

APPENDIX 3

A1044 Low Lane Consultation Responses - 115182-31/SW

30 April 2007

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Comment	No.	Response
1. Problems with speeding vehicles have been experienced on the section of the A1044 to the west of Glaisdale Road. Could consideration be given to reducing the speed limit between Glaisdale Road and the A1044 Green Lane / Thirsk Road roundabout?	5	Stockton Borough Council are currently undertaking a feasibility study which includes the A1044, east of the A67 Thirsk Road / A1044 Green Lane roundabout. Any possible reduction of the speed limit on the A1044 west of Glaisdale Road will therefore be considered as part of this study.
2. Could a mini roundabout be considered for the A1044 Low Lane / Hilton Lane junction?	1	A mini roundabout in this location has been considered but has been ruled out for the following reasons : (i) Current guidance recommends that such junctions are not installed on roads with speed limits greater than 30mph. (ii) The forward visibility on Low Lane does not lend itself to the inclusion of a roundabout in this location. (iii) Evidence suggests that a mini roundabout would generate more accidents than a priority T-junction. Additional stationary traffic would be generated on the A1044, thereby increasing the likelihood of rear end shunts. The benefits of reducing the speed limit and installing other safety features could therefore be undone should a mini roundabout be included.
3. Could Hilton Lane be widened at the junction with A1044 Low Lane to prevent right turning traffic blocking traffic wishing to turn left into Low Lane?	1	Including widening to reduce queuing on Hilton Lane would be expensive and would not bring any safety benefits to the scheme. The costs, which must have a possible return through accident reduction, cannot therefore be justified.
4. Could the A1044 be reduced to 1 lane at the top of Leven Bank, for motorists approaching the Fox Covert junction, to prevent excessive speeds and overtaking on the brow of the hill?	1	The inclusion of the gateway feature at the west end of the safety scheme will necessitate the termination of the overtaking lane at a point further west for safety reasons. This layout will be designed in detail should approval for the scheme be obtained.
5. Could the proposed right turn lane for traffic turning right into Hilton Lane be widened from its proposed width of 2m? As it is proposed, long vehicles waiting to turn right will block straight ahead traffic.	1	A 3m wide right turn lane has been considered for the A1044 / Hilton Lane junction but the cost of the additional widening on the A1044 that would be necessary cannot be justified. The widening of the road to accommodate a 2m wide right turn lane can be implemented without impacting on public utilities, any additional widening will require utility diversions and high costs. The proposed scheme provides the right turning facility and this, accompanied with the reduction in the speed limit and the other safety features proposed, will bring significant enhancements to road safety.
6. The proposed rumble strips on the A1044 will cause a noise nuisance for adjacent residents.	1	The rumble strips have been removed from the scheme.
7. Street lighting should be included on Hilton Lane in the vicinity of its junction with the A1044 Low Lane.	1	The street lighting scheme has been amended and now includes street lighting columns on Hilton Lane.
8. Ensure that proposals do not clash with any road alterations for the new development at the bottom of Leven Bank.	2	These proposals do not conflict with the scheme to provide a junction for the new housing development at the bottom of Leven Bank. The roadworks will also be co-ordinated in order to minimise traffic disruption.

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9. Additional speed display devices are required at the bottom of Leven Bank.	2	The speed display devices are proposed in locations where the greatest speeds are anticipated and where they will have most effect. This is on the eastern and western approaches to the Low Lane / Hilton Lane junction and on the eastbound approach to Leven Bridge. Speed display devices placed at the bottom of Leven Bank would not have as much effect as those proposed.
10. Signs should be included warning of concealed entrances on Leven Bank Road.	1	There is no longer such a sign approved for use on the public highway. However, there have not been any accidents associated with concealed entrances on Leven Bank Road. Also, the reduction in the speed limit and the other safety features proposed will assist vehicles when driving out of side roads and accesses.
11. Street lighting should not be included on Leven Bank Road.	1	Street lighting is not proposed on Leven Bank Road as part of this scheme.
12. Mirrors should be sited on the highway to allow vehicles to see queuing traffic ahead and around blind bends.	1	Drivers should drive at appropriate speeds that will allow them time to stop in the event of unforeseen events. Mirrors are also not appropriate for installation on the public highway due to glare from the sun and/or car headlights. Also, it is more desirable for drivers to err with caution when driving around a bend in the road rather than relying on a mirror that could give a false impression of the road ahead.
13. 40mph is still too high a speed for driving around the blind bends.	1	Motorists should drive at appropriate speeds in order to negotiate bends in the road. To this end, the horizontal alignment of Leven Bank Road will dictate vehicle speeds which are anticipated to be less than 40mph in places. The speed limit reduction and the measures proposed are designed to influence drivers where it is possible to drive at speeds in excess of 40mph.
14. Leven Bank should be resurfaced to avoid skidding in icy weather.	1	The issue of skidding in icy weather on Leven Bank is mitigated by gritting the roads. However, the condition of the road surfacing will be raised with Stockton Borough Councils highway maintenance section to be checked as part of their inspection programme.
15. The street lighting should be extended to the west to include Leven Bank all the way to Leven Bridge.	1	There have been 7 accidents on this stretch of road (including in the vicinity of Leven Bridge). 3 of them occurred in the dark, 2 of which were located at the end of the overtaking lane at the top of Leven Bank. These both involved excessive speeds and failing to negotiate a bend. The other involved a loss of control when driving over Leven Bridge. It does not appear that the lack of street lighting would have been a factor in any of these accidents which appear to be due to driver error caused by inappropriate speeds. There is therefore no justification in extending the street lighting further west.
16. Street lighting should be included at the bottom of Leven Bank for the new development at the old Cross Keys.	1	See response to 15 above
17. If the overtaking lane was removed from Leven Bank then it would stop the free flow of traffic.	1	There is no proposal to remove this overtaking lane. It is only proposed to change the point at which it is curtailed at the top of Leven Bank to tie in with the new gateway feature.

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<p>18. The speed limit should be further reduced to 30mph on Low Lane between Barwick Way and the top of Leven Bank.</p>	<p>1</p>	<p>The feasibility study that has been undertaken has determined that a 40mph speed limit is appropriate for this section of road with the road safety measures that are proposed. Also, the speed limit needs to be able to be reasonably enforced. The Police, who have been involved in the scheme development, would not support a reduction in the speed limit to 30mph.</p>
<p>19. A street light proposed for the footway on the north side of Low Lane would be better positioned on the opposite side of the road.</p>	<p>1</p>	<p>The precise positions of the street lighting columns will be reviewed as part of the detailed design.</p>
<p>20. Parents of children at Ingleby Mill School park their cars on Barwick Lane at drop off and pick up times thereby blocking the road. Could double yellow lines be considered.</p>	<p>1</p>	<p>The road safety scheme on Low Lane has not been designed to deal with issues such as this. However, the matter of cars parking on Barwick Lane at school pick up and drop off times will be raised with SBC's school travel plan officer.</p>
<p>21. The consultation exercise should be extended to include public exhibitions in Ingleby Barwick and/or in the Fox Covert public house.</p>	<p>1</p>	<p>The proposed approach mirrors consultation exercises that have been undertaken on other similar schemes in that only those properties that are directly affected are consulted. Consultation with areas that are further afield is undertaken via Councillors of the Ward within which the scheme lies and/or the relevant Parish/Town Councils. The consultation material can be used by Ward Councillors or the Parish/Town Councils to pass on information about the scheme. The best and most constructive comments always come from the immediate residents and to extend the consultation would not provide any benefits, especially where we received extensive comments from Councillors and the Parish/Town Councils during the initial consultation. However, the consultation was extended by inviting comments on the scheme via the SBC website.</p>
<p>22. It is dangerous for cyclists emerging from Barwick Lane and wishing to cross Low Lane in order to travel down Hilton Lane towards Hilton. Can a pedestrian refuge island or a pedestrian crossing be included within the scheme?</p>	<p>1</p>	<p>None of the accidents that have occurred in the vicinity of the Hilton Lane/Low Lane junction involved a cyclist. The scheme has been targeted at the problems that have been identified which were speeding vehicles and right turning manoeuvres near the Fox Covert. The scheme benefits all road users, including cyclists, through the measures proposed. Also see response to comment 24 below.</p>
<p>23. The speed limit should not be reduced on Low Lane.</p>	<p>1</p>	<p>Speed is a major contributing factor in most of the accidents on Low Lane. The proposed speed limit of 40mph, which is below the recorded 85th percentile speeds, combined with other speed reducing measures should instil caution in drivers, reduce vehicle speeds and therefore reduce the potential for accidents and their severity.</p>
<p>24. Cyclists should be exempt from the right turn ban out of Barwick Lane.</p>	<p>1</p>	<p>The visibility out of Barwick Lane has been assessed for cars and therefore from a distance of 2.4m back from the give way line. However, cyclists will have better visibility as they will be able to get closer to the give way line whilst waiting for a gap in the traffic. It is therefore proposed to undertake a site assessment to determine the visibility for cyclists and should this demonstrate that the visibility is satisfactory for a speed limit of 40mph then cyclists will be exempt from the right turn ban.</p>