



Highways Committee

Date Thursday 14 July 2022
Time 9.30 am
Venue Council Chamber, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 24 May 2022 and 6 June 2022 (Pages 3 - 8)
4. Declarations of Interest, if any
5. A692 Dipton Puffin Crossing Installation - Report of Corporate Director of Regeneration, Economy & Growth (Pages 9 - 20)
6. Peterlee and Horden Parking & Waiting Restrictions Amendment Order 2022 - Report of Corporate Director of Regeneration, Economy & Growth (Pages 21 - 34)
7. 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
6 July 2022

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

Councillor R Ormerod (Chair)
Councillor G Hutchinson (Vice-Chair)

Councillors D Boyes, A Bell, T Duffy, C Kay, K Earley,
J Higgins, J Howey, R Manchester, E Mavin, B Moist, D Oliver,
E Peeke, I Roberts, K Robson, A Simpson, A Sterling,
F Tinsley, M Wilson and D Wood

Contact: Joanne McCall Tel: 03000 265895

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Tuesday 24 May 2022 at 1.30 pm**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors T Duffy, J Higgins, J Howey, R Manchester, D Oliver, I Roberts, K Robson, M Wilson and D Wood

Also Present:

Councillor A Savory

1 Apologies for Absence

Apologies for absence were received from Councillors D Boyes, A Bell, A Sterling and F Tinsley.

2 Substitute Members

There were no substitute members.

3 Minutes

The minutes of the meeting held on 7 April 2022 were confirmed as a correct record and signed by the Chair.

4 Declarations of Interest

There were no declarations of interest.

5 Alleged Public Footpath from PRow 87, along the North side of Thornhope Beck, Wolsingham to stepping stones on PRow 81 - Report of Corporate Director of Neighbourhoods and Climate Change

The Committee considered a report of the Corporate Director of Neighbourhoods and Climate Change with regards to an application to modify the Definitive Map and Statement of Public Rights of Way (PRow) by adding a public footpath that

branches away from PRow 87, heading West along the north side of Thornhope Beck, to join PRow 81 in the Parish of Wolsingham (for copy see file of minutes).

Councillor Savory, local member addressed the Committee in support of the application. She explained that evidence had been received from 31 individuals and of whom 16 confirmed that they had used the path for more than 20 years, demonstrating that it was a permissive path. She noted Wolsingham was a close-knit village and residents felt privileged to live there and enjoyed the open countryside. She advised that the former landowner had not taken any steps to prevent the use of the path. She was happy for the application to be approved in line with the officer's recommendation and urged the Committee to agree.

Councillor Wood commented that the evidence received sufficiently demonstrated that the path had been used as a public right of way and **moved** the application to be approved in line with the officer's recommendation. Councillor Manchester **seconded** this.

Resolved

That the recommendation be approved.

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Monday 6 June 2022 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors T Duffy, J Higgins, G Hutchinson (Vice-Chair), B Moist, E Peeke, I Roberts, K Robson, A Sterling, M Wilson, D Wood and J Cosslett (substitute for D Oliver)

1 Apologies

Apologies for absence were received from Councillors J Howey, R Manchester, D Oliver and F Tinsley.

2 Substitute Members

Councillor J Cosslett was present as substitute for Councillor D Oliver.

3 Declarations of Interest

There were no declarations of interest.

4 Durham City (southwest) Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2022

The Committee received a report of the Corporate Director of Regeneration, Economy and Growth to request approval to progress Traffic Regulation Orders (TROs) in Durham City's southwest district (for copy see file of minutes).

D Lewin, Strategic Traffic Manager, gave a detailed presentation which included details of proposed TRO's at Location 1: Briardene. for the introduction of no waiting at any time restrictions and at location 2: Sutton Street, for the introduction of no waiting & no loading/unloading at any time restrictions and Permit holders only/pay and display bays. The presentation included aerial photographs of the area and details of the proposal and enhanced measures.

Ms S Wilkinson spoke on behalf of residents of Nevilledale Terrace in objection to the proposed Order. Controlled zones had been introduced by the County Council

in 2000 and Zone J covered various streets, with 122 houses in 6 streets, in total. In Briardene there were a total of 35 houses which all had off street parking provision, mostly consisting of double driveways.

In other streets, residents had shared on street parking as there were no driveways in the other five streets and it was difficult to park, particularly for carers visiting elderly residents. As per the report, the Officer advised that if the zone boundaries were amended it would disrupt the balance and create parking problems elsewhere.

Ms Wilkinson suggested that the introduction of double yellow lines would remove parking spaces and exacerbate existing issues such as the inability for refuse vehicles to access streets due to parked vehicles. It was difficult to see how extending double yellow lines would improve access as the road was of a generous width and it was only during severe weather, when the only available parking was on Briardene or Margery Lane.

The proposal would exacerbate congestion in narrow streets and in her opinion all residents living within Zone J should have been consulted as part of the process. There were only a small group of people from Briardene that supported the proposal.

Mr J Billinger spoke in support of the proposals as Chair of Briardene Residents Association. The proposals to extend double yellow lines on the estate had been an ongoing process due to various issues in the street that were as a result of parking obstruction.

The issues related to the obstruction of emergency and delivery vehicles as the only way to exit was to reverse and doing so was regularly impeded by parked vehicles.

Briardene was only street in the area with no Houses of Multiple Occupation, thanks to a covenant, however it was plagued with parked cars belonging to students, sometimes abandoned for days and neighbours had to frequently ask one another to use driveways. There were up to a dozen cars at times, none of which belonged to Briardene residents. Mr Billinger had suggested to the University that a ban student vehicles, except for exceptional circumstances would be welcome.

In his opinion the situation was exacerbated by the present zone system and he perhaps in future there could be a situation where the street was a residents only scheme, nevertheless, he endorsed the proposals for Briardene and looked forward to its implementation.

Mr K Terrington confirmed that he was one of the remaining residents on Parkside and for many years there had been issues with unofficial taxis that were not registered in Durham and were occupying much of the space on Sutton street. On

occasions he had asked drivers to move vehicles in order for elderly residents to use the footpath and the installation of bays would legally allow somebody to park there preventing taxi drivers from using the space and obstructing the footpath. He requested Members to endorse the proposal.

The Strategic Traffic Manager advised that if Members were concerned about one element of an application, individual proposals could be removed however they could not amend existing proposals or add new.

Councillor Sterling considered both proposals to be well thought out and sensible and moved the recommendation to endorse the application which was seconded by Councillor Robson.

Resolved

That the proposals in principle be endorsed, to proceed with the implementation of the Durham City (southwest) Parking & Waiting Restrictions, Traffic Regulation Amendment Order 2022 with the final decision to be made by the Corporate Director under delegated powers.

5 West Rainton, Pittington, Sherburn and Ludworth Parking & Waiting Restrictions Amendment Order 2022

The Committee received a report of the Corporate Director of Regeneration, Economy and Growth to endorse changes to the Traffic Regulation Order (TRO) in West Rainton, Pittington, Sherburn and Ludworth. (for copy see file of minutes).

D Lewin, Strategic Traffic Manager, gave a detailed presentation regarding a TRO in Tollgate Fields for the introduction of no waiting at any time restrictions. The presentation included aerial photographs of the area and details of the proposal and enhanced measures.

Councillor Duffy was in support of any improvements to improve the junction and moved the recommendation to endorse the proposals, seconded by Councillor Robson.

Resolved

That the proposals in principle be endorsed, to amend the West Rainton, Pittington, Sherburn and Ludworth Parking and Waiting Restrictions Traffic Regulation Order. With the final decision to be made by the Corporate Director under delegated powers.

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Highways Committee

14th July 2022

**A692 Dipton Puffin Crossing
Installation,**

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Burnopfield and Dipton

1 Purpose of the Report

- 1.1 To request Members, consider the installation of a Puffin crossing on the A692 at Dipton, in accordance with the County Council Policy on the Assessment of Pedestrian crossings.
- 1.2 To request that members consider an objection made during the formal consultation period.

2 Executive Summary

- 2.1 Following representation from disability groups and the local community regarding difficulties crossing the A692 at Dipton a request for a controlled crossing was made to the Authority.
- 2.2 Crossing requests are tested against a policy adopted in May 2004. This recommends that crossings are only introduced when the number of pedestrians per hour crossing a 100 m length of road (P) and the number of vehicles (V) reach a specific threshold.
- 2.3 A controlled crossing is required if the calculated PV^2 value exceeds a threshold of 0.75. However, if the site in question reached a value of 0.3

then additional weighting factors can be applied to consider the nature of the road and the needs of specific user groups.

- 2.4 Any site which failed to reach the limit of 0.3 would not be considered further, as research shows that crossings with a low level of use can increase the risk to pedestrians.
- 2.5 A survey was undertaken on the A692 adjacent to Colliery Nursey and Primary school and the PV^2 value calculated at this location was 0.34. This value is below the threshold for a formal crossing to be justified and includes an additional uplift in traffic volumes due to covid and the provision of additional weighting factors.
- 2.6 In line with current policy, where PV^2 values are above the 0.30 threshold but below 0.75 a formal controlled crossing can still be provided following consideration by Highways committee for approval.

3.0 Considerations

- 3.1 The authority's policy requires that the following areas are presented to the highways committee for consideration to determine the suitability of approval of a controlled crossing when the PV^2 value has been calculated between 0.3 and 0.75:

Funding

- 3.2 Local Transport Plan (LTP) funding has been allocated to fund the installation of this facility should it be approved by members.

Maintenance

- 3.3 The provision of the crossing will increase the maintenance liability on the authority. No additional funding has been allocated to cover the cost of maintenance associated with the controlled crossing and ongoing maintenance costs will need to be funded from existing budgets.

Difficulty crossing

- 3.4 Representation from both the school, residents and disability groups have indicated that they have difficulty when crossing the A692.
- 3.5 Blind and partially sighted residents in Dipton have also raised concerns via the Royal National Institute of Blind People regarding the lack of provision of formal crossing facilities and the difficulties crossing the A692.

Traffic flow

- 3.5 It is not considered that the installation of a controlled crossing will have a significant detrimental effect on traffic flows at this location.

Highway Safety

- 3.6 It is not considered that the installation of a control crossing at this location will have a negative impact on highway safety.
- 3.7 The installation of a control crossing at this location will improve the ability of pedestrians to cross the A692 including vulnerable and less abled pedestrians who currently have difficulty.

Local representation:

- 3.8 Consultation has been undertaken with statutory consultees and frontages directly affected by the proposal.
- 3.9 The authority received letters of support in relation to the installation of a controlled crossing from the Member of Parliament, Royal National Institute of Blind People, Guide Dogs UK, Durham County Council children and adult services, Durham Constabulary, and the Head teacher at Colliery Nursey school.
- 3.10 No objections were received from the local members.
- 3.11 Of the 20-frontage consulted who are directly affected by the proposal we received 8 responses back 7 were in favour of the scheme and 1 was opposed.

Summarised objection & responses:

- 3.12 Objection:

"It is a speed camera that is needed, to stop speeding cars, not traffic sitting outside my house and people standing. We already have a bus stop"

- 3.13 DCC Response:

It is agreed that the operation of the pedestrian crossing will stop motorised traffic and a queue may form. The puffin crossing includes pedestrian on-crossing detection to ensure that the signals operate only for as long is required to allow a pedestrian to cross.

Pedestrians are already standing waiting outside the property to cross at the existing pedestrian refuge. The installation of the Puffin crossing

will not make this worse but will reduce the time that pedestrians are waiting to cross.

The installation of the signals may also assist with reducing speeds on approach to the signal crossing as drivers reduce speeds in anticipation of the signals changing.

4 Recommendation(s)

4.1 Committee is recommended to:

Approve the proposals to provide a control crossing facility on the A962 at Dipton and set aside the objection.

5 Background papers

5.1 Correspondence and documentation in Traffic Office File:

K:\signals\ACAD\SIGNALS PROJECTS\DCC Signal Feasibility Studies\A692 Dipton Front Street Puffin

Author(s)

[Brent Frankland]

Tel: 03000 267091

Appendix 1: Implications

Legal Implications

A notice of intent to install a puffin crossing will be required to be advertised.

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.

Climate Change

The installation of a controlled crossing will use electricity to operate. To reduce this to the lowest level as possible the controlled crossing equipment to be installed will have low energy use and utilise LED technology.

Provision of a crossing facility will remove barrier to assist with reducing car usage and promotes more sustainable modes of transport.

Human Rights

Promotes Social Inclusion, particularly for visually & mobility impaired pedestrians.

Crime and Disorder

None

Staffing

None

Accommodation

None.

Risk

None

Procurement

Existing DCC contracts to be used for supply and installation of the controlled crossing.

Appendix 2: PV² Calculation

Durham County Council Pedestrian & Vehicle Survey



Making a difference where you live

Location	A692 Front Street Dipton							Criteria for the Provision of Formal Crossing Facilities Above shaded area - formal xing justified (PV2 Ave >0.75) Within shaded area - weighting factors may be applied Below shaded area - no formal xing justified (PV2 Ave <0.30) ▲ PV2 Final (Weighted Ave) ▲ PV2 Average
Date	Monday 01-Nov-21							
Weather	Mild with Showers							
Enumerator	SMS							

TIME PERIOD	O.A.P.	ADULTS	CHILDREN		BUSES	H.G.V.	OTHERS	PV2 (hour ending)
			ACC	UNACC				
6.30 - 7.00								
7.00 - 7.30								
7.30 - 8.00	0	0	0	2	6	12	468	
8.00 - 8.30	0	0	0	2	9	8	405	0.03
8.30 - 9.00	0	41	33	4	6	11	421	0.59
9.00 - 9.30	1	5	1	0	3	14	317	0.51
9.30 - 10.00	0	4	4	0	3	12	275	0.06
10.00 - 10.30								
10.30 - 11.00								
11.00 - 11.30								
11.30 - 12.00								
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13.00 - 13.30								
13.30 - 14.00								
14.00 - 14.30								
14.30 - 15.00	0	14	1	0	4	6	378	
15.00 - 15.30	0	38	33	9	8	8	365	0.56
15.30 - 16.00	0	1	0	1	1	3	331	0.42
16.00 - 16.30	0	2	0	1	4	10	413	0.03
16.30 - 17.00	0	7	0	0	3	4	477	0.08
17.00 - 17.30	0	0	0	0	3	7	484	0.07
17.30 - 18.00								
18.00 - 18.30								
18.30 - 19.00								
19.00 - 19.30								

School Crossing Patrol Data (Where Applicable)			
	<11 Acc.	>11 Unacc.	Comp.
0800-0830			
0830-0900			
1500-1530			
1530-1600			

Assessment of Pedestrian Crossing Report of Deputy Chief Executive (Environment & Change Management) 13th May 2004

Average of Busiest Hours of Survey Period			
Average Pedestrians	50		
Average Vehicles	791		
PV2 Average	0.31	(of 4 busiest hours)	PV2 0.31 Weighting Factors
% Elderly Pedestrians	1%		E 1.00
% Unaccompanied Children	8%		C 1.00
% HGV's (7.5T+)	2%		H 1.00

Average of Survey Period			
Time taken to cross Road (includes waiting time)	8 Seconds		T 1.00
Traffic Speeds	30 Mph		S 1.10
Pedestrian Accident/Annum Previous 5 years	0		A 1.00
PV2 FINAL (Weighted Ave)	0.34	(of 4 busiest hours)	
PV2 x A x E x C x T x S x H			

Favoured Crossing Points →

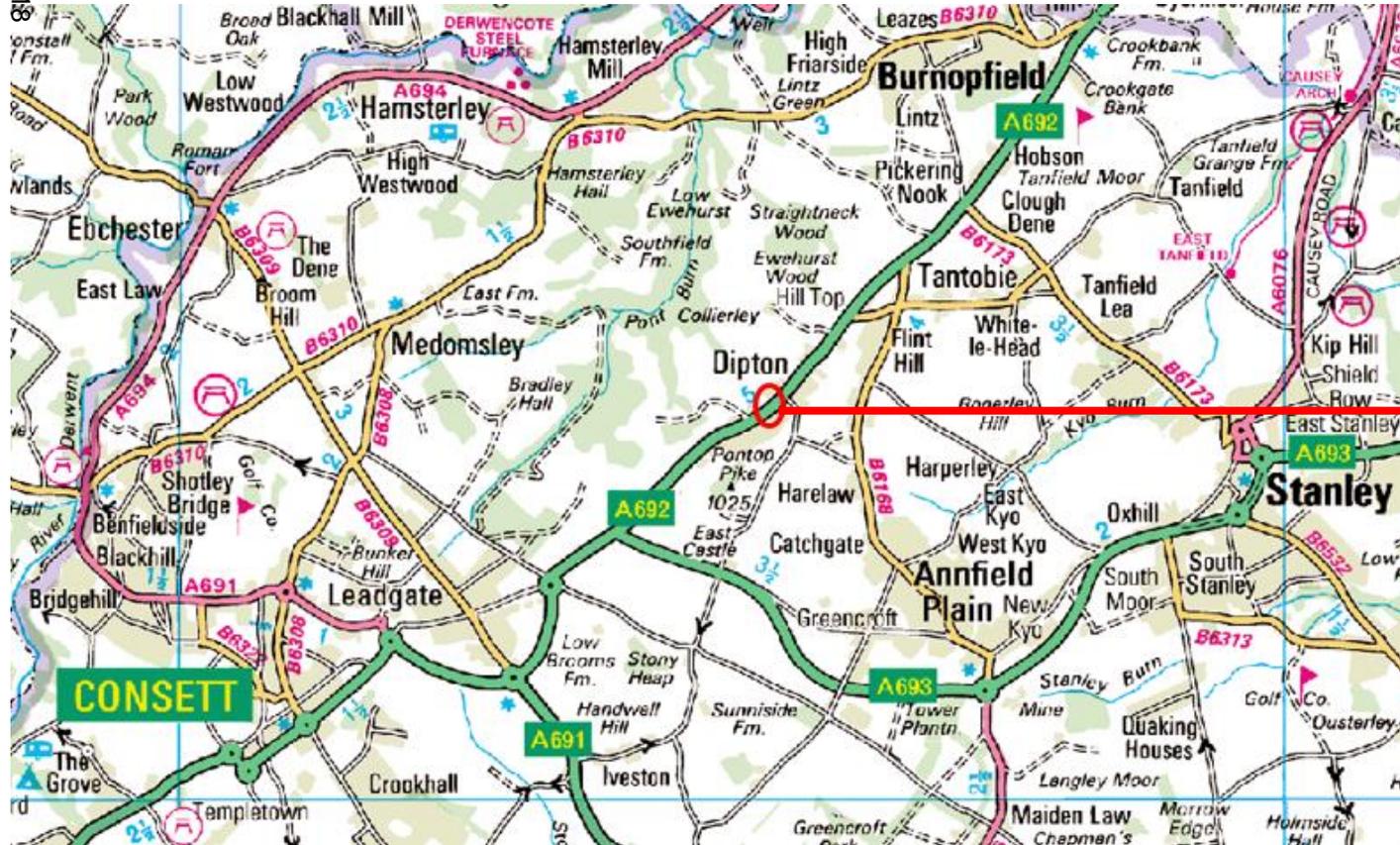
Notes

A692 Dipton Puffin Crossing Installation

Highways Committee
14th July 2022



Location Plan of Proposals



Summary

- PV2 values between 0.3 and 0.7 are required to be considered by highways committee
- PV2 value on the A692 at Dipton calculated at 0.34
- One objection received

Recommendation

Officers recommend that the Committee approve the proposals to provide a control crossing facility on the A962 at Dipton and set aside the objection.

Any questions?

Highways Committee

14th July 2022

Peterlee and Horden

**Parking & Waiting Restrictions
Amendment Order 2022**

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Peterlee East

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning changes to the Traffic Regulation Order (TRO) in Peterlee and Horden.
- 1.2 To request that members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether to set aside or uphold any objections, which will then guide the Corporate Director of Regeneration, Economy and Growth in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2 Executive Summary

- 2.1 The County Council are committed to regularly reviewing Traffic Regulation Orders to ensure that the restrictions held within them are relevant and appropriate.

- 2.2 Representations have been received requesting a review of existing, and provision of additional, restrictions in Peterlee and Horden.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving road safety and reducing congestion. It is therefore proposed to amend the current Peterlee and Horden Parking and Waiting Restrictions Order 2022 to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	06-Jan-22	27-Jan-22
Informal Consultation	04-Feb-22	25-Feb-22
Formal Consultation	11-May-22	01-Jun-22

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Peterlee and Horden Parking and Waiting Restrictions Order 2022. With the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

- 4.1 The proposed locations for the TRO that received objections during the consultation stages are detailed below.
- 4.2 Location 1 – Danesly Close (Introduce no waiting at any time restrictions)

Proposal background

A new housing estate (Danesly Close) has been built off Yoden Way, Peterlee, adjacent to Manor Way road.

As a result of this development, the entrance to Dene House Primary School and Dene Community School is now located at the southern end of the new housing estate. There have been reports of obstructive parking at school start and finish times.

Danesly Close and Yoden Way become very busy with children being dropped off and picked up on these roads at the beginning and end of the school day. The manner of parking can often cause visibility and access issues.

It is therefore proposed to introduce 'no waiting at any time' restrictions along Yoden Way and Danesly Close.

Informal Consultation:

Total Properties balloted	Number in favour	Number opposed
36	10	1

Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
11/05/22 – 01/06/22	0	0

Summarised objections & responses:

Objections:

1 person has objected to this proposal, the reasons for these objections have been summarised below:

- There are concerns that residents won't be able to park outside their property even when the school isn't open.

DCC Response:

- The area is well known for obstruction issues due to the relocation of Dene House Primary School Entrance at school drop off and pick up times.
- Site investigations carried out by DCC officers have determined there is a problem with obstructive parking in this location.

- Whilst vehicles are not permitted to park here, they may load/unload and board/alight passengers for as long as necessary.

See appendix 3 for full details of the objection(s).

5 Conclusion

- 5.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Peterlee and Horden Parking and Waiting Restrictions Amendment Order 2022, with the final decision to be made by the Corporate Director under delegated powers.

6 Background papers

- 6.1 Correspondence and documentation in Traffic Office File:

L:\TRAFPROJ\06 REGULATION DESIGN &
IMPLEMENTATION\Settlement\Peterlee & Horden\Traffic Regulation Orders
(Parking Restrictions)\December 2021

Author(s)

[Peter Broxton] Tel: 03000 263986

[Lee Mowbray] Tel: 03000 263693

[Kieron Moralee] Tel: 03000 263368

[Dave Lewin] Tel: 03000 263582

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.

Climate Change

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

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

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.

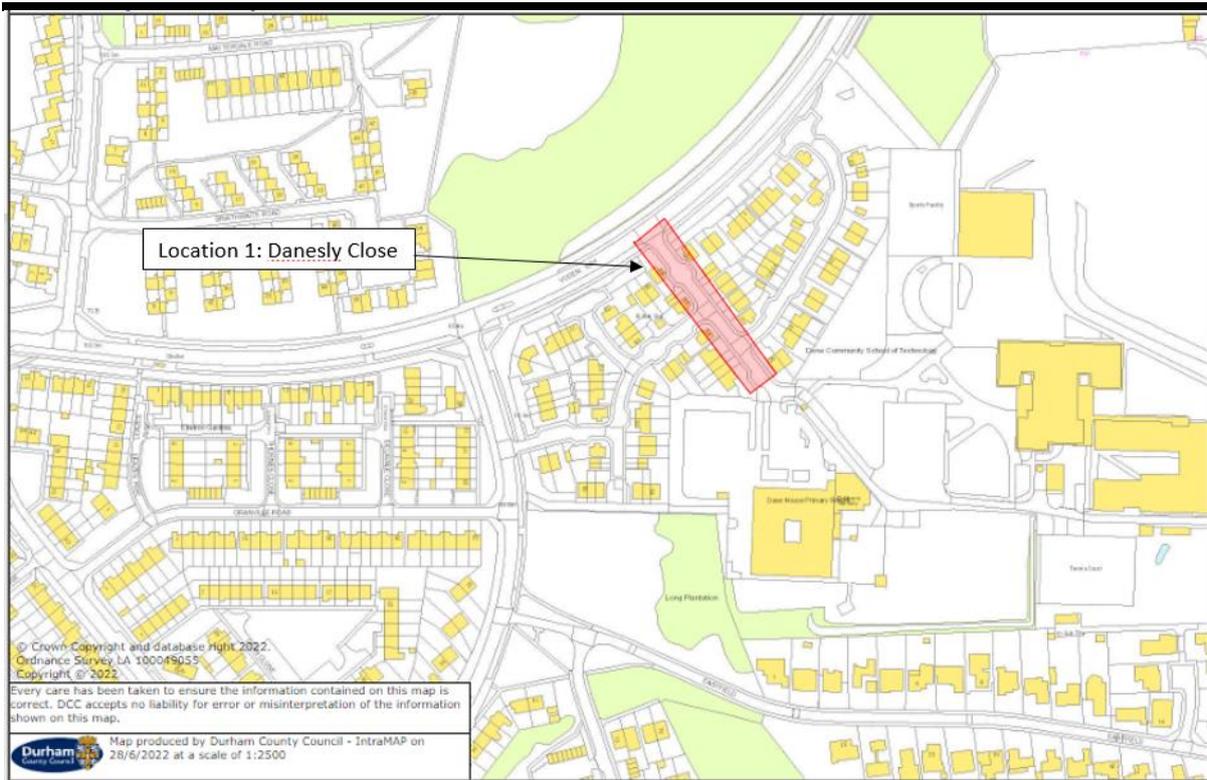
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Objection Details

Location 1: Danesly Close

**PROPOSED SCHEME
CONSULTATION RESPONSE CARD**



Please tick the appropriate box:

I am in favour of the scheme

I am opposed to the scheme

REF *Al - Yoden Way*.....

Comments *Will be unable to park outside my house even after the school is closed.*

(Please use **BLOCK CAPITALS**)

Name:

Address:

45612 RLS

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Peterlee and Horden
Parking & Waiting Restrictions
Amendment Order 2022

Highways Committee
14th July 2022



Location Plan of Proposals

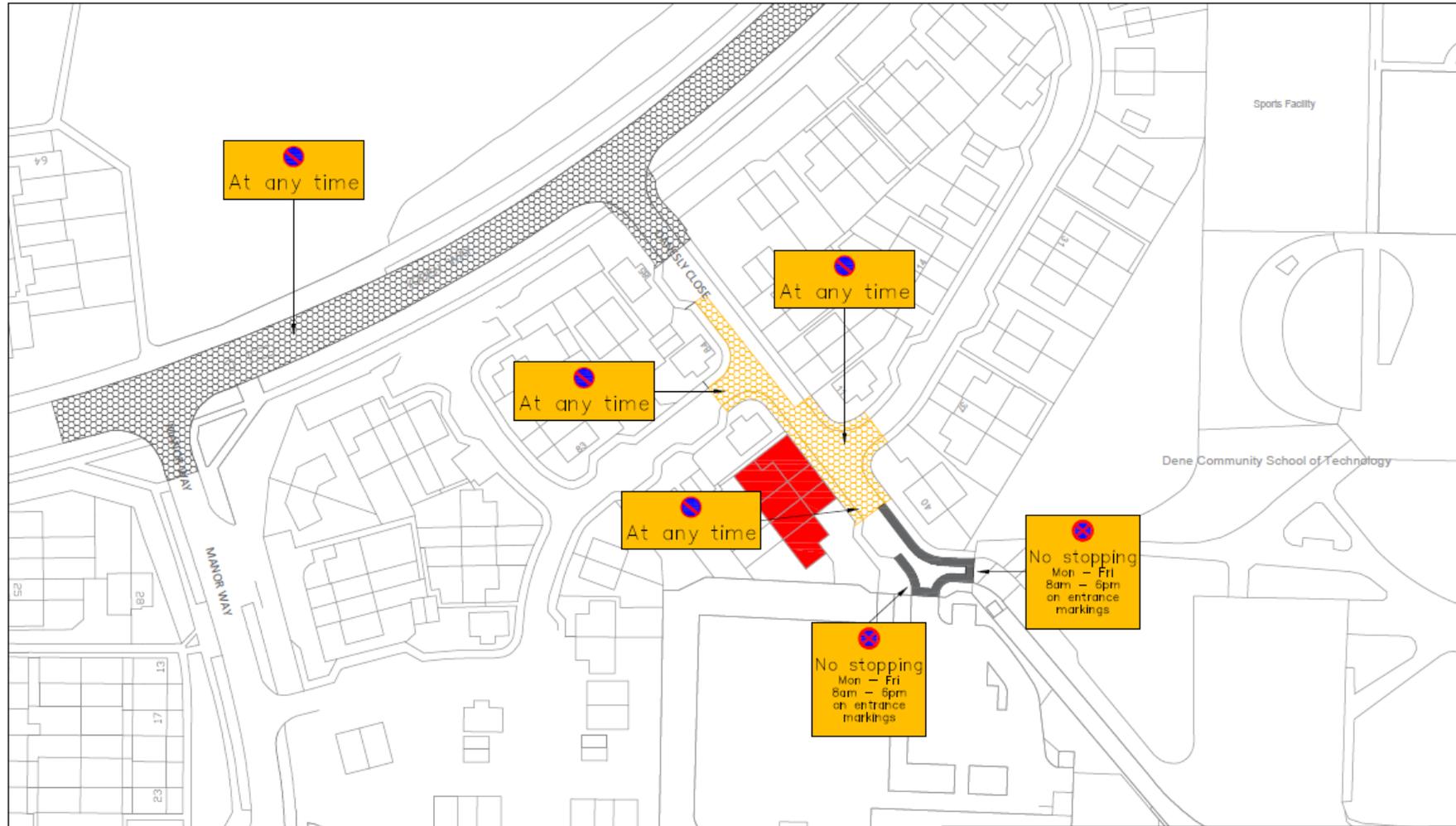


Location 1 – Danesly Close – Proposal Location



Location 1: Danesly Close

Location 1 – Danesly Close – Proposal & Objectors



Key to Types of Restriction

-  No Waiting At Any Time
-  Objector Area
-  No Stopping

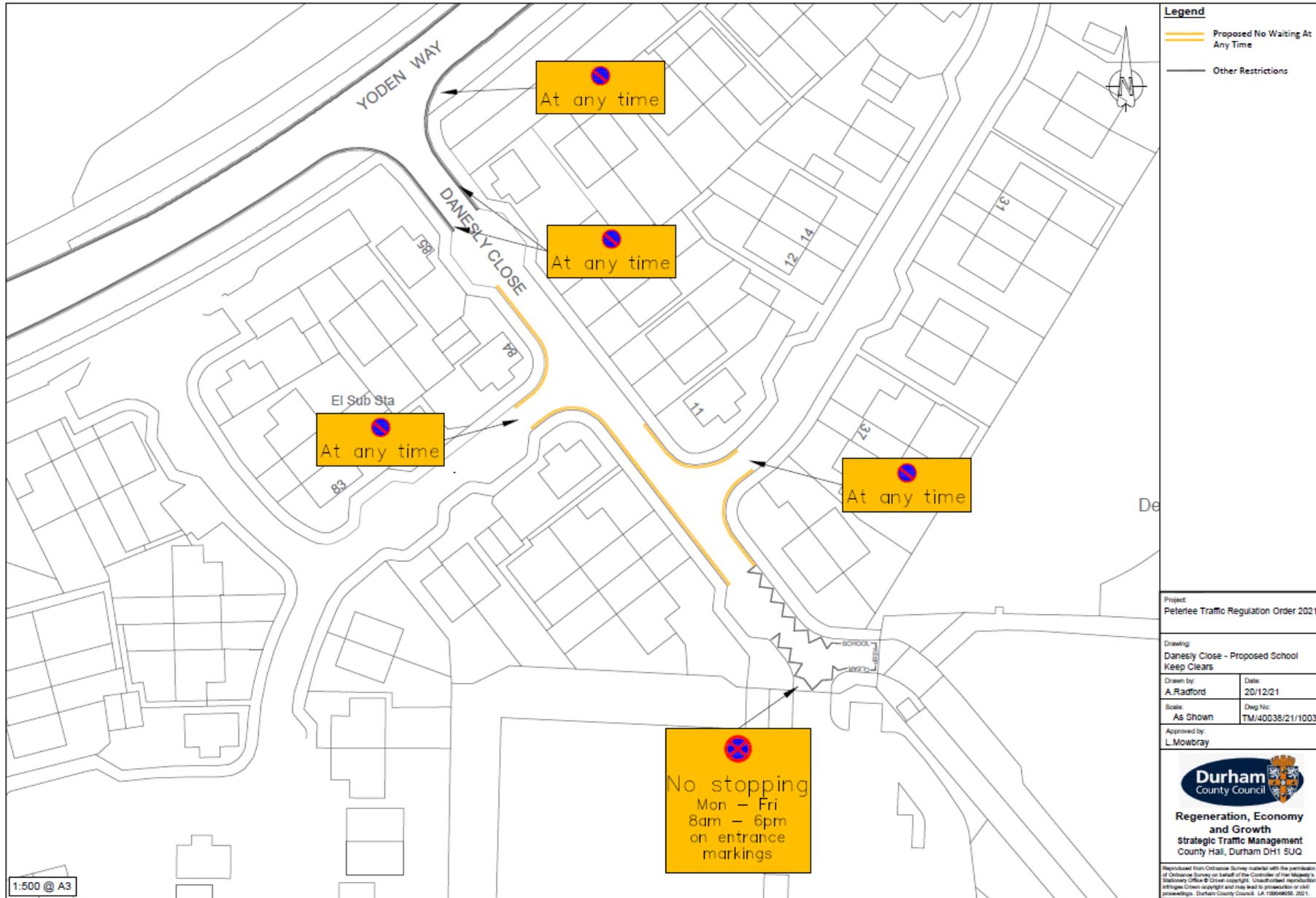
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 Corporate Director Regeneration Economy and Growth Strategic Traffic Management County Hall, Durham DH1 5UQ		THE COUNTY COUNCIL OF DURHAM PETERLEE AND HORDEN PARKING AND WAITING RESTRICTIONS	
			Scale: 1:1250 @ A3 Date: 02/03/2022 Drawn by: A.Radford Date Sealed:



Location 1 – Danesly Close – Proposal Location



Durham County Council's - Summary

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- **Location 1 – Danesly Close** - Concerns have been made previously regarding obstructive parking across residents' driveways in this area. The County Council have attempted to resolve this by introducing advisory access protection markings. Unfortunately, motorists on occasion ignore these road markings and park across the driveways leaving residents unable to access their driveways.

Recommendation

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.