



Stockton-on-Tees

BOROUGH COUNCIL

DEVELOPMENT & NEIGHBOURHOOD SERVICES

Technical Services

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My Ref: TS/T/15/1
Your Ref:
Please ask for: Mark Gillson
Tel: 01642 526725
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12964

30th November 2010

Dear Mr Bounds

A174 PARKWAY EXTENSION – SPEED LIMIT AMENDMENT

Thank you for your recent letter objecting to the proposed speed limit reduction on A174 Parkway Extension.

As you are aware, the Stockton-on-Tees Speed Limit Review was carried out at the request of the Department for Transport following publication of revised guidance with regard to Setting Local Speed Limits.

A174 Parkway Extension from Thornaby Road to A19 was identified as a 'priority action'. The findings were that average speeds, (39.2mph and 48.1mph) are much lower than the existing National 60mph speed limit. Average speeds, rather than 85% percentile speeds, are now used when setting speed limits.

The accident rate per 100 million vehicle kilometres was calculated based on the total number of accidents over the 3 years 2005 – 2007. The accident rate is (16), this is lower than the National average (24). However, the route is unlit and pedestrians cross the road between Teesside Industrial Estate and the residential areas to the north – desire lines are evident along the road. Cyclists do use the road, though flows are light. The recorded mean speeds also suggest that it would be appropriate to reduce the speed limit to 50mph.

It is worth noting that planning permission to construct a roundabout on A174 Parkway Extension to serve Teesside Industrial Estate has been given; this may further reduce traffic speeds on the road.

With regard to the right turn movement to access Hollybush petrol filling station, on Thornaby Road, low cost measures were implemented in 2004 and 2006 following a number of accidents. The speed limit on this length of Thornaby Road was reduced to 40mph and a yellow box junction was introduced to improve visibility between right turners and drivers in the two northbound lanes.

Mr T A Bounds
26 Pembroke Drive
Ingleby Barwick
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TS17 5BB



INVESTOR IN PEOPLE



The Government Standard

Other options including the removal of the right turn movement were also investigated, however, the cost of the measures together with objections from the garage with regard to loss of business meant they were not progressed further.

There were 7 injury accidents recorded at the access to the garage in the 3 years June 2000 and May 2003. There has been no injury accidents recorded at this location since September 2007 (up to the end of October 2010).

Given the above, the next stage is to ask you to consider your objection. Should you wish your objection to stand, the item will be referred to the Council's Appeals & Complaints Committee. 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 alternative 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 the date of this letter.

Yours sincerely

Mark Gillson
Senior Engineer, Network Safety

Encl.

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Stockton-on-Tees Borough Council
Technical Services
Transportation Section
PO Box 229
1st Kingsway House
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TS23 2YL

Ref: TS/T/15/1

Dear Mr Gillson

A174 PARKWAY EXTENSION – SPEED LIMIT AMENDMENT

With reference to my letter of objection to the Council's Law & Democracy Department regarding the above proposed Order and the contents of the Network Safety Senior Engineer's correspondence.

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

2. I wish to **withdraw** my objection to the draft Order. ***YES/NO**

(*Please delete as appropriate).

From: Signed:

Address:
.....

Postcode:

Date:

Please return reply slip by November 2010.