

## APPENDIX 2 – OBJECTIONS AND RESPONSES

### Objection 1 – Tim Bounds

**From:** Tim Bounds <[tim.bounds@ntlworld.com](mailto:tim.bounds@ntlworld.com)>

**Sent:** 30 June 2022 18:22

**To:** HTD <[HTD@stockton.gov.uk](mailto:HTD@stockton.gov.uk)>

**Subject:** Proposals for Traffic Calming measures on Sober Hall Avenue, Ingleby Barwick

Dear Sir

I would like to object to the proposal to introduce traffic calming measures on Sober Hall Avenue, Ingleby Barwick. I believe that the proposals would create a nuisance to most Ingleby Barwick residents, without any obvious benefits.

The roads in Ingleby Barwick are clearly split into two types – residential roads and distributor roads. Sober Hall Avenue is clearly not a residential road – there are no houses fronting on to it. The measures proposed would be more appropriate for a residential street. Sober Hall Avenue is a well designed safe local main road, with good visibility, and the pavement is separated from the road by a wide verge. In any event, the great majority of pedestrians and cyclist use the dedicated foot & cycle path which runs parallel to the road. In the 20 years I have lived in the area, I'm not aware of any accidents or particular problems with the road. I cannot see what benefits would result from traffic calming.

Putting in traffic calming measures would create a nuisance for drivers, create delays for emergency vehicles, and delay and create discomfort for Bus passengers – both the main bus routes through Ingleby use this road.

The proposed measures themselves give concern – having four humps seems wildly excessive. Again, it appears that Sober Hall Ave is being treated as if it was a residential road, lined with houses, where such measures might be appropriate.

To summarise, I object to the proposed measures as there seems no obvious benefit to them, whilst creating issues and problems for many residents of Ingleby Barwick. The measures proposed are inappropriate for the type of road Sober Hall Avenue is.

Yours faithfully

T A Bounds

26 Pembroke Drive, Ingleby Barwick, Stockton TS17 5BB

### Council response:

**From:** Ann McLone

**Sent:** 07 July 2022 17:35

**To:** [tim.bounds@ntlworld.com](mailto:tim.bounds@ntlworld.com)

**Subject:** RE: Proposals for Traffic Calming measures on Sober Hall Avenue, Ingleby Barwick

**Importance:** High

Dear Mr Bounds,

### STOCKTON-ON-TEES BOROUGH COUNCIL, SOBER HALL AVENUE, INGLEBY BARWICK – PROPOSED TRAFFIC CALMING SCHEME

Further to your recent email objecting to the proposed traffic calming measures on Sober Hall Avenue received by the Network Safety Team for consideration. I will take this opportunity to give you the background in respect of this scheme.

The proposed traffic calming scheme on Sober Hall Avenue was identified as a priority by the Ingleby Barwick West Ward Councillors to address concerns relating to speeding issues raised by local residents. The scheme is to be funded through the Ingleby Barwick West Ward allocation of the Ward Transport Budget; this budget is provided to spend on transport priorities within the ward that

would not be eligible for funding from the core road safety budget. The Ingleby Barwick West Ward Councillors have therefore been active members in the scheme's development.

In response to your comments, I can inform you that there have been 2 recorded pedestrian injury accidents on the section of Sober Hall Avenue between Blair Avenue and Round Hill Avenue within the last 3 years. One of which resulted in a slight injury and one in a serious injury.

An automatic speed survey has been carried out on Sober Hall Avenue to establish prevailing vehicle speeds, the results of which confirmed that the 85<sup>th</sup> percentile speed at 36.1mph (the speed at or below which 85% of vehicles are travelling) are above police enforcement levels, specifically for vehicles travelling in a southbound direction. The aim of the scheme is therefore to reduce vehicle speeds. Speed cushions are generally effective at reducing motor vehicle speeds and in turn increase road safety.

An appropriate speed for driving over speed cushions is less than 20mph, Transport Research Laboratory studies have shown that the speeds vehicles travel over speed cushions are around 14mph. Speed cushions are thereby one of the most effective traffic calming measures available to local authorities. Each 1mph reduction in average vehicle speed as a result of traffic calming has been found to reduce accidents by around 5%. The Government's traffic calming policies are evidence based and thereby undergo extensive tests and trials before they are introduced nationally. Regulations relating to the dimensions of road humps and speed cushions can be found in 'The Highways (Road Humps) Regulations 1999'. This legislation provides that the features must be between 25mm and 100mm in height. A height of up to 100mm is permissible although the Department for Transport recommends the use of 75mm high. The speed cushions proposed for Sober Hall Avenue are 75mm in height,  $\pm$  10% tolerance. The size of the proposed cushions allows larger vehicles to align and straddle the cushions, the Bus Operators and emergency services have been consulted on the proposals and have raised no objections.

The number of speed cushion proposed follows the Department for Transport guidance on the distance suggested between the features, which should be no more than 100-150 metres apart, with the optimum spacing of 75m to avoid drivers adopting an aggressive style of driving, with heavy braking and acceleration between humps.

The proposed measures for Sober Hall Avenue are in line with traffic calming measures already implemented on Blair Avenue and Beckfields Avenue.

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 and Complaints Committee. The Committee is independent to 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.

I would be grateful if you could confirm whether you would like your objection to stand or formally withdraw your objection via email by Monday 11 July 2022. I apologise for the short deadline on this response.

Regards

**Ann McLone**

Technician

Stockton-on-Tees Borough Council

## **Objection 2 – Lee Copeland**

**From:** Lee Copeland <[leejasoncopeland@gmail.com](mailto:leejasoncopeland@gmail.com)>

**Sent:** 17 June 2022 09:57

**To:** HTD <[HTD@stockton.gov.uk](mailto:HTD@stockton.gov.uk)>

**Subject:** Sober hall traffic calming

Dear team,

I have recently been made aware of the above proposal. At this time I have been a resident in IB for over 20 years.

Whilst I understand the safety reason behind the proposition, the purpose of this email is to object to the proposition.

Speed humps make sense in some places, but not everywhere. I have one outside my house on Penderyn crescent. The road has a 30mph limit and crossing the humps at anything over walking pace, causes noise and damage.

When a road has an applied limit of 20 or 30mph, then it should be safe to drive a vehicle along at that speed.

Over the last 5 years, I've had to replace 5 suspension springs on families cars that are directly attributed to the presence of these humps. They are a menace to road users.

I find it interesting that there is enough budget and tarmac available, to create speed humps, yet there isn't any drive to repair the multiple pot holes around the estate.

Please, direct the efforts to where they are needed, rather than looking to solve a problem that isn't there.

I would like the speed hump outside my home removing. Are you able to offer any advice on this ?

Regards  
Lee Copeland

**Council response:**

**From:** Ann McLone  
**Sent:** 22 June 2022 14:24  
**To:** leejasoncopeland@gmail.com  
**Subject:** FW: Sober hall traffic calming

Dear Mr Copeland,

**STOCKTON-ON-TEES BOROUGH COUNCIL, SOBER HALL AVENUE, INGLEBY BARWICK – PROPOSED TRAFFIC CALMING SCHEME**

Further to your recent email objecting to the proposed traffic calming measures on Sober Hall Avenue received by the Network Safety Team for consideration. I will take this opportunity to give you the background in respect of this scheme.

The proposed traffic calming scheme on Sober Hall Avenue was identified as a priority by the Ingleby Barwick West Ward Councillors to address concerns relating to speeding issues raised by local

residents. The scheme is to be funded through the Ingleby Barwick West Ward allocation of the Ward Transport Budget; this budget is provided to spend on transport priorities within the ward that would not be eligible for funding from the core road safety budget. The Ingleby Barwick West Ward Councillors have therefore been active members in the scheme's development.

I can inform you that an automatic speed survey has been carried out on Sober Hall Avenue to establish prevailing vehicle speeds, the results of which confirmed that the 85<sup>th</sup> percentile speed at 36.1mph (the speed at or below which 85% of vehicles are travelling) are above police enforcement levels, specifically for vehicles travelling in a southbound direction. The aim of the scheme is therefore to reduce vehicle speeds. Speed cushions are generally effective at reducing motor vehicle speeds and in turn increase road safety. The 30mph speed limit will remain unchanged.

An appropriate speed for driving over speed cushions is less than 20mph, Transport Research Laboratory studies have shown that the speeds vehicles travel over speed cushions are around 14mph. Speed cushions are thereby one of the most effective traffic calming measures available to local authorities. Each 1mph reduction in average vehicle speed as a result of traffic calming has been

found to reduce accidents by around 5%. The Government's traffic calming policies are evidence based and thereby undergo extensive tests and trials before they are introduced nationally. Regulations relating to the dimensions of road humps and speed cushions can be found in 'The Highways (Road Humps) Regulations 1999'. This legislation provides that the features must be between 25mm and 100mm in height. A height of up to 100mm is permissible although the Department for Transport recommends the use of 75mm high. The speed cushions proposed for Sober Hall Avenue are 75mm in height,  $\pm 10\%$  tolerance.

Provided the features conform to the dimensions specified in the Regulations, vehicles travelling over them at appropriately low speeds should not suffer damage and the Council, as the Highway Authority, would not be liable for any damage caused to vehicles.

The proposed measures for Sober Hall Avenue are in line with traffic calming measures already implemented on Blair Avenue and Beckfields Avenue.

Stockton Borough Council actively respond to and repair any potholes classed as actionable defect as and when required and have done many and continue to do so in the Ingleby Barwick area. We have also carried out programmed patching in some areas with our Highways team along with continued carriageway resurfacing schemes.

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 and Complaints Committee. The Committee is independent to 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 is attached for you to indicate your intentions.

I would be grateful if you could return your completed reply slip or confirm your intension via email by Thursday 30 June 2022.

With regards to your query regarding the removal of a speed hump on Penderyn Crescent. The speed humps were implemented as part of the planning conditions when the properties were built to ensure vehicles travel at a speed appropriate for the residential environment. Removal of a speed hump would not be considered an improvement to traffic and pedestrian safety and is therefore not supported.

Regards

**Ann McLone**

Technician

Stockton-on-Tees Borough Council

**Objector response:**

**From:** Lee Copeland <leejasoncopeland@gmail.com>

**Sent:** 22 June 2022 16:43

**To:** Ann McLone <Ann.McLone@stockton.gov.uk>

**Subject:** Re: FW: Sober hall traffic calming

Thank you for your email.

I agree that lower speeds do have a positive impact on statistics for accidents, but I still disagree in the installation of further speed humps on account of the excessive damage and wear they have on vehicles.

2 other alternatives are possible.

The reduction of the speed limit to 20mph in Ingleby barwick, or the introduction of chicanes, whereby one vehicle has to give priority to oncoming traffic.

Both of these suggestions would provide a solution without causing damage to vehicles.

Other alternatives could also include an increased police presence or the fitting of radar controlled signs that illuminate when vehicles are speeding and warn them to slow down.

I would like my objection to stand, but at this time do not have the facilities to print off or edit the slip provided.

Regards  
Lee copeland  
Resident

### **Objection 3 – Robin Allison**

**From:** Robin Allison <[robin.allison@me.com](mailto:robin.allison@me.com)>  
**Sent:** 05 July 2022 01:56  
**To:** HTD <[HTD@stockton.gov.uk](mailto:HTD@stockton.gov.uk)>  
**Subject:** Sober Hall Avenue traffic calming scheme. Objection

Dear sir/madam

I object to the proposed speed humps for Sober Hall Avenue.

The proposed speed humps will cause higher local noise and atmospheric pollution to the local area. This added pollution has been shown in the TRL Report No.482 (2001). For example, TRL reports a 59% increase in CO, about 50% increase in HC and about 25% in CO2 from petrol catalyst vehicles averaged over all types of traffic calming measures.

Speed humps are a painful and uncomfortable attempt at supposed speed reductions on roads. These proposed speed humps are on the local bus route along Sober Hall. Speed humps have also been responsible for many serious injuries to people. Example, Neil Price of Kendal, who was riding in the back of a bus when it went over a speed hump - the result was two broken vertebrae and spinal damage resulting in paralysis.

The Transport Research Laboratory Report 417 makes clear that speed humps only work when they are uncomfortable. Unfortunately, many people who suffer from medical conditions such as back problems.

Due to the nature of speed humps they also cause damage to vehicles and are restricting to emergency service vehicles.

The installation of speed humps also causes road subsidence/damage at the point of the hump. This can clearly be seen if you visit the Teesside industrial estate road system. The speed cushions can be seen to have caused the road surface to subside around a large number of them.

The current installed speed humps on Blair Avenue are damaged, along with the road surface either side. These have been in this state for over Three years and have not been repaired.

The speed humps that have been proposed to "Reduce speeding". Yet there is no evidence that speed humps will reduce speeding, as they only reduce a vehicle's speed at the point of the speed hump. The remainder of the road is unaffected.

As far as I am aware Stockton council have not requested police speed checks on this road section to deter speeding. If speed checks have been requested, please provide the evidence from police records and speeds of convictions issued.

Speed monitoring data has not been shown to back up the evidence of speeding on Sober Hall Avenue. If monitoring has been carried out, please provide the data gathered.

Can Stockton Borough Council provide evidence of RTA's on Sober Hall Avenue, that show speeding to be the main cause of the RTA's.

The Number of speed humps proposed is excessive. How has the high number of speed humps been decided?

This is a main bus route through the estate, with numerous bus stops along Sober Hall Avenue.

During winter conditions, the proposed speed humps not allow clearing of the road during snowfall, due to the nature of the humps. As stated, this is a bus route and would therefore potentially cause issues with the service running.

I am not opposed to speed restriction measures but object to the proposed solution. I would be in favour to introduce priority give ways, which were not mentioned in the draft proposal. Or Digital speed warning signs, as already installed on Blair Avenue.

There is no mention of the cost associated with the installation of this proposed project but with the scope of the shown layout, this will be in excess of £100K to install. Sober Hall Avenue is already in a poor state of repair, with substandard repairs already been carried out, i.e. junction of Sober Hall Avenue and Blair Avenue. I would propose that the funds be better spent repairing the road network of Ingleby Barwick and allowing the Cleveland police to enforce the current posted speed limits.

Furthermore, as a resident of Sober Hall, I have received no letter drop or consultation over the proposed installation of the speed humps and request that a polling of the residents that use the road be carried out. As stated in, Stockton Borough Council Highways Infrastructure Asset Management Communications Plan.

“Section 4.3. Letter Drops - households and businesses affected by highway infrastructure schemes will be notified in advance and the information provided will contain contact details where additional information can be obtained. Scheme Feedback - following highway infrastructure schemes where appropriate we will ascertain views of residents via feedback surveys.”

Regards  
Robin Allison

Resident of Sober Hall

**Council response:**

**From:** Ann McLone  
**Sent:** 08 July 2022 13:29  
**To:** robin.allison@me.com  
**Subject:** RE: Sober Hall Avenue traffic calming scheme. Objection  
**Importance:** High

Dear Resident,

**STOCKTON-ON-TEES BOROUGH COUNCIL, SOBER HALL AVENUE, INGLEBY BARWICK – PROPOSED TRAFFIC CALMING SCHEME**

Further to your recent email objecting to the proposed traffic calming measures on Sober Hall Avenue received by the Network Safety Team for consideration. I will take this opportunity to give you the background in respect of this scheme and respond to your comments.

The proposed traffic calming scheme on Sober Hall Avenue was identified as a priority by the Ingleby Barwick West Ward Councillors to address concerns relating to speeding issues raised by local residents. The scheme is to be funded through the Ingleby Barwick West Ward allocation of the Ward Transport Budget; this budget is provided to spend on transport priorities within the ward that would not be eligible for funding from the core road safety budget. The Ingleby Barwick West Ward Councillors have therefore been active members in the scheme's development.

It is acknowledged that the study you refer to indicates the mean emission rates may increase, however, it was estimated that the increased emission rates were unlikely to have resulted in poor

local air quality. It also states that, even though traffic calming generally results in increased emissions per vehicle it is unlikely that it would result in breaches of air quality standards. Furthermore, the improving performance of emission control technology with time means that, in the future breaches of the standards would be even less likely to occur as a result of traffic calming.

An appropriate speed for driving over speed cushions is less than 20mph, Transport Research Laboratory studies have shown that the speeds vehicles travel over speed cushions are around 14mph. Speed cushions are thereby one of the most effective traffic calming measures available to local authorities. Each 1mph reduction in average vehicle speed as a result of traffic calming has been found to reduce accidents by around 5%. The Government's traffic calming policies are evidence based and thereby undergo extensive tests and trials before they are introduced nationally. Regulations relating to the dimensions of road humps and speed cushions can be found in 'The Highways (Road Humps) Regulations 1999'. This legislation provides that the features must be between 25mm and 100mm in height. A height of up to 100mm is permissible although the Department for Transport recommends the use of 75mm high. The speed cushions proposed for Sober Hall Avenue are 75mm in height,  $\pm$  10% tolerance. The size of the proposed cushions allows larger vehicles to align and straddle the cushions to reduce any discomfort, the Bus Operators and emergency services have been consulted on the proposals and have raised no objections. Provided the features conform to the dimensions specified in the Regulations, vehicles travelling over them at appropriately low speeds should not suffer damage and the Council, as the Highway Authority, would not be liable for any damage caused to vehicles.

Stockton Borough Council actively respond to and repair any potholes/damage classed as actionable defects as and when required and have done many and continue to do so in the Ingleby Barwick area. We have also carried out programmed patching in some areas with our Highways team along with continued carriageway resurfacing schemes. Carriageway resurfacing on the proposed traffic calmed section of Sober Hall Avenue would be carried as part of the proposed scheme, this would be funded from the Traffic Management budget.

I can inform you that an automatic speed survey has been carried out on Sober Hall Avenue to establish prevailing vehicle speeds, the results of which confirmed that the 85<sup>th</sup> percentile speed at 36.1mph (the speed at or below which 85% of vehicles are travelling) are above police enforcement levels, specifically for vehicles travelling in a southbound direction. The aim of the scheme is therefore to reduce vehicle speeds. Speed cushions are generally effective at reducing motor vehicle speeds and in turn increase road safety.

The number of speed cushion proposed follows the Department for Transport guidance on the distance suggested between the features, which should be no more than 100-150 metres apart, with the optimum spacing of 75m to avoid drivers adopting an aggressive style of driving, with heavy braking and acceleration between humps.

I can inform you that there have been 2 recorded pedestrian injury accidents on the section of Sober Hall Avenue between Blair Avenue and Round Hill Avenue within the last 3 years. One of which resulted in a slight injury and one in a serious injury. The proposed traffic calming would reduce vehicle speeds which in turn would improve pedestrian safety. Traffic calming has been found to be particularly effective at reducing vehicle speeds, as well as the frequency and severity of accidents. Sober Hall Avenue is not a police core site for speed enforcement, but it is a complaint site and targeted enforcement is carried out periodically. The last police speed enforcement action was carried out in June 2021 which resulted in 4 offences.

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 Sober Hall Avenue direct consultation with residents from neighbouring streets was not necessary on this occasion.

Letter drops are made to households directly affected in advance of work commencing on site, this would not be required for Sober Hall Avenue as no properties front it. Advanced signing of the works commencement would be provided on site to alert residents of the programmed works.

The proposed measures for Sober Hall Avenue are in line with traffic calming measures already implemented on Blair Avenue and Beckfields Avenue.

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 and Complaints Committee. The Committee is independent to 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.

I would be grateful if you could confirm whether you would like your objection to stand or formally withdraw your objection via email by Monday 11 July 2022. I apologise for the short deadline on this response.

Regards

**Ann McLone**

Technician

Stockton-on-Tees Borough Council

#### **Objection 4 – Mark Hodgson**

From: mark hodgson <[inglebytoytown@hotmail.com](mailto:inglebytoytown@hotmail.com)>

Sent: 17 June 2022 15:48

To: HTD <[HTD@stockton.gov.uk](mailto:HTD@stockton.gov.uk)>

Subject: Sober Hall Speed Bumps

To Whom it May Concern

It has been brought to my attention via social media that the council intends to put traffic calming measures on Sober Hall.

I walk this road daily since 2007 and not aware of one single traffic incident, speeding is not an issue on this stretch of road.

Can you inform me who requested the measures you are intending.

This in my opinion and many many more on Ingleby Barwick do not think this measure is required.

This seems to be a case of spending a budget before it's taken away.

There must far better issues to be dealt with, with my money as a tax payer.

Please reply with an explanation.

Regards

Mr Mark Hodgson

#### **Council response:**

**From:** Ann McLone

**Sent:** 22 June 2022 14:51

**To:** [inglebytoytown@hotmail.com](mailto:inglebytoytown@hotmail.com)

**Subject:** RE: Sober Hall Speed Bumps

Dear Mr Hodgson,

#### **STOCKTON-ON-TEES BOROUGH COUNCIL, SOBER HALL AVENUE, INGLEBY BARWICK – PROPOSED TRAFFIC CALMING SCHEME**

Further to your recent email objecting to the proposed traffic calming measures on Sober Hall Avenue received by the Network Safety Team for consideration. I will take this opportunity to give you the background in respect of this scheme.

The proposed traffic calming scheme on Sober Hall Avenue was identified as a priority by the Ingleby Barwick West Ward Councillors to address concerns relating to speeding issues raised by local



residents. The scheme is to be funded through the Ingleby Barwick West Ward allocation of the Ward Transport Budget; this budget is provided to spend on transport priorities within the ward. The Ingleby Barwick West Ward Councillors have therefore been active members in the scheme's development.

I can inform you that an automatic speed survey has been carried out on Sober Hall Avenue to establish prevailing vehicle speeds, the results of which confirmed that the 85<sup>th</sup> percentile speeds at 36.1mph (the speed at or below which 85% of vehicles are travelling) are above police enforcement levels, specifically for vehicles travelling in a southbound direction. The aim of the scheme is therefore to reduce vehicle speeds. Speed cushions are generally effective at reducing motor vehicle speeds and in turn increase road safety. The 30mph speed limit will remain unchanged.

The proposed measures for Sober Hall Avenue are in line with traffic calming measures already implemented on Blair Avenue and Beckfields Avenue.

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 and Complaints Committee. The Committee is independent to 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 is attached for you to indicate your intentions.

I would be grateful if you could return your completed reply slip or confirm your intention via email by Thursday 30 June 2022.

Regards

**Ann McLone**

Technician

Stockton-on-Tees Borough Council