

AGENDA ITEM

**REPORT TO APPEALS &
COMPLAINTS COMMITTEE**

20 JUNE 2019

**REPORT OF DIRECTOR OF
ECONOMIC GROWTH &
DEVELOPMENT**

**STOCKTON-ON-TEES BOROUGH COUNCIL, BECKFIELDS AVENUE, INGLEBY BARWICK,
TRAFFIC CALMING SCHEME**

1.0 SUMMARY

The purpose of this report is to seek Members' views on an unresolved objection received following the statutory advertising of a proposal to implement a traffic calming scheme on Beckfields Avenue, Ingleby Barwick, consisting of a full width 6m plateau flat top road hump at the Puffin crossing facility on Beckfields Avenue and 4 sets of speed cushions at the northern bend and 2 sets of speed cushions at the southern bend.

2.0 RECOMMENDATIONS

It is recommended that:

- (i) Members give consideration to the objection raised by Mr David Botterill and also to the comments of the Director of Economic Growth & Development.
- (ii) The local Ward Councillors, Ingleby Barwick Town Council and the objector be informed of the Committee's recommendation.
- (iii) The Director of Economic Growth & Development considers the committee's recommendation.

3.0 DETAIL

- 3.1 The proposed traffic calming measures on Beckfields Avenue are a result of an investigation into alleged speeding issues on Beckfields Avenue, Ingleby Barwick which was identified as a priority by the Eastern Area Transport Strategy (ATS) stakeholders.
- 3.2 Beckfields Avenue is one of the main feeder roads for the Beckfields Estate and is part of a local bus route serving the area. No properties front Beckfields Avenue, grass verges and footways are provided on both sides of the carriageway.
- 3.3 An automatic speed survey was carried out on Beckfields Avenue at 3 different locations over 7 day periods to establish prevailing vehicle speeds. The surveys were carried out in February / May 2016. The speed surveys on Beckfields Avenue indicate northbound and southbound average speeds are below police enforcement levels however 85%ile speeds remain above police enforcement levels. The 85%ile speed is the speed at which 85% of vehicles are travelling.

Location	Direction	Average Speed mph	85 th ile mph
Between Priorwood Gardens junctions (western end)	Northeast bound	30.4	34.9
	Southwest bound	33.4	38.7
East of Haresfield Way (central area)	Northbound	32.9	38.3
	Southbound	29.5	34.1
East of Stainforth Gardens western Junction (eastern end)	Westbound	28.7	33
	Eastbound	32.7	37.8

- 3.4 It was considered that the provision of a raised plateau at the Puffin crossing and an advisory 20mph speed limit (adjacent to the shopping parade) would have a calming effect over an extended length of Beckfields Avenue. Stakeholders asked that in addition to the raised plateau, vehicle speeds on the bends to the east and west of the shopping parade also be treated. Consideration was therefore given to the provision of speed cushions which would have the effect of reducing traffic speed on approach and around the bends and be suitable for buses and larger vehicles. Given the high 85thile speeds on approach to the bends additional measures were considered appropriate and it is therefore proposed to introduce 4 speed cushions at the northern bend and 2 speed cushions at the southern bend (**See drawing no. TM TM12/68, TM12/68B & TM12/68C in Appendix 1**). Appropriate advanced warning signs and SLOW markings are also proposed on the approach to the traffic calming features.
- 3.5 A report, presented to the Cabinet Member and Director of Economic Growth & Development on 16 January 2019 received approval by the Director of Economic Growth & Development for progression of the necessary Traffic Regulation Notice associated with the Beckfields Avenue traffic calming scheme.
- 3.6 A Notice for the proposed scheme was advertised in the Evening Gazette, Stockton's website and on site on 20 February 2019 with the objection period ending on 13 March 2019. Following the publication of the Statutory Notice, the Transport Strategy and Road Safety Manager formally received one email of objection, attached at **Appendix 2**.

4.0 DETAILS OF THE OBJECTION/RESPONSE

A copy of the outstanding objection from David Botterill email stockton.abd@virgin.net dated 13 March 2019 is attached as **Appendix 2**.

Concerns:

1. Failure to consult:- Despite being a resident in an area just off Beckfields Avenue no prior consultation or notice has been provided to affected residents
2. The scheme is being advocated by a minority of residents, based on dubious fears and information about traffic speeds and accidents
3. Recent Government studies have shown that reductions in speed limits, in particular 20mph speed limits have had no beneficial effect on casualties, the report is available from <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads> This includes the following "The evidence available to date shows no significant change in the short term in collisions and casualties, in the majority of the case studies (including the aggregated set of residential case studies)."

4. Much more significantly, the latest DfT speed limit report show that just 2.8% of accidents include a causation factor of a vehicle exceeding a speed limit. In many cases these accidents include other elements of criminality.

5. Budget are tight, SOTBC would be better spending the money on highway improvements such as pothole filling, to restore road quality and reduce liability for damages, rather than inverted potholes

6 Beckfields Ave is constructed to the same standard as the other main feeder roads in Ingleby Barwick, they do not have speed bumps and this should remain the case for Beckfields Ave

Response:

1. The proposed scheme has been advertised in the local press and Notices were posted on site which allowed for a statutory 21-day objection period. It is only normal practice to consult residents about traffic calming proposals if their properties front the road in question, and as this is not the case for Beckfields Avenue direct consultation with residents from neighbouring streets was not necessary on this occasion.

2. The proposed traffic calming scheme on Beckfields Avenue was identified as a priority by the Area Transport Strategy (ATS) stakeholders to address concerns relating to speeding issues at both the northern and southern bends and in the vicinity of the shopping parade. The ATS process involves local transport stakeholders, including Ward Councillors and Town Councillors, putting forward issues for investigation each financial year. Six of these issues are then prioritised by stakeholders at an annual meeting with those issues that are prioritised going forward for investigation by officers. This issue was prioritised at the Spring 2017 meeting. Both Ingleby Barwick East ward councillors and Ingleby Barwick Town Council have therefore been active members in the schemes development. Proposed schemes resulting from investigation into issues are delivered via the Local Transport Plan Integrated Transport budget.

3. A speed survey was carried out on Beckfields Avenue at 3 different locations to establish prevailing vehicle speeds, the results of which confirmed that the 85thile speeds are above police enforcement levels. The aim of the scheme is therefore to reduce vehicle speeds on the approach to both bends and centrally at the Puffin crossing facility, located near the shopping parade. Speed cushions are generally effective at reducing motor vehicle speeds and in turn increase road safety. The 30mph speed limit will remain unchanged on Beckfields Avenue however, the proposed raised plateau at the Puffin crossing facility will be signed on the approach as an advisory 20mph speed limit. This does not require a traffic regulation Order

4. The proposed traffic calming measures have been community lead and have not been based on accident information.

5. Stockton Council has a dedicated highway maintenance budget that addresses issues such as potholes. The proposed scheme is to be implemented from the Local Transport Plan Integrated Transport budget which is the council's dedicated highway improvement scheme budget.

6. The provision of a raised plateau at the Puffin crossing would have a calming effect over the central section of Beckfields Avenue for both the northbound and southbound traffic which in turn should reduce speeds on the approach to the eastern and western bends. The feature will be a 6 metre plateau with an approach gradient of 1:15 that will not exceed 75mm in height with +/- 10% tolerance. The feature will convert the crossing into a 'humped Puffin crossing'.

Speed cushions are effective at reducing motor vehicle speeds and do not require a specific forward visibility distance, whilst they obviously must be visible they are not designed to stop vehicles, they are designed to slow them down, the associated road humps warning signs warn drivers of their existence and the need to reduce their speed to negotiate the feature. The longitudinal spacing between speed cushions should generally accord with the requirements of the Highways (Road Humps) Regulations. For the narrower cushions (1.6m), spacing in the region of 60m to 80m is normally required to ensure 85th percentile speeds of 25mph or 30mph. Spacing between the proposed speed cushion locations on Beckfields Avenue averages at 70m. The proposed speed cushions will measure 2m in length, 1.65m in width and 75mm in height with +/- 10% tolerance.

The proposed measures for Beckfields Avenue are in line with traffic calming measures already implemented on other areas in Ingleby Barwick, such as the raised plateaux at the Puffin crossings on Blair Avenue and Lowfields Avenue.

5.0 FINANCIAL IMPLICATIONS

The total cost for the raised plateau, advisory 20mph, 6 speed cushions and the associated signing and lining is estimated to be £49,200.00. The scheme is to be funded from the LTP Integrated Transport ATS allocation

6.0 POLICY CONTENT

The proposal is consistent with the Council's Local Transport Plan and Safer Communities Strategy

7.0 CONSULTATION – see Appendix 3

Local Ward Councillors, Ingleby Barwick Town Council, Director of Economic Growth and Cabinet Member for Regeneration and Transport were consulted on the proposals. Consultation with elected representatives was undertaken initially with regard to the scheme featuring a raised plateau at the Puffin crossing only. This measure on its own was not felt by stakeholders to fully address their concerns and therefore further measures to address speed related concerns at the northern and southern bends on Beckfields Avenue were requested. Appendix 3 details consultation with local ward councillors and Ingleby Barwick Town Council.

Statutory consultations for the proposed Traffic Regulation Notice involving advertising on site, Stockton's website and in the local press were undertaken; this resulted in one outstanding objection being received. The objector Mr Botterill will be invited to the Appeals Committee.

8.0 CONCLUSIONS

The proposed measures will ensure that vehicles are driven at an appropriate speed at all times in the vicinity of the local shopping parade and public house and on approach to the northern and southern bends. The proposed advisory speed limit is appropriate for the surrounding environment and should reduce traffic speeds which should in turn reduce the potential for accidents.

It is requested that the Committee recommend the objection is over-ruled to address the speed related concerns and the traffic calming measures are implemented as proposed.

Director of Economic Growth & Development

Contact Officer : **Ann McLone**
Telephone : **01642 526772**
Email Address : **ann.mclone@stockton.gov.uk**

Environmental Implications

The measures proposed should ensure a safe and attractive environment for local residents.

Community Safety Implications

Addresses speed related road safety concerns.

Background Papers

Scheme of Delegation Reports EGDS.T.51.18

Education Related Item?

No

Ward(s) and Ward Councillors:

Ingleby Barwick East : Councillors, Ted Strike, Alan Watson and
Sally Ann Watson