

## OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

**Scheme of Delegation No:** 207, Page 142

**Officer:** Richard McGuckin

### **BUTTERFIELD DRIVE AREA, EAGLESCLIFFE – TRAFFIC CALMING**

#### **SUMMARY**

The Community Engineer has been working with Eggescliffe & Eaglescliffe Parish Council to investigate their requirements with regards to traffic calming in the Butterfield Drive area. This report presents the findings of consultation exercises carried out to determine the public support for the scheme and seeks to confirm your approval to the preferred scheme to be a contender for future funding.

#### **RECOMMENDATIONS**

- 1 The result of the Consultation Exercises be noted.
- 2 Approval be given to the revised scheme to be a contender for future funding.
- 3 The Corporate Director of Law and Democracy be authorised to process the necessary Notice of Works and draft Traffic Regulation Order and receive any objections submitted.
- 4 The Ward Councillors, the Parish Council and the residents consulted be informed of your decision.

#### **DETAIL**

##### **Background**

- 1 Members of Eggescliffe & Eaglescliffe Parish Council expressed concern with regards to the speed of some of the vehicles using the roads in the vicinity of Butterfield Drive. The Community Engineer has worked with the Parish Council to develop a scheme that should alleviate their concerns. The final scheme has been presented and approved by the Parish Council.
- 2 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.
- 3 Junction Farm Primary School have developed a School Travel Plan in co-ordination with the Borough Council's School Travel Plan Officer. Amongst the concerns highlighted in the report were the safety issues relating to indiscriminate parking around the school. In order to alleviate this concern, school time waiting restrictions have been proposed. At the request of the Network Safety Section these proposed school time waiting restrictions were included in the consultation exercise for the environmental traffic calming scheme.
- 4 In this respect a letter which enclosed a plan of the proposal, a questionnaire and a prepaid return envelope was delivered to 532 homes within the area. The letter was dated 30 October 2008 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 13 November 2008.

### **Response to the First Consultation**

- 5 In all 239 responses have been received to the questionnaire, of which 145 indicated support for the scheme, 83 were against and eight gave inconclusive indications or were considered as spoilt papers.
- 6 Seventy-eight of the responses supporting the scheme included comments, seventy-four responses against the scheme also included comments/requests ( a précis of these comments is included as **Appendix 2**):
- 7 Responses in favour of the scheme: -
  - a. Eighteen of the responses indicated that they were either pleased with the proposal, or that it should have probably been done sooner.
  - b. Concern was expressed about possible problems on Birchfield Drive by 13 respondents. If the scheme goes ahead they indicated that motorists would be more likely to use this road than drive over the speed humps on Greenfield Drive and Butterfield Drive.
  - c. Twelve of the respondents indicated that they would like to see the scheme extended further along Greenfield Drive, of these responses 9 were from Greenfield Drive.
  - d. Concern was expressed by twelve respondents with regards to parking adjacent to Junction Farm Primary School. Requests were made to extend the length and time of the restrictions to alleviate problems of children having to pass between parked cars.
  - e. The provision of a 20mph zone over the whole area was requested by 7 respondents.
  - f. Eleven respondents from the northern area of the estate would like the scheme extended into Burnmoor Drive and the Meadowfield Drive area.
  - g. One respondent welcomed the scheme but considered that less speed humps should be provided, only four on Butterfield Drive spaced around the school.
  - h. The problem of Greenfield Drive and Butterfield Drive being used as a rat run was highlighted by four respondents, they considered that Elton Lane should be blocked off at Butterfield Drive or made 'one way' into Butterfield Drive.
  - i. The question was raised about the restrictions on the access to Abbeyfield House and would these cause problems for visitors.
  - j. One respondent requested further parking restrictions in the form of double yellow lines, to alleviate parking problems throughout the estate. Two further respondents indicated that problems exist with vehicles being parked at the junction of Greenfield Road and Durham Lane.

- k. Three respondents highlighted perceived speeding problems on Durham Lane.
- l. One respondent requested a 'No through road' sign at the entrance to Butterfield Close. A comment was received that their drive had been widened and they did not want it to be obstructed by a speed hump. Concern was expressed about how close the first speed humps coming into the estate are to Durham Lane.
- m. Two responses received indicated that they did not think that blocking off Elton Lane would be of any benefit. It would appear that another note/letter has been distributed within the area indicating that the cause of the problem is motorists 'rat-running' through the streets and blocking off Elton Lane would solve the problem.
- n. One respondent did not supply their name or address so this vote has been discounted.

## 8 Responses against the scheme

- a. Four responses were received without a name or address, as these cannot be confirmed as coming from a residence on the estate they have been discounted from the consultation.
- b. Twenty responses indicated that they considered that the main problem was vehicles 'rat-running' through the streets to avoid the traffic on Durham Lane. It was considered that this could be solved by blocking off the access to Elton Lane from Butterfield Drive.
- c. Eighteen of the responses although indicating opposition to the scheme supported the proposed zone around the school.
- d. The installation of the proposals on Greenfield Drive and Butterfield Drive will mean that more motorists will use Birchfield Drive as a short cut – this was the view of fourteen respondents.
- e. Thirteen respondents indicated that problems already exist with regards to school time parking, implementing the restrictions will move the problem onto other streets in the area.
- f. Environmental problems were highlighted by 14 respondents; these include the aesthetics, noise, fumes, and reduction in parking provision. Another 10 responses were concerned with regards to damage to vehicles caused by the speed humps.
- g. Seven respondents requested that a 20mph limit be implemented on all the roads in the area.
- h. Four respondents expressed concern with regards to parking on the footways and causing obstructions and one person pointed out that the parking already restricted the speed of vehicles.
- i. Four responses requested speed cameras with another four requesting more Police presence in the area. Two requests were made for speed indicating devices to be installed.

- j. Requests were made for other measures to be implemented such as one-way streets and chicanes by four respondents. One respondent indicated that the money would be better spent on highway maintenance.
- k. One respondent indicated that as the scheme had been agreed with the Parish Council there was no point in seeking the views of residents.
- l. Two respondents indicated the problem of excessive speed on Durham Lane.

### **Discussion/Revisions to Scheme**

- 9 The results of the consultation indicate that approximately 63% of residents responding support the proposed traffic calming scheme. A number of respondents indicated that the scheme as detailed would result in more traffic on Birchfield Drive, fourteen of the respondents, of which 13 were from Birchfield Drive who were against the proposal indicated this view, it is possible that they could support the scheme if traffic calming was installed on Birchfield Drive. It was therefore considered that the scheme should be amended to include calming measures on Birchfield Drive and the residents of Birchfield Drive be re-consulted, with respect to this element. This course of action was approved by Scheme of Delegation Report TS.T.128.08.
- 10 The main route through the estate is Greenfield Drive and Butterfield Drive, with Birchfield Drive being a possible short cut if traffic calming was installed on the main route. These roads should be considered as a first step in any traffic calming scheme for the entire area. Consideration for extending into other streets such as Burnmoor Drive/Meadowfield Drive, should only be considered following implementation of measures on the main roads.
- 11 The safety of the children attending Junction Farm Primary School is important and the proposed extension of school time waiting restrictions will enhance the safety of school pupils as they will not have to attempt to cross the road by emerging from between parked cars. It is accepted that some vehicles will be displaced into the surrounding streets but they should not park so as to cause an obstruction. If vehicles are persistently parking and obstructing driveways etc. the Enforcement Team at the Borough Council along with the Police are available to deal with such incidents. There are obviously quite a number of respondents against the scheme who accept the importance of the safety of school children.
- 12 The provision of a 20mph zone for the area will, at the present time, generally only be supported by Cleveland Police if traffic calming is installed to restrict the average speed of vehicles to 20mph, though a trial scheme involving a plated 20m limit without calming is planned in Hardwick in 2011/12. If this is to be pursued in the long term further traffic calming schemes may be required for the remainder of the area.
- 13 With regards to the use of Greenfield Drive, Butterfield Drive and Elton Lane being used as a 'rat-run' the Borough Council consulted on a scheme a few years ago to block off Elton Lane at Butterfield Drive and this resulted in strong opposition from the residents in the Elton Lane/Marion Avenue area. The scheme was subsequently not pursued. (see also paragraph 30)
- 14 The parking restrictions have been proposed on the access road to Abbeyfield House to alleviate problems of parked vehicles. As part of this consultation exercise they have been contacted for their views and no objection has been received.

- 15 Other parking matters were of concern to residents but the request for double yellow lines within the estate would be difficult to justify and enforce and likely to be opposed by other residents. Parking on footways can be a problem, but if motorists were forced to park their vehicles on the carriageway it would seriously reduce parking in the area and cause more conflict between neighbours.
- 16 The problem of speeding vehicles on Durham Lane is outside the remit of the Community Engineer so this will be referred to the Network Safety Team, together with the parking problems on the roundabout at the junction of Greenfield Drive and Durham Lane.
- 17 The sites where permanent speed cameras are installed are carefully chosen to ensure that these are located where they will be of most benefit, in this respect residential locations do not meet the criteria. The provision of speed indicating devices is generally restricted to busier roads where there are specific reasons for their installation. The Police will be informed of the concerns of the residents with regards to Police presence.
- 18 The request for the provision of a 'No through road' sign will be passed to Care for Your Area for installation when the relevant finance is available.
- 19 The location of all the proposed speed humps is in accordance with current guidelines. With regards to environmental problems it is accepted that some noise and increased air pollution can occur if vehicles accelerate between the speed humps, but if they maintain a constant slower speed there should be a reduction in pollution. The contention that traffic calming will reduce the value of properties is difficult to justify, all new housing estates have traffic calming installed to reduce vehicle speeds to 20mph but this does not lower their value or make them more difficult to sell.
- 20 Prior to consulting on this scheme other measures were considered by the Parish Council, but these were discounted as they would be likely to reduce parking provision in the case of chicanes or possibly increase the speed of vehicles if a 'one way' system was adopted.
- 21 The purpose of consultation exercises associated with environmental traffic calming scheme proposals and if this is not forthcoming the scheme will not progress.
- 22 A request was made under the Freedom of Information Act for details of the number of accidents on the roads in question and the number of residents requesting traffic calming. Over the past five years there have been no reported injury accidents on the roads in question, with regards to the number requesting traffic calming this information should be available through the Parish Council.

### **Further Consultation Birchfield Drive**

- 23 Subsequent to the first consultation exercise a scheme was developed for Birchfield Drive and this was approved by the Parish Council.
- 24 In this respect a letter which enclosed a plan of the proposal, a questionnaire and a prepaid return envelope was delivered to 68 homes within the area. The letter was dated 13 November 2009 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 3**. The effective closing date for the consultation exercise was therefore 27 November 2009.

## Response to the Birchfield Drive Consultation

25 In all 45 responses to the questionnaire were received, one of the responses was from outside the consultation area and was thus discounted. Of the 44 valid responses 33 supported the scheme with 11 indicating that they were against the scheme. Of the responses received 16 who supported the scheme made comments whilst 8 respondents against the scheme made comments. (a précis of these comments is included as **Appendix 4**)

26 Responses in favour of the scheme:

- a. Eight of the respondents indicated they supported/agreed with the scheme and some thanked the Authority for promoting the scheme. One of the respondents indicated that they supported the scheme but would not like to see a speed hump outside their house, whilst another respondent indicated that they did not like speed humps. A suggestion was made that another speed hump should be provided outside No 12 Birchfield Drive.
- b. The problem with the 'rat run' through Elton Lane was highlighted by one respondent. Two respondents indicated that parking at school times was a problem with motorists being inconsiderate to the residents. There were two respondents requesting features on Broomfield Avenue with a further two requesting a 20mph limit on the estate.
- c. Concern was expressed with regards to one of the features being located adjacent to side roads by one respondent with another indicating that the money would be better spent of resurfacing the roads and footways.

27 Responses against the scheme:

- a. Two respondents did not consider that there was a problem at the present time, with a further respondent indicating that they did not consider that speed humps slow traffic down to below 30mph. Two respondents were concerned about the damage caused to vehicles by them being driven over the humps.
- b. As an alternative to the provision of round top speed humps the provision of road narrowing's/chicanes was proposed by one respondent, another suggested the imposition of a 20mph limit in the area. It was noted by one person that the parked cars already act as a speed reducing feature.
- c. It was considered that there were already too many speed humps proposed for Butterfield Drive and Greenfield Drive by one person with another response indicating that they did not want the scheme.
- d. Two requests were made for Elton Lane to be blocked off at Butterfield Drive.

## Discussion/Revisions to the Scheme

28 The result of this second consultation indicates that 75% of residents responding supported the installation of the scheme. In the original consultation exercise a total of 41 responses were received from the second consultation area, 21 being in favour and 20 against which is approximately a 50/50 split. It should be noted that not all the same residents responded to both consultation exercises and three respondents

changed from supporting to against while 2 changed from being against to supporting.

- 29 If the responses from the second consultation area are taken away from the original consultation and then the responses from the second consultation are added to original exercise the result would be as follows: -

	<b>Supporting</b>	<b>Against</b>
Total first consultation	145	83
Delete number from 2 <sup>nd</sup> consultation area	21	20
<b>Revised Total</b>	<b>124</b>	<b>63</b>
Add result of 2 <sup>nd</sup> consultation	33	11
<b>Final Total</b>	<b>157</b>	<b>74</b>

This results in a percentage support for the scheme of approximately 68%.

- 30 Most of the comments received covered the same points as the previous consultation and do not require further responses. However, with regards to vehicles using Elton Lane to avoid queuing an origin and destination survey has been carried out in December 2009 and during the 3 hour period 42 vehicles entered from Butterfield Drive and went out at Marion Avenue. Given the previous opposition from local residents to closing the Butterfield Drive/Elton Lane junction, it is not proposed to pursue any measures at this location.

## **FINANCIAL IMPLICATIONS**

The estimated cost of the complete scheme is £20,000. At the present time finance is not available for this scheme so it is considered that it should be placed on a list of schemes to be considered for future funding.

## **POLICY CONTENT**

The proposals are consistent with the Council's Local Transport Plan and Sustainable Community Strategy.

## **CONSULTATION**

The consultation is as detailed in the report. The Parish Council and the Ward Councillor's have confirmed their 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 and school time waiting restrictions will be undertaken at the appropriate time.

## **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 Neighbourhood Services**

**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

Scheme of Delegation Report TS.T.128.08

Education Related Item?

No

Ward(s) and Ward Councilors

Eaglescliffe – Cllrs John Fletcher, Alan Lewis & Maureen Rigg

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

Richard McGuckin  
Head of Technical Services



**BUTTERFIELD DRIVE AREA, EAGLESCLIFFE – 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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# Appendix 1

Dear Sir/Madam

## TRAFFIC CALMING, BUTTERFIELD DRIVE AREA, EAGLESCLIFFE

Concern has been expressed by a number of residents of the Butterfield Road Area with regards to some vehicles being driven along the roads at excessive speeds. These concerns were notified to Stockton-on-Tees Borough Council, who have responsibility for highway safety, by Egglescliffe Parish Council.

In response to these concerns the Community Engineer employed by Stockton on Tees Borough Council has been working with the Parish Council on a traffic calming scheme for the area. 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. It is also proposed to include a school zone around Junction Farm Primary School to alleviate problems at school times.

A copy of a plan showing the proposed layout is enclosed detailing the proposals. The proposals include the following: -

The provision of round top speed humps: -

6 No on Butterfield Drive

3 No on Greenfield Drive

Relevant warning signs are to be provided at the entrances to the area.

The provision of a School Zone on Butterfield Drive which will include extended school keep clear markings and school time waiting restrictions in the vicinity of the school.

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@a19.uk.com](mailto:steve.lumb@a19.uk.com)

Yours faithfully

Steve Lumb  
Community Engineer

# Appendix 1

## TRAFFIC CALMING SCHEME – BUTTERFIELD DRIVE AREA, EAGLESCLIFFE

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

Name .....

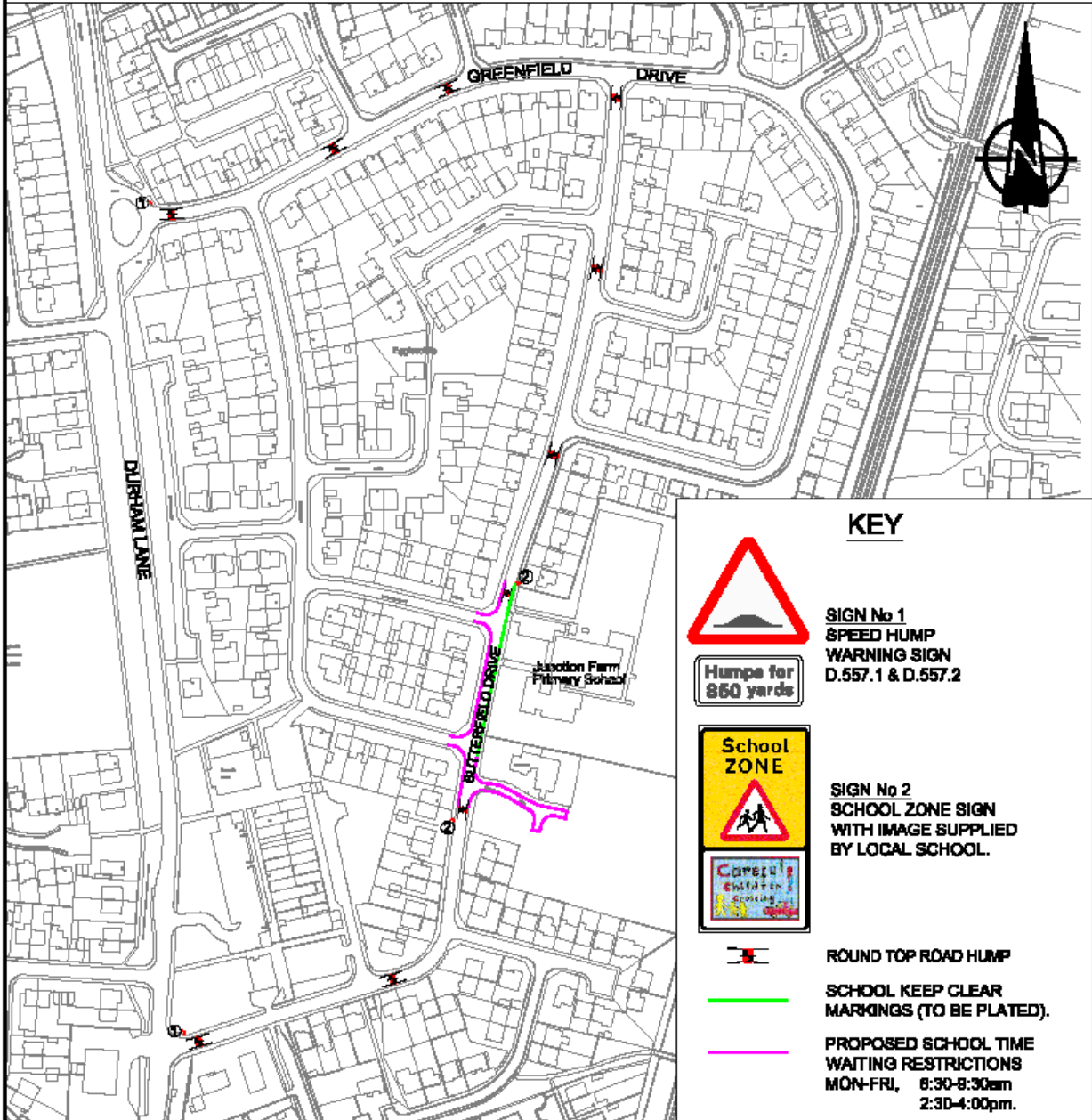
Address .....

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October 08 .....

# Appendix 1

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<b>A</b>		<b>PARKING RESTRICTIONS AMENDED ADJACENT TO JUNCTION FARM PRIMARY SCHOOL.</b>		GCF	MG	22.09.08
Rev	Description			Drn	Clk	Date
Drawing Status		PRELIMINARY <input type="checkbox"/>	APPROVAL <input type="checkbox"/>	INFORMATION <input checked="" type="checkbox"/>	TENDER <input type="checkbox"/>	CONTRACT <input type="checkbox"/>
<p><b>Stockton-on-Tees</b> BOROUGH COUNCIL</p> <p>Development &amp; Neighbourhood Services Head (Technical Services Division) Mike Robinson B.Sc., G.Eng., M.I.C.E. P.O. Box 220, Kingsway House, West Preoston, Billingham, TB23 2YL Telephone (01642) 383938. E-mail: highway@stockton.gov.uk</p>		<p>Project <b>BUTTERFIELD DRIVE EGGLESCLIFFE</b></p> <p>Content <b>PROPOSED TRAFFIC CALMING</b></p>				
Scale	1:2000	Date	MARCH '08	Drawn Checked	GCF SL	Job No. SL064 A

A3 Original

## Appendix 3

Dear Sir/Madam

### TRAFFIC CALMING, BIRCHFIELD DRIVE, EAGLESCLIFFE

Following concerns raised by residents to Eggescliffe and Eaglescliffe Parish Council a scheme was developed for traffic calming on Greenfield Drive and Butterfield Drive. A subsequent consultation exercise was carried out with letters going out to affected residents at the end of October 2008 with a response requested within 14 days. In all 532 letters were sent out and 239 replies received, of these 145 supported the scheme and 83 were, eight respondents gave inconclusive indications or were considered as spoilt papers. The support for the scheme was therefore approximately 63%.

A number of respondents from the Birchfield Drive area were concerned that the installation of the scheme would cause drivers to use Birchfield Drive to avoid the traffic calming on Greenfield Road and Butterfield Drive. A number of respondents therefore requested traffic calming on Birchfield Drive. In consultation with the Parish Council a traffic calming scheme has been developed for Birchfield Drive and it is considered that a further consultation exercise should be carried out to confirm support or otherwise for the proposals.

The scheme briefly comprises the following: -

Three round top speed humps on Birchfield Drive as indicated on the attached plan.

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@a19.uk.com](mailto:steve.lumb@a19.uk.com)

Yours faithfully

Steve Lumb  
Community Engineer

# Appendix 3

## TRAFFIC CALMING SCHEME – BIRCHFIELD DRIVE, EAGLESCLIFFE

Consultation November 2009

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

Comments

Name .....

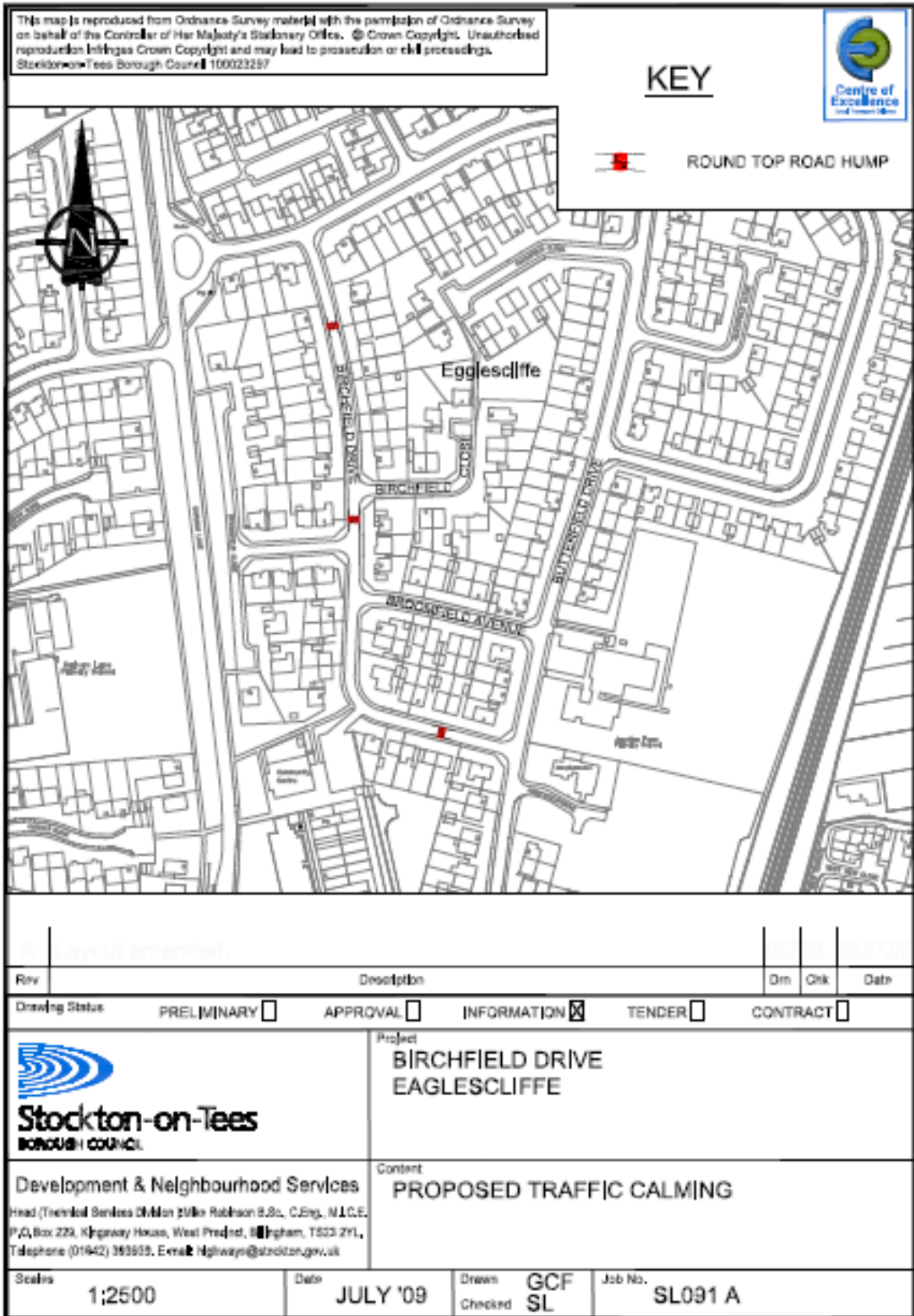
Address .....

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November 09

# Appendix 3



## **Appendix 4**

### **Birchfield Drive, Eaglescliffe consultation responses**

#### **Comments supporting the Scheme**

Thank you/agree	8
Stop the rat run into Elton Lane	1
I would not like a hump outside my house	1
Would like to see hump outside 12 Birchfield	1
Concern about the location of the hump between two junctions	1
Parking at school times	2
Does not like speed humps	1
Require some features on Broomfield	2
20 mph zone	2
Would prefer the streets to be re-surfaced	1

#### **Comments against the Scheme**

Speed humps do not slow vehicles to below 30mph	1
No problem at present	2
Damage to vehicles	2
20 mph zone	1
Provide chicanes/road narrowing's to slow traffic	1
Block off Elton Lane	2
Parked vehicles already calm the traffic	1
There are already too many humps proposed on Butterfield	1
We do not want the scheme	1