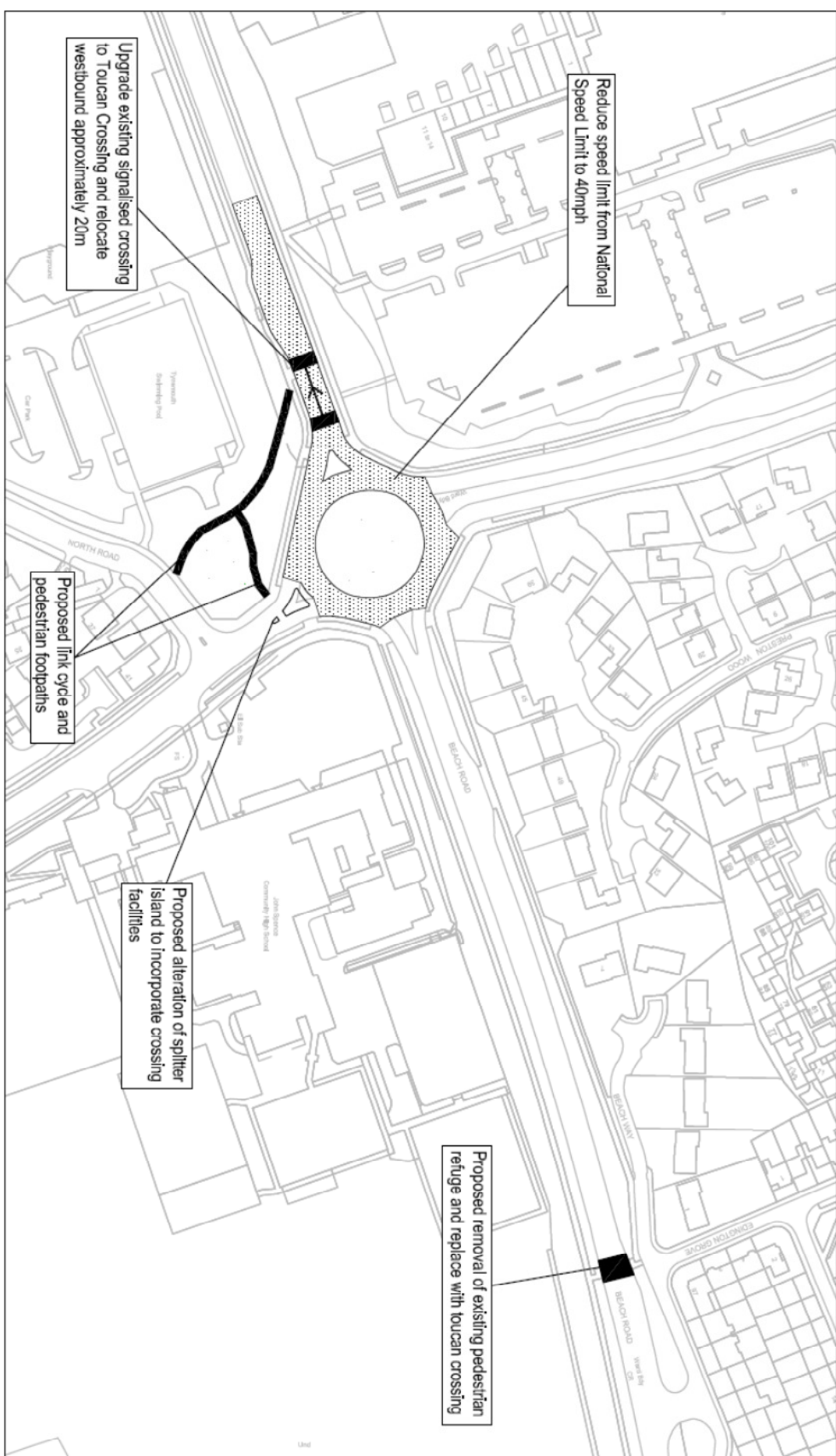
- a) at a point 45 metres in a westerly direction from the Beach Road/Preston Road roundabout;
and
- b) at a point 270 metres in an easterly direction from the Beach Road/Preston Road roundabout.

The Council also proposes to remove the existing signalised crossing on Beach Road, North Shields, situated 25 metres in a westerly direction from the Beach Road/Preston Road roundabout.

Full details of the proposals, together with a map showing the location of the crossings, may be examined at the address below between 8.30 am and 4.00 pm on Mondays to Fridays, except Public Holidays. If you wish to object to the proposed crossing, you should send the grounds for your objection in writing to the undersigned by 1 October 2013. Any objections received will be placed in the working file and can be viewed by the public if requested.

10 September 2013

V Geary, Head of Law & Governance
c/o Democratic Services, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY



- NOTES**
1. Part or whole of this is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of the Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. North Tyneside Council Licence No 100017901, 2006
 2. All dimensions are in millimetres and all levels are in metres unless otherwise stated.
 3. The Contractor is to take all reasonable precautions for the location and protection of any public or private apparatus in the vicinity of the works.

Client
 North Tyneside Council

Project Title
 Beach Road and Preston Road, N/SHields
 Proposed Link Paths and Crossing
 Improvements

Drawing Title
 Consultation Plan

Project No.	Dwg. No.	Drawn By	Checked
BRPRRBT	03	GW	PF
Date:	Scale	Revision	Sheet Size
29/02/13	MTS		

Engineering Services
 Regeneration, Development and
 Regulatory Services
 Council 16 The Spire, North
 Quarter, Coast Business Park
 West Allerton
 Newcastle Upon Tyne
 NE27 1BY
 E-mail: transport@northtyneside.gov.uk
 Web: www.northtyneside.gov.uk

North Tyneside Council

