



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

14831

26 July 2012

Dear Mr Greaves

WALLINGTON ROAD/BUTSFIELD WAY - PROPOSED ROAD HUMPS

Your letter of objection dated 25 July 2012 to the proposed traffic calming scheme on Wallington Road/Butsfield Way has been forwarded to me for reply.

I will take this opportunity to give you the background with regard to the scheme. Since 1993 the Council's Design Guide and Specification has ensured that all new residential roads in the Borough were calmed to ensure an average speed of around 20mph with the use of physical features or simply through the road alignment. For example Heaton Road off Wallington Road was calmed at the developers expense – housing developers have indicated that traffic calming is a positive selling point for prospective buyers, particularly those with young children.

In response to an ever increasing number of requests to provide traffic calming on residential roads built prior to 1993, the Council developed the innovative Community Engineer initiative in 2001. The Council's Community Engineer was authorised to work alongside Parish/Town Councils and formally constituted residents groups to develop environmental traffic calming schemes for their particular street /area in reaction to resident's concerns with respect to vehicle speeds and the potential for accidents.

The scheme in Wallington Road was instigated by North Billingham Residents Association following concerns expressed by residents in the area with regard to the speed of some drivers using the road.

The Residents Association worked alongside Stockton Council's former Community Engineer to develop the scheme. Options of the traffic calming measures available were given to them and they opted to develop a scheme featuring road humps.

An initial consultation exercise was carried out with residents via a letter drop, including plan, questionnaire and pre-paid reply envelope. Approximately 75% of respondents supported the scheme, which was subsequently approved by the Head Of Technical Services / Cabinet Member via consultation with the Ward Councillors and Town Council.

Mr A. Greaves
93 Wallington Road
Billingham
TS23 3XQ



INVESTOR IN PEOPLE



The Government Standard

Northern Area Transport Strategy (ATS) stakeholders have now allocated full funding for the scheme in 2012/13 at their meeting in May 2012, subject to favourable completion of the statutory processes. (The ATS process involves local transport stakeholders, including Ward Councillors, in four areas of the Borough – based on the Renaissance area boundaries – being allocated an annual budget to spend on transport priorities in their area).

The round top road humps proposed have a proven record in significantly reducing actual vehicle speeds. Generally speaking, the Council receives few complaints with regard to noise/vibration problems for calming schemes featuring round top road humps, and most new estate roads built since 1993 have such features. Indeed, developers have indicated that traffic calming is a positive selling point for prospective buyers, particularly those with young children.

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 features and then slow down for the next one, thus reducing vehicle emissions. The road humps have been positioned to avoid private driveways and to maintain the desired hump spacing. To move it to the location you suggest would leave too large a spacing between the relocated feature and the hump proposed further west near Pelton Close; to move it at this stage would also require commencing the statutory process again.

Vehicle Activated Signs tend to be used on roads higher in the hierarchy than Wallington Road. Northern ATS stakeholders, where VAS signs tend to receive funding, have not indicated a desire to provide one here. Instead, they and the residents group are seeking to reduce actual average speeds to around 20mph which could not be achieved by provision of VAS.

Given the above comments, I would like you to re-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 Notice of Works process and as an objector you would be given every opportunity to address the Committee members. The Committee then makes a recommendation to the Head of Technical Services / Cabinet Member as to whether to over-rule or uphold any objections received. The other alternative is to formally withdraw your objection.

At the end of the statutory consultation period, your objection is the only one of two the Council have received. Please note that should you wish your objection to stand your letter will part of the Committee papers and therefore be part of a public document.

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.

Thank you for your assistance in this matter.

Yours sincerely

Mark Gillson
Senior Engineer, Network Safety

Enc

To: Mr M Gillson
Senior Engineer - Network Safety
Stockton-on-Tees Borough Council
Development & Neighbourhood Services
PO Box 229
Kingsway House
West Precinct
Billingham
TS23 2YL

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

Dear Mr Gillson

WALLINGTON ROAD/BUTSFIELD WAY, BILLINGHAM – PROPOSED ROAD HUMPS

With reference to my letter of 25 July 2012 to the Council's Corporate Director of Law and Democracy regarding the above and the Network Safety correspondence dated 26 July 2012.

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 :

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Postcode :

Date :

Signed :