

## OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

**Scheme of Delegation No:** 198, Page 132

**Officer:** Mike Robinson

### LONG NEWTON – TRAFFIC CALMING

#### SUMMARY

The Community Engineer has been working with the Long Newton Parish Council to investigate their requirements with regards to traffic calming on the approaches to the village. These proposals are required due to the construction of the Long Newton to Elton Link Road and the alterations in the road layout at the western end of the village that are required by the construction of the new interchange with the A66. The cost of implementing this scheme is being met by the Highways Agency. This report presents the findings of a consultation exercise carried out to determine the public support for the scheme and seeks to confirm your approval to the scheme to allow implementation before the opening of the Link Road.

#### RECOMMENDATIONS

- 1 The result of the Consultation Exercise be noted.
- 2 Approval of the scheme be given to be implemented.
- 3 The Corporate Director of Law and Democracy be authorised to process the necessary Notice of Works and receive any objections submitted.
- 4 The Ward Councilor and the Long Newton Parish Council be informed of your decision

#### DETAIL

##### Background

- 1 As part of the works to improve the Long Newton junction on the A66 to improve access to Durham Tees Valley airport a new link road is to be constructed between Long Newton and Elton and the road layout at the western end of the village is to be adjusted. As part of the scheme a financial allowance has been included to provide new village gateways/traffic calming on the approaches to the village from Elton and the A66.
- 2 In this respect the Community Engineer has been working with the Long Newton Parish Council to develop a scheme to provide the new gateway features. The scheme was developed with the Parish Council and subsequently approved by the Parish Council.
- 3 Prior experience has indicated that consultation with all residents affected is required to ensure that all parties are aware of the proposal and have the opportunity to comment on the proposals.

- 4 In this respect a letter which enclosed the plans of the proposal, a questionnaire and a prepaid return envelope was delivered to 166 homes within the village. The letter was dated 25 June 2007 and responses were requested to be made within 14 days of the date of the letter. A copy of the consultation letter, plan and questionnaire is included as **Appendix 1**. The effective closing date for the consultation exercise was therefore 9 July 2007.

### **Response to Consultation**

- 5 In all 99 responses have been received to the questionnaire, of which 92 indicated support for the scheme.
- 6 Twenty four of the responses supporting the scheme included comments/requests, the seven respondents against the scheme all included comments/requests ( a précis of these comments is included as **Appendix2**):
- 7 Responses to the consultation supporting the installation: -
- a. Seven respondents indicated that there should be traffic calming within the village.
  - b. Three respondents indicated that they do not like the speed cushion on the approach to the village as they consider that the 'Give Way' at the build out is enough
  - c. Requests were made for the provision of 30mph signs within the village.
  - d. A complaint was made about the noxious smells being created by the works.
  - e. A request was made for a 7.5tonne weight restriction on Mill Lane until the new access road is open and there was also a request for a 7.5tonne limit through the village
  - f. Some comments were made with regards to the proposed junction improvement indicating that it is of too large a scale when it is considered that a roundabout would suffice and a question was also raised about the requirement for the link road.
- 8 Responses to the consultation against the installation: -
- a. Six of respondents indicated that they do not like the idea of the speed cushions.
  - b. Concern was expressed with regards to the Willow Chase link, that it would encourage speeding and the 30mph signs would reduce the visibility and make it dangerous.
  - c. There was a request to make the Elton link road 30mph.
  - d. One respondent indicated that the change of priorities at the eastern end of the village would cause confusion.

## **Discussion/Revisions to Scheme**

- 9 The results of the consultation indicate that approximately 93% of residents responding support the proposed traffic calming scheme, it is therefore considered that the scheme should be installed.
- 10 With regards to the provision of the speed cushions at the build outs before and after speed surveys have been carried out where similar features have been installed, one with cushions and the other without cushions. At Elton where the cushions have been provided that speed of vehicles was reduced by 11% at one end of the village and 47% at the other. In Carlton where the cushions were not provided the reduction in speed was 12% and 7% respectively. It can therefore be assumed that the provision of cushions at these features deters drivers from accelerating to try to beat traffic exiting the village, as they are aware that they will need to slow down to negotiate the speed cushion.
- 11 It is anticipated that the provisions of the Gateways will encourage motorists to slow down to enter the village and that they will then keep within the speed limit and hence further traffic calming within the village may not be required. The provision of 30mph repeaters is not allowed under current guidelines and hence they cannot be provided, if a street is illuminated by the provision of street lighting and there are no speed limit repeaters the speed limit is 30mph and this is covered in the Highway Code. However, a SID will be provided on each approach to the village by Stockton Council in 2007/08.
- 12 On completion of the interchange scheme 7.5tonne weight limit signs will be provided on the entrance to the village from the junction. Signs are already provided at the other ends of approach roads to Long Newton restricting through movements by heavy vehicles.
- 13 With regards to the scale of the junctions and the noxious smells that are being created this is a matter for discussion with the Highways Agency, however, the design of the scheme went through a public inquiry so any complaints about the scale of the junction should have been raised at that time.
- 14 It is proposed to make the length of the link road between Elton and Long Newton either 40 or 50mph, this will allow the provision of 30mph signs at the entrances to both villages. It is difficult to envisage that the Willow Chase link will cause speeding as the alignment of this section of road will encourage slower speeds, the provision of the 30mph sign on a 89mm diameter pole will not provide a serious restriction on visibility at the junction. The signing at the eastern end of the village will clearly indicate the priority at the junction.

## **FINANCIAL IMPLICATIONS**

The total cost of the scheme is to be funded by the Highways Agency from the budget for the A66 Long Newton Junction Improvement.

## **POLICY CONTENT**

The proposals are consistent with the Community Plan (to ensure a Safer Borough), the Council's Road Safety Plan and the Local Transport Plan. Reducing road traffic accidents is a key objective of the Council's Public Service Agreement.

## **CONSULTATION**

The consultation is as detailed in the report. The Ward Councilor has indicated support for the scheme. Members of the Officers Traffic Group have no adverse comments with regard to the proposals. Statutory consultations with respect to the proposed road humps will be undertaken

**CONCLUSION**

The measures proposed should reduce traffic speeds which should in turn reduce the potential for accidents (or the severity of any accidents which do occur).

**Corporate Director of Development and Regeneration**

**Contact Officer** : **Steve Lumb – Community Engineer**  
**Tel No** : **0191 587 0444**  
**E-mail address** : **steve.lumb@a19.uk.com**

Environmental Implications

The scheme should make the estate a safer place for all road users in particular children, thus ensuring that the Borough continues to be a safe, healthy and attractive place in which to live and work.

Community Safety Implications

The provision of the traffic calming measures addresses the concerns of residents within the estate with particular reference to speeding vehicles whilst improving public safety.

Background Papers

None

Education Related Item?

No

Ward(s) and Ward Councillors

Western Parishes : Councilor Fred Salt

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Signed by the Delegated Officer.....Date.....✓

Mike Robinson  
Head of Engineering and Transportation

**LONG NEWTON – TRAFFIC CALMING**

I accept/do not accept the above recommendations.

Signed.....Date.....

Cllr R Cook  
(Cabinet Member for Regeneration and Transport)

Comments .....

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Dear Sir/Madam

## TRAFFIC CALMING, LONG NEWTON

The construction of the new interchange at Long Newton to provide access to Durham Tees Valley Airport requires the construction of new sections of road at the western end of the village and also the construction of a link road to Elton. As part of the scheme the junction improvement scheme the Highways Agency have been requested, by both Stockton on Tees Borough Council and the Long Newton Parish Council, to provide new gateway features at both the affected entrances to the village affected by the scheme.

In this respect the Community Engineer employed by Stockton on Tees Borough Council has been working with the Parish Council to develop the gateway scheme for each end of the village. A scheme has now been presented and agreed with the Parish Council and this will form part of a public consultation exercise with local residents.

Two plans, one for each end of the village, showing the proposed layout of the gateway features are enclosed. The proposals include the following: -

At the eastern end of the village a new gateway on the proposed link road similar to the ones installed at each end of Elton Village. Together with amended signing on the exiting exit from the A66 into the village

At the western end of the village the existing gates that are located on Mill Lane will be relocated on the approach to the village as will the existing vehicle activated bend warning sign. New 30mph signs will be provided at the entrance to the village together with white thermoplastic dragon's teeth markings and an area of red screeding on the carriageway to reinforce the change in character of the surroundings as you enter the village

Also enclosed is a questionnaire together with a pre-paid return envelope. All residents are urged to complete the questionnaire and return it to arrive within 14 days of the date of this letter. If you would like to discuss any points with regards to the scheme you can contact Steve Lumb, the Community Engineer, on 0191 587 0444 or e-mail [steve.lumb@tiscali.co.uk](mailto:steve.lumb@tiscali.co.uk).

Yours faithfully



Steve Lumb  
Community Engineer

**TRAFFIC CALMING SCHEME –LONG NEWTON**

I have inspected the plan detailing the proposed traffic calming scheme and I am: -

In favour of the installation of the scheme

Against the installation of the scheme

Please place a tick in the relevant box

If you like to make any further comments please use the box below

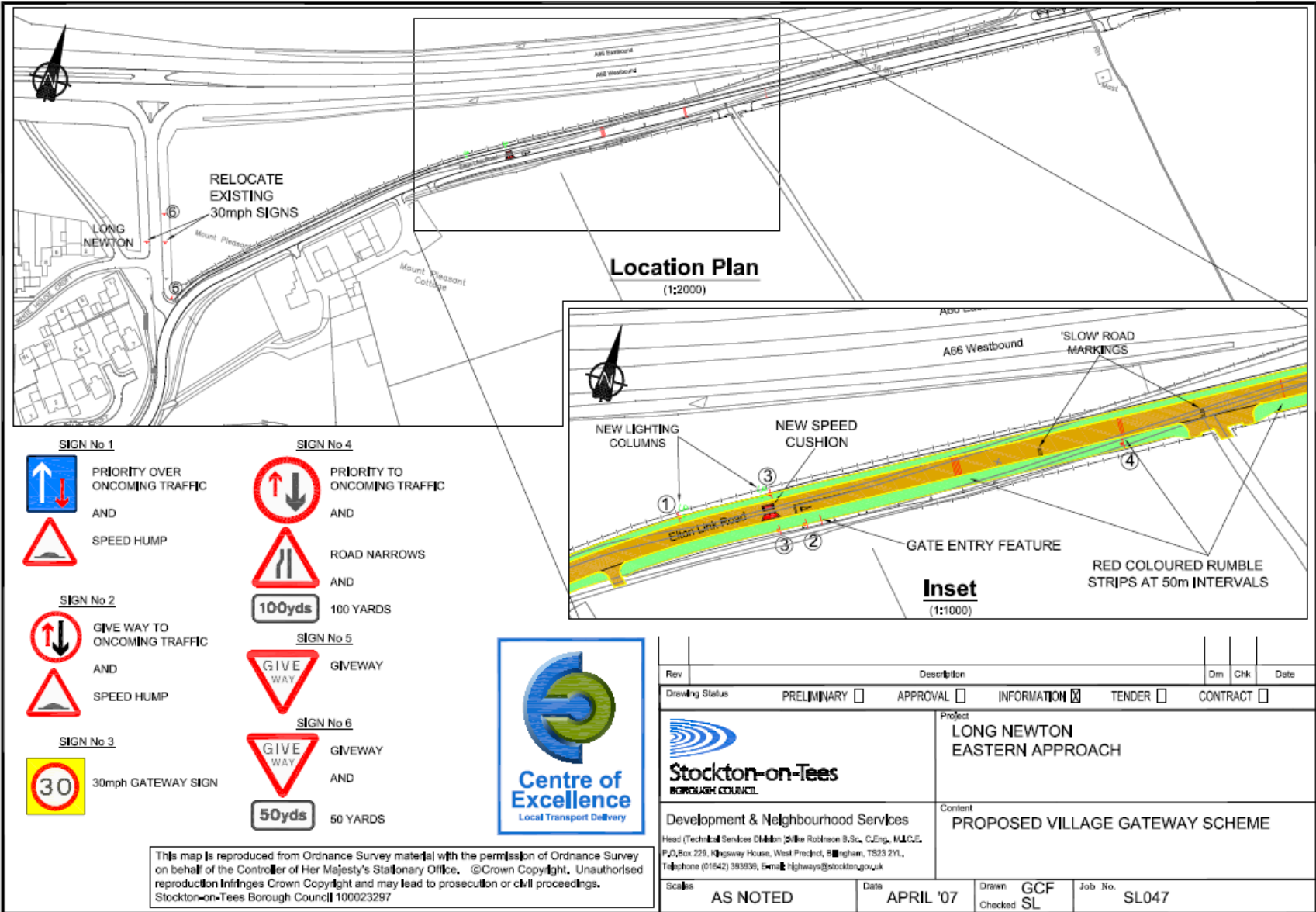
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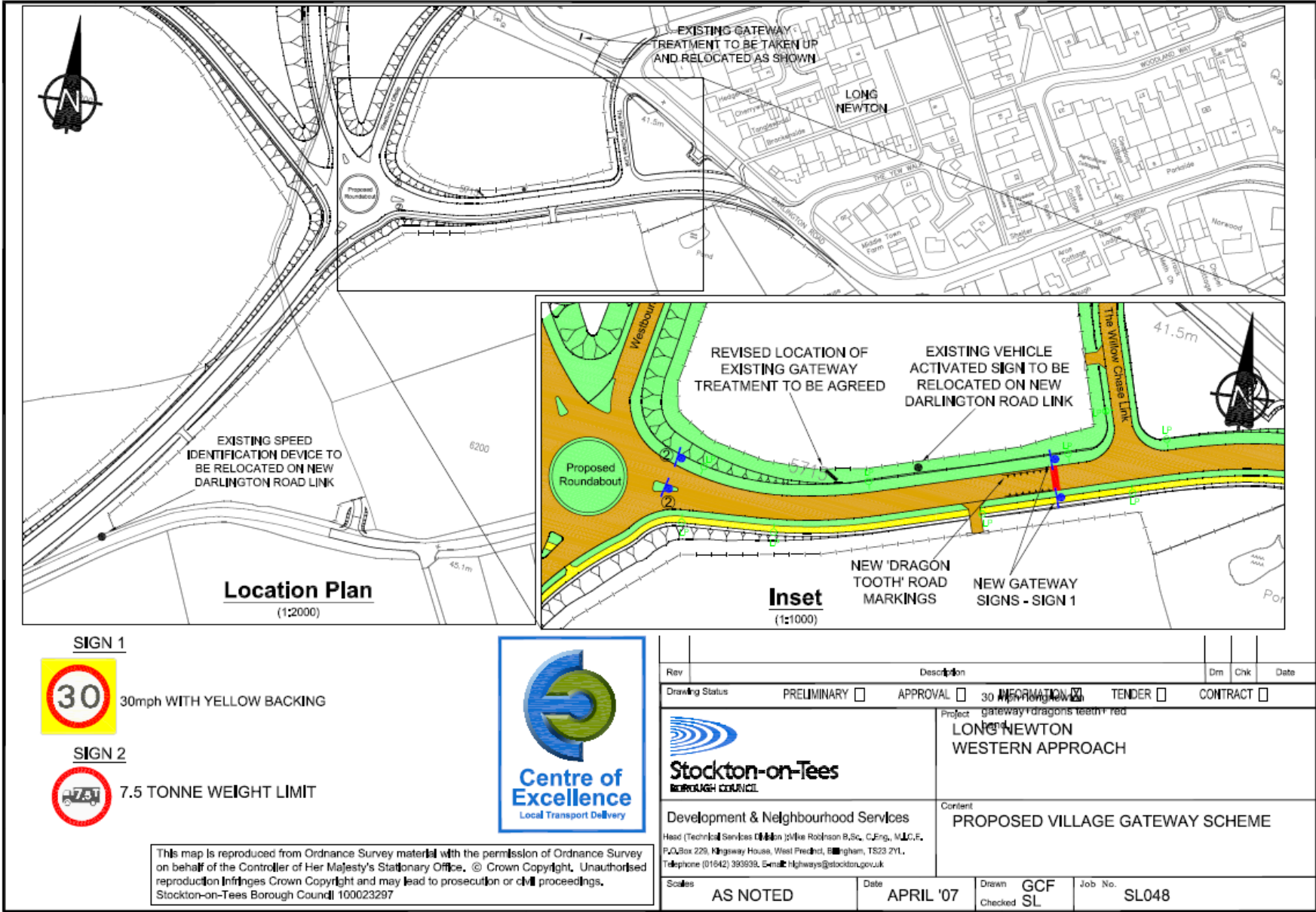
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# Appendix 1



4/5 Original





A3 Original

## Appendix 2

### Long Newton - Traffic Calming - Responses supporting the scheme

	Comment	Request	Comment	Response
1	x		Do not agree with the speed ramp and reduction to one lane on the new Elton link road'	The feature is proposed to reduce the speed of vehicles entering the village
2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Requests one or two a 30mph sign in the village, HGV's are still using the village as a short-cut to the airport. Hopes Buses will be resuming their route between the two villages.	SBC are currently considering speed indicating devices (SID's) and rural villages are at the top of the list for these signs. The completion of the new link road should remove all extraneous traffic from the village. The provision of a bus service is outside the remit of the Community Engineer
3	x		Questions whether it is necessary for the road to Elton. Concern that it may be used as a racetrack- like they do form Carlton to Thorpe Thewels and back to Hardwick- traffic calming has not worked there.	The link road is required as otherwise all westbound traffic from Elton would have to go eastwards to the junction on the A66 to travel west and a similar situation exists in Long Newton. The link road will be subject to either a 40 or 50mph limit
4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Does not go far enough to slow traffic through the village. Believes speed ramps should be implemented to reduce the speed of vehicles approaching the entrance to The Yew Walk from the east end of the village- problem for traffic exiting The Yew Walk	It is anticipated that once the gateways are installed the speed of vehicles will decrease as motorists will be aware that they are in a village, SID's are being considered (See 2 above). The visibility from The Yew Walk onto the new link is good and hence problems entering and exiting The Yew Walk should not occur
5	x	x	Requests less road signs, believes speed cushions to be unnecessary	The provision of the cushions have a positive effect on slowing down traffic as they approach the restrictions. In Carlton without speed cushions vehicle speeds reduced by 5 to 10% at Elton with speed cushions speed reduced by 105 at one gateway and 45% at the other

## Appendix 2

6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Requests the consideration of further traffic calming measures within Long Newton. Many cars speed through the village	See comments at 2 and 4
7	x	x	Suggests a HGV ban on Mill Lane until the new improvements. 'they come round the bends on the wrong side of the road'	Mill Lane is a signed route to the airport and as such a weight restriction could not be considered
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Requests speed reduction around the Manor Gate area. The Wilson Centre is very busy in the evenings. Children cross Darlington Road to go to the park and traffic speeds through the village. Speed reduction should be introduced on Long Newton Lane on the approach to Long Newton as it is used as a rat run.	See comments at 2 and 4
9	x		West to east, they gather speed going passed the church'	See comments at 2 and 4
10		<input checked="" type="checkbox"/>	Need for 7.5 Tonne weight limit for traffic coming into the village at Eastern End'	Once the new interchange is open the number of heavy vehicles within the village should be reduced
11	x		Not convinced speed humps on the Elton Rd is needed. Believes it will create noise for the resident of the house it is outside. Rest of scheme is fine.	See comment at 5
12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Assumes the existing gateway treatment along Mill lane will be tested at one of the entrances to the village- this has not been identified in the plans.	The gateway treatment on Mill Lane is being moved to the new entrance to the village
13	x	x	"Would have preferred speed cushions at both ends of the village."	Speed cushions were not considered at the western end of the village as it is considered that the alignment of the road will restrict traffic
14	<input checked="" type="checkbox"/>		"Looking forward to the Elton link road as this will provide a safe cycle route."	

## Appendix 2

15	x	x	Concerned about access to the village being reduced. Speeding on the Manorgate is a major problem and cars regularly drive at speeds of over 40mph. Would favour the introduction of a traffic speed flash as a traffic calming measure.	See comments at 2 and 4
16	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	"It occurs to me that there will be no 30mph signs for traffic leaving the A66 and entering the village." Requests speed limit reduction to 20mph.	30mph signs are proposed at the gateways
17	x		"Why when there are so many anomalies in the road signals/signs, and in the unusual road system in Stockton, that is changed without consultation, has this scheme attracted so much attention."	All schemes implemented through the Community Engineer initiative are consulted on
18	<input checked="" type="checkbox"/>		In normal circumstances I leave and enter the village from the eastern approach. I may be missing something but I do not see how these proposals aid a difficult route out and occasionally hair-raising route in."	The purpose behind the features is to slow traffic down entering the village by requiring them to give way or at least carry out a manoeuvre that requires them to reduce their speed
19	x		Of some concern is the noxious smell that has pervaded the village since the commencement of work on the site. This is particularly noticeable on the western approach to the village."	The noxious smell is probably due to the emissions from the earth moving plant, once the works are complete their should be no smell
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Requests a gateway at the western end of the village. Will there still be a footpath alongside the new Elton link road, enabling us to walk between Long Newton and Elton?	There is a gateway at the western end but not a build out. It is proposed to provide a footpath along the link road
20	x		"Your proposals are perfectly adequate"	
21	<input checked="" type="checkbox"/>		Will there be any speed humps through the village? Speed humps are necessary to slow traffic through the village and should be introduced in Elton and Middleton St George.	See comments at 2 and 4

## Appendix 2

22	x	Does not like introduction of humps and addition road signs but is resigned to the fact that they are a necessary evil.	
23	<input checked="" type="checkbox"/>	"We are in view that the scheme is on a far too large scale." A roundabout on the A66 would have sufficed to achieve the effect of the scheme. A simple roundabout scheme with the re-opened road to Elton would have the same effect as the extremely expensive major scheme now under construction. A speed limit of 50mph on the A66 together with a simple roundabout would vastly reduce the cost of the scheme.	The scheme was developed and carried out by the Highways Agency and not controlled by SBC
24	x	"Looks good."	

## Appendix 2

### Long Newton - Traffic Calming - Responses against the scheme

	Comment	Request	Comment	Response
1	x		"I am not in favour of speed cushion/bumps."	The results of speed surveys indicate that the provision of cushions at build outs reduces the speed of vehicles by a significant amount
2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The new link road from Elton is not built up area. The gateway may cause accidents if people do not give way. Make the link road 30mph and install vehicle activated 30mph signs along the road, or make the corner tighter where the link the link road enters the village. Link road will only be used by local traffic and have little use so a gate is unnecessary.	In order to reinforce the 30mph in the village it is considered that the speed limit on the Link Road should be 40 or 50mph. Speed indicating devices are being considered by SBC and they are aiming to install them in Rural villages
3	x		"Do no like the speed cushion. Could be left to see if really needed."	See comment at 1
4	<input checked="" type="checkbox"/>		Concerned about the change in priority where Elton Link road joins Darlington Road. If priority remains the same with traffic having to turn right leaving the village, and turn left entering the village this would slow traffic down coming into the village. Without this I fear traffic would speed through the eastern end of the village.	In order to avoid confusion for drivers who do not know the area it is logical to use the arrangement as indicated on the plan

## Appendix 2

5	x	Re Plan SL048: Gateway signs and 30mph signs are too near the Willow Chase and will impair sight lines when leaving willow chase. 30 signs should be closer to roundabout with later warning system. Is red speeding flush or raised. Re Plan SL047: Disagree with rumble strips, they are not effective and have been found to generate more problems than they solve. Have been removed in other areas of Redcar and Cleveland. Speed humps are ineffective, road narrowing system without humps is better.	The provision of 30mph signs on a 112mm dia pole should not impair visibility. The red coloured rumble strips are thermoplastic the same thickness as normal road markings and should not create too much noise. See comment at 1	
6	<input checked="" type="checkbox"/>	Against traffic calming, speed cushions do not have much effect. Restricted traffic flow is more satisfactory, such a system is in operation in Sedgefield. Residents of Elton are already complaining about speed cushions.	See comment at 1	
7	x	x	Agrees with plans for gateways, does not agree with the installation of a road hump at the eastern entry from Elton, speed humps have been shown to cause problems. You consider speed humps as unnecessary at the other 3 village entry points which would all be likely to be busier, so there should be no reason for one on the Elton Road. It is clearly not a safety issue so you obviously only want to deter high volume use of the road. Intending to deter use of the Elton link road would be a waste of taxpayers money.	See comment at 1. A number of other villages are requesting the installation of cushions at build outs - Elton, Hilton and Maltby
8	<input checked="" type="checkbox"/>	The Willow Chase link and access to the new road is an accident waiting to happen. Drivers will use the 2 Bends as a race track. The 30mph signs should be well before the dragons teeth.	The alignment of the road will restrict the speed at which vehicles can be driven	
9	x	"I am strongly against the provision of speed humps anywhere."		

- 10  The proposed installation of speed humps and width restrictions on the Long Newton Road is totally unnecessary. The road will carry light local traffic. There is no school on the road and no need for the proposed plans.