

Date: Wednesday 1 March 2023 at 1.30 pm

Venue: Jim Cooke Conference Suite, Stockton Central Library, Stockton-on-Tees
TS18 1TU

Cllr Evaline Cunningham (Chair)
Cllr Pauline Beall (Vice-Chair)

Cllr Mohammed Javed
Cllr Maurice Perry
Cllr Julia Whitehill

Cllr Tina Large
Cllr Hugo Stratton

AGENDA

- 1 Evacuation Procedure** (Pages 7 - 8)
- 2 Apologies for Absence**
- 3 Declarations of Interest**
- 4 Minutes**
Minutes of the Last Meeting held on 22 September 2022 (Pages 9 - 12)
- 5 Committee Procedure** (Pages 13 - 14)
- 6 STOCKTON-ON-TEES BOROUGH COUNCIL, NORTON TOWN CENTRE IMPROVEMENT SCHEME** (Pages 15 - 32)
THE BOROUGH OF STOCKTON-ON-TEES, NORTON TOWN CENTRE, NORTON TRAFFIC REGULATION ORDER 2022 & THE BOROUGH OF STOCKTON-ON-TEES, NORTON TOWN CENTRE, NORTON TRAFFIC CALMING SCHEME

Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting, including the opportunities available for any member of the public to speak at the meeting; or for details of access to the meeting for disabled people, please

Contact: Democratic Services Officer, Sarah Whaley on email sarah.whaley@stockton.gov.uk

KEY - Declarable interests are:-

- Disclosable Pecuniary Interests (DPI's)
- Other Registerable Interests (ORI's)
- Non Registerable Interests (NRI's)

Members – Declaration of Interest Guidance



Table 1 - Disclosable Pecuniary Interests

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land and property	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
Corporate tenancies	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
Securities	Any beneficial interest in securities* of a body where— (a) that body (to the councillor's knowledge) has a place of business or land in the area of the council; and (b) either— (i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issued share capital of that class.

* 'director' includes a member of the committee of management of an industrial and provident society.

* 'securities' means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Table 2 – Other Registerable Interest

You must register as an Other Registrable Interest:

- a) any unpaid directorships
- b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority
- c) any body
 - (i) exercising functions of a public nature
 - (ii) directed to charitable purposes or
 - (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management

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Jim Cooke Conference Suite, Stockton Central Library Evacuation Procedure & Housekeeping

If the fire or bomb alarm should sound please exit by the nearest emergency exit. The Fire alarm is a continuous ring and the Bomb alarm is the same as the fire alarm however it is an intermittent ring.

If the Fire Alarm rings exit through the nearest available emergency exit and form up in Municipal Buildings Car Park.

The assembly point for everyone if the Bomb alarm is sounded is the car park at the rear of Splash on Church Road.

The emergency exits are located via the doors between the 2 projector screens. The key coded emergency exit door will automatically disengage when the alarm sounds.

The Toilets are located on the Ground floor corridor of Municipal Buildings next to the emergency exit. Both the ladies and gents toilets are located on the right hand side.

Microphones

During the meeting, members of the Committee, and officers in attendance, will have access to a microphone. Please use the microphones, when directed to speak by the Chair, to ensure you are heard by the Committee.

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Appeals & Complaints Committee

A meeting of Appeals & Complaints Committee was held on Thursday, 22nd September, 2022.

Present: Cllr Evaline Cunningham (Chair), Cllr Pauline Beall, Cllr Maurice Perry, Cllr Hugo Stratton

Officers: Julie Butcher, Michael Henderson, Jonathan Kibble, Ann McClone

Also in attendance: Cllr Kevin Faulks and Cllr Ross Patterson (Ward Councillors)

Apologies: Cllr Mohammed Javed, Cllr Tina Large, Cllr Julia Whitehill

**ACC
6/22** **Evacuation Procedure**

Members noted the Evacuation Procedure.

**ACC
7/22** **Declarations of Interest**

There were no declarations of interest.

**ACC
8/22** **Minutes from the Appeals and Complaints Committee which was held on 21st July 2022**

The minutes of the meeting held on 21 July 2022 were confirmed as a correct record.

**ACC
9/22** **Committee Procedure**

Members noted and agreed the Committee Procedure.

**ACC
10/22** **STOCKTON-ON-TEES BOROUGH COUNCIL, SOBER HALL AVENUE, INGLEBY BARWICK, TRAFFIC CALMING SCHEME**

Consideration was given to a report that sought Members' views on unresolved objections, received, following the statutory advertising of a proposal, to implement a traffic calming scheme on Sober Hall Avenue, Ingleby Barwick, consisting of 4 sets of speed cushions on the section of road between Blair Avenue and Round Hill Avenue.

The Committee was reminded that this issue had been considered, at its meeting held on 21 July 2022, when Members had debated the arguments for, and against, the introduction of the speed cushions. At that time, the Committee had indicated that it considered that a better understanding, as to why Ingleby Barwick West Ward Councillors had chosen the speed cushion option, would assist it in making any recommendations on the proposal. Therefore, it had been agreed that the item be deferred, to a future date, when the Ingleby Barwick West Ward Councillors could provide more information about their preferred option and potentially attend a meeting of the Committee, to answer questions.

Members considered the information provided, in the report, which included objections and responses, together with a report from Cllr Ken Dixon detailing

Ward Councillors' rationale for proposing the introduction of speed cushions as a Traffic Calming scheme at Soder Hall Avenue, Ingleby Barwick. In addition, Ward Councillors Kevin Faulk and Ross Patterson were present at the meeting to provide further information, in this regard, and answer any questions.

Cllr Faulks' and Cllr Patterson's representations, and responses to questions, could be summarised as follows:

- Officers had tried schemes to reduce speed for some time, including the introduction of hatching, in 2017/18 hatching had been placed on the road to narrow it in an attempt to reduce speeds.
- Ward Councillors had been receiving emails, from residents whose houses faced Soder Hall Avenue, highlighting their concerns, since 2019. These emails became more regular from 2021, indicating that speeding continued on a daily basis.
- Reference was made to a road death, in 2012, on Roundhill Avenue, which led off Soder Hall Avenue. A Ward Member also referred to an incident, where a vehicle had left the road, on Blair Avenue, and gone into a house.
- Members had recognised that the road was straight, and houses were setback. These factors, perhaps, created an environment that led to motorists travelling at higher speeds than the legal limit.
- Officers prepared a report, in 2021, providing options for the road. Ward members had considered that speed cushions were the best option and other measures were unlikely to have the same level of success.
- Speed cushions had been successful in reducing speeds in other parts of Ingleby Barwick, such as Beckfield Road.
- In response to objections about speed cushions damaging vehicles, members suggested that, if this was a significant problem, their use would be questioned at a national level, as they were a feature of many roads throughout the country.
- Ward Members indicated that there were some drivers who used roads, such as Soder Hall Avenue as a 'racetrack' and they felt assured that speed cushions were the most likely measures to prevent this.
- Cleveland Police was unlikely to be able to resource adequate monitoring of the road, so engineering solutions were necessary.
- Signage alone, only produced a 1 mph reduction in speeds.

Officers advised the Committee that a speed survey had been carried out and average speeds were below enforcement levels, however, speeds above the 85th percentile averaged at 36.1 mph, which was enforceable and met the criteria for an engineering measure to be introduced.

At this point officers and Ward Members left the meeting room, apart from the Legal Officer and Governance Officer.

The Committee agreed that the Ward Councillors had clarified their reasons for opting for speed cushions scheme and agreed that, in this case, it appeared to be the most suitable solution. The Committee agreed that its recommendation was that the proposed traffic calming scheme go ahead as advertised.

The Committee indicated that, in circumstance where ward members had decided on a preferred scheme, which was subsequently referred to this Committee, the background and reasons for their decision should be included in the report to Committee. In addition, those members should be invited to attend the Committee meeting that was considering the referral.

RESOLVED that:

1. the Committee's recommendation be that the traffic calming scheme go ahead as advertised.

2. in circumstance where ward members had decided on a preferred scheme, which was subsequently referred to this Committee, the background and reasons for their decision should be included in the report to Committee. In addition, those members should be invited to attend the Committee meeting that was considering the referral.

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AGENDA NO

APPEALS AND COMPLAINTS COMMITTEE PROCEDURE FOR MEETING

1. The objectors and supporters (if they wish to attend the meeting) and the officer representing the Council will be in attendance from the commencement of the item.
2. The Chairperson will introduce the Committee and will explain that they are present to hear representations from relevant parties and to come to a decision based on the facts of the case.
3. The Chairperson or Clerk will explain the procedure i.e.
 - i. The officer will introduce the matter and present his/her report.
 - ii. Objectors will be given the opportunity of presenting their case.
 - iii. Supporters will be given the opportunity of presenting their case.
 - iv. Members of the Committee and other parties will be given the opportunity to ask questions.
 - v. The officer will provide a final statement.
4. Following the above and once the Committee feels it has gathered sufficient information objectors, supporters and officers will be asked to leave the room whilst the Committee comes to a decision. N.B Officers from Law and Democracy will remain in the room, with the Committee, to provide legal advice and a written record of the decision.
5. All parties will be invited back into the room and the Chairperson will advise the parties of the Committee's decision and the reasons for making it.
6. A decision in writing will be sent to relevant parties and usually within seven days.

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AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

FEBRUARY 2023

REPORT OF DIRECTOR OF COMMUNITY SERVICES, ENVIRONMENT & CULTURE

STOCKTON-ON-TEES BOROUGH COUNCIL, NORTON TOWN CENTRE IMPROVEMENT SCHEME

THE BOROUGH OF STOCKTON-ON-TEES, NORTON TOWN CENTRE, NORTON TRAFFIC REGULATION ORDER 2022 & THE BOROUGH OF STOCKTON-ON-TEES, NORTON TOWN CENTRE, NORTON TRAFFIC CALMING SCHEME

1.0 SUMMARY

The purpose of this report is to seek Members' views on unresolved objections received following the statutory advertising of a proposal to implement a range of restrictions associated with the Norton Town Centre Improvement scheme.

The scheme involves the reconfiguration of Norton High Street/South Road junction and the removal of the island and vehicular access at Harland Place. A northbound One-Way system of operation on High Street from the Norton Road junction up to its junction with South Road includes prohibiting driving on that length of High Street north of the island at the Norton Road/High Street junction. A 20mph speed limit on the section of High Street and South Road from its junctions with Norton Road in the south, to the north of the Darlington Lane/High Street roundabout. A reversal of the existing northbound One-Way system of operation to southbound One-Way on the High Street west side service road. The provision of two humped Puffin crossings at the existing Puffin crossings on the High Street and a raised junction at the High Street/ Holly Street junction. Additional parking, loading bays, taxi bays and disabled bays are proposed. Amendments to existing waiting/loading restrictions and new waiting/loading restrictions are proposed. An extension of the bus lane on Norton Road is also proposed as part of the scheme.

2.0 RECOMMENDATIONS

It is recommended that:

- (i) Members give consideration to the objection raised by the 2 objectors and also to the comments of Community Services, Environment and Culture.
- (ii) The local Ward Councillors and the objectors be informed of the Committee's recommendation.
- (iii) The Director of Community Services, Environment and Culture consider the committee's recommendation.

3.0 DETAIL

3.1 The Council is proposing to create more high quality, safe and accessible public spaces in Norton for both residents and visitors to enjoy. Improvements are proposed for the southern section of Norton High Street after public views in the 'Let's Talk About Our Towns' consultation showed a need for improvements to parking, the public realm and continued support to local businesses. The proposed measures are associated with the Norton Town Centre Improvement scheme.

3.2 In December 2021, Stockton-on-Tees Borough Council asked Norton's residents, businesses and visitors for their feedback on the proposed design for improvements to the

most southern section of Norton High Street. Residents, businesses and visitors were given the opportunity to provide their thoughts on the proposed design for the High Street, which included a new one-way system, flexible events spaces and public realm improvements to provide a more pedestrian-friendly environment to support the growing daytime and evening economy.

- 3.3 To complement the changes to the High Street, a programme of repairs to Norton duck pond have been completed. These improvements will create a welcoming space for people to enjoy the natural and protected beauty of the Village Green.
- 3.4 In addition, following concerns raised by local residents the Norton North Ward Councillors requested that the issue of speeding along the High Street be investigated through the Ward Transport Budget. There were specific concerns relating to the section of road near to the Norton duck pond, particularly travelling southbound towards the pedestrian crossing and the mini roundabout at this location. A raised plateau at the pedestrian Puffin crossing has been provided as a traffic calming measure. The proposed 20mph speed limit would extend northwards, beyond this new speed reducing feature.
- 3.5 Two objections to the proposed Traffic Regulation Order and Traffic Calming Notice associated with the scheme have been received, the objections focus around the proposed One-Way section of High Street between Norton Road and South Road, the proposed humped Puffin crossings and 20mph speed limit. **(See Appendix 1 – drawing no. TM2-340-2, Appendix 2 – drawing no. TM2-399 and Appendix 3 – drawing no. TM12-76-1)**
- 3.6 Technical Notes, presented to the Cabinet Member and Director of Community Services, Environment and Culture on 18th July 2022 and 18th October 2022 received approval for progression of the necessary Traffic Regulation Order and Traffic Calming Notice associated with the Norton Town Centre Improvement scheme.
- 3.7 Notices of the proposed scheme were advertised in the Evening Gazette, Stockton's website and on site on 1 December 2022 with the objection period ending on 22 December 2022. Following the publication of the Statutory Notices, the Transport Strategy and Road Safety Manager formally received two emails of objection.

4.0 DETAILS OF THE OBJECTION/RESPONSE

A copy of the outstanding objections (including the council response) from John Moore on behalf of Norton Methodist Church dated 14 December 2022 and Keith Mason dated 21 December 2022 are attached as **Appendix 4**.

Summary of concerns from Mr Moore on behalf of Norton Methodist Church:

1. Concerns relating to the proposed new junction with High Street and South Road. The southernmost part of the High Street is to become one way in a northward's direction and the present connection to Norton Road just north of the Methodist Church is to be closed off. This means that any traffic leaving premises on the one-way stretch of the High Street which wishes either to go south towards Stockton Centre or north towards the A19 at Billingham Bottoms will have to make a difficult turn across two lanes of traffic where this one-way section ends at the High Street/South Road junction. This will also affect the residents of Holly Street, Chapman Street, Fox Street and Picton Place. The situation will be exacerbated further by the fact that traffic from the service road on the west side of the High Street will also have to join this one-way section and use this junction and make this difficult turn. Traffic in both directions along Norton High Street can be heavy for most of the day and given the available routes this is unlikely to change.

2. The likely outcome is that traffic will be held up at this new junction and tail back down the one-way stretch of road. Vehicles caught up in this tailback could include ambulances from the care home, funeral corteges, buses and delivery vehicles. I would make the point that our church site is not just used for Sunday services at times when traffic might be lighter than usual but hosts a variety of Community activities throughout the week both in the daytime and evening. Faced with this difficult turn traffic for the A19 is likely to continue north up along the High Street to the Green and then down Beaconsfield Road. Traffic wishing to go south may well turn down Holly Street and make its way to Norton Avenue along Wrightson Street, Skerne Road and Grassholme Road etc. Neither of these is really the desirable outcome the proposal is trying to achieve.

3. The situation would be very much alleviated by the installation of a mini roundabout at the junction of the High Street and South Road (as there is at the northern end of the High Street at the junction with Darlington Lane). This would not encourage more traffic along the one-way section as vehicles wanting to go on up the High Street would still have to give way to traffic coming from the right (no different to the current proposal).

4. Reassurance requested that the church entrance and exit will remain free and unobstructed.

5. Under current proposals the residents of Nos 433, 435 and 437 Norton Road will no longer be able to park their vehicles on the road outside their houses. I feel I must make clear these residents have no right to park their vehicles to the rear of their properties. The area to the rear is all owned by Norton Methodist Church and is used and is needed for car parking for church activities and Community activities associated with the church buildings.

Summary of response to Mr Moore:

1. It is considered that turning right to access South Road under the proposed layout would be less complex than the current right turn across Norton Road, which is 3 lanes wide at the junction at the south end of the High Street including a bus lane, due to width and the higher traffic volume on Norton Road compared to the High Street and South Road. We have carried out traffic modelling on the proposed changes using vehicle volumes from surveys carried out on the current layout and this has shown that the proposed layout provides ample capacity for the changes to traffic movements that are required.

2. The emergency services and bus operators have been consulted on the proposals and no objections were raised. Buses would no longer use the one-way section under the proposal and instead would be accommodated via a second stop and shelter on Norton Road. All traffic has the choice to use the highway network to best meet their journey requirements and may therefore use the routes you describe should they wish to. The main scheme aims are to provide more space for pedestrians at the southern end of the High Street and to formalise short term parking to serve the businesses in this area, provision of one-way operation allows this through the repurposing of one traffic lane to pedestrian space and formalised parking.

3. Provision of a mini-roundabout at the High Street/South Road junction was reviewed at an early stage of the design process and rejected due to a range of factors including the suitability of a mini-roundabout in this location, road safety concerns of driver behaviour particularly regarding potential for U-turn movements and potential impact on the surrounding areas of protected Village Green due to the space required. Although a mini roundabout would potentially assist right turning vehicles turning right from the proposed one-way section of the High Street by ensuring southbound vehicles had to give way it would not change the requirement to give way to westbound traffic approaching from South Road. For these reasons a mini-roundabout layout was rejected early in the design phase of the scheme.

4. The church entrance and exit will remain free and unobstructed, and both have been checked to ensure a rigid body van can access and exit safely.

5. The proposed 20mph speed limit on the High Street requires a build out of the footway at the junction with North Road to physically reduce entrance speeds from Norton Road. Although there is no right for the residents of these properties to be able to park directly outside of their properties the scheme does maintain the significant unrestricted parking to the south of these properties. No objections have been received from residents of these properties.

Summary of concerns from Mr Mason:

1. Concerns relating to the lack of public consultation, specifically in regard to the proposed 20mph speed limit and raised crossings.

2. There is no excessive speed on the High Street. Where are the road traffic accidents to warrant the reduction in speed limits. Any accidents are down to bad driving.

3. Mr Mason agrees with the proposed One Way from Norton Road to the High Street/South Road. However, he does not agree with the proposed speed limit reduction or raised features.

Summary of response to Mr Mason:

1. The proposed Traffic Regulation Order has been advertised in the local press (Evening Gazette), on the Council's website and Notices were posted on site which allowed for a statutory 21 day objection period. The public consultation associated with formulating and developing the scheme and seeking comments was carried out before Statutory advertising, at the feasibility study stage.

These improvements are proposed following the 'Let's Talk About Our Towns' public consultation in 2020 to help accommodate the increasing footfall in Norton and to allow room for new opportunities and further growth. Two engagement sessions took place in Norton in December 2021. Residents, businesses and visitors were asked for their feedback on a proposed design for improvements to the southern section of Norton High Street and were given the opportunity to provide their thoughts via an online feedback form on the Council's website. The in-person engagement sessions and the online feedback form were promoted widely on social media and were included in an invitation that was posted to all households in Norton North ward and the surrounding area of the High Street. Updates have also been reported via Stockton News.

2. The scheme is not in response to the injury accident record, although it would have road safety benefits, but is part of the Council's Town Centres Investment Programme, with an aim to bring further improvements to Norton to create more high quality, safe and accessible spaces for residents and visitors to enjoy.

3. A consequence of One-Way systems is a likely increase in traffic speeds and given the numbers of pedestrian movements in this area it was considered necessary, for road safety, to construct a raised junction at Holly Street. Two new raised features are also proposed at the existing Puffin crossings at Norton Fisheries' and at the crossing between Tesco and Boots. The raised features would encourage consistently lower speeds along the High Street. The lower speeds also allow maximum use of the highway for all users including more parking bays, retaining bus stops and improved pedestrian safety as the inter visibility needed between users is reduced. Speed reduction is significant to casualty levels because if average speeds reduced by 1 mph, the accident rate would fall by approximately 6% on urban main roads and residential roads with low average speeds according to the Transport Research Laboratory. Higher speeds mean that drivers have less time to identify and react

to what is happening around them, and it takes longer for the vehicle to stop. It removes the driver's safety margin and turns near misses into crashes. On this basis it is recommended that the raised features and 20mph are needed in order to contribute to the success of the scheme in Norton.

5.0 FINANCIAL IMPLICATIONS

To be funded through the Council's Town Centre Improvement Programme.

6.0 POLICY CONTENT

The proposal is consistent with the Council's Communities Strategy and Inclusive Growth Strategy.

7.0 CONSULTATION

The Officers Traffic Group, local Ward Councillors, the Director of Community Services, Environment and Culture and the Cabinet Member for Environment & Transport were consulted on the proposals.

Stockton Hackney Carriage Drivers Association have been consulted throughout the design process.

The bus operator expressed concerns regarding the proposed 1:15 gradient for the approaches to the raised Puffin crossings on the High Street. It was therefore agreed that the proposed raised Puffin crossings gradient be 1:20, however, buses will no longer use that part of the High Street to the south of South Road, for that reason the gradient of the proposed raised junction at Holly Street will remain at 1:15.

Statutory consultations for the proposed Traffic Regulation Order and Traffic Calming Notice involving advertising on site, Stockton's website and in the local press were undertaken; this resulted in two outstanding objections being received. The objectors 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 on Norton High Street and 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.

The proposed measures will bring further improvements to Norton to create more high quality, safe and accessible spaces for residents and visitors to enjoy.

Corporate Director of Community Services, Environment and Culture

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

Improved road safety for pedestrians.

Background Papers

Scheme of Delegation Technical Notes CSEC.17.2223 and CSEC.104.2223.

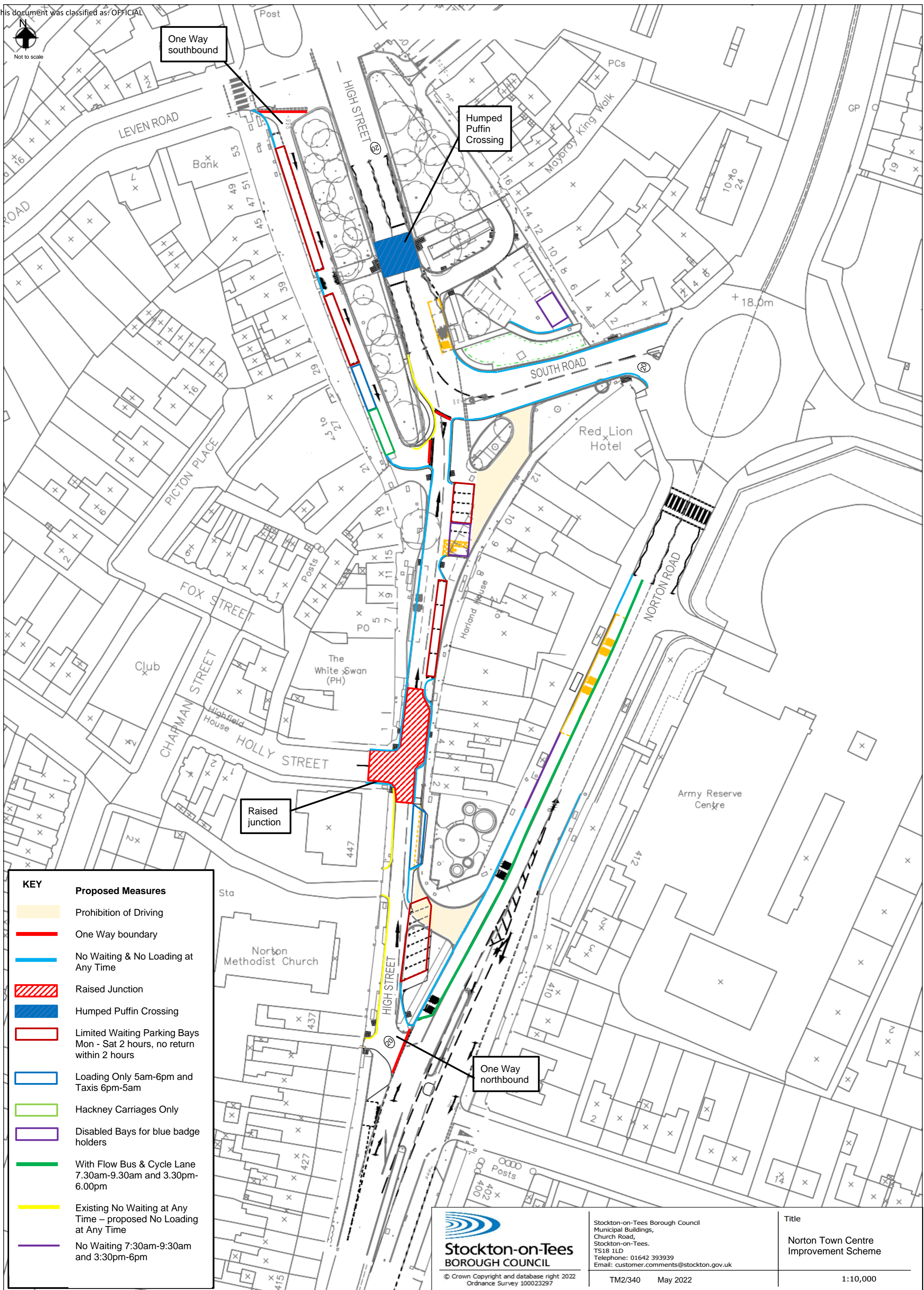
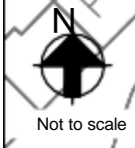
Norton High Steet improvement Scheme Summary of Findings -
https://www.stockton.gov.uk/media/3303/Norton-High-Street-Consultation-summary-2022/pdf/Final_Norton_Summary_Document.pdf?m=637901999561270000

Education Related Item?

No

Ward(s) and Ward Councillors:

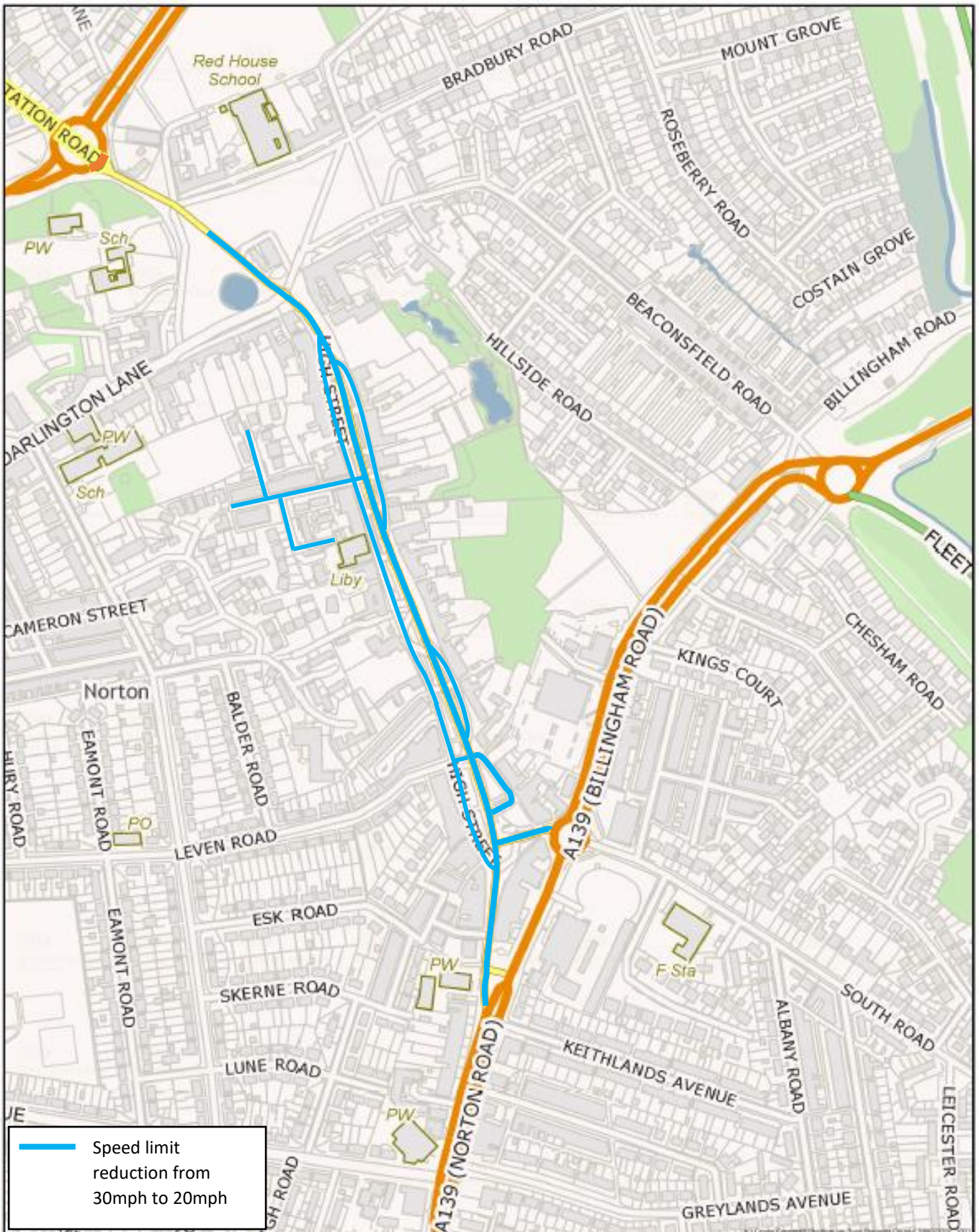
Norton North: Councillors Steve Nelson and Lisa Evans




KEY	Proposed Measures
	Prohibition of Driving
	One Way boundary
	No Waiting & No Loading at Any Time
	Raised Junction
	Humped Puffin Crossing
	Limited Waiting Parking Bays Mon - Sat 2 hours, no return within 2 hours
	Loading Only 5am-6pm and Taxis 6pm-5am
	Hackney Carriages Only
	Disabled Bays for blue badge holders
	With Flow Bus & Cycle Lane 7.30am-9.30am and 3.30pm-6.00pm
	Existing No Waiting at Any Time – proposed No Loading at Any Time
	No Waiting 7:30am-9:30am and 3:30pm-6pm

<p>Stockton-on-Tees BOROUGH COUNCIL</p> <p>© Crown Copyright and database right 2022 Ordnance Survey 100023297</p>	Stockton-on-Tees Borough Council Municipal Buildings, Church Road, Stockton-on-Tees, TS18 1LD Telephone: 01642 393939 Email: customer.comments@stockton.gov.uk	Title Norton Town Centre Improvement Scheme
	TM2/340 May 2022	1:10,000

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6 metre raised plateau at existing Puffin Crossing

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APPENDIX 2 – OBJECTIONS AND RESPONSES

Objection 1 – Mr Moore

From: johnmoore

Sent: 14 December 2022 15:41

To: HTD <HTD@stockton.gov.uk>

Cc: John Moore

Subject: Objection to - The Borough of Stockton-on-Tees, Norton Town Centre, Norton Traffic Regulation Order 2022

Dear Sir

I am writing to object on behalf of **Norton Methodist Church, Norton Road, Norton, TS20 2QQ to The Borough of Stockton-on-Tees, Norton Town Centre, Norton Traffic Regulation Order 2022.**

Please note that we do not object to the proposal in principle but that there are certain details that we consider will be extremely detrimental. Primarily, these relate to the junction of the High Street and South Road. The southernmost part of the High Street is to become one way in a northwards direction and the present connection to Norton Road just north of the Methodist Church is to be closed off. This means that any traffic leaving premises on the one-way stretch of the High Street which wishes either to go south towards Stockton Centre or down towards the A19 at Billingham Bottoms will have to make a difficult turn across two lanes of traffic where this one-way section ends at the High Street/South Road junction. This will also effect the residents of Holly Street, Chapman Street, Fox Street and Picton Place. The situation will be exacerbated further by the fact that traffic from the service road on the west side of the High Street will also have to join this one-way section and use this junction and make this difficult turn. Traffic in both directions along Norton High Street can be heavy for most of the day and given the available routes this is unlikely to change.

The likely outcome is that traffic will be held up at this junction and tail back down the one-way stretch of road. Vehicles caught up in this tailback could include ambulances from the care home, funeral corteges, buses and delivery vehicles. I would make the point that our church site is not just used for Sunday services at times when traffic might be lighter than usual but hosts a variety of Community activities throughout the week both in the day time and evening. Faced with this difficult turn traffic for the A19 is likely to continue north up along the High Street to the Green and then down Beconsfield Road. Traffic wishing to go south may well turn down Holly Street and make its way to Norton Avenue along Wrightson Street, Skerne Road and Grassholme Road etc. Neither of these is really the desirable outcome the proposal is trying to achieve.

The situation would be very much alleviated by the installation of a mini roundabout at the junction of the High Street and South Road (as there is at the northern end of the High Street at the junction with Darlington Lane). This would not encourage more traffic along the one-way section as vehicles wanting to go on up the High Street would still have to give way to traffic coming from the right (no different to the current proposal).

Without this alteration to the scheme we must object to the proposals contained in this Traffic Order.

In addition:

I note that on your plans the cobbled alley between Nos 435 and 437 Norton Road and the cobbled alley and entrance to the Hollies Care Home to the north of Norton Methodist Church are identified but the entrance and exit to Norton Methodist Church car park are not. I appreciate that this may be a drawing convention, but I would be grateful for reassurance that our entrance and exit will remain free and unobstructed.

I also note that with the current proposals the residents of Nos 433, 435 and 437 Norton Road will no longer be able to park their vehicles on the road outside their houses. I feel I must make clear these residents have no right to park their vehicles to the rear of their properties. The area to the rear is all owned by Norton Methodist Church and is used and is needed for car parking for church activities and Community activities associated with the church buildings.

Yours Sincerely for Norton Methodist Church

John Moore

Property Steward

Council response:

A site meeting has been arranged with officers and Mr Moore on Thursday 23 February to discuss the Methodist Church concerns based on the council's response below:

In relation to how the layout proposed may impact manoeuvres from the Church to Norton Road. It is considered that turning right to access South Road under the proposed layout would be less complex than the current right turn across Norton Road, which is 3 lanes wide at the junction at the south end of the High Street including a bus lane, due to width and the higher traffic volume on Norton Road compared to the High Street and South Road. We have carried out traffic modelling on the proposed changes using vehicle volumes from surveys carried out on the current layout and this has shown that the proposed layout provides ample capacity for the changes to traffic movements that are required.

The emergency services and bus operators have been consulted on the proposals and no objections were raised. Buses would no longer use the one-way section under the proposal and instead would be accommodated via a second stop and shelter on Norton Road. All traffic has the choice to use the highway network to best meet their journey requirements and may therefore use the routes you describe should they wish to. The main scheme aims are to provide more space for pedestrians at the southern end of the High Street and to formalise short term parking to serve the businesses in this area, provision of one-way operation allows this through the repurposing of one traffic lane to pedestrian space and formalised parking.

Regarding the suggestion of a change from a 'T' junction layout to a mini roundabout at the High Street/South Road junction. Provision of a mini-roundabout at this junction was reviewed at an early stage of the design process and rejected due to a range of factors including the suitability of a mini-roundabout in this location, road safety concerns of driver behaviour particularly regarding potential for U-turn movements and potential impact on the surrounding areas of protected Village Green due to the space required. Although a mini roundabout would potentially assist right turning vehicles turning right from the proposed one-way section of the High Street by ensuring southbound vehicles had to give way it would not change the requirement to give way to westbound traffic approaching from South Road. For these reasons a mini-roundabout layout was rejected early in the design phase of the scheme.

The entrance and exit will remain free and unobstructed and both have been checked to ensure a rigid body van can access and exit safely.

The proposed 20mph speed limit on the High Street requires a build out of the footway in this location to physically reduce entrance speeds from Norton Road. Although there is no right for the residents of these properties to be able to park directly outside of their properties the scheme does maintain the significant unrestricted parking to the south of these.

Mr Moore has been informed that if he wishes to uphold his objection the item will be referred to the Council's Appeals and Complaints Committee. The Committee is independent to the traffic Order process, as an objector he would be invited to attend and given every opportunity to address the Committee if he wishes.

Objection 2 – Mr Mason

From: Keith Mason

Sent: 21 December 2022 21:26

To: HTD <HTD@stockton.gov.uk>

Subject: Norton High Street

Good morning

I am writing to you about the changes to Norton High Street.

If you don't walk down the High Street you will never know about these plans. Is that what is wanted. It has been talked about for 20 years but no action.

It is a bigger job than the duck pond improvements. That work had a presentation in Norton Library. Why hasn't this one. No comment in the local news letter. Only a comment was, they could be another speed ramp at the chip shop crossing. No comment about a 20mph speed limit. Even Mill street getting a 20mph limit. Who would dare do 30mph there.

I have looked at the traffic when I have walked down the High Street. There is no excessive speed. Where are the RTA's to warrant the reduction in speed limits. Any accidents are down to bad driving.

Monday 20th Dec.. I was going from the Green (Norton Hall) to Darlington Lane. I had right of way on the roundabout. A girl from the Unicorn side decided she had the right of way. If I hadn't of stopped she would of hit me. She wasn't speeding but never looked. She was in a trance, eyes only looking ahead. I have seen a lot of near miss's on the roundabout and all bad driving. Most don't realise it's a roundabout.

I agree with the one way system from Norton Road to the High Street and the parking.

I do not agree with the speed restrictions and speed humps.

Speed humps should be put on Bradbury Road. For the amount of road usage. There is a higher percentage of speeding drivers. A silver Porsche and small white Vauxhall along with delivery vans are the main culprits. I asked for speed ramps 25 years ago when there were 10 kids under 10 in the houses around Talgarth Road. Now some of us older ones are passing away. The houses are being bought up by families with lots of toddlers about. Our kids use to play on the streets. That will never happen again. I await your reply

Keith Mason

Council response:

From: HTD <HTD@stockton.gov.uk>

Sent: 12 January 2023 13:29

To: Keith Mason

Subject: Norton High Street

This document was classified as: OFFICIAL

Dear Mr Mason

Thank you for your e-mail which has been received as a formal objection to the proposed 20mph speed limit and proposed raised features on Norton High Street. The site Notices along the High Street which you have responded to are part of the Statutory consultation for the traffic Order associated with the proposals, these are also advertised in the local press (Evening Gazette) and on the Council's website

[https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.stockton.gov.uk%2Fproposed-permanent-traffic-](https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.stockton.gov.uk%2Fproposed-permanent-traffic-orders&data=05%7C01%7CAnn.McLone%40stockton.gov.uk%7C27cf40cda7084b18473f08db0601672b%7C947251d81c44c9b995df3d3b7a048c7%7C0%7C0%7C638110375306937719%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=YTmf74uLefoWzYFrhrz8zYgyNZOBY85gRSpOAgFJLg8%3D&reserved=0)

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public consultation associated with formulating and developing the scheme and seeking comments was carried out before Statutory advertising, at the feasibility study stage. The scheme is not in response to the injury accident record, although it would have road safety benefits, but is part of the Council's Town Centres Investment Programme, with an aim to bring further improvements to Norton to create more high quality, safe and accessible spaces for residents and visitors to enjoy.

These improvements are proposed following the 'Let's Talk About Our Towns' public consultation in 2020 to help accommodate the increasing footfall in Norton and to allow room for new opportunities and further growth. Two engagement sessions took place in Norton in December 2021. Residents, businesses and visitors were asked for their feedback on a proposed design for improvements to the southern section of Norton High Street and were given the opportunity to provide their thoughts via an online feedback form on the Council's website. The in-person engagement sessions and the online feedback form were promoted widely on social media and were included in an invitation that was posted to all households in Norton North ward and the surrounding area of the High Street. Updates have also been reported via Stockton News. A link to examples of some of the associated press items are provided at the end of the e-mail for you.

There are three new raised features proposed; across the Holly Street junction and also at the existing Puffin crossings at 'Norton Fisheries' and at the crossing between Tesco and Boots. The raised features at the existing crossings would be similar to the new 6 metre raised plateau that has been constructed at the Duck Pond crossing following concerns raised by local residents with Local Ward Councillors who funded an investigation into the concerns and subsequently the installation of a raised plateau from their ward allocation of the Ward Transport Budget. Your suggestion for speed humps on Bradbury Road could also be investigated through this process via contacting your Local Ward Councillors. The mini roundabout at The Green/High Street to which you refer is signed in accordance with National guidance and I am pleased to report that there have been no recorded injury accidents in the latest 3 year period, the incident you experienced appears to be poor driver behaviour as you suggest, I assure you that the injury accident record is continually monitored and any clusters of accidents are investigated accordingly.

It is not intended to install road humps or speed cushions along the entire length of the High Street or on Mill Street. Mill Street is appropriate for a 20mph speed limit, without physical traffic calming, as you suggest.

Your support for the proposed one way operation is appreciated and noted, a consequence of one way systems is a likely increase in traffic speeds and given the numbers of pedestrian movements in this area it was considered necessary, for road safety, to construct a raised junction at Holly Street. The raised features would encourage consistently lower speeds along the High Street. The lower speeds also allow maximum use of the highway for all users including more parking bays, retaining bus stops and improved pedestrian safety as the inter visibility needed between users is reduced. Speed reduction is significant to casualty levels because if average speeds reduced by 1 mph, the

accident rate would fall by approximately 6% on urban main roads and residential roads with low average speeds according to the Transport Research Laboratory. Higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop. It removes the driver's safety margin and turns near misses into crashes. On this basis it is recommended that the raised features and 20mph are needed in order to contribute to the success of the scheme in Norton.

As your e-mail has been received as an objection the next stage is to ask you to please consider your objection. If you wish to uphold your objection the item will be referred to the Council's Appeals and Complaints Committee. The Committee is independent to the traffic Order process, as an objector you would be invited to attend and given every opportunity to address the Committee if you wish. I must make you aware that your correspondence will form part of the Appeals and Complaints Committee papers and it will therefore become a public document at that stage. The alternative is to withdraw your objection. I would be grateful if you would indicate your intentions by 3 February 2023, by return of e-mail to HTD@stockton.gov.uk <<mailto:HTD@stockton.gov.uk>>

Yours Sincerely,

Jonathan Kibble.

Response from Mr Mason upholding his objection:

From: Keith Mason
Sent: 02 February 2023 20:20
To: HTD <HTD@stockton.gov.uk>
Subject: Re: Norton High Street

Dear Mr Kibble.

Looking at the relevant traffic orders. I still object to the proposal to make Norton High Street from The Red Lion public house to the turn off for Red House school and St Mary's church a 20mph road. Looking at the plans. The junction on the High Street and South Road will disappear making it one continuous road from the Red Lion to the ring road.

I had a discussion with Councillors Nelson and Cooke 20 years ago about making the road alongside the White Swan public house (Scruffy Duck) and thought it a good idea.

It appears it is not done on safety and road traffic problems but a part of the Council's Town Centres Investment Programme. It is more wasting of Government money that the tax payer is going to have to pay for.

Anybody that does not walk down the High Street probably don't know about these plans. It wasn't in the library like the modifications to the duck pond were. The last door step only mentioned the speed ramp on one of the crossings. Nothing about the 20mph limit. It is mentioned that it would

be in the Gazette in the relevant notices section. I have had the Gazette delivered for 40 Years and never looked at what is happening on the roads. Does anybody look.

The High Street is not plagued by speeding drivers. The odd one usually on a night with load exhausts so you hear them before you see them.

If you can not approve one part, and disagree with the other part. I will disagree with all of it. Like Yarm. Norton will not be the favourite place to go on a Friday night for ever. Bars will close. We have lived with this bottleneck since discussed 20 years ago. We can live with it for another 20 years.

Regards

Keith Mason

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