

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 Porshe 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

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%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%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