

# North Tyneside Council Report to Cabinet Date: 13 January 2014

**ITEM 7(b)**  
Title: Traffic Regulation  
Order – Proposed  
Reduction of Speed Limit  
A186/A192

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: St. Mary's

## PART 1

### 1.1 Purpose:

The purpose of this report is to seek Cabinet's approval to reduce the speed limit from 50mph to 40mph on the A186 and A192 between the roundabout junction with Park Lane, Shiremoor and the junction with A1148 Monkseaton Drive, 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 improved road safety in the area; 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**

Construction work has recently commenced on the development of over 300 new houses to the east of A192 Earsdon Road. This development requires the introduction of a new access to Earsdon Road in the vicinity of the existing Wellfield access. This new junction will be in addition to the existing junction and both will be controlled by traffic signals.

The development of the additional housing, and the associated change to the junction arrangements, represent a significant change to the nature of Earsdon Road. As such, it is considered appropriate that the speed limit on Earsdon Road be reduced to 40mph along this section. This will aid road safety by moderating the speed of traffic approaching the new junction together with the two roundabout junctions, with Monkseaton Drive and with the A192 at Earsdon.

In lowering this speed limit, it is also appropriate to reduce the speed limit on the adjacent section of A186 Earsdon Road between Earsdon and the junction with Park Lane, Shiremoor. This section includes the T-junction with Garden Terrace, Earsdon. Reducing the speed limit will reduce the risk to traffic turning right into and out of Garden Terrace and provide a consistent 40mph speed limit from Shiremoor Bypass to Monkseaton Drive.

The 40mph Speed limit is consistent with the guidance provided by Government in Circular 1/2013 "Setting Local Speed Limits" which states that "roads suitable for 40mph are generally higher-quality suburban roads or those on the outskirts of urban areas where there is little development".

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**

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 Cabinet for its consideration.

### **1.5.3 Summary of Objection**

Mr M submitted an objection stating that the reduction in speed limit is unnecessary and contradicts Government guidance.

An officer from the Authority responded advising that the proposed speed limit reduction is required due to the change in the nature of Earsdon Road as a result of the ongoing construction of in excess of 300 houses to the east of the road and the introduction of a signal controlled junction incorporating the existing junction with Wellfield. Furthermore, the introduction of the 40mph speed limit will provide consistency with the existing limit on Shiremoor Bypass.

In further correspondence Mr M confirmed that he did not wish to withdraw his 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 as the proposals aid road safety by moderating the approach speed of traffic at the new signal controlled junction with Wellfield and the new housing development. It will also provide consistency with the existing 40mph speed limit on Shiremoor Bypass.

## **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 2420

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](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 for these works is available from the 2013/14 Local Transport Plan (LTP) Traffic capital budget.

### **2.2 Legal**

Proposals that involve amendments to existing speed limits 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. In accordance with the Authority's policy, if any objections cannot be resolved, then Cabinet is asked to consider the objections.

The Legal Notice of Intent was published in local press and may be cited as the North Tyneside (Speed Limits) (Consolidation) Order 2011 Variation Order No.3 2013.

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

Consultation was carried out 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. 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
- Deputy Chief Executive
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Manager  
Policy, Partnerships,  
Performance and Communication

**Details of Objection** (received 2 October 2013)

I would like to formally object to the proposed change in speed limit outlined below.

The speed limit on Earsdon road, Wellfield (A186/A192), extending from a point 75m east of its junction with park Lane, Shiremoor in a north easterly and south easterly direction to its junction with Monkseaton Drive, Whitley Bay, including the A186/A192 roundabout, a distance of 1760 metres, will be reduced from 50mph to 40mph.

The reason behind my objection is that forcing motorists to crawl along at 40mph on a dual carriageway is unreasonable and lacks a common sense approach to setting speed limits.

Given the volume of traffic on this road, the minute rate of accidents cannot possibly justify a speed reduction. The changes being made shortly to the Wellfield junction will eliminate a potential hazard and again cannot be used to justify a speed reduction.

Under Government guidelines the speed limit for an urban dual carriageway is 50mph. Given the open nature of this road I can see no reason to reduce the present limit.

Using the governments "mean average" system, I believe most motorists are far closer to the 50mph limit than 40mph. This is of course an estimate based on many years living next to this road.

I believe one of the reasons the council wish to reduce the limit is to bring it in line with the 40mph limit on Shiremoor bypass. I find it incredible the council, having imposed a limit with no regard for the Government guidelines are now using that limit as the norm. If the council want uniformity they should raise the bypass limit to 50mph as it should have been from day one.

One of the consequences of imposing an unreasonable speed limit will be to create frustration. Has the Council considered how this will impact on road safety?

Another inevitable consequence will be that motorists will seek alternative routes. I believe Shiremoor village is a good example. By imposing an unreasonable limit on the bypass many motorists continued to use the original road through the village. The Council then ruined the village road with road humps and forced motorists to use the bypass. Has the council considered the effect of additional traffic on alternative routes?

I believe a speed reduction will do more harm than good and I hope the council reconsiders this proposal.

Yours Sincerely,

Mr M

**Council response** (sent 30 October 2013)

Dear Mr M

**Proposed reduction in Speed Limit, A186/A192**

Thank you for your letter of 30 September 2013, relating to your objection to the proposed reduction in speed limit.

As you may be aware, the proposed reduction in speed limit in the vicinity of Wellfield and Earsdon is largely related to the construction of more than 300 new houses in the Wellfield area, together with ongoing work to reduce casualties on the roads within North Tyneside. You are correct that the proposed speed limit will provide consistency with the limit already on force along Shiremoor bypass. It will however, reflect the change in the nature of the environment in the Wellfield area.

In setting speed limits, a highway authority must consider a number of criteria, including:

- **history of collisions**, including frequency, severity, types and causes;
- **road geometry and engineering** (width, sightlines, bends, junctions, accesses and safety barriers etc.);
- **road function** (strategic, through traffic, local access etc.);
- **Composition of road users** (including existing and potential levels of vulnerable road users);
- **existing traffic speeds**; and
- **road environment**, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

In this case, a total of 39 crashes were recorded between 1 January 2008 and 31 December 2012. The Council do not consider this to be acceptable and, with the changes in the nature of the road and the increase in road side development, a reduced speed limit is considered reasonable.

With regards to Government guidance on the setting of speed limits, this states;

*“Roads suitable for 40 mph are generally higher-quality suburban roads or those on the outskirts of urban areas where there is little development. They should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places. Alternatively, traffic authorities should consider whether there are convenient alternative routes available.*

*In exceptional circumstances a 50 mph limit may also be used on higher-quality roads where there is little or no roadside development and such speeds can be achieved safely. The roads most suited to these higher urban limits are special roads or those with segregated junctions and pedestrian facilities, such as primary distributors.”*

In light of this guidance, and the changes to the roadside environment and junction arrangements, the reduction in the speed limit is considered appropriate and will only increase journey times along the length subject to change by approximately 20 seconds. This is an acceptable increase when the potential reduction in casualties is considered.

In light of the above, I shall be grateful if you will reconsider your objection to the proposed change in speed limit. If we do not hear from you by Friday 15 November 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 12 November 2013)

Dear Sir,

I am not withdrawing my objection to the proposed change in speed limit.

The latest DfT guidance has the following paragraph.

Speed Limits should be evidence-led and self explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

As the dual carriageway is open, straight and without any buildings, reducing the limit to 40mph will have to be reinforced by speed cameras. Clearly at odds with the above statement.

A small estate of only 200 houses, set back from the road does not qualify as a significant change to the nature of the road.

The speed limit on this road was reduced from the national limit to 50mph as NTCs response to a serious accident at the Earsdon Junction. NTC has a duty to consider other safety measures rather than simply using speed reduction.

How many of the reported accidents could have been avoided if traffic lights had been installed at Earsdon and Wellfield T junctions instead of the 70-50 speed reduction?

How many more if the high grip road surface had been taken up to the roundabout instead of stopping at the pedestrian lights? NTC could review its gritting procedures to prevent vehicles sliding into the roundabouts every winter.

NTC would like "consistency" with a badly set limit on the Shiremoor Bypass. At the same time you are proposing exactly the same speed limit on Beech Road, a single carriageway that is a continuous bend, with an overtaking lane. I'm not impressed.

Yours Sincerely

Mr M

**NORTH TYNESIDE COUNCIL**

**THE NORTH TYNESIDE (SPEED LIMITS) (CONSOLIDATION) ORDER 2011  
VARIATION ORDER No.3 2013**

**THE NORTH TYNESIDE (PROHIBITION AND RESTRICTION OF WAITING AND LOADING)  
(CONSOLIDATION) ORDER 2012 VARIATION ORDER NO.7 2013**

North Tyneside Council gives notice that it proposes to make a Variation Orders under Sections 1, 2, 82, 83 and 84 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of the Orders, if made, will be to

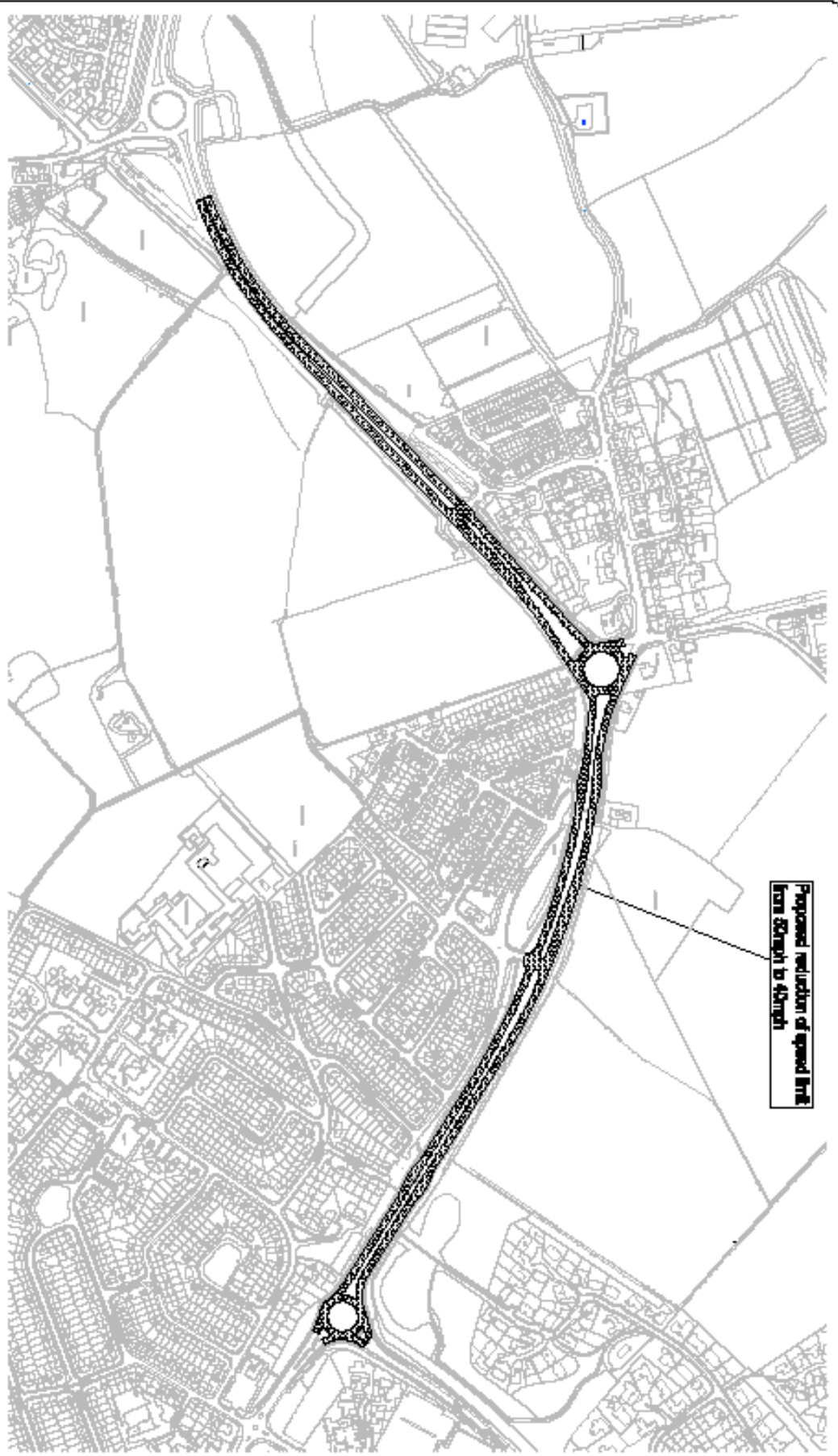
1. vary the North Tyneside (Speed Limits) (Consolidation) Order 2011, so that:-
  - a) the speed limit on Earsdon Road, Wellfield (A186/A192), extending from a from a point 75m east of its junction with Park Lane, Shiremoor in a north easterly and south easterly direction to its junction with Monkseaton Drive, Whitley Bay, including the A186/A192 roundabout, a distance of 1765 metres, will be reduced from 50mph to 40 mph.
  - b) the speed limit on Hartley Lane, Whitley Bay (B1325), from its junction with the A192 to a point 35m west of its junction with Simonside, Hartley, will be reduced from the National Speed Limit to 40mph; and
  - c) the speed limit on Beach Road/Preston Road roundabout, North Shields to a point 110m in a westerly direction on Beach Road, will be reduced from the National Speed Limit to 40mph.
2. vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2012, so that Hartley Lane, Whitley Bay (B1325), from its junction with the A192 to a point 35m west of its junction with Simonside, Hartley becomes a clearway.

Details of the proposals, including plans, may be examined at the address below between 8.30 am and 4.30 pm on Mondays to Fridays. If you wish to object to the proposals, 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, The Silverlink North, Cobalt Business Park, NE27 0BY





**NTB**

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**Client**  
**North Tyneside Council**

**Project Title**  
**Easton Road, Whitfield**  
**Proposed Reduction of Speed Limit**

**Drawing Title**  
**Consultation Plan**

<b>Project No.</b>	<b>Prog. No.</b>	<b>Drawn by</b>	<b>Checked</b>
EX100201	01	GM	PL
<b>Date:</b>	<b>Issue</b>	<b>Revision</b>	<b>Sheet Size</b>
24/09/20	NTB		

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