

**AGENDA ITEM**

**REPORT TO APPEALS &  
COMPLAINTS COMMITTEE**

**29 JUNE 2023**

**REPORT OF DIRECTOR OF  
COMMUNITY SERVICES,  
ENVIRONMENT & CULTURE**

**STOCKTON-ON-TEES BOROUGH COUNCIL, THE GLEBE, 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 traffic calming scheme on The Glebe, Norton, consisting of 7 sets of speed cushions. The scheme is to be implemented in phases, the four northern sets of speed cushions would be introduced in Phase 1 and the remaining speed cushions introduced in a second phase should funding become available.

**2.0 RECOMMENDATIONS**

It is recommended that:

- (i) Members give consideration to the objections raised by the 19 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 proposed traffic calming measures on The Glebe are a result of an investigation into alleged speed related issues on The Glebe, Norton which was identified as a priority by the Norton West Ward Councillors to address concerns relating to speeding issues raised by local residents. The scheme is to be funded through the Norton 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 Norton West Ward Councillors have therefore been active members in the scheme's development.
- 3.2 The Glebe is a residential road and serves as a local distributor road to the wider estate. It is also part of a local bus route serving the area. The area is bounded by Junction Road to the west and the A1027 (Ring Road) to the east.
- 3.3 Along the road there is already a number of existing road safety measures provided, with central hatching and slow markings on the carriageway and two speed indication devices (SID's); one near the junction with Kinderton Grove and one near to the junction with Hensley Court.
- 3.4 An automatic speed survey was carried out on The Glebe over a 7 day period to establish prevailing traffic speeds. The survey indicates that the average speeds are commensurate with the 30mph speed limit, however, the 85%ile speed (the speed at or below which 85% of vehicles are travelling) for southbound traffic are above police enforcement levels.

Location	Direction	Average Speed mph	85%ile mph
The Glebe, Norton	Northbound	27.4	32.5
	Southbound	30.4	36

- 3.5 Traffic flow data was also obtained along The Glebe during the survey period. This included a recording of vehicle flows over a 24 hour period for 7 days.

Location	Direction	7 day average traffic flow
The Glebe, Norton	Northbound	1,344
	Southbound	1,627
	Combined	2,970

- 3.6 The investigation, which included the full length of The Glebe identified the feasibility of implementing an environmental traffic calming scheme comprising of 7 sets of speed cushions (**See drawing no. TM12/78 and TM12/78/2 in Appendix 1 & 2**) It is proposed to introduce the scheme in a phased approach, phase 1 will consist of 4 sets of speed cushions on the northern section of The Glebe and Phase 2 (3 sets of speed cushions) would be introduced at a later date should funding become available.
- 3.7 Regulatory advanced warning signs will be provided on the approach to the traffic calming features as part of the scheme.
- 3.8 Carriageway resurfacing is to be carried out for 10m either side of the speed cushions on the proposed traffic calmed section of The Glebe.
- 3.9 Following a topographical survey, it was concluded that the proposed speed cushions to the east of Seaham Close cannot be provided at this location. It is therefore proposed to relocate the speed cushions further east of the junction and readvertise this set of cushions.
- 3.10 A report, presented to the Cabinet Member and Director of Community Services, Environment and Culture on 23<sup>rd</sup> February 2023 received approval for progression of the necessary Traffic Calming Notice associated with The Glebe traffic calming scheme.
- 3.11 A Notice for the proposed scheme was advertised in the Evening Gazette, Stockton'-on-Tees Borough Council's website and on site on 19<sup>th</sup> April 2023 with the objection period ending on 11<sup>th</sup> May 2023. Following the publication of the Statutory Notice, the Transport Strategy and Road Safety Manager formally received 24 emails/letters of objection.

#### 4.0 DETAILS OF THE OBJECTIONS/RESPONSE

A total number of 24 objections have been received, 5 of which have been withdrawn, a copy of the outstanding 19 objections (including the council response) is attached as **Appendix 3**. A map plotting the objector's location is attached as **Appendix 6** (for committee members only).

A more detailed summary of all the objections including the council's response is attached as **Appendix 4**.

##### Summary of main concerns:

1. Speed cushions cause damage to vehicles and increase fuel consumption.
2. The introduction of speed cushions will cause traffic congestion on The Glebe.
3. Money would be better spent by repairing the various Potholes on the estate.

4. Putting in traffic calming measures would create a nuisance for drivers, create delays for emergency vehicles, and delay and create discomfort for bus passengers.
5. There have been no serious accidents on The Glebe and cannot understand the need for speed cushions. These measures will be more of a hindrance to the traffic than a solution to any complaints about speeding traffic.
6. I am concerned that residents such as myself with their driveways close to the road will have great problems entering and exiting their driveways.
7. As a resident of Glebe Estate and a car driver I see no need for these. I regularly drive along the Glebe Road and do not see any speeding drivers. Is there documented evidence, to show the number of speeding drivers against the number of car journeys taken over a given period.
8. The proposed speed humps will cause higher local noise and atmospheric pollution to the local area.
9. Humps look to be situated close together in places and at the entrance egress of minor roads thus gridlocking those areas and therefore backing up those minor roads.
10. Traffic calming on The Glebe could impact on increased traffic cutting round the estate to avoid these humps. We hope that the rest of the estate does not become a rat run for drivers trying to avoid the speed bumps.
11. Why does the council not install speed cameras at various points? And actually, utilise them to issue fines and penalty points, this will provide a bigger deterrent and also help to pay for itself, instead of coming out of our pockets!
12. It is very surprising that Weaverham Road has not been included in the plans.
13. The increase in traffic on The Glebe and speeding is people cutting through from junction road onto A1027 and vice Versa the speed bumps will severely impact the people living on the glebe the easiest solution is make cutting through the glebe illegal.
14. Why are you considering the placement of traffic calming devices on The Glebe when Junction Road is obviously a greater danger and has more accidents.
15. My main objection is on the type of calming device proposed, chicanes would be a more environmentally friendly option.

**Summary of responses:**

1. An appropriate speed for driving over speed cushions is less than 20mph, Transport Research Laboratory, part of the Department for Transport, studies have shown that the speeds vehicles travel over speed cushions is 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. Speed cushion dimensions must comply with national standards adhered to by all local authorities and should not cause damage to vehicles if negotiated at an appropriate speed. The Council, as the Highway Authority, would not be liable for any damage caused to vehicles.

It is acknowledged that fuel consumption may increase slightly when adjusting speeds to negotiate speed cushions. However, speed is the main cause of premature deaths and injuries in road casualties with older people and children being most vulnerable. Speed

cushions are one of the most effective means of reducing traffic speed, which can in turn reduce the number and severity of road accidents.

**2.** The traffic volume on The Glebe is low and it is considered that the introduction of speed cushions would cause traffic congestion. Similar roads in the borough where traffic calming features have been introduced has not caused traffic congestion.

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

**4.** The size of the proposed cushions allow 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. The proposed measures for The Glebe are in line with traffic calming measures already implemented on similar roads in the borough which are also part of bus routes serving the local area.

**5.** There have been two road traffic accidents within the last 3 years which both resulted in slight injuries. This is a proposed environmental traffic calming scheme to address concerns relating to speeding issues raised by local residents and has not been developed based on road traffic accidents. 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.

**6.** The proposed speed cushion locations have been designed to avoid driveways.

**7.** An automatic speed survey has been carried out over a 7 day period on The Glebe to establish prevailing vehicle speeds, the results of which confirmed that the 85th%ile speed at 36mph (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.

**8.** Air pollution hotspots arise from high volumes of traffic on major routes, not traffic-calmed neighbourhoods. It is important to remember that reducing speed saves lives and speed cushions are often used in residential areas with low traffic flows. Such areas don't normally have air quality problems, so speed cushions do not significantly contribute to the total amount of harmful vehicle pollutants that are created.

A study on vehicle noise emissions alongside speed cushions and humps was carried out by The Transport Research Laboratory (TRL Report 180) <https://trl.co.uk/uploads/trl/documents/TRL180.pdf>. The conclusions of which shows an estimated reduction in the maximum noise emission levels from cars due to the speed reductions at cushions. Where the traffic stream consists entirely of cars, the prediction model estimates that for both humps and cushions, traffic noise levels, dB(A), would reduce following installation. For speed control cushions, reduction in traffic noise levels would be about 5dB(A). However, it is acknowledged that if vehicles drive over speed cushions at an inappropriate speed, then noise levels may increase marginally. The proposed road resurfacing for 10m either side of the proposed speed cushions should benefit noise reduction.

**9.** 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. This allows the designer the flexibility to fit the proposed speed cushions into the streetscape and avoid driveways. Speed cushions are designed to slow traffic down, not to stop traffic and any cushions located near to a junction should not cause congestion on the minor roads.

**10.** It is acknowledged that some drivers may use alternative routes to avoid traffic calming features on The Glebe.

**11.** There are large costs and ongoing resource issues associated with the provision of speed cameras, they are therefore not considered to be an option on The Glebe. Revenue generated from speed camera's goes to the Treasury not the local authority or police force where they are located.

**12.** Weaverham Road sits outside the scope of this scheme and would require a separate investigation.

**13.** Restricting access to The Glebe is not a possible option. The implementation of such a restriction is not feasible and would be unenforceable.

**14.** Junction Road sits outside the scope of this scheme and would require a separate investigation.

**15.** Single lane chicanes are a horizontal deflection treatment that requires one direction of traffic to give way to oncoming vehicles. The chicane normally consists of a raised kerb and bollard in one half of the road, with a sign to explain the vehicle traffic priority. For the lane without traffic priority, there are Give Way sign and markings and hatching on approach to the chicane. A length of 20 metres is required to accommodate a chicane feature including give way markings. The forward visibility required for such features is 90m on a 30mph road and they are therefore more suitable for long straight roads and are difficult to fit into a residential streetscape where fronting properties have a large number of driveways such as The Glebe. The provision of chicanes is therefore not a feasible option.

## **5.0 FINANCIAL IMPLICATIONS**

The estimated cost to provide 4 sets of speed cushions (Phase 1) and the associated signing and lining is estimated to be is £51,623.16. To be funded from the Norton West Ward Transport Budget allocation.

## **6.0 POLICY CONTENT**

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

## **7.0 CONSULTATION**

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

A consultation exercise was carried out with residents of The Glebe in September 2022 regarding the proposal to introduce traffic calming features on The Glebe. 63% of residents provided a response, of these, 69% were in support of the proposals and 26% were against the proposals. A summary of the resident consultation exercise is attached as **Appendix 5**. A map plotting the consultation responses is attached as **Appendix 7** (for committee members only).

Cleveland Police have indicated their support for the proposals.

Stagecoach had reservations with regard to the impact of the scheme on bus timetables given the number of sets of cushions proposed, though it was highlighted there isn't an issue with parking on The Glebe so buses should be able to comfortably straddle the features. A brief assessment of the vicinity of features to bus stops was undertaken, no issues anticipated, but a request to add bus stops to the plan was made. Stagecoach requested a 1:20 ramp gradient but it was confirmed that pre-cast concrete cushions would be used as have been elsewhere recently, with a gradient of 1:15.

Local Ward Councillors – the Norton West Ward Councillors are supportive and have been active members in the scheme's development.

Statutory consultations for the proposed Traffic Regulation Notice involving advertising on site, Stockton-on-Tees Borough Council's website and in the local press were undertaken; this resulted in 19 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 The Glebe. 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.

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

### **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

Addresses speed related road safety concerns.

#### Background Papers

Scheme of Delegation Report CSEC.178.2223, The Glebe Findings report.

TRL report no. 180 <https://trl.co.uk/uploads/trl/documents/TRL180.pdf>

#### Education Related Item?

No

#### Ward(s) and Ward Councillors:

Norton West: Councillors Hilary Vickers and Tony Riordan