

# **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO DECISION SCHEDULE**



**Friday 20<sup>th</sup> February 2009**

**at 9.00 am**

**in Committee Room D,  
Civic Centre, Hartlepool**

Councillor Jackson, Cabinet Member responsible for Neighbourhoods and Communities will consider the following items.

**1. KEY DECISIONS**

No items

**2. OTHER ITEMS REQUIRING DECISION**

2.1 A179 Provision of Toucan Crossing and Reduction in Speed Limits – *Head of Technical Services*

**3. ITEMS FOR INFORMATION**

No items

**4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS**

No items

## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 February 2009



**Report of:** Head of Technical Services

**Subject:** A179 Provision of Toucan Crossing and  
Reduction in Speed Limits

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

- 1.1 To seek approval for the reduction of the 50mph speed limit to 40mph on the A179 between the Bamburgh Road roundabout and the West View Roundabout, following an objection to the proposal.

#### **2. SUMMARY OF CONTENTS**

- 2.1 The report details the reasons for the proposed speed limit reduction and the objection received.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

- 4.1 This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

- 5.1 This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

- 6.1 The Portfolio Holder approves the implementation of the scheme outlined.

**Report of:** Head of Technical Services

**Subject:** A179 Provision of Toucan Crossing and  
Reduction in Speed Limits

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## **1. PURPOSE OF REPORT**

- 1.1 To seek approval for the reduction of the 50mph speed limit to 40mph on the A179 between Bamburgh Road and West View Roundabouts, following an objection to the proposal.

## **2. BACKGROUND**

- 2.1 At the Neighbourhood and Communities Portfolio Meeting of the 22 September 2008, approval was given for the introduction of a Toucan crossing (Light controlled pedestrian / cycle crossing) and the reduction in the 50 mph speed limit to 40mph between Bamburgh Road and West View roundabouts (**see Appendix 1**)
- 2.2 It was considered necessary to reduce the current speed limit due to increased development on the south side of the A179 and the potential presence of the Toucan Crossing.
- 2.3 The objection to the proposed speed limit (**see Appendix 2**) is based upon the objector's opinion that this section of carriageway is inherently unsafe due to a dip in the east bound carriageway prior to the Clavering Road junction. The objector believes that a fatal accident which occurred several years ago was due in part to the carriageway dip obscuring the sight of a motorcyclist who was tragically hit by a car turning right into Clavering Road.
- 2.4 The objector believes that a major highway scheme should be proposed to eradicate the dip and that simply reducing the speed limit will not make the road safe.

## **3. CONSIDERATION OF ISSUES**

- 3.1 The reduction of the speed limit is not a stand alone measure and is required to aid the safety of the proposed Toucan Crossing; it will also benefit the general road safety on this stretch of road particularly at the Clavering road junction

- 3.2 The general safety of the Clavering road junction since the reported fatal accident has been good, there have been no reported injury accidents in the last 3 years and only 2 (slight) injury accidents have reported between Bamburgh Road and West View Road roundabouts. A major road realignment scheme could therefore not be justified at this location.

#### **4. RECOMMENDATION**

- 4.1 That the objection to the proposed speed limit change be noted and the scheme be implemented as outlined.

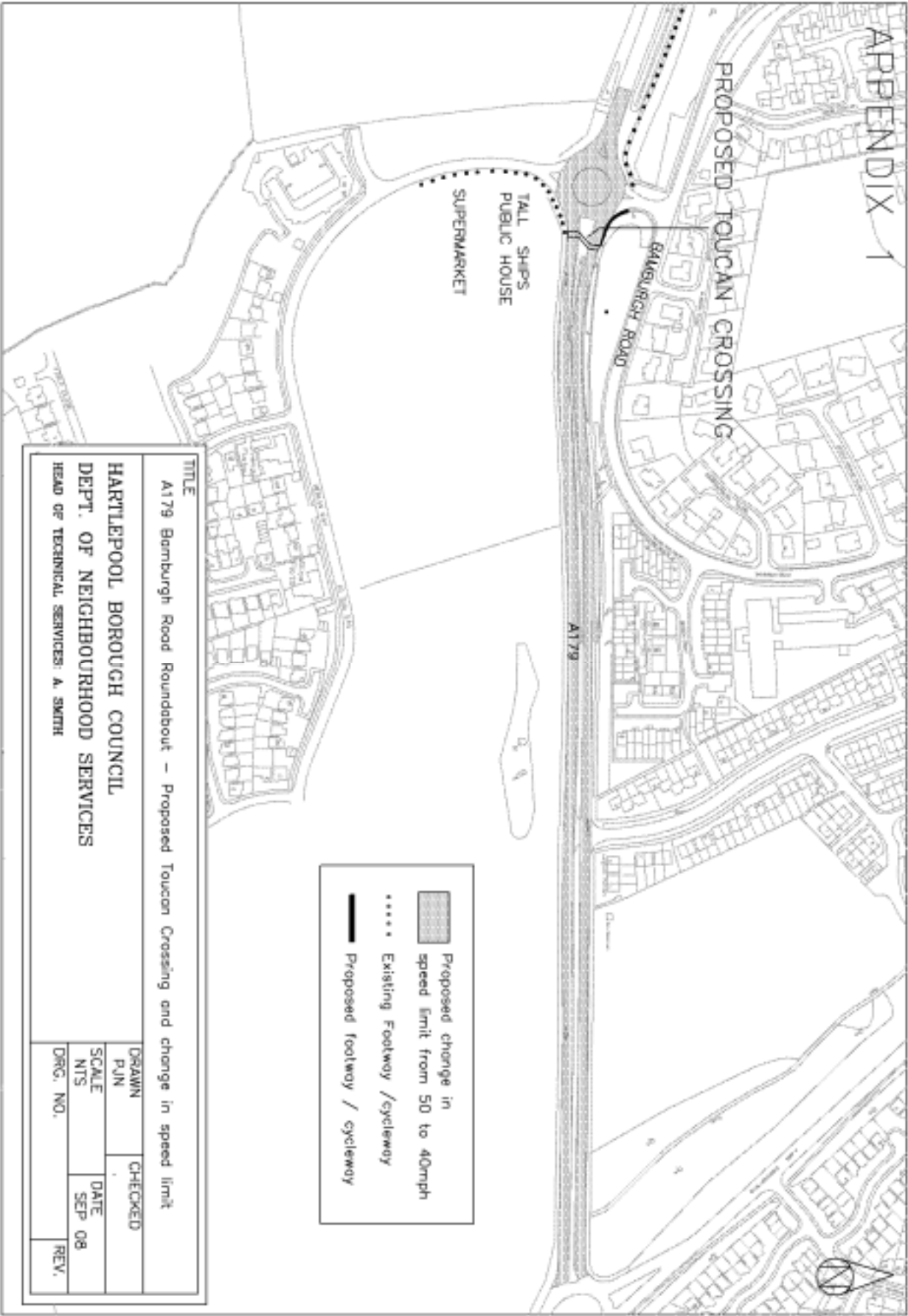
#### **5 REASONS FOR RECOMMENDATIONS**

- 5.1 To improve pedestrian and cyclist safety particularly school children whilst crossing the A179 in the vicinity of the Bamburgh Road roundabout and the general road safety on the A179 between Bamburgh Road and West View Road roundabouts.

#### **6 CONTACT OFFICER**

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APPENDIX 2

VICTORIA KOSKI,  
Hartlepool, TS24 8AY

TRAFFIC ORDER: EDRMS 6746

I write in connection with the above Traffic order.

For several years I have complained, on safety grounds, for the A179, west of Bamburgh Road, to be rebuilt to become a dual carriageway, in order to provide a safe route, for incoming / outgoing traffic visiting Hartlepool, from the North.

Even recently, when the vast Executive Residential Estate of Bishop Cuthbert came into existence, it became an even more urgent matter, but has so far been rebuffed.

In addition, this arterial road is regularly used as an emergency detour route, by the Police, and presumably endorsed, and confirmed, as such a route, by the Emergency Planning Unit, operated by the four Unitary Councils.

In addition, a couple of years ago, a motor cyclist was killed, when in collision with a car, as the car was crossing the dual carriageway from Clavering Road, to turn west towards Hart Village / Sheraton Flyover..

From my own investigations, I informed Highways Department, that in my humble opinion, it was the fact that the car could not see the motor cyclist, due to his body being bent over his machine, as he travelled east, in the "dip" in the road, between the mini roundabout, at Westwood Way / Bamburgh Road, and Clavering Road, was a contributory factor of the accident, which sadly led to his death.

Sadly, nothing has been done, effectively, to eradicate this dip in the eastbound carriageway, added to the fact that Stagecoach buses regularly (used to) park on the same eastbound carriageway, as an unofficial "comfort stop" by drivers. I do not know if this unsafe practice still occurs, but it will continue to be a traffic hazard, as well as also a contributory factor into any likely accident, until it is stamped out!

I therefore object to the paltry suggestion, that the "dual carriageway" section of the A 179, should be reduced from a 50 mph, to a 40mph speed limit, for the above reasons. Simply reducing a speed limit will NOT itself, create a safe road! It is about time that some comprehensive scheme was implemented, worthy of the Town, and showing that the Highways Engineers, or the hired Consultants can produce such a scheme to show that they are worth their salaries, to solve a problem, instead of adding "sticking plasters!"

There have been many occasions over the last ten years or more, when, as an interested local resident, I have made suggestions to the appropriate Heads of Department(s), within the Technical Services of the Council, but sadly, more often than not, these concerns / suggestions are rarely put into effect. Please register my opinions on this Order.

Yours sincerely,