

**AGENDA ITEM**

**REPORT TO APPEALS &  
COMPLAINTS COMMITTEE**

**31<sup>ST</sup> MARCH 2010**

**REPORT OF CORPORATE  
DIRECTOR OF DEVELOPMENT &  
NEIGHBOURHOOD SERVICES**

**CARNOUSTIE DRIVE, EAGLESCLIFFE  
PROPOSED TRAFFIC CALMING SCHEME**

**1.0 SUMMARY**

The purpose of this report is to seek Member's views regarding an outstanding objection received following statutory advertising of vertical deflection traffic calming features on Carnoustie Drive in Eaglescliffe.

It is not considered appropriate for the Acting 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 objection raised and the comments of the Acting Head of Technical Services.
- (ii) A recommendation on the merits of the objection is made to the Acting Head of Technical Services.
- (iii) The local Ward Councillors, Egglecliffe & Eaglescliffe Parish Council and the objector are informed of the Committee's recommendation.

**3.0 DETAIL**

3.1 Stockton Council's Community Engineer worked alongside the Egglecliffe & Eaglescliffe Parish Council to investigate their requirements with respect to the provision of traffic calming on the Sunningdale estate in Eaglescliffe. Two consultation exercises have been carried out to determine public support for a traffic calming scheme, both exercises resulted in approximately 60% of respondents supporting the installation of a traffic calming scheme, this was not considered sufficient support for the full scheme to progress. In the second consultation exercise a secondary question was included giving respondents against the scheme a chance to indicate whether or not they supported the school zone part of the scheme on Carnoustie Drive, of all responses received 92.4% supported the school zone. The school zone on Carnoustie Drive comprises three number round top speed humps, together with school time waiting restrictions and extended, plated School Keep Clear markings (see Scheme of Delegation Report TS/T/67/09 in **Appendix 1**).

- 3.2 The scheme was subsequently progressed through the relevant consultation procedure including Ward Councillors, public consultation and the police, and approved as a contender for future funding via the Acting Head of Technical Services in consultation with Cabinet Member for Regeneration & Transport.
- 3.3 As a result, a Notice of Work for the round top speed humps was advertised in the Evening Gazette and on site on 15 January 2010 with the objection period expiring on 5 February 2009. Following the publication of the statutory notices, the Director of Law & Democracy received one letter of objection from The Occupier, 27 Carnoustie Drive, Eaglescliffe, Stockton-on-Tees. A copy of the letter is attached in **Appendix 2**.

#### **4.0 DETAILS OF THE OBJECTION**

- 4.1 The main grounds for objection is that they do not consider the road humps a necessity as they do not have concerns with respect to speeding vehicles. It was also been pointed out that the school zone signs have been erected and parking restrictions are being installed near the school. They therefore consider that the situation should be monitored once the waiting restrictions are installed and the situation be reviewed then to determine if the speed humps are required. They consider that this should give a clearer indication of whether it is viable to spend taxpayer's money on this scheme.

#### **Discussion Response**

- 4.2 Since 1993 developers are required to traffic calm residential estate roads to ensure an average speed of 20mph via the road alignment and/or use of traffic calming features. Developers have indicated that this is a positive selling point for prospective buyers, particularly those with young children.
- 4.3 In response to an increasing number of requests to provide traffic calming on residential roads built prior to 1993, the Council developed the Community Engineering initiative. The Council's Community Engineer is authorised to work alongside Parish/Town Councils and formally constituted residents groups to develop environmental traffic calming schemes for their area.
- 4.4 The Community Engineer has worked alongside the Egglecliffe & Eaglescliffe Parish Council to develop a traffic calming for the Sunningdale estate and subsequently arranged consultation exercises.
- 4.5 The consultation exercises did not reach the desired 70% support in order for the full scheme to progress, however, there was 92.4% support for the school zone scheme on Carnoustie Drive. It was therefore decided to progress the school zone as a 'stand alone' scheme.
- 4.6 The proposed round top speed humps are to be installed to current standards for both size and spacing requirements.
- 4.7 The Police have confirmed that no motorists have been fined for exceeding the existing 30mph speed limit on the section of road in question. The result of a check on the accident statistics confirms that there has been one recorded injury accident on this section of road over the past three years, in which a child pedestrian was

struck by a westbound vehicle at the junction with Hazel Slade. However, it is recognised that this is essentially an environmental traffic calming scheme, designed to allay residents concerns' with respect to excessive speeds near the school, unnecessary through movements and fear of accidents.

- 4.8 Following receipt of the objection, further investigation reveals that of respondees who live on Carnoustie Drive, Glenluce Close, Hazel Slade and Hindhead, 20 (80%) indicated their support for the school zone scheme, with 5 residents not in support.
- 4.9 Members maybe interested to know that the Department for Transport (DfT) are currently consulting local authorities on revisions to their advice with regard to setting local speed limits. The Department are keen for authorities to progress more 20mph schemes, including near schools, which, at the present time, should generally be self enforcing via road alignment, traffic calming measures, etc. It is also worth noting that improved walking and cycling conditions are provided through limiting average speeds to 20mph, which may encourage more sustainable methods of travel to school. Although a mandatory 20mph speed limit is not proposed on Carnoustie Drive at the present time, one could be considered in the future once DfT guidance is issued, were the scheme to proceed.
- 4.10 Environmental concerns were raised during the consultation process with regards to noise and environmental problems caused by emissions from vehicles accelerating and slowing down to negotiate the speed humps. The emissions from vehicles is lower at lower speeds, the provision of speed humps to current guidelines should encourage motorists to drive at lower speeds through traffic calmed areas rather than accelerate between the features and then slow down for the next one, thus reducing vehicle emissions.

## **5.0 FINANCIAL & LEGAL IMPLICATIONS**

The scheme is a contender for funding from the 2010/11 Safer Routes to School budget for the works.

## **6.0 POLICY CONTENT**

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

## **7.0 CONSULTATION**

The scheme was developed by the Egglecliffe & Eaglescliffe Parish Council, working alongside Stockton Council's Community Engineer. Two public consultation exercises have carried out with local residents and this resulted an approval rating of approximately 60% each time, however, the second consultation included a supplementary question regarding the school zone on Carnoustie Drive and this resulted in a 92.4% approval rating. 80% of respondents in the immediate vicinity of the school zone scheme support the proposed school zone measures. The Police and emergency services have no objections to the proposals. The local Ward Councillors have been involved in the consultation process. The scheme has been approved by the Council's Acting Head of Service in consultation with the Cabinet

Member for Regeneration & Transport. Finally, statutory consultations involving advertising on site and in the local press were undertaken. This resulted in one objection being received. The objector will be invited to the Appeals Committee meeting.

## **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) in the vicinity of the school.

### **Corporate Director of Development and Neighbourhood Services**

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### Environmental Implications

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

### Community Safety Implications

Addresses road safety concerns amongst the local community.

### Background Papers

Scheme of Delegation Report TS.T.67.09  
Letter of objection from the Occupier, 27 Carnoustie Drive

### Education related Item

No.

### Wards(s) and ward Councillors

Eaglescliffe : Councillors John Fletcher, Alan Lewis & Maureen Rigg