



Highways Committee

Date Friday 6 March 2020

Time 9.30 a.m.

Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meeting held on 20 November 2019 (Pages 3 - 8)
4. Declarations of Interest, if any
5. Wheatley Hill, Wingate, Quarrington Hill and Deaf Hill - Parking & Waiting Restrictions Order 2020 (Pages 9 - 34)
6. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Lynch

Head of Legal and Democratic Services

County Hall
Durham
27 February 2020

To: **The Members of the Highways Committee**

Councillor C Kay (Chair)
Councillor S Morrison (Vice-Chair)

Councillors D Bell, H Bennett, G Bleasdale, J Chaplow,
J Considine, S Dunn, D Hicks, K Hopper, S Hugill, K Liddell,
O Milburn, R Ormerod, J Rowlandson, P Sexton,
J Shuttleworth, A Simpson, K Thompson, J Turnbull and
M Wilson

Contact: Michael Turnbull Tel: 03000 269 714

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Wednesday 20 November 2019 at 9.30 a.m.**

Present:

Councillor S Morrison in the Chair

Members of the Committee:

Councillors D Bell, G Bleasdale, J Considine, S Dunn, A Reed (substitute for P Sexton), J Rowlandson, J Shuttleworth, K Thompson, J Turnbull and M Wilson

Also Present:

Councillors L Maddison.

1 Apologies

Apologies for absence were received from Councillors S Hugill, C Kay, O Milburn, R Ormerod, P Sexton and A Simpson

2 Substitute Members

Councillor A Reed was substituting for Councillor P Sexton.

3 Declarations of Interest

There were no declarations of interest in relation to any items of business on the agenda.

4 C95 Whitworth Road, Spennymoor - 40mph Speed Limit TRO

The Committee considered a report of the Corporate Director of Regeneration and Economic Development regarding a proposal to extend an existing 40mph speed limit which commenced near to the entrance to Page Grove, Spennymoor and continued in a north westerly direction to the Auckland Walk crossing, extended beyond the entrance to the Burton Woods development to a point passed Newtown. This would reduce the speed limit of that section of the C95 from 60mph to 40mph (for copy of report and presentation see file of Minutes).

The Strategic Highways Manager informed the Committee that the commencement of the proposed 40mph restriction north west of Newtown, would see the creation a gateway feature which would consist of a 40 roundel, 'dragons teeth', 'Slow' markings and a red hatched surface treatment. New chevron signs with yellow

borders to emphasise a bend in the carriageway had already been installed. 40mph repeater signs would also be installed along the extent of the 40mph speed limit. The Committee were informed that the proposals would assist in maintaining lower speeds through Newtown, passed the entrance to the Burton Wood development and towards the existing 30mph restriction near Page Grove.

Traffic surveys had been undertaken at several locations on the C95 Whitworth Road over a typical 7-day deployment period. The survey data analysed by both Durham County Council Traffic Engineers and Durham Constabulary Traffic Management Officers had both verified that the proposed extension of the 40mph speed limit satisfied the Department for Transport's national guidance and best practice on the setting of local speed limits.

The Committee were informed that two formal objections had been received. The objections were detailed on pages 7 and 8 of report and summarised for the Committee. A response had been provided in response to each objection. The Police had also provided a response in relation to the statutory consultation which was fully detailed in the report.

The Committee then heard from Councillor L Maddison, one of the local councillors for the area. Councillor Maddison explained that the C95 Whitworth Road was narrow and had a number of sharp bends, overhanging trees, hedgerows and narrow footpaths which were in a poor condition. The area was a popular walking and cycling route with links to the Auckland Way and had a number of bridleways along its route. Whitworth Park Hotel also encouraged tourists to the area which would undoubtedly increase with the planned Pilgrim's Walk in 2020 and its association to Whitworth Church, also located on the busy road. The nearby new housing developments on Whitworth Park and beyond meant that there were a lot more cars, tourist buses, HGVs and pedestrians using the road as a link via Brancepeth to Durham and beyond.

Councillor Maddison explained that she had witnessed the volume of traffic on the road having stood for 12 minutes on a dangerous corner at Newtown. During this time Councillor Maddison had recorded at least 14 cars and four HGVs coming around the blind bend of the road (from Spennymoor) on the wrong side of the road. Councillor Maddison had taken photographs to substantiate her observations. She had conducted her survey on a mild, sunny day with perceived good road conditions. The nature of the road with several sharp bends would suggest that it would be difficult to travel at high speed. It was witnessed how dangerous it became with sharp breaking observed when HGV's and cars met at the Newtown bend meeting up with traffic coming from the opposite direction from Page Bank. The signs promised over two years ago to alert drivers to the nature of the dangerous bend and speed control had not, to this day, been installed.

Councillor Maddison was of the view that if the photographs on pages 26 and 27 of the report had been taken from a different angle it would have been clear to the

Committee that residents in Newtown had to make a quick judgement on the safety of entering or exiting their properties onto this road. The corner was completely blind. This road was dangerous and a speed limit of 30 mph between the Whitworth Park Estate, Newtown and Whitworth Hall would be more appropriate and acceptable for the road conditions and for safety.

The narrowness of the road made it extremely difficult for two HGVs to pass and more recently a HGV and bus became stuck on the Newtown bend; there was photographic evidence of this. Councillor Maddison highlighted that the photograph on page 21 of the report showed a vehicle in the middle of this narrow road.

There had been at least 13 recorded accidents in recent years around the bends at Newtown with overturned vehicles, some ploughing into residents' fences and walls, causing significant damage. There had also been the potential of life being endangered and serious injury. On one such occasion a wall that was demolished prevented a swerving car from going into a resident's living room. Hedgerows in the near vicinity still bore the aftereffects of damage due to vehicles careering into them having taken the bends too quickly. Some of the reported accidents involved written off of cars and property damage rather than personal injury meaning there were few accident statistics recorded by the police.

One resident had informed Councillor Maddison that she was on 'permanent standby' day and night to close off the road, at risk to her own safety, such were the number of accidents and overturned vehicles on the road through Newtown which had also necessitated call outs to all of the emergency services.

The County Council had a walking and cycling strategy and for this route in particular there were a number of bridleways including the Auckland Way and proposed Pilgrim's Walk. Walkers and cyclists regularly used the route and with the extra publicity the route was likely to become even more attractive to visitors unfamiliar with the area.

The photograph on page 26 of the presentation gave an example of the narrowness of the footpath due to undergrowth, overgrown hedges and overhanging tree branches. The condition of the paths were not good causing some walkers and moped users to use the road itself.

In conclusion Councillor Maddison wished for the Committee to:

- consider a 30 mph limit along Whitworth Road from the Whitworth Park School 20 mph limit up to Whitworth Church and Whitworth Hall Hotel;
- install the promised chevrons, dangerous bend and speed control signs as soon as possible at Newtown.
- cut back undergrowth and density of hedges and trees to allow safe walking; and

- defer a decision on a RTO for 40mph and consider a site visit before making any decision on a road traffic order along this road.

Councillor Maddison offered one final thought to the Committee of what price could be put on safety?

The Strategic Highways Manager informed the Committee that the maintenance issues referred to by Councillor Maddison should be addressed and the Council's Clean and Green Team could undertake works in the area regarding the reported matters of overgrown verges and trees. The collision rate was anecdotal and the reported accident rate did not indicate a high collision rate. The Police had remarked that poor driving behaviour and inappropriate speeds were the most common problems. The Strategic Highways Manager explained that the features outlined in the report, the 40mph speed limit, gateway feature, speed limit repeater signs would ensure better driving compliance overall.

The Committee then heard from an objector to the scheme. The objector explained that there had been around 12 incidents over a period of three years which had ranged from vehicles being embedded into hedges, overturned vehicles and displaced fences. Referring to an incident which occurred on Christmas Day in 2018. Residents had been witnessed rolling cars back onto their wheels. Residents were almost acting as the first emergency service at the scene of a crash, having to attempt to stop traffic on a blind bend to prevent further accidents. The road was dark, with no street lighting. All such factors combined, made for an extremely emotional and traumatic experience for all concerned. The objector was dismayed that both the County Council and Police had made suggestions that the collision data not recorded as being insignificant was incorrect. There had been 12-13 collisions whereby vehicles had been embedded into hedges. It was a dark road, with no street lighting and was an incredibly emotional and traumatic issue. People were living in fear of lives. For the police to say that the other accident data was insignificant was hugely insensitive and incorrect. Important data was going under the radar. All crimes were recorded so why were all collisions not?

Councillor Dunn commented that he was disappointed that residents were living in fear of their lives for a highways safety matter and was amazed that 'injury or fatal injury' only statistics were recorded by the Police and County Council. Councillor Dunn felt that non-injury related incidents should be recorded by both the Police and County Council. Councillor Dunn referred to a similar situation in the village he represented and explained that the reduction from a 60mph speed limit to a 40mph should be welcomed, but asked the Strategic Highways Manager what regulations were being referred to that prohibited the speed limit being reduced further, to a 30 mph limit.

In response the Strategic Highways Manager informed the Committee that all of the survey work undertaken was done so by experienced highways officers and the police and from the data available it was felt that a 30mph was not warranted. The

85th percentile speed was a speed at which 85% of traffic travelled along the road under free flow conditions, this figure stood at an average of 38mph.

The Strategic Traffic Manager referred to response number two to the objection whereby *“research had shown that the safest group of vehicles are travelling at or below the 85th to 90th percentiles. Above the 90th percentile we tend to find drivers exceeding safe limits and their accident risk increases as a consequence”*.

In the case of C95 Whitworth Road, the recent accidents that had occurred fit within the remaining 15% above the 85th percentile. This led to engineering recommendations that speed limits should normally be set at around the 85th and because of this, the recommended safe road speed for C95 Whitworth Road was 40mph hence the reason it had been proposed.

In response to a question from Councillor K Thompson, the Strategic Highways Manager informed the Committee that gateways, signage and chevron boards would all be part of the package and felt that the measures outlined together with the proposal was the correct engineering solution. The 40mph limit had been extended into Newtown and unfortunately, a 30mph limit would be unenforceable by the Police.

Councillor K Thompson felt that it was frustrating that unless someone had been seriously injured then the true reflection of incidents and the causes were not being used as part of the decision making process.

Councillor J Shuttleworth felt that the photographs provided by way of the presentation were misleading and referred to a historical speed limit change made at Brancepeth Village which did not meet Department for Transport guidance, but was still put in place.

The Strategic Highways Manager clarified to the Committee that in terms of accident records there had been two reported accidents, the most recent being Christmas Day 2018 and one further out of the area concerned near to the Burton Woods development in 2014.

Councillor J Considine queried if the Committee were minded to recommend refusal of the traffic regulation order, would the limit remain at 60mph.

The Legal Adviser confirmed that it was not possible for the Committee to suggest an alternative proposal of the introduction of 30mph limit, therefore the options available to them were to either accept the proposal for the 40mph speed limit, reject it or defer any decision to allow the Committee to visit the site.

Councillor J Turnbull explained that he had travelled the route 3-4 times per week for around 35 years and suggested that the whole road needed to be looked at. The route was now used heavily by Heavy Goods Vehicles, buses and an ever-

increasing number of cars. Councillor Turnbull felt that the road was simply not wide enough and it was not unusual to observe tyre marks in verges along the roadside, broken and bent fences from road traffic collisions. Councillor Turnbull also noted that there was a building prior to Newtown which taxis accessed and egressed on a regular basis with real difficulty.

The Strategic Highways Manager explained that the view from the Police was that they would support a 40mph limit along the entire length of road in question, however, they would not support 30mph due to the fact that 60% of vehicles travelling would be non-compliant meaning that the police couldn't enforce the speed limit or dedicate resources to do so, a view which was shared by Highways Officers.

Following further clarification by the Legal Advisor if the Committee were minded to refuse the recommendation, then the final decision would be made by the Corporate Director of Regeneration and Local Services as to whether the speed limit remained at 60mph through Newtown or amended to 40mph. The development at Burton Woods would continue to be implemented with the speed limit agreed by way of the planning condition.

Councillor Turnbull recommended that a decision be deferred to visit the site. Seconded by Councillor D Bell. Upon a vote being taken it was resolved

Resolved

That any decision relating to the matter be deferred and that arrangements be made for the Highways Committee to visit the site.

6 March 2020

Wheatley Hill, Wingate, Quarrington Hill
and Deaf Hill – Parking & Waiting
Restrictions ORDER 2020



Report of Corporate Management Team

Geoff Paul, Interim Corporate Director of Regeneration and Economic Development.

Councillor Carl Marshall, Cabinet Portfolio Holder for Regeneration and Economic Development.

Electoral division(s) affected:

Wingate and Coxhoe

Purpose of the Report

- 1 In accordance with the Council's Constitution, Members are asked to make a decision in principle only which will then guide the Corporate Director in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.
- 2 To advise Members of objections received to the consultation concerning changes to the traffic regulation order in Wingate and Quarrington Hill.
- 3 To request that members consider the objections made during the informal and formal consultation period.

Executive summary

- 1 Durham Road, North Road and Haswell Road, Wingate

A request was received from the local County Councillor on behalf of concerned residents and business owners to address obstructive parking and improve access, visibility and safety issues on the sections of highway near the Cooperative Foods. There has been 1 objection and 8 responses in favour of the proposals.

2 Moor Lane, Wingate

A request was received from the local County Councillor on behalf of Wingate Junior School to introduce formal restrictions to address obstructive parking, improve visibility and safety issues around the school. There has been 1 objection, with 6 residents and the School in favour of the proposals.

3 Quarrington Hill

A request was received from the local County Councillor to introduce formal restrictions in Quarrington Hill to address obstructive parking, improve visibility and safety issues around the crossroads connecting Front Street (B6291) and Church Street (C22) in the centre of Quarrington Hill. There has been 5 objections and 1 resident in favour of the proposals.

Recommendation(s)

Committee is recommended to:

- (a) Endorse the proposal and recommend that the council proceed with the implementation of the Wheatley Hill, Wingate, Quarrington Hill and Deaf Hill: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

Background

- 1 Within Civil parking Enforcement operational guidance the County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2 Requests were received to address ongoing obstructive parking, visibility and safety issues within the Wingate and Quarrington Hill area.

3 Durham Road, North Road and Haswell Road, Wingate

- 3.1 A request was received from the local County Councillor to address obstructive parking and improve access, visibility and safety issues on the sections of highway near the Cooperative Foods.
- 3.2 Proposals were made to introduce 'no waiting and no loading at any time' (double yellow line markings on the highway with kerb ticks on the kerb line to indicate no waiting and no loading at any time). The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between September 2019 and October 2019. There was 1 objection and 8 responses in favour of the proposals.
- 3.3 A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.
- 3.4 The proposals were advertised formally on site, online and in the local press between 23rd January 2020 – 13th February 2020. There were no formal objections.

4 Moor Lane, Wingate

- 4.1 A request was received from the local County Councillor on behalf of Wingate Junior School to introduce formal restrictions to address obstructive parking, improve visibility and safety issues around the school.
- 4.2 Proposals were made to introduce 'Restricted waiting and loading Mon-Fri 8am-5pm' (Single yellow line markings on the highway with kerb ticks on the kerb line to indicate restricted waiting and loading within the times stated). The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between September 2019 and October 2019. There was 1 objection and 6 responses in favour of the proposals.
- 4.3 A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.

4.4 The proposals were advertised formally on site, online and in the local press between 23rd January 2020 – 13th February 2020. There were no formal objections.

5 Quarrington Hill

5.1 A request was received from the local County Councillor to introduce formal restrictions to address obstructive parking, improve visibility and safety issues around the crossroads connecting Front Street (B6291) and Church Street (C22) in the centre of Quarrington Hill.

5.2 Proposals were made to introduce 'No waiting at any time' (double yellow line markings on the highway to indicate no waiting at any time). The initial consultation exercise was undertaken with statutory consultees and directly affected frontages between September 2019 and October 2019. There were 5 objections and 1 response in favour of the proposals.

5.3 A decision was made to progress with the TRO (Traffic Regulation Order) and move to the formal consultation stage.

5.4 The proposals were advertised formally on site, online and in the local press between 23rd January 2020 – 13th February 2020. There was one resident who objected at both the informal and formal stages.

6 Objections

6.1 Durham Road, North Road and Haswell Road, Wingate

- 8 response in favour of the proposals
- 1 response against the proposals

6.11 Objector 1

Objector 1 is a local resident. They state if the scheme is regarding safety, that the speeding on Durham road and vehicles entering off the bypass the wrong way needs to be addressed.

6.12 Response

The proposed waiting restrictions are aimed at improving visibility and hence safety on this busy junction. Issues relating to speed and vehicle movement can be addressed by others and do not relate to the parking issues.

Speed issue should be reported via the Durham Constabulary's local Police and Communities Together (PACT) meetings. Details of the meetings taking

place can be found online or by telephoning Durham Constabulary on their non-emergency telephone number 101.

Information from the resident regarding the comment about vehicles entering off the bypass the wrong way, has been sent to the Traffic Assets team to be investigated.

The local County Councillor and Wingate Parish Council fully support the proposals.

6.2 Moor Lane, Wingate

- 6 response in favour of the proposals
- 1 response against the proposals

6.21 Objector 1

Objector 1 is a local resident. They state there is limited parking and that school staff park in a manner that reduces access for homeowners. There is a need to park for children to be dropped off, shopping and access.

6.22 Response

The proposals will close the gap between the existing double yellow lines from North Road up to the school keep clear marking directly outside of the school premises.

There have been reports of issues with vehicles not being able to pass along the narrow road during the school pick up and drop off times, causing congestion and safety issues for pupils from the school to cross the road.

The restrictions are only to be introduced on the north side of Moor Lane and will be in place Monday to Friday 8am-5pm to improve the safety for road users, pedestrians and pupils from the school. Outside of the restricted times the residents/ delivery's/visitors will be able park in this location.

The south side of Moor Lane will remain unrestricted. There are alternative unrestricted sections to park and to drop off pupils to the east of the school as well as further unrestricted sections on North Road.

The local County Councillor and Wingate Parish Council fully support the proposals.

6.3 Quarrington Hill

- 1 response in favour of the proposals
- 5 responses against the proposals

6.31 Objector 1

Objector 1 is a local resident. They state that they are 90% in favour of a scheme to introduce formalised restrictions, however the objector believes that the waiting restrictions should only replace the existing advisory markings rather than the extents of the proposals.

Objector 1 also objected at the formal consultation stage adding they believe there is no danger to safety. They allege that installing double yellows across the garage entrance will make reversing the car extremely hazardous as drivers will not be expecting a car coming out of the drive. They state in 30 years there has never been an accident on Church Street, and that accidents have only occurred on the Front Street. They continue to state the lines will cause congestion further up the road.

6.32 Objector 2

Objector 2 is a local resident. They state that they are 90% in favour and that lines on Front Street North into Church Street should replace existing white line.

6.33 Objector 3

Objector 3 is a local resident. They state that they are 90% in favour of the scheme except the white lines in place already should be where the yellow lines should go.

6.34 Objector 4

Objector 4 is a local resident. They state that there is not enough parking around these new houses, the proposals are an absolute disgrace.

6.35 Objector 5

Objector 5 is a local resident. They state that they are strongly opposed, and that their property was sold with on street parking and the proposals will remove this.

6.36 Response

The proposals have been requested by the local Councillor due to reports of obstruction, visibility and safety issues surrounding the junction.

There are currently white advisory markings which are unenforceable and are regularly ignored and being parked on.

There is one recorded accident in this location where a vehicle failed to give way and collided with another.

There are alternative unrestricted sections of the highway away from the crossroads in close proximity to all properties.

All local County Councillors and Coxhoe Parish Council support the proposals.

7 Conclusion

- (a) It is recommended that Members endorse the proposal and recommend that the council proceeds with the implementation of the Wheatley Hill, Wingate, Quarrington Hill and Deaf Hill: Waiting and Parking Restrictions Order. With the final decision to be made by the Corporate Director under delegated powers.

8 Background papers

(a) Correspondence and documentation in Traffic Office File

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Wheatley Hill, Wingate, Quarrington Hill &
Deaf Hill\Traffic Regulation Orders (Parking Restrictions)\Sept 19

Contact: Peter Broxton

Tel: 03000 263986

Appendix 1: Implications

Legal Implications

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

No impact on human rights.

Crime and Disorder

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.

Climate Change

This TRO will allow for effective management of traffic to reduce congestion, reducing the overall amount of CO2 emissions.

Appendix 2: Location of Proposals

Wingate



Quarrington Hill



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Wheatley Hill, Wingate, Quarrington Hill and Deaf Hill Parking & Waiting Restrictions Order 2020

Highways Committee
6th March 2020

The purpose of the Traffic Regulation Order is to introduce restrictions in the following locations:

Durham Road, North Road and Haswell Road, Wingate:

- To address obstructive parking and improve access, visibility and safety issues on the sections of highway near Cooperative Foods.
- One Objection was received from a local resident.

Moor Lane, Wingate:

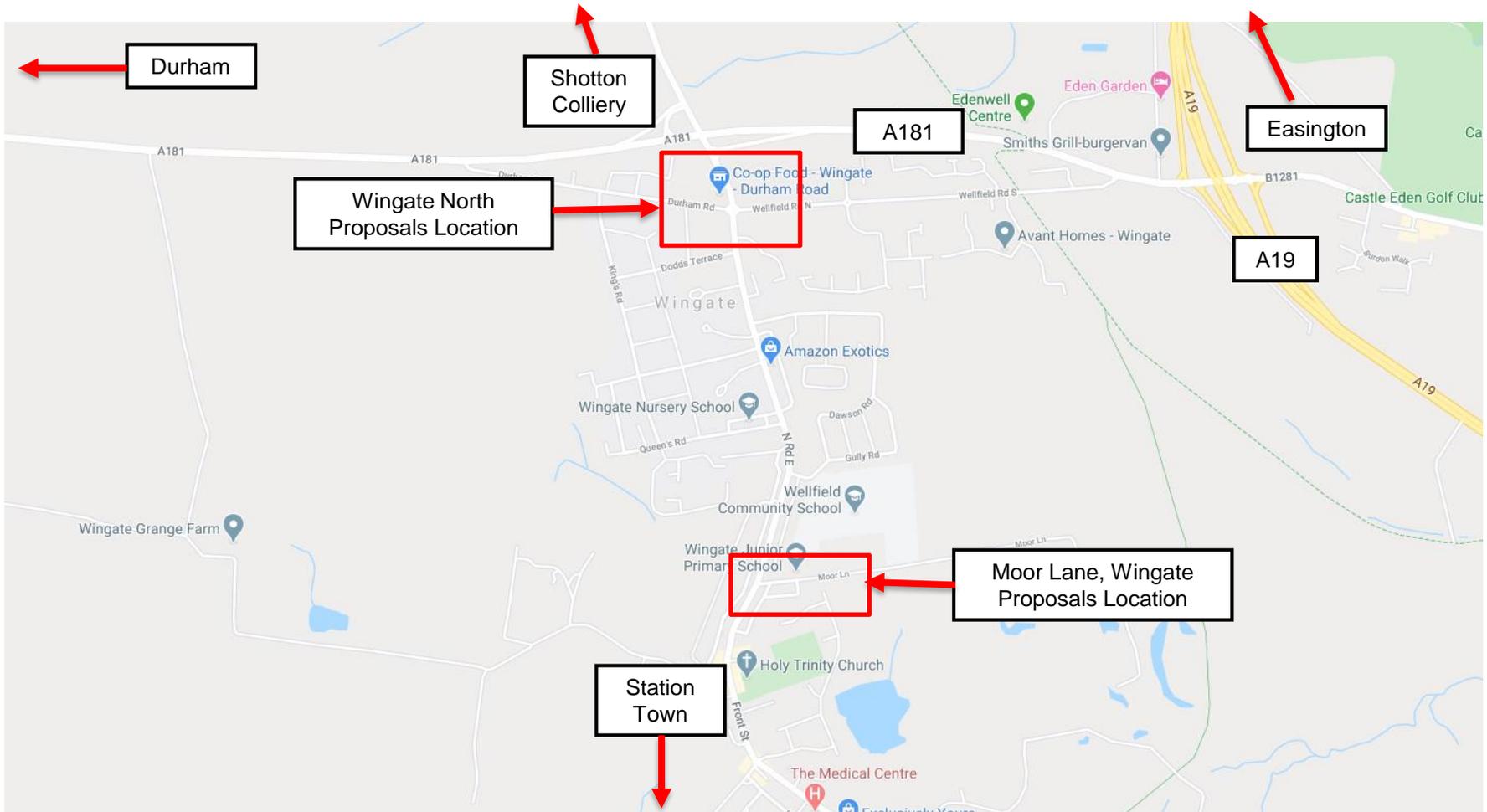
- To introduce formal restrictions to address obstructive parking, improve visibility and safety issues around the school.
- One Objection was received from a local resident.

Quarrington Hill:

- To address obstructive parking, improve visibility and safety issues at the cross roads.
- Five Objections were received from local residents.

Altogether better

Location Plan – Wingate

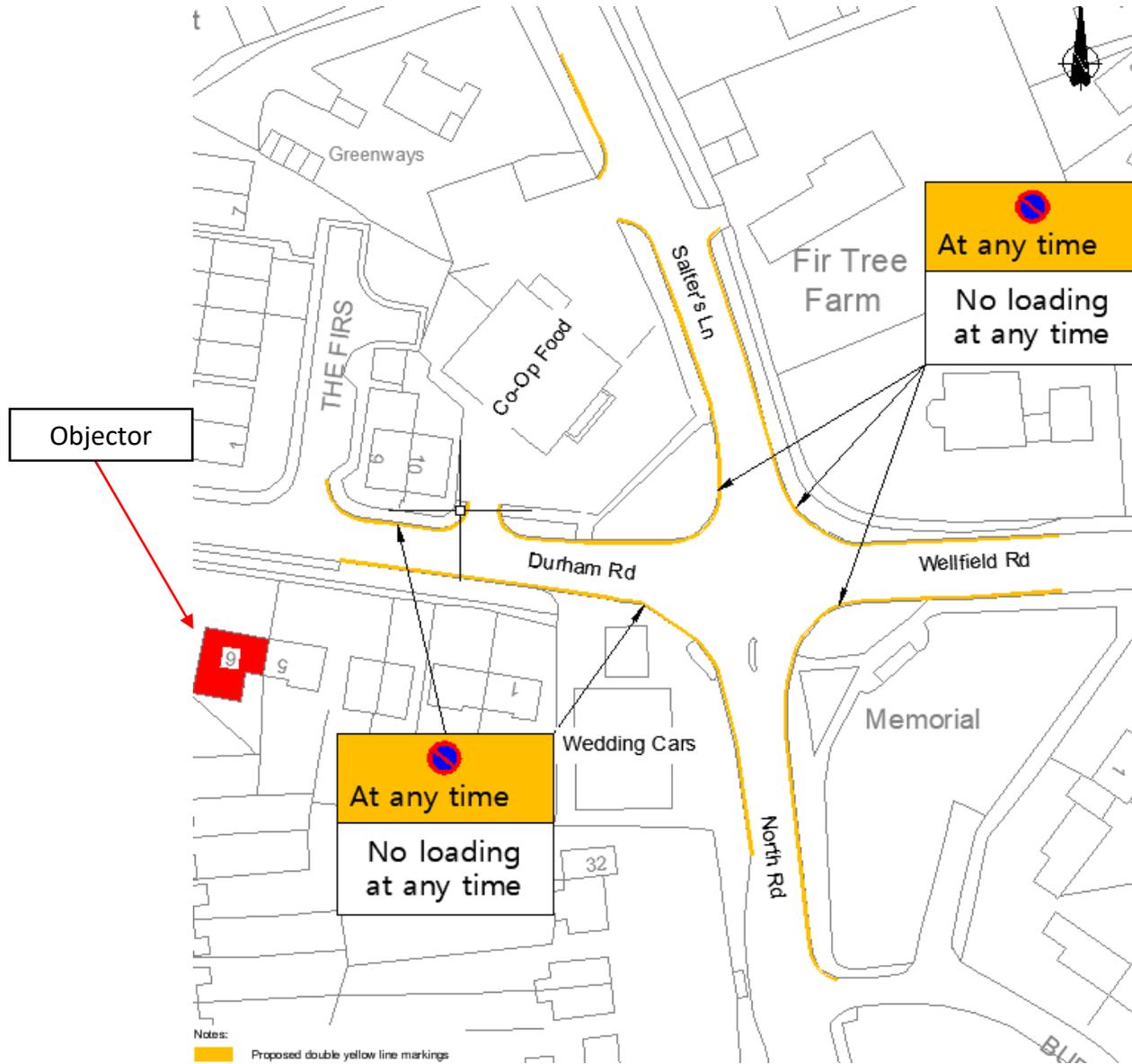


Location Plan – Wingate North



Altogether better

Proposal and Objector– Wingate North



Wingate North – Proposed Double Yellow Locations



Wedding Cars

North Rd

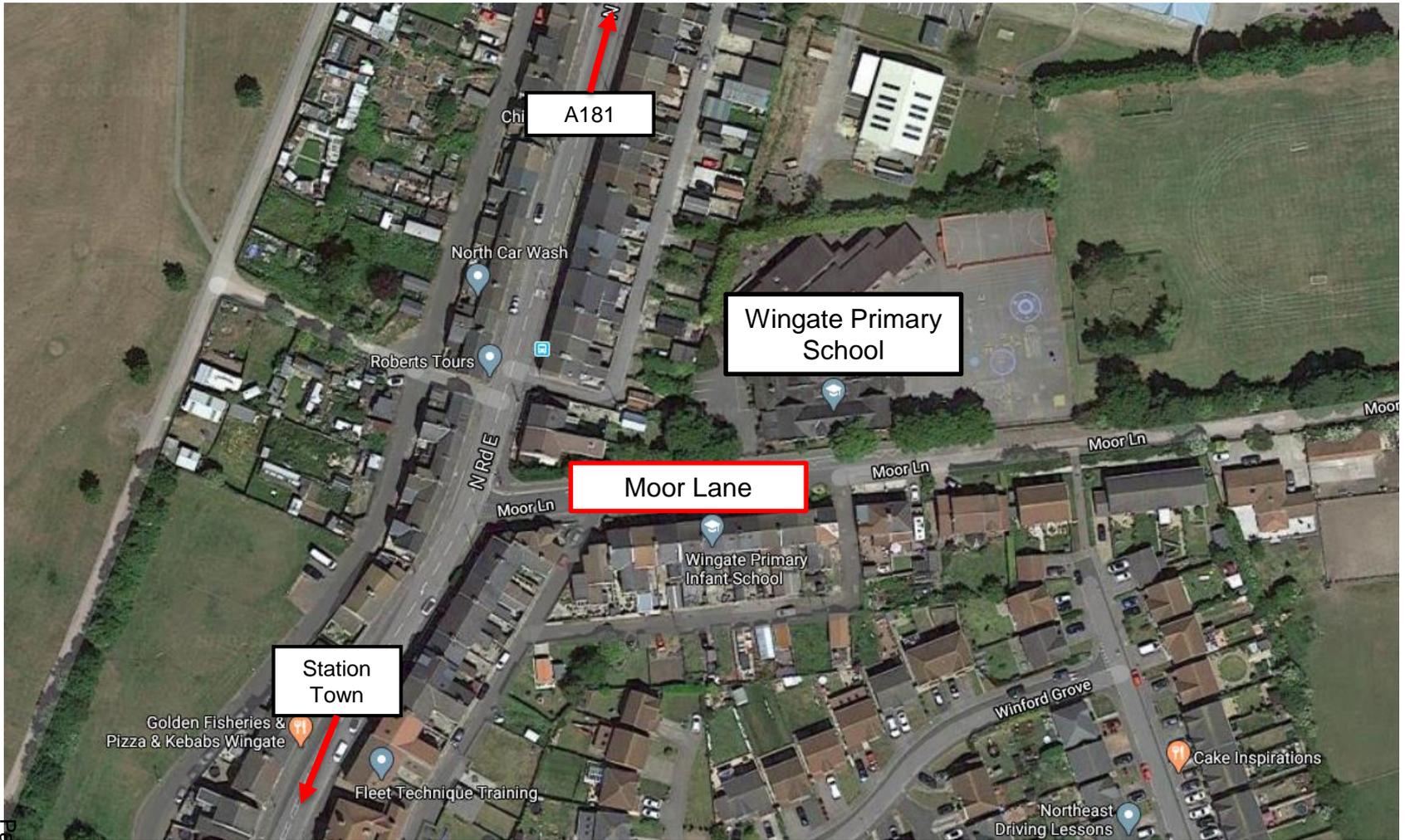
Durham Rd

Cooperative
Foods

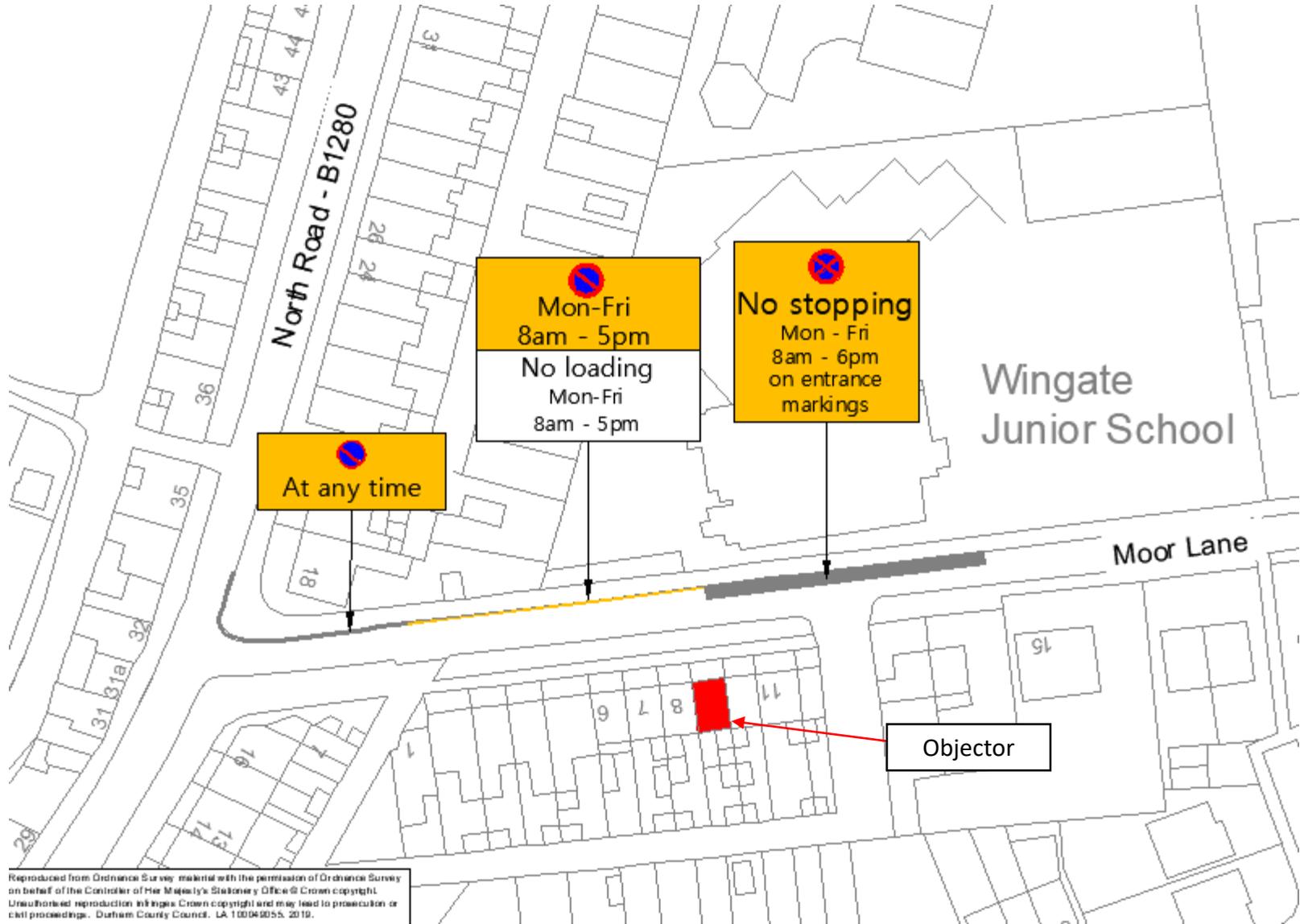
Salters Lane

Wellfield Rd

Location Plan – Moor Lane, Wingate



Proposed and Objectors – Moor Lane, Wingate

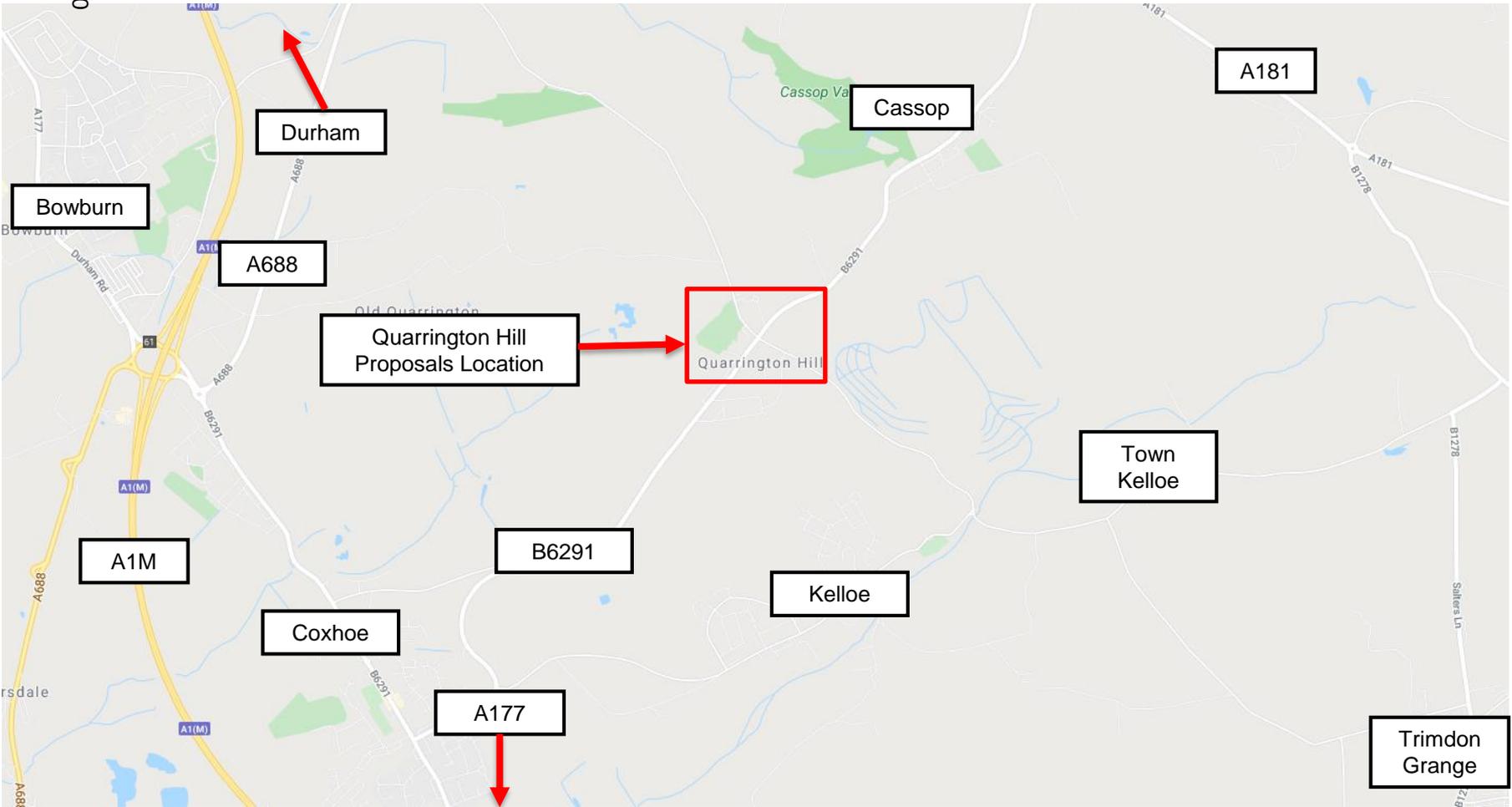


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Moor Lane, Wingate – Proposed Single Yellow and Kerb Ticks Location



Location Plan – Quarrington Hill

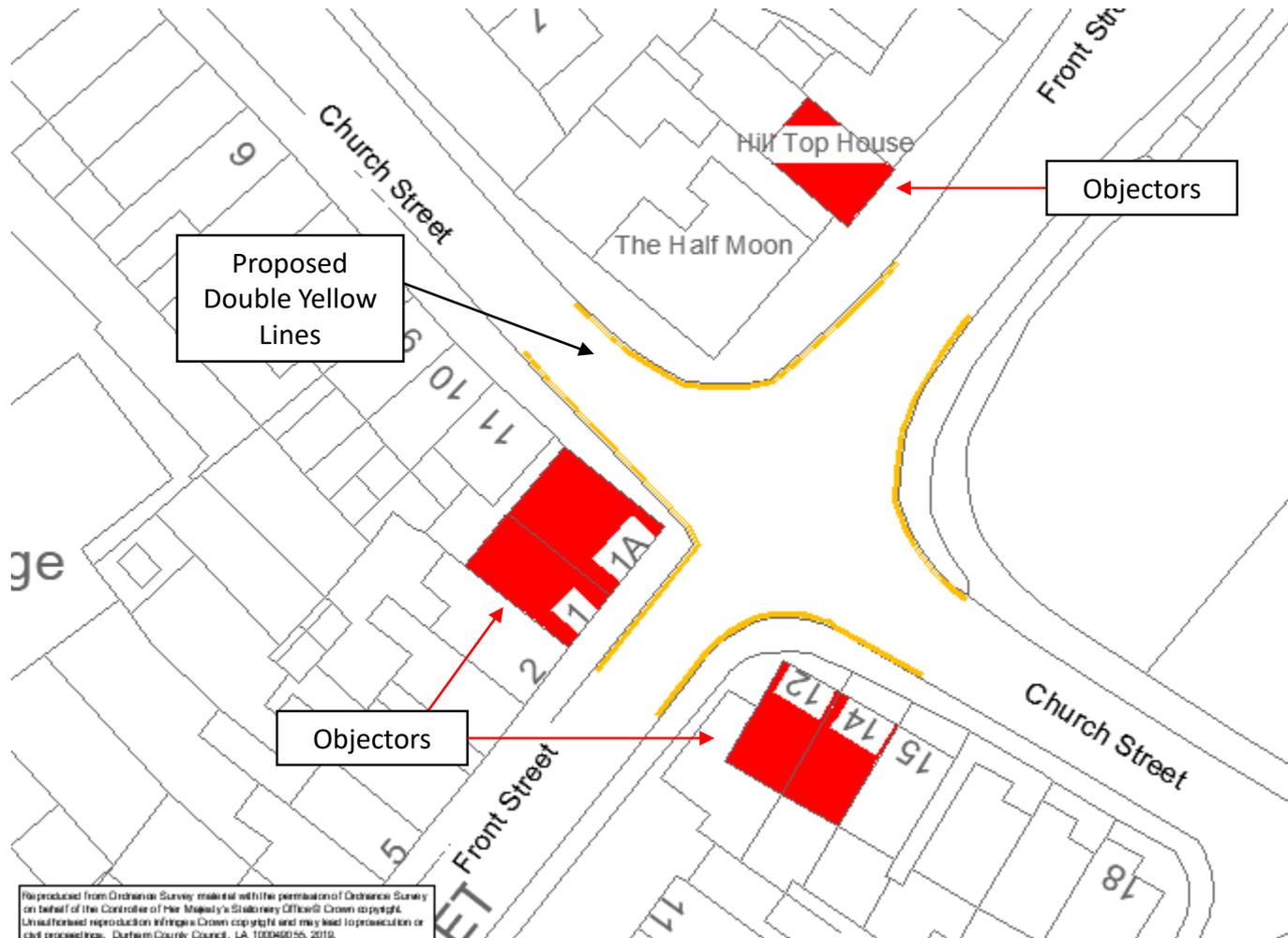


Altogether better

Location Plan – Quarrington Hill



Proposal and Objectors – Quarrington Hill



Quarrington Hill – Proposed Double Yellow Locations



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