

**PLANNING AND HIGHWAY COMMITTEE
MONDAY 7th JUNE 2021**

**REPORT TO CONSIDER:
OBJECTION TO TRAFFIC CALMING NOTICE FOR THE
PROPOSED RAISED SPEED TABLE ON DOVEDALE
ROAD, SEABURN DENE (FULWELL WARD)**

REPORT TO PLANNING AND HIGHWAYS COMMITTEE:

OBJECTION TO TRAFFIC CALMING NOTICE FOR THE PROPOSED RAISED SPEED TABLE ON DOVEDALE ROAD, SEABURN DENE (FULWELL WARD)

1. PURPOSE OF REPORT

- 1.1. To advise the Committee regarding an objection received, by the Council, in respect of the traffic calming notice for the proposed construction of a raised speed table that is intended on Dovedale Road, and to request the committee to not uphold the objections that cannot be resolved within the constraints of the scheme, as set out below.

2. BACKGROUND

- 2.1. Following recommendations from Sunderland City Councils', City Services Scrutiny Committee and Sunderland City Cabinet, the Council have approved a policy for the implementation of 20mph zones throughout the city in residential areas where issues have been highlighted.
- 2.2. After carrying out assessments a 20mph zone has been identified in the Seaburn Dene area which will benefit from the proposed scheme. Investigations in the area showed that vehicles on the main routes through the proposed zone, regularly travel at a speed more than the 30mph limit. The higher speeds increase the risk and severity of injury should any incident occur.
- 2.3. As part of investigations it was identified that pedestrians using Dovedale Road and nearby streets would benefit from improvements to the existing pedestrian refuge crossing point that is located between Torver Crescent and Bampton Avenue. Officers investigated the area and designed a proposal to help improve road safety at the existing crossing point. Proposals to upgrade the existing pedestrian refuge crossing point consist of construction of a raised speed table, alterations to kerbs/footways to accommodate the raised speed table, and installation tactile paving. The existing pedestrian refuge is used by a large number of students from Seaburn Dene Primary School and Monkwearmouth Academy. The crossing is also used by a number of residents accessing the main bus stop on Dovedale Road. The speed table would force drivers to comply with the newly 20mph zone speed limit at one of the main crossing points ensuring pedestrian safety.
- 2.4. A public engagement was carried out between 16th November 2020 to 11th December 2020. As part of the public engagement process consultation documents were issued to all organisations on the Councils list of statutory consultees, such as the emergency services and bus operators. No objections were received. Public engagement documents consisting of an explanation of the proposals, response form, plan of the respective proposed scheme were issued to all residents and businesses considered to be directly affected by the proposals.
- 2.5. Drawings of the proposals are shown in Appendix A of this report.

- 2.6. The proposals were supported by the majority of residents who returned votes. The details of the responses are;

771 consultation packs were delivered.

Of the responses received 88.2% were in favour

- 2.7. From 9th April 2021 to 4th May 2021 the Traffic regulation Order (TRO) for the 20mph zone and Traffic calming notice for the raised speed table was advertised both on site and in the local press. The advertisement period gives persons who may object to the scheme, the opportunity to raise their objection formally with the Council.
- 2.8. In response to the TRO for the 20mph zone and Traffic calming notice for the raised speed table advertisement the council received one objection to the speed table proposal. The objector confirmed that that they had no objections to the proposed 20mph scheme but are objecting to the implementation of the speed table. The full objection is shown in Appendix B.

3. CONCLUSION

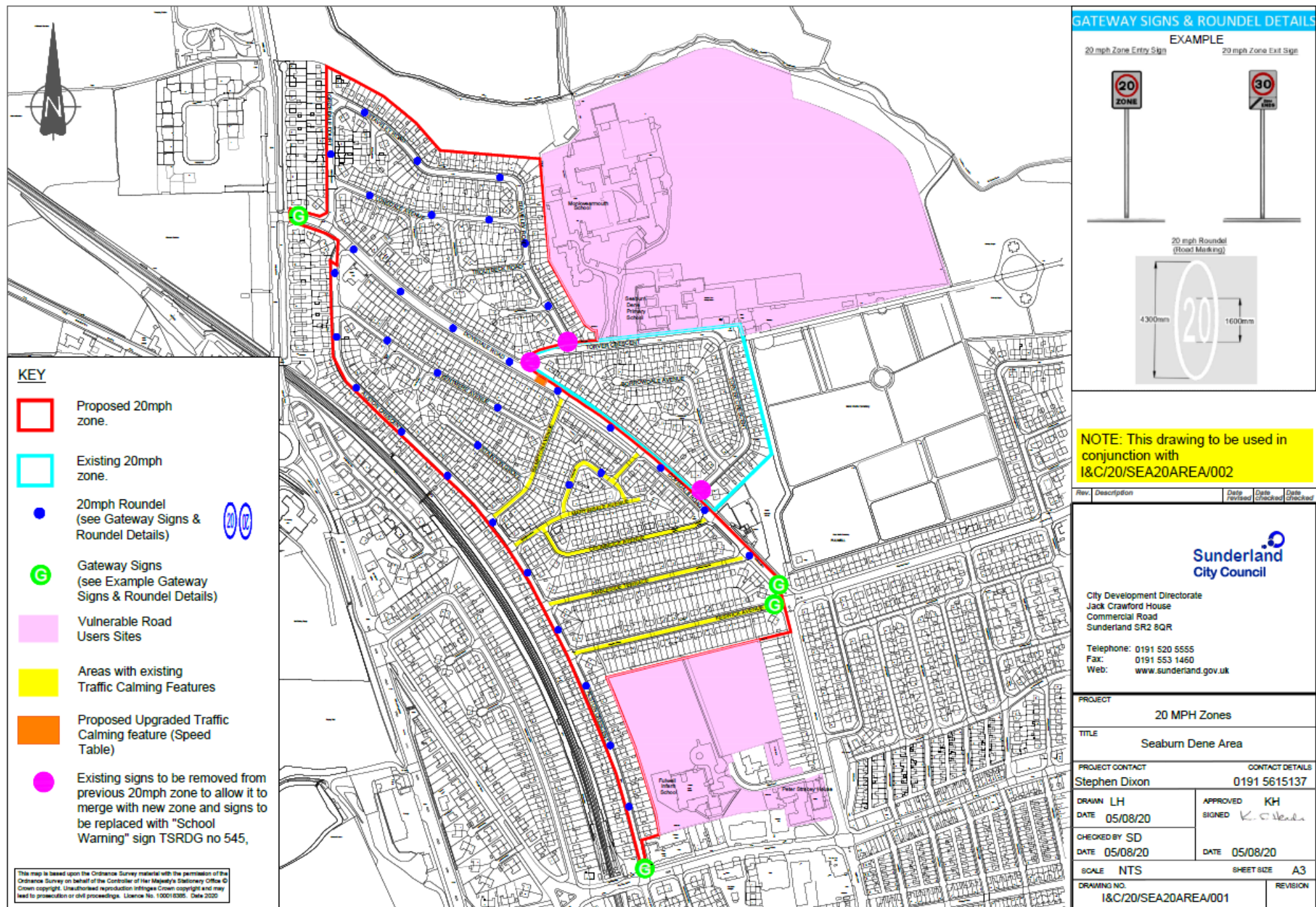
- 3.1. The Council has a duty under Section 122 of Road Traffic Regulation Act 1984; “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.”
- 3.2. It was highlighted during the scheme investigations that reducing vehicle speeds along this stretch of Dovedale Road should be explored further as part of the 20mph zone proposals. Reducing vehicle speeds along this area of Dovedale Road will help improve road safety and the safety of pedestrians wishing to use the existing pedestrian crossing facility.
- 3.3. The existing pedestrian refuge is used by a large number of students from Seaburn Dene Primary School and Monkwearmouth Academy. The crossing is also used by a number of residents accessing the main bus stop on Dovedale Road.
- 3.4. It is therefore considered necessary to introduce a raised speed table at the existing pedestrian crossing location to improve the crossing point. These improvements are considered necessary in order to improve road safety and compliment the Seaburn Dene 20mph zone.

4. RECOMMENDATION

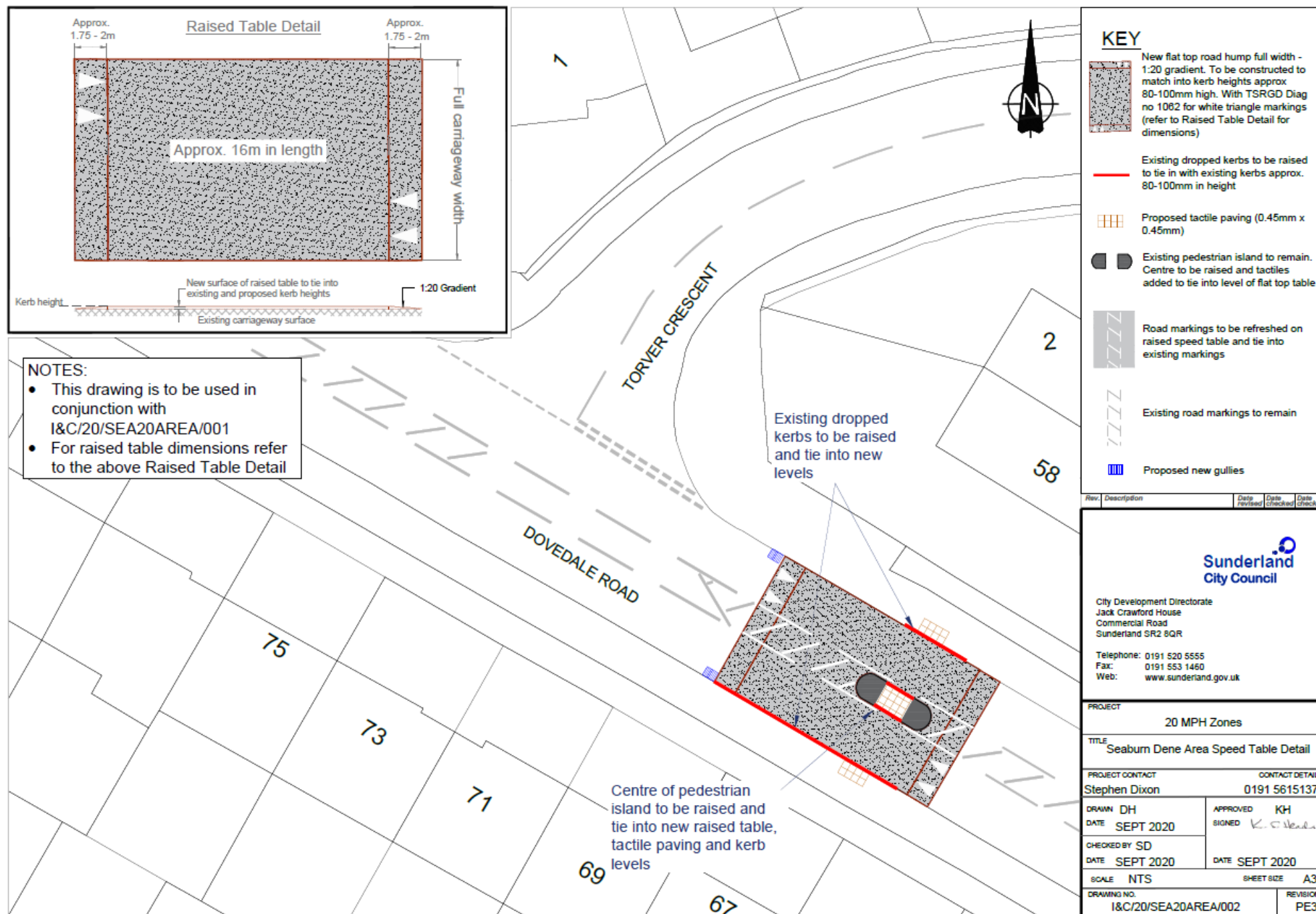
It is RECOMMENDED that the Executive Director of City Development be advised that:

- 4.1. The objection to the traffic calming notice, for the proposed DOVEDALE ROAD, SUNDERLAND - PROPOSED CONSTRUCTION OF ROAD HUMP under Section 90A of the Highways Act 1980 ORDER not be upheld;**
- 4.2. The objector is notified accordingly of the decision;**
- 4.3. The Executive Director of City Development instruct the Assistant Director of Law and Governance to take all necessary steps to make and bring into effect the associated traffic calming notice and;**
- 4.4. The Executive Director of City Development take all necessary action to implement the physical works associated with the traffic calming notice.**

Appendix A – Public Engagement Drawing Nov / Dec 2020 (20mph Zone Seaburn Dene)



Appendix A – Public Engagement Drawing Nov / Dec 2020 (Dovedale Road Speed Table)



APPENDIX B – Summary of the Objection

Objector	Nature of Objection	Consideration of Objection
Objector 1	<p>Dear Sir/Madam,</p> <p>I have reviewed the plans received in relation to the above and whilst I appreciate that the intention is to make the area 'a more attractive place to live' as well as protecting vulnerable road users, as the homeowner of [REDACTED], the implementation of a raised speed table will have a direct impact on our property compared to other homeowners in the area.</p> <p>Following conversations with your department, it was confirmed that the kerbs which are currently lowered (our driveway) would be raised to the same level and access to our property would not be impeded, however I still feel that this will not provide smooth access to our property.</p> <p>In addition to this, the implementation of the speed table will mean that more cars will be slowing down directly outside our property, not only leading to an increase in noise but also an increase in emissions thus causing more pollution.</p> <p>We have owned the property for over 20 years and to my knowledge there have not been any incidents at this crossing This would indicate that the current measures with the existing pedestrian crossing point are more than adequate.</p> <p>Should the proposed plan go ahead for the raised speed table directly outside of our property this will have a direct impact on the value of our property and affect the ability to sell in the future.</p>	<p>The proposed kerbs would be raised to tie in with the new height of raised table. This would create a smoother surface when entering/exiting driveways to and from the proposed speed table. Currently there is a height difference between the existing carriageway and footway levels of approximately 100mm, the amended kerbline would be flush with the proposed speed table and would be at the same surface levels.</p> <p>It is expected that traffic would be slowing down currently when approaching a pedestrian crossing facility. A maximum gradient of 1:20 has been designed on the speed table to create a smoother on/off run from existing carriageway. The table is designed to allow all vehicles to cross at the new speed limit, the table is there to help enforce the new 20mph limit and cars would not be required to slow any further than the newly introduced speed limit.</p> <p>As part of 20mph zone designs officers look at existing surroundings and if any improvements can be made in the interests of road safety. With the introduction of the speed table it is expected that there will be reduction in pedestrian/vehicle conflict and will create a safer environment for all users of the highway.</p> <p>There is no evidence that suggests there will be a reduction in the value of properties where speed tables are situated. The fact that the area will see an improved safer crossing point could have a positive effect on the area.</p>

	<p>To confirm, I have no objections to the proposed 20 mph limit in the area, it is the implementation of the speed table which I am objecting to.</p> <p>I look forward to your response. Yours Sincerely</p>	
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