



South Tyneside Council

Neighbourhood Services

FAO Mr B Gregory
Association of British Drivers
PO Box 2228
Kenly
Surrey
CR8 5ZT

Date: 1st November 2005
Our Ref: HTD/DW/T0801
A00
Your Ref:

Dear Sirs

**Proposed Traffic Management Measures and Introduction of 20mph Zone
(Beaufront Terrace Area), area bound by York Avenue, Valley View, Springwell
Road, Primrose Terrace and Roman Road, Jarrow**

As you may be aware from a recent consultation exercise regarding the above, the Council would like to introduce a 20mph zone to the area bound by the above roads. Following internal discussions regarding this scheme, the plan has been amended to reflect issues raised by both stakeholders and other interested parties. As the plan has altered significantly, I am writing to you again to determine any views that you may have, taking into account any changes that have been made.

In this particular case, road surface colouration will be used as speed reducing features, with no physical measures such as road humps or cushions proposed within the limits of the zone, in addition to those already in place.

The locations of these features are shown on the attached drawing No. T6-08/05A.

The proposed measures are intended to reduce and/or maintain low vehicle speeds as well as vehicle flows throughout the estate. These reductions will help to improve road safety by reducing the potential for injury accidents associated with vehicles, in residential areas.

The proposed traffic management measures will take the form of 5m lengths of red coloured surfacing for the width of the carriageway. These measures will be strategically located throughout the zone. The area bound by York Avenue, Valley View, Springwell Road, Primrose Terrace and Roman Road will be appropriately signed at all entrances/exits.

I must point out that this scheme would be experimental for a 12 month period following implementation, should the scheme proceed. If after the 12 month period, the scheme does not meet the required criteria as set down by the Department for Transport, and speed checks show that an acceptable low speed is not being achieved, a suitable alternative will be further investigated and the consultation process revisited.

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