

AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

15 JULY 2008

REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES

LONG NEWTON VILLAGE, STOCKTON-ON-TEES - PROPOSED TRAFFIC CALMING SCHEME

1.0 SUMMARY

The purpose of this report is to seek Members' views on outstanding objections received following statutory advertising of a vertical deflection traffic calming feature at a 'Gateway' proposed at the eastern end of Long Newton village. It is not considered appropriate for the Head of Technical Services to consider the objections, as he would effectively be reviewing his own decision.

2.0 RECOMMENDATIONS

It is recommended that:-

- (i) Members give consideration to the objections raised and the comments of the Head of Technical Services.
- (ii) A recommendation on the merits of the objections is made to the Head of Technical Services.
- (iii) The local Ward Councillor, Parish Council and the objectors are informed of the Committee's recommendation.

3.0 DETAIL

Background

- 3.1 At your meeting on 2 May 2008, Members of the Appeals Committee considered three objections received to a Notice of Works proposing a speed cushion at the eastern end of Long Newton village. Members resolved that the item be deferred to see whether Officers could find a mutually agreeable solution to the problems faced by the objectors. A copy of the report and minutes is attached at **Annexe 1**.

Update

- 3.2 Following the Appeals Committee meeting on 2 May, approaches were made by the Council to the bus operator, Arriva, with respect to the suggested alternative solution of a full width, flat top road hump to replace the cushion (which are designed for buses to straddle and negotiate with the minimum of discomfort). Mr R C Coulthard had indicated that this option

would not put as much pressure on the axle of the machinery. Arriva indicated that they would object to provision of a full width hump (see e-mail in **Annexe 2**) on the grounds that it is now company policy to do so. This option was estimated at £ 5000.

It is worth noting that Arriva have lodged a change to their service 20 with the Traffic Commissioners to run through Elton and Long Newton.

- 3.3 The decision of the Appeals Committee and Arriva's comments were subsequently discussed with Members of Long Newton Parish Council on 9 May, at a meeting attended by the Council's Traffic & Road Safety Manager and Community Engineer. The Parish Council Members indicated that they wished the cushion to be retained as part of the scheme, and the objections to be considered by the Appeals Committee.

4.0 DISCUSSION

- 4.1 Both North Yorkshire County Council and Durham County Council have recently confirmed they have not received any similar complaints regarding speed cushions in their rural traffic calming schemes (see **Annexe 3**).

- 4.2 Mr R C Coulthard contacted the Council on Monday 30 June indicating that medical letters regarding the effects of the speed cushions in Elton on one of his neighbours would be sent by his GP and consultant. It is understood that he considered that this was a material consideration in this case. A letter dated 1 July 2008 from the resident's wife has urged the Council to consider the removal of the cushions on the grounds of reducing pain to a patient living in the village who travels to and from a hospice via ambulance. However, given that these journeys are not an emergency, it is considered that the ambulance should be able to negotiate the features at an appropriately low speed without causing significant discomfort. It is also considered that there are more severe traffic calming features elsewhere in the Borough, and similar complaints have not been received. The ambulance service are a statutory consultee and have not formally objected to any proposed traffic calming scheme in the Borough.

- 4.3 Only one compensation claim from Mr Coulthard has been received by the Council's Insurance Section. This was for damage to a vehicle with a standard axle arrangement (see photograph in **Annexe 4**).

5.0 FINANCIAL AND LEGAL IMPLICATIONS

The manufacture and installation of the speed cushion would be funded by the Highways Agency as part of the A66 Long Newton Interchange scheme.

6.0 POLICY CONTENT

The proposals are consistent with the Sustainable Community Strategy (to ensure a safer Borough), the Council's Road Safety Plan and Local Transport Plan.

7.0 CONSULTATION

The scheme was developed via Long Newton Parish Council, 93% of respondees in a public consultation exercise indicated their support for it. Three outstanding objections were received during the statutory consultation process. At their meeting on 2 May, Members of the Appeals Committee resolved to defer their decision with respect to the

objections, pending further investigation into alternatives to overcome the objectors concerns.

Further discussions with the bus operator and Parish Council regarding possible alternative options have been unproductive.

8.0 CONCLUSIONS

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

Corporate Director of Development and Neighbourhood Services

Contact Officer : **Mark Gillson**
Telephone : **01642 526725**
Email Address : **mark.gillson@stockton.gov.uk**

Environmental Implications

The scheme should reduce the potential for collisions thus ensuring that the Borough continues to be a safe, healthy and attractive place in which to live and work.

Community Safety Implications

Addresses road safety concerns amongst the local community.

Background Papers

Appeals & Complaints Committee report and minutes 2 May 2008

Education Related Item?

No

Ward(s) and Ward Councillors:

Western Parishes : Councillor F Salt