

Highways Committee

4 March 2010

Unclassified West Street Blackhall Colliery Proposed Traffic Calming Scheme



Report of Ian Thompson, Corporate Director, Regeneration and Economic Development

1.0 Purpose of the Report

- 1.1 To advise Members of representations received with regard to a traffic calming scheme on West Street, Blackhall Colliery.
- 1.2 This report requests that Members consider the representations received in relation to the proposals and endorse the recommendations.

2.0 Background

- 2.1 For a number of years public concern regarding the speed of vehicles on West Street has been highlighted by residents to the Local Member, Cllr Alan Cox. As a result a consultation was undertaken in 2007 which resulted in a significant number of objections with the proposals not being progressed beyond the initial consultation. However following further representations to the local member, a revised proposal to introduce traffic calming was the subject of a further consultation in 2009.
- 2.2 The current proposal which is the subject of this report, is to introduce 6 full width road humps (as shown on attached plans nos N84509/01 and N84509/02).
- 2.3 Speed surveys were undertaken to determine the nature of the problem and these demonstrated that although there wasn't a problem with drivers breaking the 30mph speed limit (3% above 30mph amounting to approx 20 vehicles per day) a large majority were well above the speed desired for a residential area, e.g. 49% exceeded 20mph (amounting to approx 220 vehicles per day). The mean speed of vehicles was found to be 21 mph.
- 2.4 175 properties received a letter, a plan of the scheme and a pre-paid reply card and residents were invited to respond with their comments. The plan showing the extent of the consultation is enclosed (plan no. N84509/03).
- 2.5 A total of 44 cards were returned. Of these, 75% (33) indicated support for the scheme and 25% (11) raised at least one representation.

- 2.6 The formal advertisement of the proposal, in the press and on-site, started on 25 November 2009 and ended on 18 December 2009. During this period no further objections were received.
- 2.7 Residencies from which representations were received are shown on attached drawings Nos. N84524/01 and N84524/02.
- 2.8 The Police have responded and provided their support of the scheme.
- 2.9 The Local Members, Alan Cox and Rob Crute support the scheme.

3.0 Current Position

- 3.1 Each topic of representation is reported together with the number of respondents who raised the particular issue and the County Council's response.

3.2 Representation 1

"Not required – waste of money"
"Money could be better spent on footways or elsewhere"
"Not necessary to have speed humps"
"I don't agree with speed humps"

Similar issues were raised by six respondents.

Response: The consultation was undertaken in response to concern from the local community. The County Council is confident that, if it is implemented, lower vehicle speeds will be achieved which will be an improvement in road safety terms, especially for pedestrians and other vulnerable road users.

The scheme is being funded from the Local Member's Allowance and is considered to be a cost effective means of responding to the issues raised by residents. The national average cost of an accident is over £65k. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be established as having been cost effective.

3.3 Representation 2

"Speed cushions cause extra noise outside of property"

This issue was raised by one respondent who informs that he works permanent night shifts.

Response: Research has shown that overall traffic noise is actually reduced when traffic calming is implemented on roads where the traffic flow consists mainly of light vehicles and a constant speed is maintained. The scheme is designed to provide road humps at regular spacing to encourage the maintaining of a reasonably constant speed.

3.4 Representation 3

“There is no speeding traffic”

This issue was raised by one respondent.

Response: Speed surveys demonstrate that there are a large proportion of vehicles travelling at what would be considered inappropriate speeds within this residential street.

3.5 Representation 4

“Make the street a one-way”

This issue was raised by one respondent.

Response: Experience has shown that by making streets into a one way system vehicles speed actually increase as they have no opposing traffic to consider. The intention of the proposals is to reduce vehicular speeds not increase them.

3.6 Representation 5

“we do not want to park over a hump”

This issue was raised by one respondent.

Response: The length of road subject to speed humps in West Street is not extensive and whilst the parking of a vehicle is a personal preference, there is nothing to prevent a vehicle from being parked there. Unfortunately within residential streets it is likely that someone will have to park on or over a hump.

3.7 Representation 6

“block off the road at Hesleden Road”

This issue was raised by one respondent.

Response: It is necessary to retain access along West Street for emergency vehicles and other necessary services for the estate in addition to access for the properties. Closing this junction would place significant numbers of vehicles onto the rear street, being the only alternative route from Hesleden Rd. and is substantially narrower than West Street.

3.8 Representation 7

should use chicanes as these have been successfully used in East Street

This issue was raised by one respondent.

Response: The use of chicanes at the ends of the street would not generate the reduced speeds throughout West St. The traffic calming chicane on East St. was recently supplemented by introducing road humps to assist in reducing the general speeds of traffic along the length of the road. Alternative traffic calming measures are always considered when determining a scheme to aim at using the most appropriate measures for the local constraints. Unfortunately chicanes require a length of the road to be devoid of parking and as parking is usually at a premium in residential areas, they are often unsuitable for this reason.

3.9 Representation 8

road hump between 33 and 35 would make the adjacent dropped accesses obsolete

This issue was raised by one respondent.

Response: The location of a road hump would not render the accesses unusable. The road hump is positioned between the dropped crossings where there is a full height kerb, in the only location available providing suitable spacing between consecutive road humps to achieve the desired speed reducing effect. The road hump width has been reduced to 1.5 metres from the usual 2.0 metres to reduce the affect on the adjoining properties.

4.0 Recommendations and Reasons

- 4.1 Members are recommended to endorse the proposal by setting aside the representations and proceed with the scheme.

Background Papers

Correspondence on office file

Copies of correspondence have been placed in the Members' Resource Centre.

Contact: David Battensby Tel: 0191 332 4404

Appendix 1: Implications

Finance

Funding will be provided by Local Member through the Local Area Measures Allowance.

Staffing

None

Equality and Diversity

None

Accommodation

None

Crime and Disorder

The measures will discourage the issues associated with inappropriate driving along the road.

Sustainability

None

Human Rights

None

Localities and Rurality

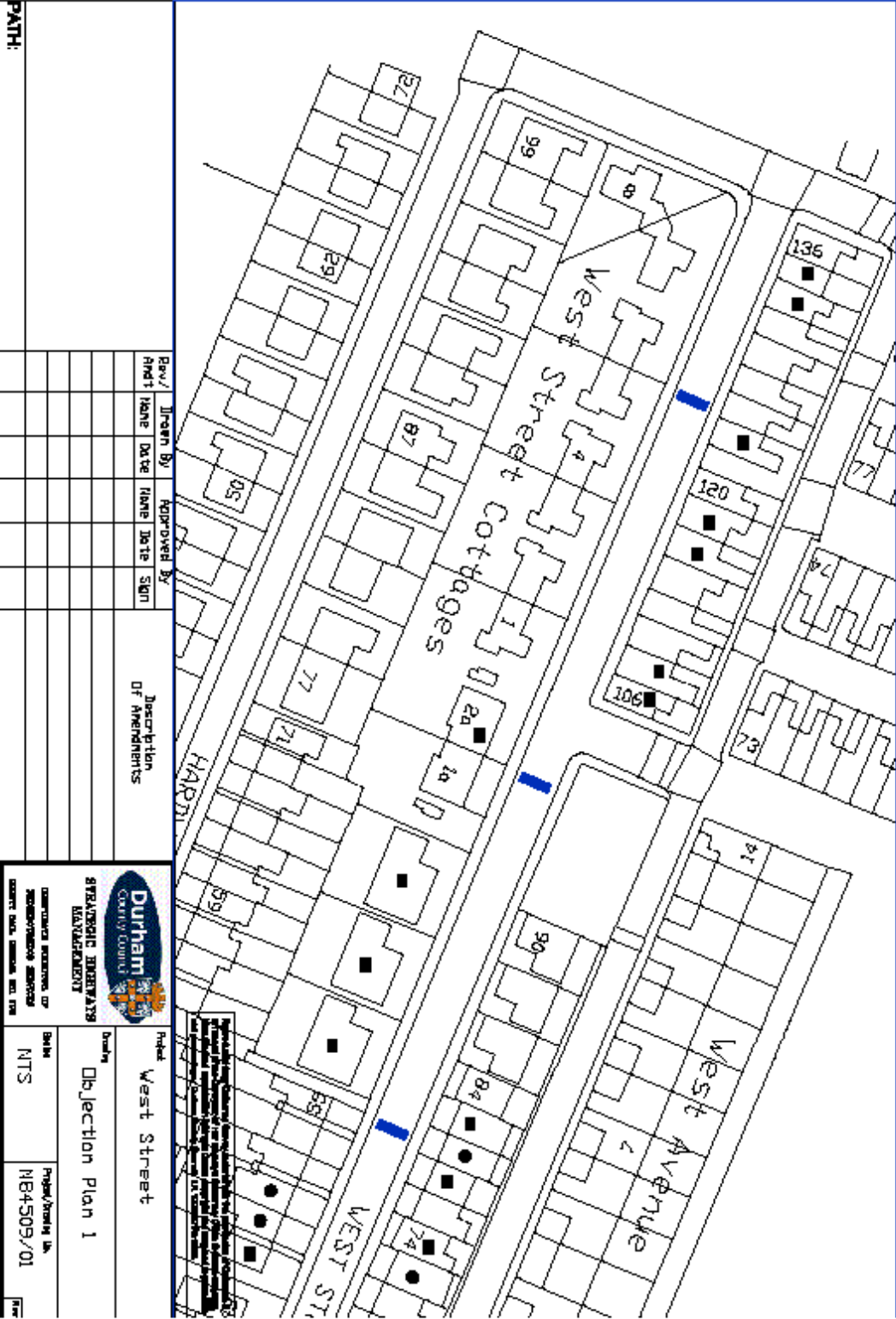
As detailed in report.

Young People

Potential safety improvements.

Consultation

As described in the report.



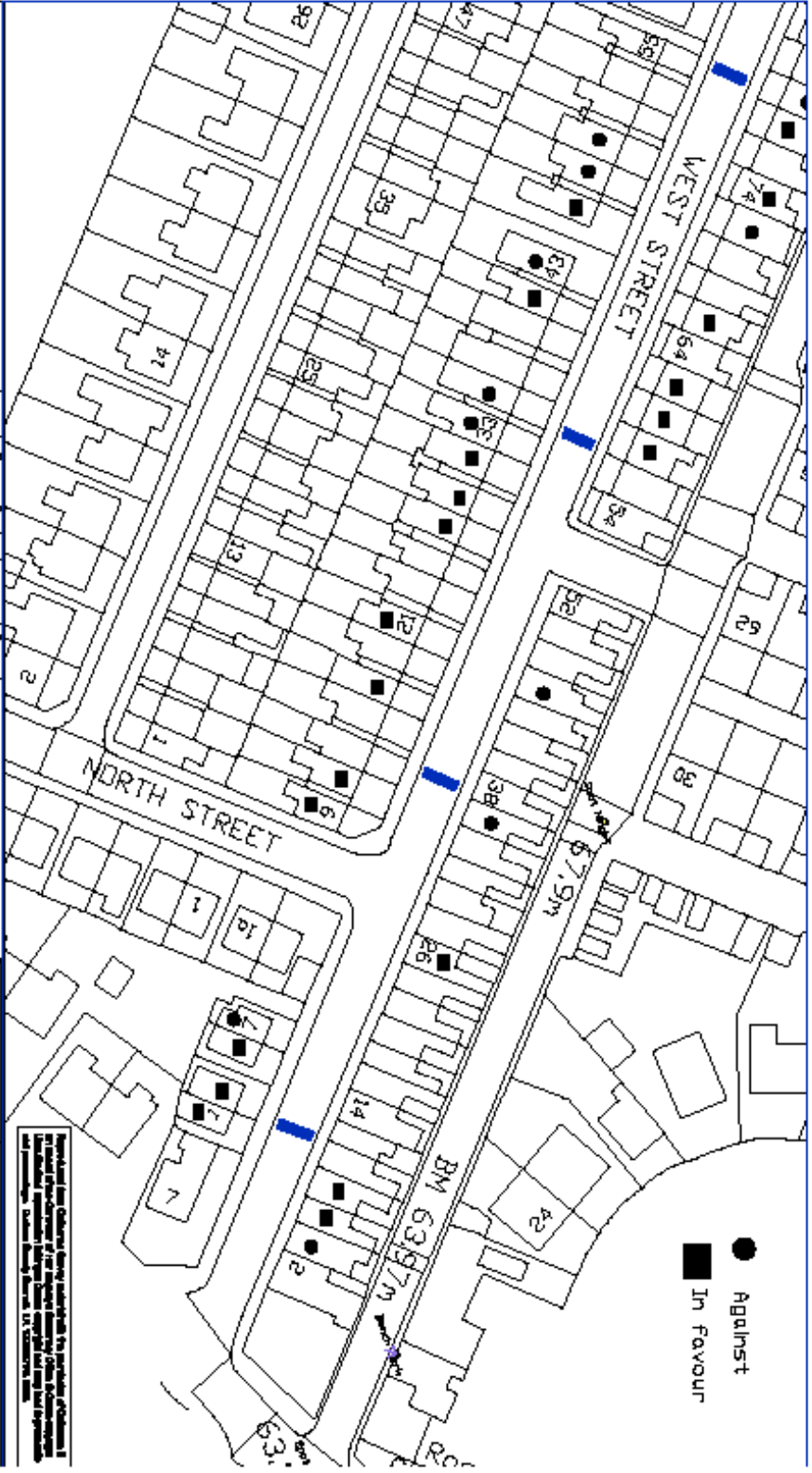
Rev./	Line	By	Approved	Date
Rev.	Name	Date	Name	Date

Approved By		Description of Amendments	
Name	Date		

Durham
COUNTY COUNCIL
STRATEGIC HIGHWAYS MANAGEMENT
CONTRACT MANAGER
CONTRACT NO. 10000000000000000000

Project: West Street
 Drawn by: Objection Plan 1
 Scale: NTS
 Project/Drawn by: NB4509/01

PATH: _____



Rev/	Drawn By	DATE	Approved By	DATE	SIGN	Description of Amendments
Sheet Name	DATE	NAME	DATE	SIGN		

PATH:



Durham
County Council

STRATEGIC HIGHWAYS MANAGEMENT

MANAGEMENT SERVICES OF
ROADS AND BRIDGES
CONTACT: 0191 2856000

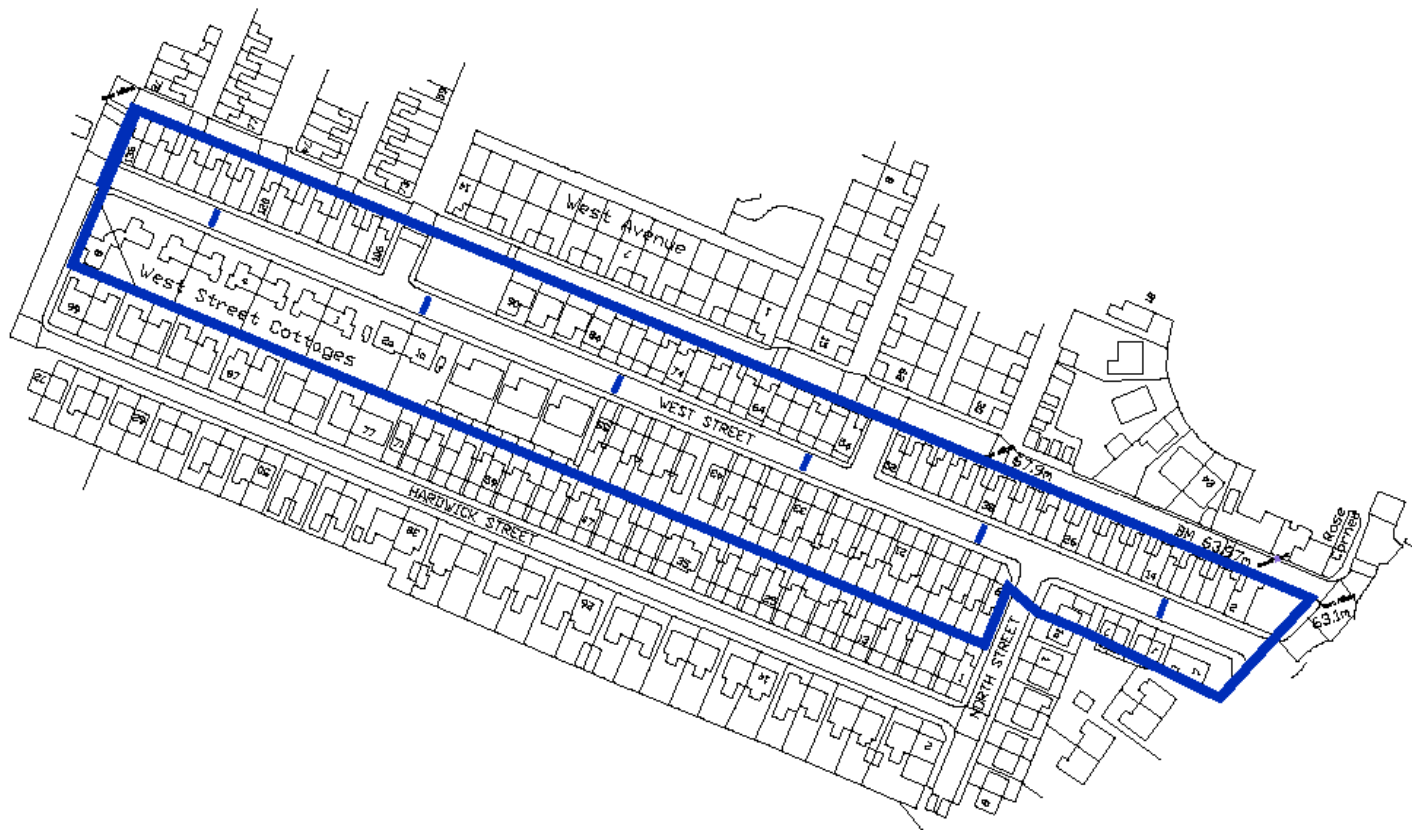
Project: West Street

Drawn by: Objection Plan 2

Date: NTS

Project/Job No.: N84509/02

Information from Ordnance Survey maps copyright the Ordnance Survey is the property of Ordnance Survey and is reproduced here by permission of Ordnance Survey. Ordnance Survey is not responsible for any errors or omissions. Ordnance Survey is not liable for any loss or damage arising from the use of this information.



Reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Durham County Council. LA 1800197R. 2008.

Rev/ Amdt	Drawn By		Approved By			Description of Amendments
	Name	Date	Name	Date	Sign	
	NJB	10/09	DB	10/09	<i>[Signature]</i>	



Durham
County Council

**STRATEGIC
HIGHWAYS
MANAGEMENT**

CORPORATE DIRECTOR OF
RESILIENCE SERVICES
COUNTY HALL, DURHAM, DEL. 804

Project NB4509, West Street, Blackhall Colliery	
Drawing Properties consulted	
Scale 1/1250	Project/Drawing No. NB4509/03
Rev.	

PATH