

## Highways Committee

4 March 2010

**C128 Pelaw Avenue, Stanley  
Proposed Traffic Management Measures**



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

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#### **1.0 Purpose of the Report**

- 1.1 To advise Members of the objections to the proposals to provide traffic management measures on the C128 Pelaw Avenue, Stanley.
- 1.2 This report requests that Members endorse the proposals for the setting aside of the objections and allow the Traffic Regulation Orders to be implemented and the scheme, as shown on the attached drawing, to be introduced.

#### **2.0 Background**

- 2.1 Currently there is a significant number of motorists that exceed the speed limit on Pelaw Avenue. Speed surveys carried out in summer 2008 outside the Primary School and near the junction with Cumbria Place show that 68% of vehicles travel at greater than 30mph outside the school and 56% near Cumbria Place do likewise with 85<sup>th</sup> percentile speeds of 39mph and 38mph respectively. Many of these motorists fall into the category that would see enforcement action by the Police. The existing 30mph speed limit on this section lacks credibility. For the upper section of the C128 Government guidance also confirms this as there are no direct property frontages and there are open sections of land on the north side of the road. As a consequence, motorists tend to carry the excessive speed to the lower part of Pelaw Avenue, including close to the school.
- 2.2 In response to concern about the speed of traffic, a traffic management scheme was drawn up. This comprises two inter linked components - a change in the speed limit from 30mph to 40 mph on the upper half of Pelaw Avenue and the introduction of a gateway feature and a series of 4 sets of speed cushions on the lower half.

- 2.3 Changing the speed limit to 40mph will create a buffer zone. This has proved successful in controlling traffic speeds in other areas of County Durham where excessive speeds have been reduced and motorists have become more respectful of the speed limit. Furthermore, in a 40mph zone repeater speed limit signs can be installed which back up the speed limit. Repeater signs cannot be used in 30mph zones.
- 2.4 The other benefit of the buffer zone is that it allows the introduction of a Gateway feature at the change from 40mph to 30mph. This will help control vehicle speeds in the 30mph zone. The Gateway is a combination of road signs, road markings and a traffic island that will narrow a section of road on the entry to the 30mph zone. It will provide the essential speed reducing feature at the start of the traffic calming part of the overall scheme. It will be located about 38m east of the junction with Cumbria Place.
- 2.5 As mentioned previously, the traffic calming will comprise a series of 4 sets of speed cushions which will be introduced between Hillside Gardens and Causey Drive.
- 2.6 The initial consultation for the Traffic Management Scheme was carried out in February 2009. Almost 300 residents were consulted in addition to the usual statutory internal and external consultees. In total 85 responses were received with 77 [91%] in support and 8 [9%] not in support. Durham Constabulary confirmed that the plans are fully supported by the police in an attempt to resolve this long standing speeding problem which is a source of much concern in the local community. There was therefore strong support from local residents for the proposals. A summary of the objections and responses to the objections is given later in the report in paragraph 3.1.
- 2.7 As mentioned previously all the various elements of the proposals are closely linked together and therefore it had been intended to advertise them as part of a single Traffic Order. However to simplify the proposals for the public, two traffic orders were prepared as follows:-
- The Construction of Road Humps which was advertised in April 2009 and attracted one objection; and
  - The Change to the Speed Limit which was advertised in November 2009 and attracted 2 objections.

Both parts of the proposals need to be implemented together. A summary of the objections and responses to the objections is given in paragraphs 3.2 and 3.3.

### **3.0 Objections and Responses**

- 3.1 Objections to Initial Consultation on Traffic Management Scheme carried out in February 2009.

**Objection:** No truth about speeding vehicles, money could be better spent. Spend money making side streets safer during winter months.

**Response:** *The scheme is aimed at reducing the speed of traffic along the length of the C128 between the A693 and A6076 and in particular the lower half with the school and frontage access.*

**Objection:** Major route for HGVs and being a C road it cannot sustain this traffic and should have a weight limit.

**Response:** *This road forms part of the major road network in the area and as such is capable of accommodating the full range of traffic that it is subjected to.*

**Objection:** Introduce a Pelican Crossing at the school

**Response:** *The installation of a formal pedestrian crossing has been investigated and the crossing does not meet the threshold criteria for provision and therefore could not be justified. In addition there is already a School Crossing Patrol outside the school.*

**Objection:** Have a Filter Light system as per Shield Row/Kip Hill which slows traffic and makes it safer to cross.

**Response:** *This system was introduced at Orchard Meadow to help regulate the speed of traffic because being an A class road conventional traffic calming could not be used. Pelaw Avenue is a C class road which is suitable for the traffic calming measures that have been incorporated in the traffic management proposals.*

**Objection:** There should be extra speed cushions on the bend between Newburn Road and Wylam Road where traffic sometimes leaves the road in icy conditions.

**Response:** *Speed cushions are not normally introduced at bends in the road especially where the road is also on a gradient.*

**Objection:** Speed cushions should be introduced on Ryton Crescent as some HGVs use this as a short cut to the A6076.

**Response:** *The aim of the proposals is to minimise inappropriate speed on Pelaw Avenue which carries around 6000 vehicles per day. It is not possible to traffic calm the side streets which carry only a fraction of this amount of traffic.*

### 3.2 Objections to The Construction of the Road Humps Notice published in April 2009

**Objection:** Hump is immediately outside my property and concerned about noise and vibration and impact on my right to quietness. Suggested a pelican crossing or extra pedestrian refuge to slow traffic near school.

**Response:** *Traffic calming such as this is a nationally recognised way of regulating traffic speed. Research carried out by the Department for Transport [DFT] suggest that there is no significant increase in noise in the majority of vehicles when travelling over speed cushions. Other studies by DFT analysing ground-borne vibration from road humps suggest that generally there will be no effect from vehicles travelling over humps/cushions unless the dwelling is within 1 metre of the hump/cushion.*

3.3 Objections to the Change to the Speed Limit TRO published in November 2009

**Objection:** Increasing the speed limit will increase vehicle speeds. School children who have to cross Pelaw Avenue near Cumbria Place because of the break in the footpath on the southside of the road will therefore be in greater danger.

**Response:** *Changing the speed limit from 30mph to 40mph has proved successful in controlling traffic speeds in other areas of County Durham where excessive speeds have been reduced and motorists have become more respectful of the speed limit. The Gateway feature and the 30mph speed limit is at the location where these children would cross the road and it is anticipated that this will bring down the existing traffic speeds.*

**Objection :** Greater danger turning right into East Street from Pelaw Avenue if traffic speeds increase due to the brow of the hill.

**Response:** *The traffic management measures will help regulate the speed of traffic as mentioned above and should therefore make the turning manoeuvre safer.*

One of the objectors suggested the following changes to the scheme

- The use of speed indicator signs
- 20mph speed limit outside the school between 8am & 10am and between 2pm & 4pm
- Restrict Pelaw Avenue to local traffic or introduce a weight limit to prevent HGVs/large vans and large buses

**Response:** *The traffic calming measures that are being introduced are tried and tested and it is not considered that the addition of speed indicator signs would enhance their performance. The Council in conjunction with the Police does not support the use of part time speed limits. Pelaw Avenue is a C class road and as such is a major link in the highway network in the area. It would therefore be inappropriate to restrict its use to local traffic.*

#### **4.0 Local Member Consultation**

- 4.1 The Local Members, Councillors Claire Vasey, Carl Marshall, John Hunter and Joe Wilson were consulted and offered no objection to the proposals.

#### **5.0 Recommendations and Reasons**

- 5.1 It is recommended that the Committee endorse the proposals to set aside the objections and allow the Traffic Regulation Orders to be implemented and the scheme introduced.

#### **Background Papers**

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

Correspondence on Office File

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**Contact: David Battensby Tel: 0191 332 4404**

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## **Appendix 1: Implications**

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### **Finance**

Funding will be provided by the Derwentside Councillors Initiative Fund and Local Area Measures Allowances from Councillors Hunter and Wilson.

### **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 the report.

### **Young People**

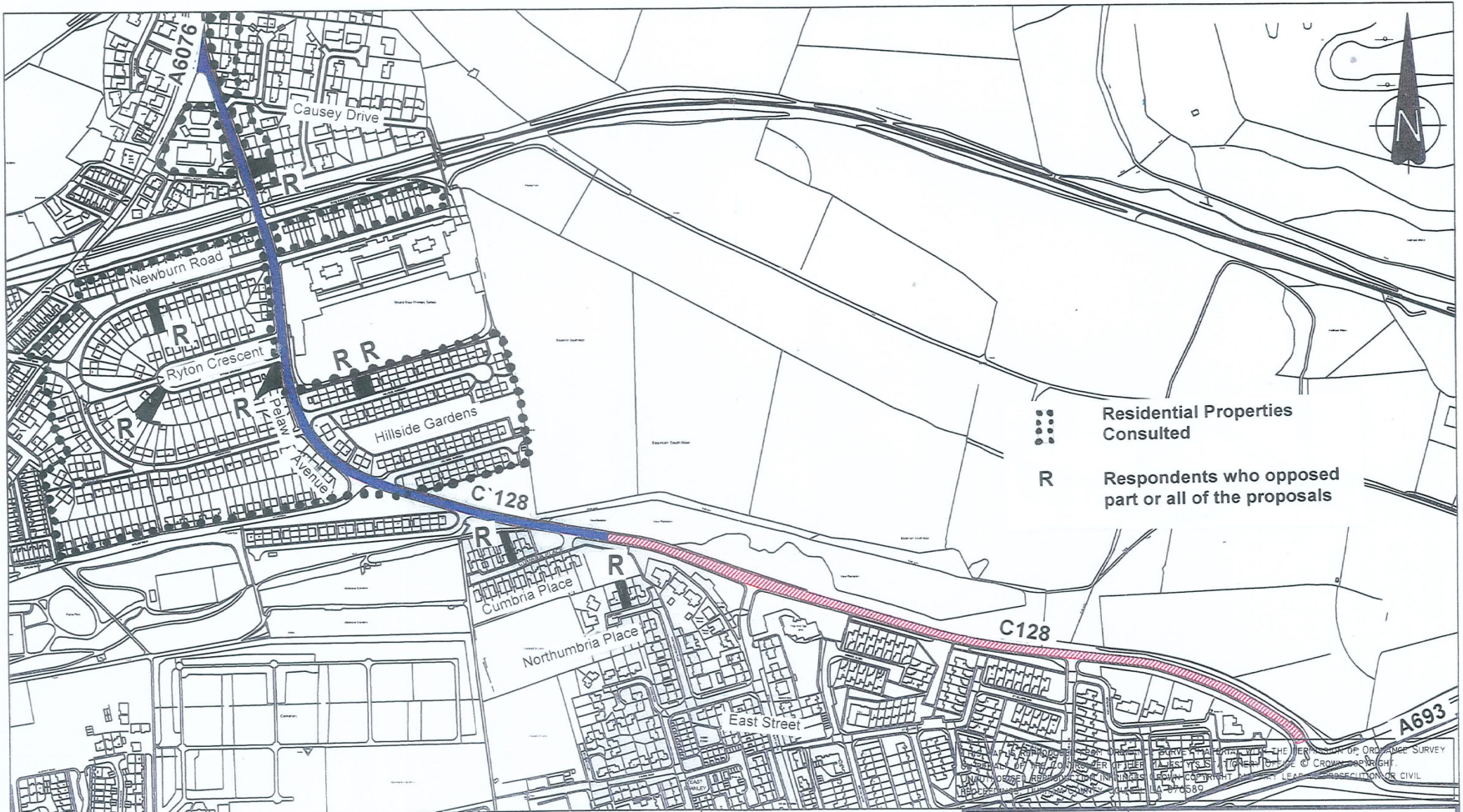
Potential safety improvements.

### **Consultation**

Residents and statutory consultation were carried out on the overall traffic management measures in February 2009 and the Traffic Orders advertised as follows:

Traffic Calming element of scheme – April 2009

Change to Speed Limit element of scheme – November 2009



KEY:




New 40mph speed limit.



Speed limit to remain at 30mph.

Rev/ Amdt	Approved By			Description Of Amendments
	Name	Date	Sign	
0/-				



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HIGHWAY MANAGEMENT SERVICES

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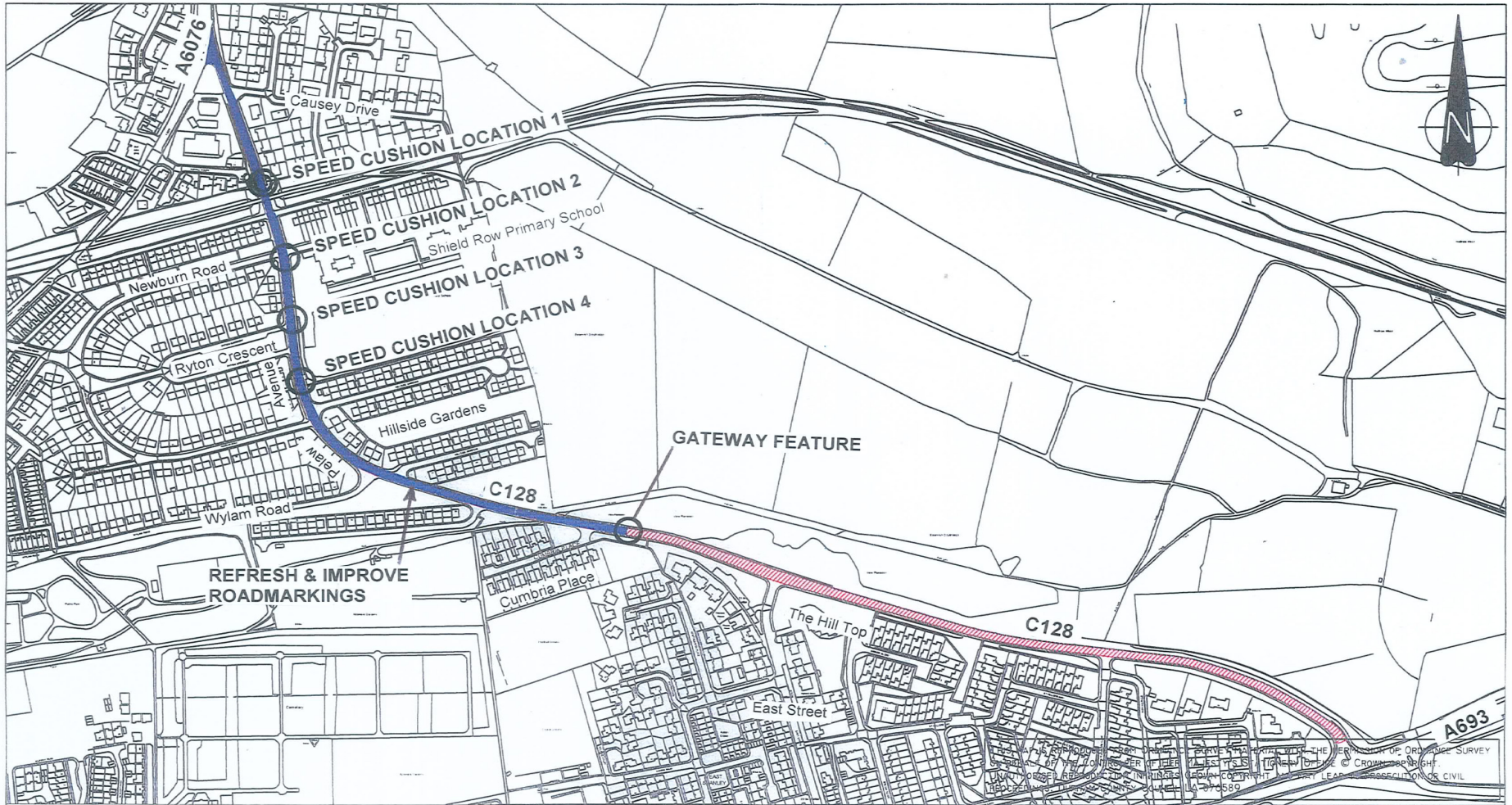
Project: **ROAD C128  
PELAW AVENUE, STANLEY**

Drawing: **TRAFFIC MANAGEMENT  
MEASURES - Respondents**

Scale: NTS

Project/Drawing No. \_\_\_\_\_

Rev. 0/-



**KEY:**



New 40mph speed limit.



Speed limit to remain at 30mph.

Rev/ Amdt	Approved By			Description Of Amendments
	Name	Date	Sign	
0/-				

**Durham County Council**

**STRATEGIC HIGHWAYS MANAGEMENT**

CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES  
COUNTY HALL, DURHAM, DH1 1TA

**Project ROAD C128 PELAW AVENUE, STANLEY**

**Drawing TRAFFIC MANAGEMENT MEASURES**

Scale: **NTS** Project/Drawing No. \_\_\_\_\_

Rev: 0/-