My Ref: TS/T/5/3
Your Ref:
Please ask for: Mark Gillson
Tel: 01642 526725
Email: technicalservices@stockton.gov.uk

12975

1st December 2010

Dear Phil Stokes

TURTON ROAD/WILLEY FLATT LANE, YARM – PROPOSED TRAFFIC CALMING

Thank you for your recent letter objecting to the proposed traffic calming scheme on Turton Road/Willey Flatts Lane, Yarm. I will take this opportunity to give you some background with regards to the proposals.

The proposed traffic calming scheme in the area was developed via the Community Engineer initiative, which was established in reaction to residents' perceived fears of accidents in many areas of the Borough. The Council's Community Engineer is authorised to work alongside Town/Parish Council's and formally consulted residents groups to develop an environmental traffic calming scheme for their particular street/area.

The Turton Road/Willey Flatt Lane scheme was instigated by Yarm and Willey Flatt Residents Group following concerns expressed by local residents. The Residents Group worked in conjunction with the Community Engineer to develop the scheme. Following approval of the scheme by the Residents Group a full consultation exercise was carried out with residents, with letters sent to all properties affected, which included a plan, questionnaire and a reply paid envelope. Residents were requested to indicate their support or otherwise with regards to the scheme.

A total of 63 letters were sent out and 33 responses were received of which 30 supported the scheme with 3 against. The support for the scheme considering the valid responses was just under 91%. The results of the consultation exercise were reported to Ward Councillors and Yarm Town Council, no objections were received, and the scheme was subsequently approved as a contender for future funding.

Phil Stokes
41 Eskdale Close
Yarm
Stockton on Tees
TS15 9UL

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The Government Standard

Although no funding was identified to implement the scheme in 2010/11, at their spring meeting Western Area Transport Strategy (ATS) stakeholders requested that the statutory consultations associated with the scheme be undertaken. (The ATS process involves local transport stakeholders, including Ward Councillors, in four areas of the Borough – based on the Renaissance area boundaries – being allocated in annual budget to spend on transport priorities in their area).

With regards to the specific points raised in your letter I would make the following comments:

1. Since 1993 developers are required to calm residential estate roads to ensure an average speed of 20mph via the road alignment and/or use of traffic calming features.

   In response to an increasing number of requests to provide traffic calming on residential roads built prior to 1993, the Council developed the Community Engineer initiative.

   The Turton Road/Willey Flatt Lane scheme was identified as the priority for the Yarm Willey Flatts Residents Group. The scheme is supported by 91% of residents who responded to the questionnaire.

2. Although this particular scheme was not prompted by the injury accident record, an injury accident involving serious injuries to a child pedal cyclist occurred on Turton Road in July this year. The financial cost of collisions to society can be calculated using figures issued by the Department for Transport (DFT). The average cost of a collision in Stockton in 2009 was £107, 539 per injury collision. The cost of the scheme is estimated at £18000.

3. The traffic calming scheme detailed for Turton Road/Willey Flatt Lane takes into account buses using the road and for the comfort and safety of passengers, speed cushions are proposed. Speed cushions were designed to allow emergency vehicles to straddle them; they are also the preferred vertical deflection measure on bus routes. If the features are negotiated at an appropriately low speed, no damage to vehicles should occur.

4. DFT research indicates that for every 1mph reduction in average speeds as a result of traffic calming a 5% reduction in accidents can be anticipated. The reduction in vehicle speeds co-incidentally reduces the potential for injury accidents, or the severity of any accidents that may occur.

In view of the above comments I would like to ask you to re-consider your objection. Should you wish your objection to stand, the item will be referred to the Council's Appeals and Complaints Committee and you should be aware that your letter will be part of the Committee papers and therefore part of a public document. The Committee is independent of the traffic regulation Order process and as an objector you would be given every opportunity to address the Committee. The Committee recommend whether to uphold or overrule objections on an individual basis, the final decision resting with the Head of Service in consultation with the Cabinet Member. The alternative option is to formally withdraw your objection. A reply slip and pre-paid envelope are enclosed for you to indicate your intentions.

I would be grateful if you could return your completed reply slip within 10 working days of date of this letter.

Thank you for your assistance in this matter.

Yours sincerely

Mark Gillson
Senior Engineer, Network Safety

Encl.

To: Mark Gillson
        Senior Engineer, Network Safety
        Stockton Borough Council
        Technical Services
        PO Box 229
        Kingsway House
        West Precinct
        Billingham
        TS23 2YL

Ref: TS/T/5/3 (MG)

Dear Mr Gillson

TURTON ROAD/WILLEY FLATT LANE, YARM – PROPOSED TRAFFIC CALMING

With reference to my letter to the Council's Corporate Director of Law & Democracy regarding the above and the Network Safety correspondence dated 1st December 2010.

I wish my objection to be considered by the Council's Appeals and
Complaints Committee   ***YES/NO**

I wish to withdraw my objection to the proposed amendments   ***YES/NO**

(*Please delete as appropriate)

From   :   …………………………………………

Address   :   …………………………………………
                …………………………………………
                …………………………………………

Postcode   :   …………………………………………

Date   :   …………………………………………

Signed   :   …………………………………………