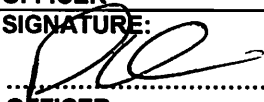
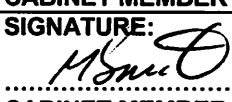


Delegated Decision Front Sheet

Officer Key Decision/ Officer Non Key Decision in Consultation with Cabinet Member(s)

| | | | | | |
|---|--|---|--|---|--|
| OFFICER AND SERVICE AREA Richard MCGuckin Technical Services | | DECISION NO: TS/E/45/13 | | DATE DECISION TAKEN 16 August 2013 JK | |
| EXECUTIVE OR NON EXECUTIVE DECISION i.e. Cabinet or Council (Please state) Executive | | DELEGATION POWER AND PAGE OF CONSTITUTION 207, Page 179 | | CHECKS & BALANCES: In consultation with appropriate Cabinet Member(s) | |
| IS IT A KEY DECISION? No | | IS DECISION IN THE FORWARD PLAN? No | | | |
| IF NOT IN FORWARD PLAN, IS GENERAL EXCEPTION PROCEDURE TO BE APPLIED? YES /NO N/A | | | IF GENERAL EXCEPTION PROCEDURE NOT TO BE APPLIED, HAS MEMBER CONSENT BEEN OBTAINED IN ACCORDANCE WITH SPECIAL URGENCY PROCEDURE? N/A | | |
| DETAILS OF DECISION: The Levensdale Links scheme proposal comprises of a footway/cycleway running north-south along a former pylon corridor through the Levensdale estate, widening of the existing footway between the Valley Drive/Leven Road junction and Glaisdale Road to create a footway/cycleway and the implementation of a 20mph speed limit possibly including physical calming measures, subject to speed surveys, on the estate | | | | | |
| REASONS FOR DECISION: This report sets out the scheme proposals and consultation findings for the Levensdale Links scheme which aims to increase pedestrian and cycle access to Levensdale Primary, Conyers and local shops while also improving access to green space. The speed reduction measures proposed will bring road safety benefits and reduce vehicle speeds on the estate. This should reduce the potential for accidents or the severity of any accidents which do occur. By reducing speeds the schemes will make the environment more attractive for active travel to school. | | | | | |
| ALTERNATIVE OPTIONS CONSIDERED AND REJECTED Yes, as detailed in attached report. | | | | | |
| ANY CONFLICT OF INTEREST DECLARED BY ANY CABINET MEMBER CONSULTED No | | | | | |
| ANY DISPENSATION GRANTED BY THE COUNCIL'S HEAD OF PAID SERVICE IN RESPECT OF ANY DECLARED CONFLICT OF INTEREST (EXECUTIVE DECISIONS ONLY) OR ANY DISPENSATION GRANTED BY THE COUNCIL'S MONITORING OFFICER IN RESPECT OF NON EXECUTIVE DECISIONS No | | | | | |
| CABINET MEMBER(S) CONSULTED: Councillor M Smith – Cabinet Member, Regeneration & Transport | | | | | |
| SIGNATURE: OFFICER | | DATE: OFFICER | | SIGNATURE: CABINET MEMBER | |
| SIGNATURE:  OFFICER | | DATE: 28/8/13 OFFICER | | SIGNATURE:  CABINET MEMBER | |
| | | | | DATE: 28 AUG 13 CABINET MEMBER | |

OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

Scheme of Delegation No: 207, Page 179

Officer: Richard McGuckin

LEVENDALE LINKS FOOTWAY/CYCLEWAY AND 20MPH LIMIT

SUMMARY

This report presents the results of a public consultation exercise on the proposals for a footpath/cycleway and 20mph limit in the Levensdale estate.

Overall the proposals received a positive response from the community, the details of which are included in the report.

RECOMMENDATIONS

It is recommended that:

1. The proposed footway and cycleway as detailed on the attached drawing EVP0008_001 Be taken forward to detailed design, planning permission and construction subject to approval taking into account the comments received as shown in Appendix 1.
2. The level of support for the 20mph limit for the Levensdale Estate be noted.
3. The proposed 20mph limit for the Levensdale Estate be taken to detailed design and The Director of Law and Democracy to be authorised to process the necessary Notice of Works and receive any objections at the appropriate time.
4. Ward Councillors and Yarm Town Council are informed of your decision.

DETAIL

Background

1. In November 2012 the Council were approached by Sustrans, the sustainable transport charity, to put forward expressions of interest for their 2013/14 Links to Schools and Communities fund. Five schemes were submitted in December 2012 and the Council were subsequently asked to submit two detailed schemes to the selection panel in January 2013. These were Levensdale Links and West Hartburn Links. This report details the former.
2. These two schemes were subsequently approved by Sustrans Linking Schools and Communities Board in February 2013 and funding of £75,000 and £150,000 awarded on the basis of 50% match which is to be provided through the 2013/14 Local Transport Plan settlement.

3. The Levendale Links scheme proposal comprises of a footway/cycleway running north-south along a former pylon corridor through the Levendale estate, widening of the existing footway between the Valley Drive/Leven Road junction and Glaisdale Road to create a footway/cycleway and the implementation of a 20mph speed limit possibly including physical calming measures, subject to speed surveys, on the estate. The proposals are shown in detail in the attached drawing EPV0008_001.

Speed Surveys

4. Speed surveys on Glaisdale Road and Lingfield Road were carried out between the 5th and 10th June 2013 to ascertain average speeds in order to determine whether the proposed 20mph limit would require physical calming measures to be introduced. It is recommended by the DfT that 20mph speed limits are not implemented where existing average speeds exceed 24mph.
5. The average speeds for Glaisdale Road were found to be 27mph northbound and 23.4mph southbound, and on Lingfield Road 23.2mph eastbound and 22.2mph westbound. Three out of four of these figures are within the recommended 24mph to implement a 20mph limit without introducing physical measures.
6. For this reason the scheme design does not propose to introduce physical traffic calming across the estate but rather concentrate on the points where the proposed footpath/cycleway crosses Mount Leven Road and Lingfield Road.
7. A 'raised table' crossing on Lingfield Road for the footway/cycleway with priority for pedestrian and cycle traffic is proposed.
8. The options for including traffic calming features on Glaisdale Road have been looked at in depth with the conclusion that provision of any option would have a negative impact on residents ability to access and egress driveways. The road is also a bus route (detailed below) and vertical deflections could adversely affect passenger safety and comfort.
9. It is therefore proposed to introduce a dropped kerb crossing of Mount Leven Road for the footway/cycleway as the crossing point is over the east and west bound existing bus stops which cannot be relocated due to space constraints. This will be highlighted using on carriageway markings in advance of the crossing point.

Accidents

10. There have been 3 slight accidents in the last 3 years none of which have involved vulnerable road users. They involved collisions between cars and a bus and a goods vehicle. An accident plot is attached as Appendix 2 for information.

Public Transport

The X6 hourly Mon-Sat bus service runs along Glaisdale Road, Mount Leven Road and Valley Drive. The bus stops for both east and west bound journeys are located on Mount Leven Road on the alignment of the proposed footpath/cycleway crossing point. Arriva and Connect Tees Valley will be consulted on the scheme through the Officers Traffic Group.

FINANCIAL IMPLICATIONS

The estimated cost of the proposed measures are indicated in the table below.

| Measure(s) | Estimated Cost |
|---------------------------|----------------|
| Footway/Cycleway | £135,000 |
| 20mph limit and crossings | £13,500 |
| 10% Contingencies | £14,850 |

The estimated total cost of the proposed measures is **£163,350**.

POLICY CONTENT

Local Transport Plan Objectives

- Reducing the number of children (aged under 16 yrs) killed or seriously injured in road traffic accidents.
- The Sustainable Travel daughter strategy to the LTP has key objectives of increasing walking and cycling levels through expansion of the footway and cycleway network

Western Area Transport Strategy Objectives for LTP 3

- Improvements to Road Safety / reducing traffic speeds
- Improvements to the walking & cycling network
- Tackling excessive speeds on local roads

CONSULTATION

11. The proposals were put to Yarm Ward Councillors for their consideration at a briefing in April 2013. The proposals were generally well received with Councillors commenting that the 20mph speed limit may be contentious with residents if it were to include physical calming measures. Councillors also asked that tree planting associated with the scheme be sympathetically positioned.
12. Following this briefing small alterations were made to the scheme outline design prior to a consultation letter and scheme plan being sent out to all properties on the Levendale estate, totalling just over 600 addresses. The letter requested yes/no responses to support for the cycleway/footway and 20mph limit separately. Residents were given 3 weeks to respond by email, pre-paid envelope and form, telephone or via a public consultation event. A copy of the consultation letter and plan are attached as Appendix 3.
13. The public consultation event took place at Levendale Primary School on the 11th July. A list of comments from the event are attached and discussed in further detail below.
14. The outline proposal was sent to Development Control to ascertain whether planning approval would be required for the scheme. The response stated that planning approval would be required should the proposal go ahead and that the scheme is looked on favourably by Officers as it supports a number of key Council policies. The response is attached as Appendix 4 for information.

15. The outline proposal was also sent to Cleveland Police Crime Prevention Design Advisor for comment. The proposals received a positive response with some minor design changes suggested. The full response is attached as Appendix 5 for information.
16. In total 127 (21% return rate) responses were received with 95 (75%) supporting the cycleway proposal and 85 (67%) supporting the 20mph limit.

Ward Councillor and Town Council Consultation Feedback

This draft document was sent to Ward Councillors for comment on 8th August with a requested reply date of 15th August.

Responses received:

To date no responses have been received.

Officers Traffic Group will be informed of the proposals at a future meeting.

CONCLUSIONS

The proposed scheme will provide a spinal traffic-free route through the Levendale estate linking to the existing Leven Park cycle network and the highway network to provide a local and strategic route through the area. The 20mph limit will reduce vehicle speeds which in turn will reduce the severity of any accidents should they occur.

Corporate Director of Development and Neighbourhood Services

Contact Officer: Jonathan Kibble
Tel No: 01642 526735
E-mail address: jonathan.kibble@stockton.gov.uk

Environmental Implications

The former pylon corridor is currently defined as an open space area and complies with Core Strategy Policies CS6.1 that relates to facilities which 'enhance the sustainability of the community' and policy CS6.3 which relates to 'the quality of the open space'. Further policies which are relevant are CS10.3 and CS10.6 which relate to joint working on green infrastructure schemes.

The scheme should improve road safety on the treated length of roads at each of the schools, thus ensuring that the Borough continues to be a safe, healthy and attractive place in which to live and work.

Community Safety Implications

Addresses road safety concerns and provides improved accessibility to Levendale Primary, Conyers, the local shop, and green spaces.

Background Papers

None


Education Related Item

No

Ward(s) and Ward Councillors

Table 3: Wards and Ward Councillors identified for each School


| Ward(s) | Councillor(s) |
|---------|---|
| Yarm | Councillor A Sherris Councillor M Chatburn Councillor B Houchen |

Signed by the Delegate Officer  Date 23/3/13

Richard McGuckin
Head of Technical Services

LEVENDALE LINKS FOOTWAY/CYCLEWAY AND 20MPH LIMIT

I accept / ~~do not accept~~ the above recommendations.

Signed  Date: 28 Aug 13

Clr M Smith
(Cabinet Member for Regeneration & Transport)

Comments

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| Levendale Estate, Proposed Footpath/Cycleway and 20MPH Zone | | |
|---|-----|-----|
| Delivered | 600 | |
| Received | 127 | 21% |
| Support for Cycleway/Footpath | | |
| Yes Result | 95 | 75% |
| No Result | 27 | 21% |
| Support for 20mph Zone | | |
| Yes Result | 85 | 67% |
| No Result | 40 | 31% |
| Comment Only | 1 | |

| Additions/Alterations to Consider |
|---|
| Proposed path/cycleway be extended to the River Tees with path to Yarm Centre and towards Stockton |
| Include more of the estate in the 20mph zone. |
| Objection to 3 trees shown on plan, blocks access. |
| Turning circle and parking for school coaches only by constructed adjacent to Levendale Primary |
| Use some of the land to provide parking spaces. |
| 30mph is a reasonable speed limit for Levendale Est. Why is it necessary? |
| Would the footpath/cycleway be lit to allow use at night? |
| Road immediately outside of the school should have a 20mph limit as parents who collect their children by car cause congestion and safety issues at school times. Not aware of speeding issues or unsafe driving so speed bumps are unnecessary and unwelcome. |
| Not sure that a 20mph limit is needed on the 'Riverside' section of Valley Drive. |
| Cannot be justified spending money on a cycle track on part of the green belt, have not noticed an increase with Footbridge over Tees from pumping station at bottom of Valley Drive to Eaglescliffe side to provide easy walking access to town. Would be a lot more useful than a cycleway down the middle of the estate. |
| To have the planting on the Angrove Close side of the path. |
| Ensure drainage is developed behind Angrove Close/Levendale Close. During periods of heavy rain the area becomes quite boggy. |
| 20mph speed limit should be extended to cover whole length of Leven Road and Kirk Road. |
| Proposed cycleway are needed as the area proposed does not really go anywhere. |
| I fully support the proposed footpath/cycleway but think the 20mph zone should be timed for Levendale School |
| Good idea very welcome as long as it stays flood free. |
| If the 20mph is introduced - will it be enforced? |
| Do you think more Rowan trees could be planted along this new route. |
| Remove bus route from Valley Drive, Mount Leven Road and Glaisdale. |
| Glaisdale Road should be excluded and retained at 30 mph. Agree with the other areas as 20mph zone. |
| Any chance of footpath being laid in play area between Enterprise Close and Rudby Close? |
| Consider making one side of Lingfield Rd no parking near school. |
| Cycle bridge to get to cycle routes in Ingleby Barwick |
| In addition to new tree planting in pylon corridor, plant wildflowers and mow less frequently |
| Play area to be included somewhere along the cycleway would be useful. |
| Have 20mph signs painted along the road at intervals |
| Improve parking outside the school and extend the yellow lines outside the school (turning area). |
| Provision of bus lay bys on both sides of Mount Leven Road. |
| Consider changing green lane from a 50mph zone to a 40mph zone from the roundabout to Leven Bank |
| No so many trees |
| Where proposed links to the spine are - Stainsale Close in our case - might it be possible to implement some form of parking restriction. |
| Physical traffic calming measures would be better. |
| Close Lingfield Road at the proposed footpath cycle intersection. |
| Could cycleway be extended to meet up with Ingleby Barwick |
| Feel condition of the existing footpath on Levendale area matter of concern |
| No speed bumps |

| |
|---|
| Raised pelican crossings on Glaisdale Road near to Lingfield Road, also where cycleway crosses Mount Leven Road just by the school and shop. |
| The strip of land where pylons used to be running across Lingfield Road could block off Lingfield Road to stop people using it as a cut through. |
| Consider reducing speed limit on Green Lane from 50mph to 40mph. |
| Money could be better spent elsewhere |
| Other Relevant Comments |
| This land should be used for the benefit of the residents, this scheme will not do that. |
| Blanket imposition of 20mph as shown is totally un-necessary. |
| Are you going to lower existing ground level to prevent a downgrade to the road crossing? |
| Continue footpath to meet up with existing paths |
| Don't see the point in new cycleway/footpath as it does not lead to anywhere in particular on Mount Leven Road. A cycleway from Ingleby Barwick to the Levensdale Est would be much more useful. |
| 100% behind your proposals - a refreshing change to building new houses all over Yarm. |
| Path will be directly behind my rear garden fence leading to noise disturbance. Land is prone to flooding so this path will result in marsh conditions on the lawn of Angrove Close. Space should be left for maintenance of fences. Re: 'The existing track to be widened' - this is an area of woodland and wild flowers, be a pity to lose this. |
| Money could be better spent on re-furbishing footpaths. Speed limit at present is observed by most people - does not require traffic calming. |
| Feel there is no real requirement for a footpath and cycleway through this area, existing routes are adequate. |
| Don't particularly like 'traffic calming measures' as I think they distract the driver from looking at roads/paths for peds, childrens etc. The drivers attention is more on negotiating the chicane or avoiding the humps. |
| What you are proposing is to destroy the only grass area on the estate to provide an unnecessary cycle path which will go nowhere, I think this proposal is preposterous and hope resident views will be listened to. |
| Lets hope the people who are going to live in the new houses which are being built in Yarm, make good use of footpath/cycleway and leave their cars at home. We are very worried about the impact they are going to have. |
| Can see no benefit in the proposed cycleway/footpath that goes from nowhere to nowhere. Funding should be used to repair existing roads. Very opposed to traffic calming measures, not aware of any agitation on the estate that requires calming. |
| Only makes sense to apply 20mph speed limit if it is going to be enforced. No attempts to enforce 30mph limit on Leven Road which many users frequently exceed. |
| I would definitely support the introduction of a 20mph zone as my road is used at a 'rat run' by speeding motorists. Some of the local bus drivers also speed considerably on Mount Leven Road. |
| The timed speed restricted zones could include Lingfield Road and the bottom part of Mount Leven Road that runs past McColls store. |
| Take care with bus traffic if traffic calming measures are to be implemented so as not to damage buses or road surfaces. |
| Enforcing existing speed limits would be a much better idea. The 30mph limit is broken/ignored regularly, particularly by mothers transporting children to and from school, and the X6 bus. |
| Agree to 20mph subject to non physical calming methods, no speed bumps or similar, no narrowing of any parts of existing roads, no giveway/priority systems. |
| Do not support the creation of a footpath/cycleway running directly behind our house. Concerned it will encourage anti social behaviour. |
| The area around Lingfield School is very dangerous at school drop off times, anything to alleviate the problem welcome. |
| Do not want an increase in traffic both at the front and at the side of bungalow |
| Do not agree with any physical traffic calming measures on Glaisdale Road. |
| Feel should remain a green belt and object to cycleway and footpath. |
| Tarmac path would spoil the grassed area and look unpleasing on the eye. 20mph is ridiculous, 30mph is sufficient as a speed limit |
| In times of austerity money should be directed to more important priorities. |
| Cycleway will encourage anti social behaviour |
| Current 30mph is good - there are no casualties. |
| Some measure of slowing traffic down would need to be installed, 20mph signs would not be enough. |
| Object to speed bumps |
| Already a problem with flooding - hard standing in area would make the problem worse. |
| Lead to an increase in anti social behaviour |
| Strongly object to traffic calming measures such as speed bumps or priority movement arrows. |
| Police will use 20 MPH Zone as a fund raising exercise. |
| Nice to see a 'Welcome to Levensdale - Please drive carefully' sign |
| No problem with vehicle speeds at the moment, traffic calming would intrude on what is now a quiet and peaceful estate. |

Not convinced that the proposed cycle route would be used enough to warrant destroying yet more green areas and trees. How many cyclists use the existing paths?

The composition of the proposal document suggests that both elements are tied together and dependent on one another, which I believe to be misleading, given that these are two mutually exclusive items and deserve to be treated as such.

Agreements

We strongly support these proposals. They will give a safer estate for children and the cycle path will encourage more people to leave their cars at home.

Many thanks for applying and securing this grant, we would love to use our bikes more often but the surrounding roads means you take your life in your hands.

Strongly agree with 20mph zone.

Strongly support this scheme, great benefit to the estate.

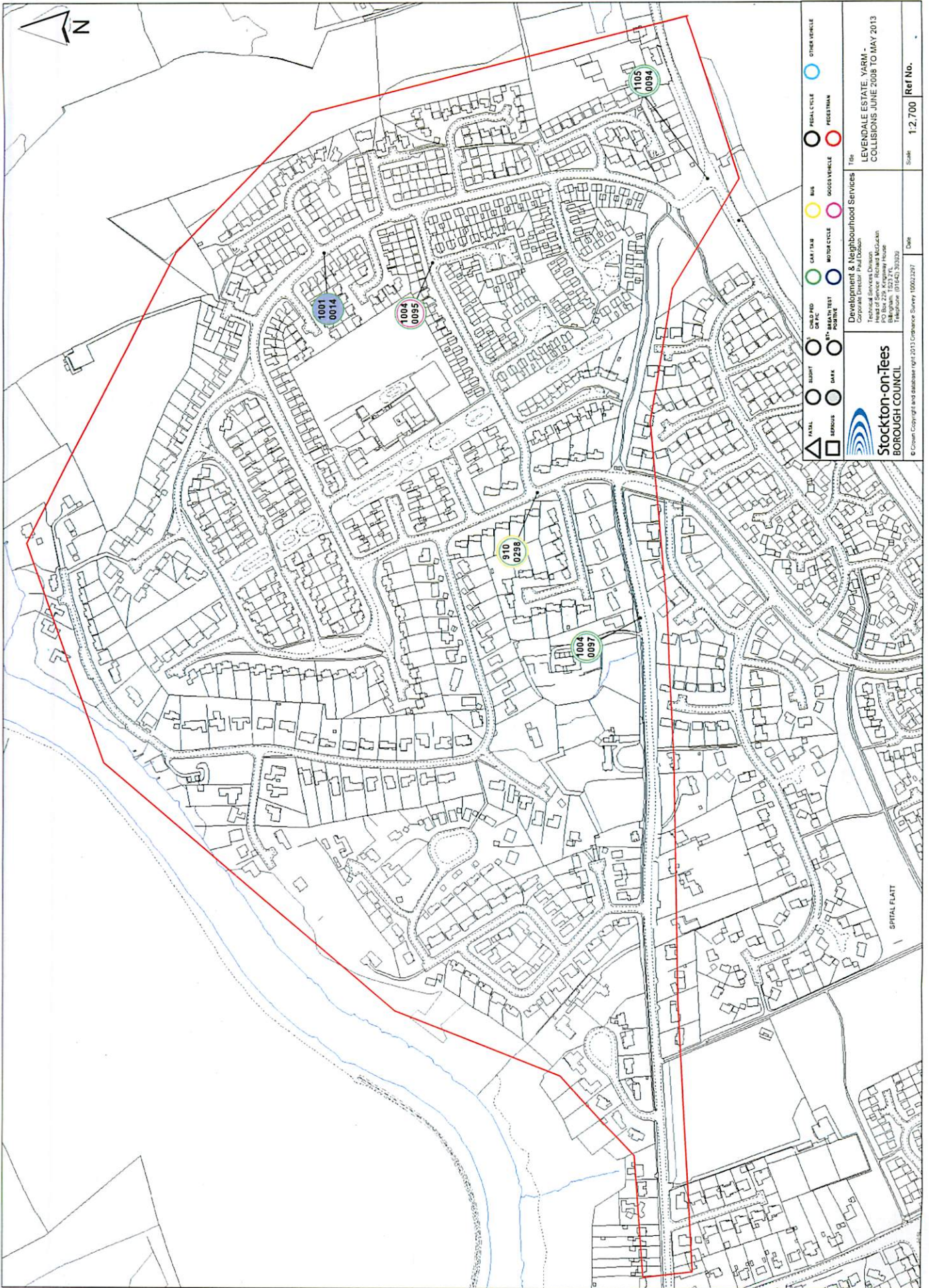
Particularly pleased with the 20mph zone, a present Glaisdale Road is like a race track.

Excellent plan to preserve this important green corridor through the estate. It also provides a safe traffic free throughway for children

Proposals look excellent, look forward to being able to let the children cycle more freely around the estate.

Welcome the development of a cycle path into Yarm from the Leven Road side. Given the traffic problems it is unacceptable that there is no safe route in cycle into Yarm

Great work excellent news for the Levendale area. Well done to all concerned.



| | | | | | | |
|---------|-------|-------------|-------------|---------------|-------------|---------------|
| PATROL | SUBST | CHILD PRO | CAR PARK | BUS | SOCIAL CLUB | OTHER VEHICLE |
| PARKING | MARK | RESIDENTIAL | MOTOR CYCLE | GOODS VEHICLE | RESIDENTIAL | |

Stockton-on-tees
BOROUGH COUNCIL
 Development & Neighbourhood Services
 Corporate Director Paul Dobson
 Technical Services Division
 151-153, The Old Mill, Mill Lane, Kippenholme
 PO Box 229, Kippenholme
 Easington, TS23 7FL
 Telephone: 01642 330292

Title: LEVENDALE ESTATE YARM - COLLISIONS JUNE 2008 TO MAY 2013
 Scale: 1:2,700
 Ref No:

HOSPITAL FLATS

My Ref: TS/T/17/1
Your Ref:
Please ask Mr J Kibble
Tel: 01642 526735
Email: Technicalservices@stockton.gov.uk

June 2013

Dear Sir/Madam

Proposed footpath/cycleway and 20mph zone for Levendale Estate

I am writing to you to inform you at an early stage of a proposed active travel scheme for the Levendale Estate.

The Council were fortunate to be successful in securing funding from Sustrans, the sustainable transport charity, for the creation of a new footpath/cycleway following the alignment of the former pylon line running through the centre of the Levendale estate and linking into the existing footway from Kirk Road to Glaisdale Road which under the proposals would also be widened to become a footpath/cycleway linking into the existing cycleway network through Leven Park and on to Healaugh Park shops and Conyers school.

Allied to the footpath/cycleway scheme we also propose to introduce a 20mph zone covering the estate in order to promote walking and cycling and lower traffic speeds. This will feature entrance/exit signing at the Leven Road/Kirk Road and Glaisdale road/Green Lane junctions. No further 'repeater' signs will be required. Physical traffic calming measures may be required on Glaisdale Road, subject to speed surveys.

We would like to invite you to comment on the proposals at this early stage. In order to allow you to discuss and comment on the scheme with myself and colleagues I would like to invite you to a public consultation evening where there will be large scale versions of the proposals available to view and add comments to. The event will take place at Levendale Primary School on TBC of June from 19:00-21:00.

If you would like to attend please contact Technical Services on Tel 01642 526708 or email technicalservices@stockton.gov.uk to register.

You can also register your views by completing the attached reply slip and returning it in the pre-paid envelope provided within 3 weeks of the date of this letter. You may also e-mail any comments to technical.services@stockton.gov.uk or alternatively, write to Stockton on Tees Borough Council, FREEPOST NEA1389, PO Box 229, Billingham, TS23 2YL.

Yours sincerely



Jonathan Kibble
Sustainable Travel Officer

Jonathan Kibble
P.O.Box 229
Kingsway House
West Precinct
Billingham
TS23 2YL

Ref TS/T/17/1

Dear Mr Kibble

LEVENDALE ESTATE, PROPOSED FOOTPATH/CYCLEWAY AND 20MPH ZONE

With respect to the proposed implementation of a footpath/cycleway as shown on the attached plan

Do you support this element of the proposals YES/NO

With respect to the proposed implementation of a 20mph zone covering the Levendale estate as shown on the attached plan

Do you support this element of the proposals YES/NO

Are there any additions/alterations you would like to be considered as part of this scheme?

Please make any other relevant comments in the space provided below

Name: _____

Address: _____

Post Code: _____

Yours faithfully

A handwritten signature in black ink, appearing to read 'J Kibble', written in a cursive style.

Jonathan Kibble
Sustainable Travel Officer

CC Councillor Andrew Sherris
Councillor Ben Houchen
Councillor Mark Chatburn

TO; Sustainable Travel Officer
Stockton Borough Council
Technical Services
Kingsway House
West Precinct
Billingham

Ref: TS/T/17

Dear Mr Lynch

CASTLE EDEN WALKWAY/CYCLEWAY – PROPOSED SURFACING AND LIGHTING BETWEEN OXBRIDGE LANE AND DARLINGTON ROAD.

With respect to the proposed surfacing and lighting scheme at the above location I would like to make the following comments.

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.....
.....

Signed:

Name:

Address:


.....

.....

.....This drawing should not be sealed.....
 All dimensions must be checked on site and contractor to report any omissions or errors to the contract administrator

NOTES

Key

-  Proposed new 3m wide footway / cycleway
-  Proposed 1.8m footway links
-  To be widened to 3m to form footway / cycleway
-  Proposed 20mph Area
-  Existing Trees
-  Proposed Tree Planting
-  Grass
-  Low Mounds



| Rev | Description | Dm | Chk | Date |
|-----|-------------|----|-----|------|
| | | | | |

Drawing Status: PRELIMINARY APPROVAL
 INFORMATION TENDER CONSTRUCTION



Stockton-on-Tees

BOROUGH COUNCIL

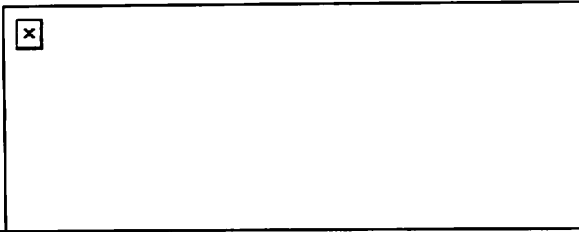
Big plans, bright future

Development & Neighbourhood Services
 Head of Technical Services Richard McGuckin B.Eng., C.Eng., M.I.C.E.
 P.O. Box 229, Kingsway House, West Precinct, Billingham, TS23 2YL
 Telephone (01642) 393939, E-mail: technicalservices@stockton.gov.uk

Project
Leven Primary School Footpath

Content
Concept Plan

| | | | |
|-------|-----------|----------|------|
| Date | June 2013 | Drig No. | EVP |
| Drawn | AM | Checked | AP |
| | | Scales | @ A3 |
| | | | NTS |
| | | Rev | |



**DEVELOPMENT AND NEIGHBOURHOOD SERVICES
PLANNING SERVICES**

www.stockton.gov.uk

Municipal Buildings, Church Road, Stockton on Tees. TS18 1LD
Tel (01642) 526022 Fax (01642) 526048 DX 60611

App No. 13/1505/PREAPP
Please ask for: Miss Debra Moody
Direct line: 01642 528714
Email developmentsservices@stockton.gov.uk
Date: 17 July 2013

Dear Mr Kibble,

Proposal: Proposed new footway/cycleway scheme
Location: Levendale Estate, Yarm.

Thank you for your enquiry regarding the proposed 3 metre wide cycle way/footpath on the Levendale estate in Yarm.

Planning permission for the scheme will be required for the proposal. In principle the proposal would be considered favourably if an application was to be submitted. The only potential issue which there may be with the scheme is in terms of the height of the landscape mounds which are located along the cycle way, as there were no heights for the landscape mounds indicated on the proposed plan. The concern would be that individuals could climb on the landscape mounds and potentially be able to overlook the residential properties adjacent to the mounds and therefore have an impact on the residents privacy and amenity. Therefore, the heights of the mounds would need to be indicated on any application which as submitted and should be kept to a minimum height. It is noted that there is no lighting proposed for the footpath/cycle way.

The scheme was considered at the council's One Stop Shop meeting and the following comments were received he various departments :-

The spatial planning team commented that the site is currently defined as an open space area and the scheme would be supported as it complies with Core Strategy Policies CS6.1 that relates to facilities which 'enhance the sustainability of the community' and policy CS6.3 which relates to 'the quality of the open space'. Further policies which would be relevant should an application be received are CS10.3 and CS10.6 which relate to joint working on green infrastructure schemes.

The Councils Highway Engineers have commented that they would have no objection to the proposal. The Council's Landscape Architects have commented that they are broadly supportive of the scheme as it will provide a valuable footpath/cycle way for Yarm. They have commented that if the scheme is to be approved that the existing trees on the fringes of the open space corridor should be protected during the site works and integrated into the scheme itself.

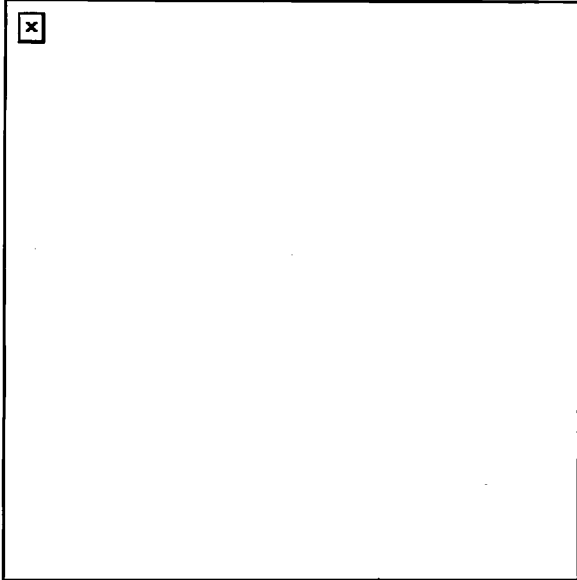
The Councils Environmental Health Officers had no comments on the proposal.

Stockton Borough Council
Technical Services

This is an informal officer's opinion and is without prejudice to any decision of Stockton on Tees Borough Council although any formal decision of the Local Planning Authority could be appealed against.

If you have any further queries then please do not hesitate to contact Debbie Moody on 01642 528714.

Yours faithfully



Head of Planning

Hello Jonathan,

Thanks for meeting this morning.

I have no real concerns regarding the proposed footpath/cycleway in the Levendale Estate. Public footpaths and cycleway form a vital part of the communications network in both urban and rural settings. They also often provide an important local or strategic recreational amenity. Their provision is strongly encouraged by current government planning guidance.

Well-designed, well-used and well-maintained footpaths provide fewer opportunities for crime and are likely to feel safer. They should be of generous width and have a suitable landscape setting to avoid creating narrow corridors which could be perceived as threatening;

As discussed the footpath should be at least 3 metres wide with a 1-2 metre wide verge on either side. There is no issue with this along the proposed new route, a substantial buffer zone exists either side of the footpath/cycleway. Where this meets the existing pathway, ensure that the gap created in the tree line is wide and non-threatening. It is important to maintain natural surveillance which in turn will reduce fear of crime.

Good visibility appears to have been maintained from either end, and along the route, sharp changes in direction have been avoided; some of the route appears to be adequately lit by existing street/footpath lighting. Some low level/ground lighting may be required in darkened areas.

If you require any further information please do not hesitate to contact me.

Kind regards

Eddie

Eddie Lincoln
PC 758
Crime Reduction Officer
Crime Prevention Design Advisor