

AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

16th JULY 2010

REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES

A1044 THORNABY ROAD, STOCKTON – FROM INGLEBY WAY TO SOUTH OF THORNABY AND INGLEBY BARWICK FC (TIBS) ACCESS – PROPOSED REDUCTION IN SPEED LIMIT FROM 60MPH TO 40MPH AND FROM SOUTH OF THE TIBS ACCESS TO LOW LANE TO 50MPH

1.0 SUMMARY

The purpose of this report is to seek Members' views on an unresolved objection received following statutory advertising of the proposed speed limit reductions on A1044 Thornaby Road between Ingleby Way and Low Lane.

It is not considered appropriate for the Head of Technical Services to consider the objection as he would effectively be reviewing his own decision.

2.0 RECOMMENDATIONS

It is recommended that:-

- (i) Members give consideration to the objection raised and the comments of the Acting Head of Technical Services.
- (ii) A recommendation on the merits of the objection is made to the Acting Head of Technical Services.
- (iii) The local Ward Councillors, Thornaby Town Council and the objector are informed of the Committee's recommendation.

3.0 DETAIL

- 3.1 In August 2006 the Department for Transport (DfT) published the National Guidance 'Setting Local Speed Limits' Circular 01/2006 and asked all traffic authorities to use the guidance to assess speed limits on all A and B roads within their authority.
- 3.2 The Stockton-on-Tees review assessed all A and B roads and some C roads where the speed limit is greater than 30mph. Using the methodology recommended in the National Guidance, the study utilised speed and accident data to assess whether the current speed limit on each section of route included in the review is appropriate purely from a technical perspective.

- 3.3 The review has resulted in a number of recommendations for changes to the road network or for further study work. In accordance with the DfT timescale, this work needs to be undertaken so that any necessary changes to speed limits on A and B roads can be completed by 2011. All Ward Councillors were made aware that the Speed Limit Review document was put on the Council's Intranet in September 2009 and is still on the site.
- 3.4 A1044 Thornaby Road, from Ingleby Way to Low Lane has been identified as a 'priority action'. The findings were that the average speeds (42.3mph and 43.6mph) and 85th percentile speeds (53.3mph and 50.4mph) are much lower than the existing National 60mph speed limit. The accident rate per 100 million vehicle kilometres was calculated based on the total number of accidents over the 3 years (2005-2007). The accident rate is (32); this is higher than the national average (24) and with the recorded mean speeds suggested that it would be appropriate to reduce the speed limit to 50mph.
- 3.5 Road safety concerns in the vicinity of the TIBS access have been raised by both Eastern Area Transport Strategy stakeholders and Ingleby Barwick Town Council. TIBS are a junior football club running teams for under nines to under sixteen's and girls' team, etc. There is only limited parking availability at TIBS, so at busy times parking occurs in the lay-by on the East side of Thornaby Road and there are associated pedestrian crossing movements. Stockton Council is working the TIBS to investigate provision of additional on-site parking, but this would need to be funded by the club. For the time being, therefore, it is considered appropriate to extend the existing 40mph limit present on Thornaby Road to the North of Ingleby Way to a point approximately 130 metres South of the TIBS access. The proposals are shown on drg.no. TM2/98 in **Appendix 1**, and were approved via Scheme of Delegation No TS.T.117.09.
- 3.6 The scheme has been through the relevant consultation procedure, including local Ward Councillors, Thornaby Town Council and the Police.
- 3.7 As a result, a Traffic Regulation Order for the reduction in speed limits was advertised in the Evening Gazette on 9th April 2010. Following the publication of statutory notices, the Director of Law and Democracy received one letter of objection on 13th April 2010, from Mr T Bounds. Despite further correspondence with the objector (copies of correspondence in **Appendix 2**) the reasons for the objection remain unresolved.

4.0 OBJECTION DETAILS

- 4.1 The main grounds for the objection are that the road is straight and open in character, with a few accesses, little use by vulnerable road users, no accidents and that vehicle speeds are already low. Mr Grounds considers that the proposed speed limit reduction will not contribute to road safety on the affected length of road.

4.2 Response to objection

Circular 01/2006 'Setting Local Speed Limits' provides guidance on the methodology that a speed limit review should follow. It recommends that accident data should be assessed together with a survey of traffic speeds to indicate whether an existing speed limit is appropriate for the type of road and mix of use.

- 4.3 A number of other National Guidance documents were also reviewed to provide context to the Speed Limit Review Study. The DfT recently published 'A Safer Way', a document proposing a new approach to road safety and setting accident reduction targets for achievement by 2010. This particular document highlights a particular concern with rural roads. It notes that whilst just over 40% of all distance travelled is on rural roads, they account for 62% of all deaths. The report illustrates the connection between speed and accident severity and concludes that if speeds were reduced on rural roads then the rate of

death and injury on these roads would also decrease. Whilst the document stops short of reducing the National Speed Limit from 60mph to 50mph on all single carriageway rural roads, it does emphasise the greatly enhanced risk of fatalities should accidents occur at 60mph compared to 50mph.

- 4.4 In May 2005, the research paper 'Managing Speed on our Roads' was published by the DfT. The paper discusses the consequences of speed highlighting key statistics, including the 'for each 1mph reduction on average speed, accident frequency is reduced by 5%'.
- 4.5 Road Casualties Great Britain: 2007 Annual Report, DfT published in 2008 reports National accident rates which can be compared with local accident rates as part of a speed limit review. Local accident rates are detailed in the annual Road Casualty Review.

A1044 Thornaby Road – Ingleby Way to Low Lane

- 4.6 This length of road is approximately 1.2km in length, and is currently subject to the National speed limit of 60mph. The large differences between the average and 85th percentile speeds indicate that some drivers are unsure about the speed limit, or what speed it is appropriate to drive at.
- 4.7 As set out in Circular 01/2006, speed limits are now based on mean speeds rather than 85th percentile speeds. Given that the mean speed in both directions is around 43mph, there was obvious potential to reduce the speed limit to 50mph or even 40mph to make it consistent with the previous section to the north of Ingleby Way. In this instance, it was recommended that the 40mph speed limit was extended to the south of the TIBS access, given associated road safety concerns, and the length of Thornaby Road to the south of this be reduced to 50mph. Those drivers currently driving in excess of 50mph would be required to reduce speed to a more appropriate rate.
- 4.8 In terms of accidents, the accident rate per 100 million vehicle kilometres was calculated at 32, higher than the National average of 24 for roads of a similar type. Failure to judge speed was referred to as a causation factor in 3 of the 4 accidents recorded on the length of road over the 3 years surveyed. Future monitoring would of course take place to see if the speed limit reduction has the desired impact on the accident rate.

5.0 FINANCIAL AND LEGAL IMPLICATIONS

The cost of the signing/lining works and remaining statutory consultation is currently being estimated and will be funded from the 2010/11 Speed Limit Review budget.

6.0 POLICY CONTENT

The proposals are consistent with the Community Plan (to ensure a safer Borough), the Council's Road Safety Plan and Local Transport Plan.

7.0 CONSULTATION

Councillor Mrs Craggs, Mrs Walmsley and Thornaby Town Council support the proposals. No response was received from Councillors Dalgarno and Eddy. Statutory consultations have been undertaken. Cleveland Police are in support of the proposals.

8.0 CONCLUSIONS

The measures proposed are the most appropriate solution and 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 : **Peter Fleming**
Telephone : **01642 526737**
Email Address : **peter.fleming@stockton.gov.uk**

Environmental Implications

None.

Community Safety Implications

Addressed Road Safety concerns.

Background Papers

Scheme of Delegation Report TS/T/117/09
Letters of Objection and Response

Education Related Item?

No

Ward(s) and Ward Councillors:

Staninsby Hill : Councillors Mrs E Craggs and Mrs S Walmsley

Village : Councillors I Dalgarno and M Eddy