



## Highways Committee

**Date**        **Wednesday 9 February 2011**  
**Time**        **11.30 am**  
**Venue**       **Committee Room 2 - County Hall, Durham**

---

### Business

#### Part A

1. Declarations of Interest, if any
2. Minutes of Meetings held on 22 November and 2 December 2010 (Pages 1 - 8)
3. Proposed Traffic Calming: B1287 North Road, Seaham (Pages 9 - 16)
4. A68 and C42 West Auckland: Prohibition of Waiting (Pages 17 - 24)
5. Bus Shelter - 65 Milbank Terrace, Station Town, Wingate (Pages 25 - 30)
6. Transit 15: Responses to public consultation for A177 Durham High School Junction Modifications and North Road Durham Bus Stop Modifications (Pages 31 - 36)
7. Such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration
8. Any resolution relating to the exclusion of the public during the discussion of items containing exempt information

**Colette Longbottom**

Head of Legal and Democratic Services

County Hall  
Durham  
1 February 2011

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

Councillor G Bleasdale (Chair)  
Councillor J Robinson (Vice-Chairman)

Councillors B Arthur, A Bainbridge, D Burn, N Foster, D Hancock,  
S Hugill, D A Marshall, J Maslin, D Morgan, A Naylor, J Shiell,  
P Stradling, T Taylor, L Thomson, R Todd, E Tomlinson, C Woods,  
A Wright and R Young

This page is intentionally left blank

**DURHAM COUNTY COUNCIL**

**At a Meeting of the Highways Committee held at the Community Centre,  
Lanchester on Monday 22 November 2010 at 11am**

**Present:**

**Councillor G Bleasdale**

**Chair**

**Members of the Committee:**

Councillors Arthur, Hancock, Hugill, Naylor, Todd, Tomlinson, Wright and R Young

**Officers:**

A Christie (Public Rights of Way Officer), C Freeman (Legal Adviser), Kevin Telford (Countryside Management Assistant), Kirsty Ward (Definitive Map Assistant) and D Roberts (Democratic Services)

**Apologies:**

Apologies for absence were received from Councillors A Bainbridge, D Marshall, Maslin, Morgan, J Robinson, Shiell, Stradling, L Thomson and Woods.

**Also present:** Councillor O Johnson (local member), Mr D Reid (in support) and Mr Wright (landowner/objector), together with a number of members of the public.

**A1 Declarations of Interest**

There were no declarations of interest.

**A2 Definitive Map of Public Rights of Way : Applications to register a public footpath and bridleway at Burnhope**

The Chair noted that, prior to the meeting, members had met on site and had an opportunity to view and walk the existing footpath (Burnhope public footpath 38) and the application route.

The Committee proceeded to consider the report of the Corporate Director, Regeneration and Economic Development and the Head of Legal & Democratic Services regarding applications to register a public footpath and bridleway at Burnhope.

The Legal Adviser explained the legal framework for consideration of the applications and noted the options with regard to making a decision in each case; she also outlined the procedure that would be followed if the Committee resolved that a Modification Order should be made.

The Countryside Management Officer then reviewed the evidence that had been supplied by users of the route, together with the objections that had been lodged, and outlined the reasons for the officers' recommendations, as detailed in section 6 of the report. It was noted that officers had concluded that, whilst there was sufficient evidence for a presumption of dedication of a public footpath between points A and B on the plan attached to the report (Document A), there was insufficient evidence for

the establishment of a public bridleway along the same route and continuing on to the junction with Bridleway 23 (points A to C on the plan). She reported that four letters had been received that day from people claiming that they had used the route on horseback but she noted that their evidence related to more recent times rather than pre-1965.

The Committee was addressed by Mr D Reid, in support of the footpath application; he stated that a key point was that there was evidence of the path being used between 1965 and 1985, i.e that the path was in use almost half a century ago. He believed that there would be a lot more evidence of use if the period since 1985 could also be taken into account. He emphasised that the path was very important to the people of Burnhope and asked that the Committee recognise this when coming to a decision.

Mr Wright, landowner and objector, also addressed the Committee; he indicated that he would prefer to see the current informal arrangement continue – people were not prevented from using the path and so he saw no need for a Modification Order.

Members then had an opportunity to comment on the applications and ask questions of officers. Members sought clarification as to future maintenance of the route, and any health and safety implications of the making of a Modification Order. The Legal Adviser confirmed that the County Council could, as landowner, permit horseriders to use the route marked B to C on the map attached to the report.

**RESOLVED:**

That a Modification Order be made under the terms of the Wildlife and Countryside Act 1981 to record in the Definitive Map and Statement a public footpath along the 2010 application route (Points A to B on the plan attached to the report as Document A).

The meeting closed at 11.30am

**CHAIR**

## DURHAM COUNTY COUNCIL

**At a Meeting of the Highways Committee** held at County Hall, Durham on  
**Thursday 2 December 2010 at 10am**

**Present:**

**Councillor J Robinson**

**Vice-Chair (In the Chair)**

**Members of the Committee:**

Councillors A Bainbridge, Hugill, Morgan, Stradling, L Thomson and Woods.

**Officers:**

D Wilcox (Strategic Highways Manager), P Holding (Legal Adviser), D Battensby (Area Traffic Engineer) and D Roberts (Democratic Services)

**Apologies:**

Apologies for absence were received from Councillors Arthur, Bleasdale, Burn, Foster, Hancock, Naylor, Shill, T Taylor, Wright and R Young

**Also present:** Councillors O'Donnell, Holroyd and Southwell.

Before the meeting started Councillor Robinson paid tribute to all Council staff who had worked so hard clearing the roads and providing assistance to the public during the recent spell of severe weather; he also thanked Trudi Smith for keeping members informed of the situation in recent weeks.

***Note:** The order of business on the agenda was varied to allow item 8, where speakers had registered to address the Committee, to be heard first. It was further noted that consideration of item 5 was to be deferred to a future meeting.*

### **A1 Declarations of Interest**

There were no declarations of interest.

### **A2 Minutes**

The Minutes of the meeting held on 29 September 2010 were agreed as a correct record subject to the following wording replacing the resolution to minute A3:

**RESOLVED:**

*That the proposal to retain the existing speed limit of 40 mph on that part of the B6282 road passing through Etherley Grange, Bishop Auckland be not supported and that it be reconsidered but that the remaining amendments to the Order be approved.*

### **A3 Proposed Traffic Calming Scheme: C5 Front Street, Ouston, Chester Le Street**

***Note:** Councillor Morgan arrived at the meeting during consideration of this item and so did not take part in the debate or vote thereon.*

The Committee considered the report of the Corporate Director, Neighbourhood Services advising of objections received with regard to a proposed traffic calming scheme for C5 Front Street, Ouston, Chester Le Street.

The report summarised the background to the proposal, which was the result of ongoing concern about the speed of vehicles; speed surveys had been carried out and a public consultation on the proposed traffic calming scheme had resulted in 26 objections being received from those directly consulted, with a further 36 from people not directly consulted.

The objections raised were detailed in the report and the Committee was also addressed by Mr S Cochrane and Mr E Henry, objectors. Mr Cochrane expressed the view that the response to his letter of objection did not adequately cover any of the points he had raised. He believed that there would be significant problems from noise and vibration, particularly as one of the proposed speed humps was less than 15 metres from his property. Whilst he favoured the control of speeding vehicles he felt that other measures should be brought in. He feared that his car would be damaged as he would need to cross one of the cushions at an oblique angle; he queried whether snow clearing would still be able to take place and suggested that property values would be adversely affected and that the scheme could delay the progress of emergency vehicles, particularly police and paramedic cars.

Mr Henry noted that he had lived in Ouston for 40 years; he believed that, whilst the nature of the road had not changed, the volume and speed of traffic certainly had. He felt that there were insufficient 30mph signs on this stretch of road. He also referred to noise levels, which he felt would greatly increase as a result of the proposed scheme, and didn't believe that anyone would want to buy a property on a road with so many speed humps/cushions. He also referred to problems caused by vibration and suggested that alternatives to speed humps should be considered, for example additional signage, 'rumble strips' and a permanent speed visor.

In responding to the points made by the objectors and to comments and questions from members, the Strategic Highways Manager and the Area Traffic Engineer noted that they did not believe that there would be undue problems from noise or vibration; that other traffic calming measures would not be feasible or appropriate; that less than 10% of the traffic was HGVs; that the response from the Ambulance Service included paramedics; that regulations precluded the provision of more 30mph signs and that provision of a permanent speed visor would lead to it being ignored by motorists.

**RESOLVED:**

That the objections be set aside and a traffic calming scheme be introduced on C5 Front Street, Ouston, as outlined in the report.

**A4 A67 Darlington Boundary to Bowes (A67 East of Gainford): Proposed Speed Limit Order**

The Committee considered the report of the Corporate Director, Neighbourhood Services advising of representations received with regard to the proposed amendment to the speed limit on the A67 east of Gainford, in the vicinity of the former Greenacres nursing home.

The report summarised the background to the proposal, which had been made following a speed limit review, to impose a 40mph speed limit at this location. It was anticipated that the setting of a suitable speed limit would result in a reduction in 'top end' excess speed and improved compliance with the speed limit. Speed surveys had shown that compliance with the 30mph speed limit improved within the built-up area of the village. The proposal would involve the repositioning of the existing 30mph speed limit sign closer to the start of the built-up area and the creation of a 40mph 'buffer zone'. Consultations had been carried out with the parish council, police and local residents. There were two remaining objections and these were outlined in the report, together with the Council's response. Members commented on the proposal and officers confirmed that the expectation was that the 30mph speed limit would be reinforced by the introduction of the 40mph buffer zone.

**RESOLVED:**

That the objections be set aside and that the necessary Traffic Regulation Order be implemented, as outlined in the report.

**A5 A690 Moor House Lay-by, Rainton Gate: Prohibition of Driving Order**

The Committee considered the report of the Corporate Director, Neighbourhood Services on the outcome of investigations into proposals to introduce a Prohibition of Driving Order to a lay-by located adjacent to the northbound carriageway of the A690 to the south of Rainton Gate.

The report summarised the background to the proposal, which had been made following concerns being raised about serious anti-social behaviour by some users of the lay-by, in particular some of those using it as an overnight stop. As a result it was proposed to close the lay-by for vehicular use by means of a Prohibition of Driving Order, which would be self-enforcing as the restricted section of road would have lockable gates at each end. Provision would be made for those requiring access to the restricted area by means of exemption.

Following formal advertising of the proposed Order one objection had been received, which was detailed in the report together with the Council's response. It was noted that the police, whilst not objecting to the proposal, had requested that monitoring of the level of accidents on the A690 and the possible displacement of overnight parking of HGVs to the road behind the filling station in West Rainton be undertaken. It was noted that local members were minded to support the proposal.

Councillor Thomson suggested that Belmont Parish Council should have been consulted on the proposal as he believed that the parish, which bordered the area concerned, could be adversely affected. Councillors Holroyd and Southwell were in attendance and addressed the Committee.

Councillor Holroyd expressed concern about the proposal and expressed the view that, as he represented an adjacent electoral division, he should have been included in consultation on the matter. He suggested that the problem of cars parking at the filling station at Carrville could be worsened if this proposal was approved and suggested that this closure might only serve to move the anti-social behaviour to

nearby lay-bys; he asked that the Committee consider alternatives to the making of this Order.

Councillor Southwell was firmly opposed to this proposal; he suggested that locals would be disadvantaged because of the behaviour of some HGV drivers and that 'portaloo's and additional litter bins should be provided. He felt that the police and the Council should be dealing with any anti-social behaviour. This lay-by was well-used by local people and should be retained.

The Strategic Highways Manager responded to the comments of members; he confirmed that the filling station at Carrville could be included in any monitoring. There had been extensive discussions with the police, neighbourhood wardens and street scene staff about the problems caused by anti-social behaviour and additional bins had already been provided. The current levels of anti-social behaviour were unacceptable and were having an adverse effect on local residents.

**RESOLVED:**

- a. That the proposal be supported and that a Prohibition of Driving Order be introduced on Moor House Lay-by, Rainton Gate, as outlined in the report.
- b. That monitoring of the sites referred to above be carried out.
- c. That the accident record on the A690 in the vicinity of the lay-by be monitored.

**A6 Proposed Traffic Regulation Order: Lombard Drive, Chester Le Street**

The Committee considered the report of the Corporate Director, Neighbourhood Services advising of representations received with regard to a proposed Traffic Regulation Order (waiting restrictions) at Lombard Drive, Chester Le Street.

The report summarised the background to the proposal, which had been made following expressions of concern about inconsiderate parking associated with school drop-off/pick-up times.

Parking/congestion issues had been discussed with the police, following which a series of waiting restrictions had been proposed to supplement the 'school: keep clear' road markings. The subsequent consultation exercise had resulted in one objection being received, which was outlined in the report together with the Council's response, which included a revision of the waiting times originally proposed.

**RESOLVED:**

That the proposal, as detailed in the report, be approved and that the appropriate Traffic Regulation Order be implemented.

**A7 Proposed Traffic Calming Scheme: Mickle Hill Road, Blackhall Rocks**

The Committee considered the report of the Corporate Director, Neighbourhood Services advising of representations received with regard to a proposed traffic calming scheme at the above location.



The report summarised the background to the proposal, which had been made following expressions of concern about vehicle speeds near the junction with the A1086 and associated pedestrian safety.

A consultation exercise had resulted in 3 objections being received and these were summarised in the report, together with the Council's response. Local members, the Ambulance Service and the police were supportive of the proposal.

**RESOLVED:**

That the representations be set aside and that a traffic calming scheme be introduced on Mickle Hill Road, Blackhall Rocks, as outlined in the report.

**A8 Unclassified Princess Road, Seaham: Proposed Puffin Crossing**

The Committee considered the report of the Corporate Director, Neighbourhood Services advising of the outcome of investigations into proposals to provide a formal light-controlled pedestrian crossing (Puffin Crossing) on Princess Road, Seaham.

The report summarised the background to the proposal, which had been made following repeated requests for the introduction of a formal pedestrian crossing on Princess Road, in the vicinity of the primary school. Following an investigation, including a site survey, it had been concluded that it would be appropriate to provide a Puffin Crossing, to be funded other than from Highways budgets. It was noted that the proposed crossing would provide a safe crossing point for pedestrians and help to regulate the speed of traffic, thus making a significant contribution to improving road safety.

A public consultation exercise had resulted in 2 expressions of concern from local residents about not being able to park near their homes if a crossing was introduced; it was noted, however, that there would be no change to the existing parking arrangements. It was further noted that local members and the police supported the proposal.

**RESOLVED:**

That the proposal to introduce a Puffin Crossing on Unclassified Princess Road, Seaham, as outlined in the report, be supported.

The meeting closed at 12noon

**CHAIR**

This page is intentionally left blank

## Highways Committee

9<sup>th</sup> February 2011

**Proposed Traffic Calming  
B1287 North Road ,Seaham.**



---

### **Report of Terry Collins, Director of Neighbourhood Services Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment and Leisure**

---

#### **1.0 Purpose of the report**

- 1.1 To advise the Committee of the representations received with regard to a traffic calming scheme and 20mph speed limit proposed for B1287 North Road, Seaham (see attached plan).
- 1.2 Having considered the objections, the Committee is recommended to endorse the proposal as outlined in the report.

#### **2.0 Background**

- 2.1 Representations have been made by County Councillors, Seaham Town Council and members of the public with regard to the issue of vehicle congestion and the increase in pedestrian activity in the area as a result of visiting tourists and recent housing developments.

#### **3.0 Proposal**

- 3.1 Following these concerns a review of the existing traffic calming was undertaken and a scheme was prepared which comprises alterations/removal of the existing road narrowing features, a series of sets of speed cushions (mix of pairs and triples) along the length of North Road, a humped zebra crossing, the introduction of a 20mph speed limit with associated signing and road markings and a rationalisation of existing signs to reduce roadside clutter.

#### **4.0 Consultation**

- 4.1 A consultation was undertaken with residents/businesses on North Terrace, North Road, Marquess Point and a selected number of properties on Tempest Road, Bath Terrace and Runswick Drive. A total of 96 properties were issued with details of the proposed scheme. In addition, statutory consultees, including the emergency services, were sent a copy of the proposals and given the opportunity to

comment. The consultation period was from 10<sup>th</sup> September to 4<sup>th</sup> October 2010.

- 4.2 A 'drop in' session was held at Seaham Town Council Offices on the evening of 15<sup>th</sup> September 2010 to allow a wider community to view the proposals and share their comments with officers. The proposals were also displayed in the local library where people could register their comments.
- 4.3 As a result of the 96 letters sent out to properties adjacent to the proposals and the 'drop in' session a total of 52 responses were received. Of these, 47 (90%) were in favour, and 5 (10%) were against. Nine of the responses received were from people who reside outside of the area of the proposed scheme (including 1 against the scheme). The remaining consultees who did not respond are deemed to have no preference.
- 4.4 The proposals were formally advertised from 2<sup>nd</sup> December 2010 to 23<sup>rd</sup> December 2010 and no further responses were received.
- 4.5 With regard to statutory consultees, responses of support were received from the North East Ambulance Service, Durham Constabulary and Seaham Town Council.

## **5.0 Public Representations**

### **5.1 Representation 1**

**“Speed humps cause damage to vehicles and the noise caused by heavy vehicles going over them is stressful for residents”**

*Response: It is proposed to use speed cushions and not full width road humps in this scheme. The principle applies that if the speed cushions are negotiated at a reasonable speed, then they will not cause discomfort, damage or constitute a danger to any road user. The proposals are based upon national guidance for traffic calming measures and these take into account all types of vehicles likely to encounter these features. Research has shown that overall traffic noise can be reduced when traffic calming is implemented on roads where the traffic flow consists mainly of light vehicles. As a small number of the HGVs that use this road are likely to be empty when passing over the cushions, it is possible that there may be some noise generated as a consequence, however, it is acknowledged that motorcycles and larger vehicles, including HGV's, are less affected by road cushions, due to their wider wheelbase.*

## 5.2 Representation 2

### **“The Scheme will not slow drivers down”**

*Response: ‘Before and After’ studies show that speed cushions are an effective means of reducing vehicle speeds on residential roads. As this scheme includes a reduction in speed limit and other features it is anticipated that lower speeds will be maintained along the length of road and overall road safety improved.*

## 5.3 Representation 3

### **“30mph is ok if everyone stuck to it, we need crossing lights”**

*Response: It is often the case that, where the road environment is open in nature, vehicle speeds tend to increase which can create a speed problem despite the posted speed limit. The police do not have the resources to be present at this location all the time to ensure compliance. Therefore the existing traffic calming features (build-outs with priority give ways) were introduced to assist in reducing vehicle speeds many years ago. This proposal includes different measures to assist in reducing speeds but takes account of the change in traffic flows since the previous scheme was installed. The use of speed cushions would allow two way flow of traffic thereby reducing the congestion generated from the priority Give Way build-outs, but maintaining this traffic flow at reduced speeds.*

*A survey of pedestrian movements on the northern section of road showed that a formalised crossing could not be justified due to the much lower numbers of people crossing and did not reach the required threshold set out in the Council’s policy for the provision of a crossing. Parts of the existing build outs have been maintained to assist pedestrians to cross the road which are combined with the traffic calming measures. A “humped” zebra crossing is being provided on the section of road outside the shops which will provide a safe and useful crossing facility where the predominant pedestrian movements exist. This is an improvement over the existing arrangement where there are no formal crossing facilities.*

## 5.4 Representation 4

### **“Reduce speed signs should be enough. Humps are most uncomfortable for drivers. Not sufficient onus put on to pedestrians to be sensible and speeding drivers should be charged.”**

*Response: The principle provided by current relevant legislation and Durham County Council policy states that 20mph zones should be self enforcing using suitable traffic calming methods. The measures proposed should provide a positive reduction in speed and raise*

*awareness of the environment. These proposals are fully endorsed by Durham Constabulary.*

*The measures are designed to be as sympathetic to the surroundings as possible but maintain the distinction between footways and carriageway to encourage road safety by all users.*

## 5.5 Representation 5

### **Extend the 20mph limit along the full length and provide a light controlled crossing near the care home**

*Response: The 20mph speed limit has been applied to the location where the majority of pedestrian movements occur. This is where the shops, green area and main car parking areas are located. The buildings at this location are much closer to the road making the area more confined and conducive to a lower speed limit. The section of road to the north is much more open with no development on one side and the properties set well back from the road giving a much more open feel where a 20mph speed limit is unlikely to be respected. The proposed traffic calming for this area will however assist in keeping vehicle speeds to a much more appropriate level.*

*The issue of a crossing on the northern part of the road is addressed in the response to Representation 3.*

*In addition there is existing signage positioned at suitable locations warning motorists that elderly or frail persons may be encountered on this section of road. These signs will remain as part of the scheme.*

## **6.0 Statutory Representations**

- 6.1 The Ambulance Service and Durham Constabulary both responded offering their support to the proposals.

## **7.0 Local Member Consultation**

- 7.1 Local members, Councillors Bleasdale, D Myers, Arthur and Walker were included in the consultation and are minded to support the proposal.

## **8.0 Recommendations and Reasons**

- 8.1 Members are recommended to endorse the proposal to set aside the representations and proceed with the scheme.
- 8.2 The reduction of the speed limit coupled with the presence of traffic calming will reduce/maintain lower traffic speeds along the route and help alleviate the congestion currently occurring at the build-outs. The

overall scheme and the provision of a humped zebra crossing will improve road safety and promote a more attractive environment for use by pedestrians. The benefits expected through the implementation of the scheme outweigh the negative comments received to date.

## **9.0 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 - 1**

Funding for the scheme is from the Local Area Programme, local Councillors' Neighbourhoods Funds, Seaham Town Council and Durham Heritage Coast

### **Staffing - 2**

None

### **Risk - 3**

Local Area Program funds must be committed before the end of March 2011.

Scheme should ideally be completed before the tourist season commences at Easter 2011.

### **Equality and Diversity - 4**

Improved pedestrian facilities

### **Accommodation - 5**

None

### **Crime and Disorder - 6**

None

### **Human Rights - 7**

None

### **Consultation - 8**

As described in the Report

### **Procurement - 9**

None

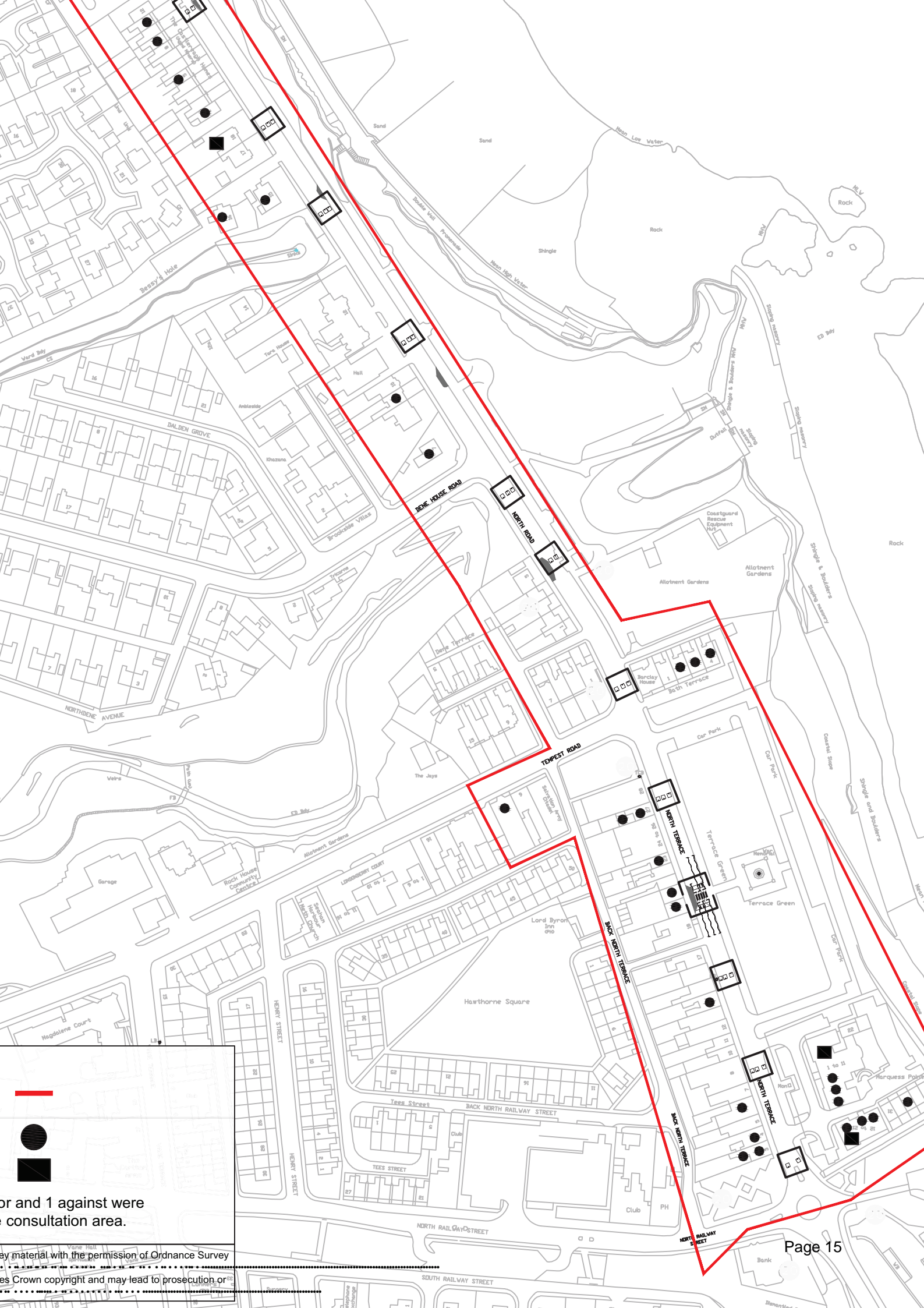
### **Disability Discrimination Act - 10**

Improved pedestrian facilities

### **Legal Implications - 11**

None





or and 1 against were  
consultation area.

ay material with the permission of Ordnance Survey  
es Crown copyright and may lead to prosecution or

This page is intentionally left blank

## Highways Committee

Date 9<sup>th</sup> February 2011

### A68 and C42 West Auckland Prohibition of Waiting



---

#### Report of Terry Collins, Corporate Director for Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment and Leisure

---

#### Purpose of the Report

1. To advise members of objections to a proposal to introduce waiting restrictions on the A68 and C42 Front Street / Chapel Street, West Auckland
2. Having considered the objections to the proposal, the Committee is recommended to endorse the proposal to proceed with the implementation of the Traffic Regulation Order to introduce 'No Waiting at Any Time' restrictions on the A68 and C42 Front Street/Chapel Street, West Auckland.

#### Background

3. The Council has been asked to consider the introduction of waiting restrictions following complaints of indiscriminate parking made to both Durham Constabulary and the County Council. Parking in close proximity to a mini roundabout and various side road junctions is causing road safety concerns.
4. Pedestrians, especially those with pushchairs and disabled aids, are also being prevented from using a footway running alongside the A68 due to parked cars. (See Photograph in Appendix 2).

#### Proposal

5. To make a Traffic Regulation Order that will prohibit parking with a view to improving overall road safety for both motorists and pedestrians.
6. The order will introduce 'No Waiting At Any Time' restrictions on the A68 and the C42 Front Street / Chapel Street in West Auckland. (See plan Appendix 3).

7. As part of the consultation process, a site meeting was undertaken on the 14<sup>th</sup> September 2010 with members of West Auckland Parish Council, County Councillor Andy Turner and Officers of Durham County Council to discuss the proposal further. The Parish Council Members who attended the site meeting wanted to provide further restrictions on the C42. However, following discussions between the Area Traffic Manager and Durham Constabulary, these changes were not considered feasible, as parking was not deemed to be a major road safety issue at these additional locations.
8. Commercial and residential properties in the immediate vicinity were likewise consulted. Responses were received from six properties, four of which were opposed to the proposals with two offering support. Replies were sent to the four objectors offering more information and attempting to address the concerns they had raised by reducing the length of waiting restrictions, making the proposal less restrictive. As a consequence, two responses were received - one retracting the original objection and one from a resident who had not originally objected.
9. The Traffic Regulation Order was drafted and advertised to introduce the restriction set out in paragraph 6 above, as per the requirements of the Road Traffic Regulation Act 1984 with the statutory objection period ending 17<sup>th</sup> December 2010.
10. The statutory consultation did not result in any further objections being raised. Durham Constabulary, being a key partner and also the enforcement authority for dealing with waiting restrictions, are supportive of the proposals.
11. The objections referred to in paragraph 8 above are still outstanding and unresolved and are set out below for members to consider in making a determination.

### **Objections & Responses**

12. Will cause complete chaos on Front Street. No consideration for residents who pay council tax.
  - 12.1 *The proposed waiting restrictions on Front Street are intended to resolve parking problems which are leading to road safety concerns presently occurring at the junction mouths with the C42 and A68 and are not intended to restrict parking opportunities in the vicinity of the residential and commercial properties.*
13. We do not want lines on the A68 road.
  - 13.1 *The A68 is one of the main arterial routes through the County. The proposed restrictions will improve both traffic flow and road safety in the vicinity of a mini roundabout and at a side road junction with a poor visibility splay.*

14. This proposal neither considers residents nor shop owners – other avenues ought to be explored.
- 14.1. *Opportunity for on-street parking exists elsewhere in West Auckland and there is an off-street car park close by. Historically, the Council has been asked to consider the construction of additional off-street car parks in West Auckland, but in the main, land that is not adopted public highway is designated as Village Green with the statutory protection this status affords, preventing redevelopment.*
15. Waiting restrictions will result in displacement of parked vehicles having a knock on affect on Front Street where I live and we have a problem with people parking outside my house for up to 12 hours a day already.
- 15.1 *The purpose of a highway is to facilitate the passage and re-passage of road users. In the circumstances, parking is not a permitted activity unless the highway or part of it is designated for parking. However, parking is often tolerated unless the vehicle is causing an obstruction to other road users. As such, residents are not guaranteed parking in the immediate vicinity of their homes.*

#### **Local Member Consultation**

16. Local members, Councillors Turner and Yorke were both consulted but no representations have been received.

#### **Recommendations**

17. It is **RECOMMENDED** that, having considered the objections, the Committee endorses the proposal to proceed with the implementation of the Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions on the A68 and the C42 Front Street / Chapel Street in West Auckland as per the plan in Appendix 3.

#### **Background Papers**

17. Area Traffic Office Scheme File.

---

**Contact: Paul Duffy Tel: 01388 602028**

---

---

## **Appendix 1: Implications**

---

### **Local Government Reorganisation**

None

### **Finance**

The scheme is being funded using the LTP2 area programme 'Road Safety' budget.

### **Staffing**

None

### **Equality and diversity**

None

### **Accommodation**

None

### **Crime and disorder**

None

### **Environment**

None

### **Human rights**

None

### **Localities and rurality**

None

### **Young people**

None

### **Consultation**

Completed in accordance with the Road Traffic Regulation Act 1984.

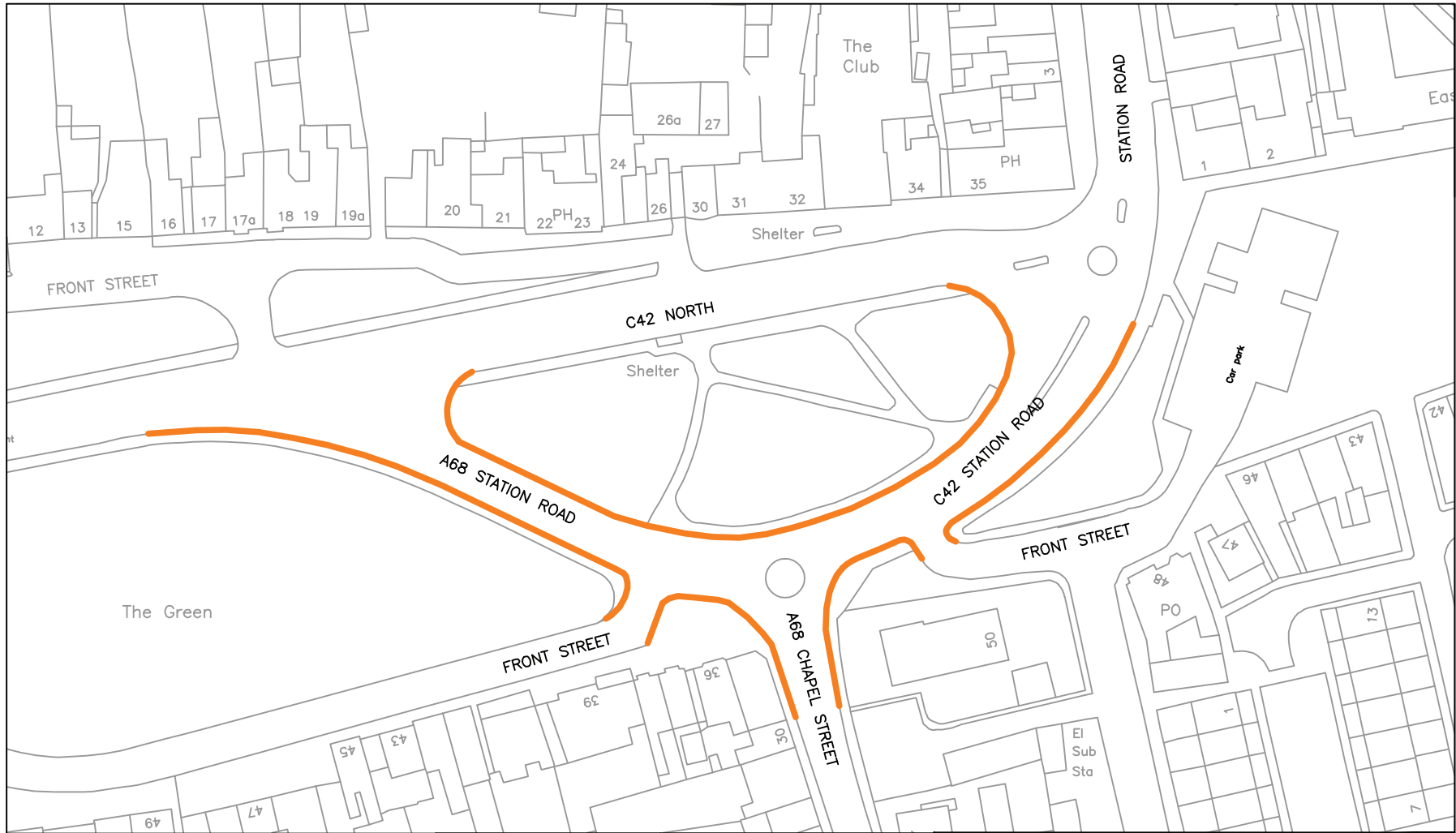
## **APPENDIX 2**

Photograph showing the Parking Problems on the A68 affecting the footway:



This page is intentionally left blank






**KEY**

 No waiting at any time.

Rev/ Amdt	Approved By			Description Of Amendments
	Name	Date	Sign	
A	P. Duffy	07/10	<i>P. Duffy</i>	
B	P. Duffy	08/10	<i>P. Duffy</i>	Restrictions amended due to consultation feedback.



**Southern Area Office**  
 Terry Collins  
 Corporate Director  
 Neighbourhood Services  
 County Hall  
 Durham  
 DH1 5UQ

Project West Auckland – Proposed waiting restriction .	
Drawing General layout consultation drawing.	
A4 Landscape Scale NTS	Project/Drawing No. Appendix 3
Rev. B	

This page is intentionally left blank

**Highways Committee**

**9 February 2011**

**Bus Shelter – 65 Milbank Terrace, Station Town, Wingate**

---

**Report of Ian Thompson, Corporate Director, Regeneration and Economic Development**  
**Councillor Neil Foster, Cabinet Portfolio Holder for Regeneration and Economic Development**

---

**1. Purpose of the Report**

- 1.1. To consider objections received in relation to the proposed erection of a bus shelter at 64/65 Milbank Terrace, Station Town, Wingate.
- 1.2.1 Having considered the objections, the Committee is recommended to endorse the proposal.

**2. Background**

- 2.1. The local member has received a request from the Parish Council for a bus shelter to be provided at the bus stop at Milbank Terrace, Station Town, Wingate.
- 2.2. There are currently six bus services utilising this bus stop, the main ones approximating to over three buses an hour during Monday to Saturday daytime. These services travel to a number of destinations including Easington, Peterlee, Sedgefield, Hartlepool and Middlesbrough.
- 2.3. The proposed shelter will be part funded by the Parish Council, local member, Alan Cox, and Durham County Council. Responsibility for the maintenance of the bus shelter after installation will rest with Durham County Council.

**3. Proposal**

- 3.1. To erect a fully glazed cantilever bus shelter (without a seat) at the bus stop on the boundary of numbers 64 and 65 Milbank Terrace, Station Town, Wingate.

**4. Consultation**

- 4.1. The two properties in the immediate vicinity of the bus stop were consulted on the proposal (see attached plan) together with the Police and the Parish Council.
- 4.2. Local members, Councillors Alan Cox and Robert Crute, have also been consulted and appraised of the matter and are fully supportive of the proposal.

- 4.3. The Police support the proposal but, to minimise any potential anti-social behaviour, have requested that the shelter be fully glazed and that a seat is not provided.
- 4.4. There was only one response from a resident who objected on a number of points relating to experience of antisocial behaviour. Details of the objections are documented below.

## **5. Objections and Responses**

### **5.1. *Objection 1:***

The objector states that he had the following issues when there was a brick bus shelter at this location in the past:

- Their garden being used as a toilet
- Vast amounts of rubbish thrown over their garden wall
- Congregation of children using this as a shelter from rain and as a place to “hang out”, generating additional noise
- Vandalism to the shelter and their property
- Abuse from public when challenged

The objector feels that these issues will arise again if a new shelter is installed and will be worse.

### **5.2. *Response:***

*The County Council has no record of there being a bus shelter at this location in the past, although there is a bus shelter on the opposite side of the road at Newholme Estate which was, in the past, of brick construction. However, while it is acknowledged that bus shelters can attract anti-social behaviour, the proposal to install a fully glazed cantilevered bus shelter is specifically intended to deter such incidents.*

*In order to deter the congregation of youths, a seat will not be provided in the shelter.*

*To tackle any problems of litter, a litter bin can be provided.*

*Potential vandalism should not be a deterrent to providing services for the public and, if it occurs, can be eradicated with regular maintenance of the shelter. An inspection regime is in place for all council owned shelters, allowing timely repairs to be carried out.*

*Where damage to the shelter is reported, repairs will be carried out in a timely manner.*

### **5.3. *Objection 2:***

Similar anti-social behaviour is witnessed by the objector at the shelter at Newholme Estate, Station Town, Wingate.

**5.4. Response:**

*While the shelter at Newholme Estate is of a similar design to that proposed at 64/65 Milbank Terrace, it is in good repair and shows very few signs of vandalism caused by antisocial behaviour. While it is acknowledged that bus shelters can attract anti-social behaviour, the proposal to install a fully glazed cantilevered bus shelter is specifically intended to deter such incidents. This design differs greatly from the previous enclosed brick shelter at Newholme Estate which can sometimes be linked to anti-social behaviour, as brick shelters can offer a hiding place for miscreants.*

*Potential vandalism should not be a deterrent to providing services for the public and, if it occurs, can be eradicated with regular maintenance of the shelter. An inspection regime is in place for all council owned shelters, allowing timely repairs to be carried out.*

*Where damage to the shelter is reported, repairs will be carried out in a timely manner.*

**5.5. Objection 3:**

The objector details that there has not been a shelter at this location for many years and cannot see why one is being proposed to be built now.

**5.6. Response:**

*The Parish Council is requesting that a shelter be provided at this location and the request is supported by local members.*

*The provision of a shelter enhances the waiting environment for passengers, encouraging the use of public transport.*

**5.7. Objection 4:**

The objector feels that the provision of a bus shelter would de-value their property.

**5.8. Response:**

*Claims of devaluation of property are unsubstantiated. The provision of a bus shelter will be seen as a valuable asset to bus users.*

**6. Recommendation**

6.1. It is recommended that the Committee endorses the proposal to set aside the objections and proceed with the installation of the bus shelter.

**7. Background Papers**

7.1. Office files

---

**Contact: Andy Leadbeater Tel: 0191 372 5377**

---

---

## **Appendix 1: Implications**

---

### **Finance**

The scheme is to be funded from the Local Transport Plan – Bus Stop Infrastructure budget, the Parish Council and Local Member, Alan Cox.

### **Staffing**

None.

### **Risk**

Decision is such that a full risk assessment is not required. Any risk is detailed within the report.

### **Equality and Diversity**

The shelter will improve the waiting environment for all intending passengers.

### **Accommodation**

None.

### **Crime and Disorder**

While bus shelters can attract anti social behaviour, the design of the proposed shelter is specified to discourage such behaviour.

### **Human Rights**

None.

### **Consultation**

As detailed in the report.

### **Procurement**

The shelter will be provided under an existing contract for bus shelter provision secured under the County Council's procurement procedure.

### **Disability Discrimination Act**





The design of the shelter is such that it will conform to DDA requirements where applicable.

### **Legal Implications**

None.



**KEY**

-  Residents consulted
-  Residents objected
-  Proposed bus shelter
-  Existing bus stop and shelter

This page is intentionally left blank



**Highways Committee**

**9 February 2011**



**Transit 15**

**Responses to public consultation for  
A177 Durham High School Junction  
Modifications and North Road Durham  
Bus Stop Modifications**

---

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

---

**Councillor Neil Foster, Cabinet Portfolio Holder for Regeneration  
and Economic Development**

---

**1.0 Purpose of the Report**

1.1 To provide members with feedback on consultations with the public for two Transit 15 schemes involving changes to the existing road layout:

- A177 Durham High School Junction Modifications
- North Road Durham Bus Stop Modifications

1.2 Similar reports presented subsequently to this Committee will address other Transit 15 schemes as and when consultations have been completed or associated orders have been published.

**2.0 T15 Background**

2.1 Transit 15 (T15) is the major public transport project to be implemented during the final year of the current local transport plan, LTP2 and the early years of the successor plan, LTP3. Completion of all of the planned schemes comprising the project would see reduced delays and improved reliability for bus services on seven key bus corridors across the county. A number of schemes have already been completed as part of T15.

2.2 The January 2010 report to this Committee set out the extent of subsequent reporting on the Transit 15 project, the intention of which is to keep members informed on progress of what is a significant and much-needed £5million+ investment in the bus network and to ensure members are kept well informed on progress across the whole project. The January report also indicated that the outcome of public consultations, as well as objections to Traffic Regulation Orders associated with Transit 15 schemes, would be brought to the attention of the Committee.

### **3.0 Scheme Background - A177 Durham High School Junction Modifications**

- 3.1 This scheme is located on the Durham to Bishop Auckland transport corridor adjacent to Durham High School on the A177. Queues occur in the northbound direction and traffic can tail back onto the A167 at the Cock of the North Roundabout and beyond, causing congestion and significant delay, in addition to presenting a road safety hazard.
- 3.2 In order to facilitate reliable bus services and help all vehicles, it is proposed to improve the layout of the road at Durham High School in order to increase the length of the stacking lane for northbound vehicles accessing the school by turning right. The existing short stacking lane is insufficient to hold all right turning vehicles, resulting in the queue blocking the straight ahead lane and causing tailbacks in the northbound direction. The proposal includes localised widening to accommodate improved bus stop locations and a revised pedestrian refuge location in the A177.
- 3.3 A consultation letter and plan of the proposals were first sent to statutory consultees and delivered to residents on 30th September 2009. Comments were received from a number of the residents, Durham Constabulary and North East Ambulance. In the light of the comments, further refinement of the proposals was developed and a revised consultation exercise was undertaken, commencing on 19 August 2010. Consultation letters were issued to 60 local residents and others, including local members and the Portfolio Holder, bus companies, Durham Constabulary, North East Ambulance Service, Fire Brigade, City of Durham Trust and Durham High School.

### **4.0 Responses to Consultation**

- 4.1 Ten responses have been received to the second consultation, 9 from individual members of the public, and one from Durham Constabulary.
- 4.2 Six respondents commented on the proposed relocation of the existing bus stop, further comments were about the pedestrian refuge proposal, right turning vehicles into St.Oswald's Drive, northbound and southbound bus shelters and a general "waste of money" comment. One supportive respondent suggested the school was not doing enough to encourage pupils to travel to school by bus rather than by car. Durham Constabulary supported the proposal, although making points about the road markings, footway alignment and a school warning sign.
- 4.3 All of the comments raised by respondents, including Durham Constabulary, were answered. *Relocation of the northbound bus shelter attracted most comments. Respondents were told that relocation to the south was necessary to accommodate a refuge to aid pedestrian safety in crossing the A177. Relocation of the existing refuge further to the north was to provide a sufficient stacking length for right turning vehicles so that the through lane would avoid being obstructed.*
- 4.4 As members of the Transit 15 Working Group, both Arriva and Go North East support the proposals.

## 5 Scheme Background - North Road Durham Bus Stop Modifications

- 5.1 The scheme is located along North Road in Durham City, on the Durham to Birtley transport corridor and involves changed layouts at two bus stops - the bus stop outside St Leonards Catholic School for buses leaving the city and the city bound bus stop outside County Hall (Dryburn Road). Both of these layout changes would reduce delays to bus services.
- 5.2 Consultation letters were issued on the 17 November 2010 to 17 local residents and others, including local members and the Portfolio Holder, bus companies, Durham Constabulary, North East Ambulance Service, Fire Brigade, City of Durham Trust and St Leonards School.

## 6 Responses to Consultation

- 6.1 By the closing date of the consultation a single response from one adjacent resident had been received.

This respondent challenged:

- 1) The safety of the proposal in that there would be less standing space at the bus stop, children would be waiting closer to the road and passing traffic and the sight line onto North Road for traffic emerging from the school would be obstructed.
- 2) Increased congestion for northbound traffic leading to obstruction of the pedestrian crossing.
- 3) The fact that there would be any improvement in time saved or safety as a result of buses standing in the traffic lane, rather than a layby.
- 4) Effect on access from the road to the White Cottage and on utility apparatus by siting the relocated bus stop over it
- 5) Benefit of relocating bus stop on Dryburn Road (County Hall) on to the carriageway.

Other comments from the respondent (relating to the countywide bus network) included the reintroduction of bus conductors, revising all timetables, revising all bus routes and better "combined system linkage".

The relevant points raised by the respondent to the specific consultation were answered by letter of 23 December 2010:

- 1) *New guardrail would prevent pedestrians straying on to the carriageway, the paved standing area near the proposed bus stop would be enlarged and the sight line would only be obstructed for emerging traffic for a very short period. In addition most traffic emerging from the school at the time would be coaches and their drivers' higher views would not be obstructed by waiting child pedestrians.*
- 2) *The proposed bus stop can accommodate two buses at any one time and still allow following vehicles to overtake in the outside lane. Currently queuing vehicles allow a gap for pedestrians at the crossing.*
- 3) *The proposed layout provides easier and safer movements for buses leaving the bus stop.*

- 4) *Access to White Cottage and the cycleway would be accommodated with a replacement access point and the bus shelter would be located to avoid any utility apparatus requiring access.*
- 5) *The bus box on Dryburn Road would accommodate two buses but if a bus wishes to pass the stop it simply pulls into the offside lane to do so.*

The other general comments were sent to the Passenger Transport section for a separate reply to the resident. No further response to the letter has been received from the resident to date.

6.2 As members of the Transit 15 Working Group, both Arriva and Go North East support the proposals.

## **7.0 Local Member Consultation**

Local members have been consulted and have raised no objections to either of the two schemes.

## **8.0 Recommendations**

### **A177 Durham High School Junction Modifications**

Having considered the objections, members are recommended to endorse the proposal.

### **North Road B6532 Durham Bus Stop Modifications**

Having considered the objections, members are recommended to endorse the proposal.

## **Background Papers**

LTP2, the current Local Transport Plan for 2006-2011  
Report to Highways Committee on 15 January 2010 item no 7  
Public consultation information note  
Consultee letters and responses record file  
Copies of correspondence have been placed in the Members Resource Centre.

---

**Contact: Harris Harvey Tel: 0191 383 3459**

---

---

## **Appendix 1: Implications**

---

### **Finance**

Estimated scheme costs A177 Durham High School Junction Modifications - £155,000, North Road Durham Bus Stop Modifications - £72,000. Scheme costs to be met from the £5million Transit 15 budget which is already in place from an uplift in the LTP2 Integrated Transport Block from the Regional Funding Allocation confirmed by the Department for Transport in January 2010.

### **Staffing**

None

### **Equality and Diversity**

None

### **Accommodation**

None

### **Crime and disorder**

None

### **Sustainability**

The objectives of the T15 project (as sent out in the public consultation information note) seek to maintain core ridership and improve the attractiveness of buses as an alternative mode of transport in preference to the car for people who have a practical travel choice. Achievement of the objectives through implementation of the project is more sustainable.

### **Human rights**

None

### **Localities and Rurality**

As detailed in the report.

### **Young people**

Improving the attractiveness and reliability of public transport may influence some young people at an early age as to travel choice and lifestyle. It is recognised that there is heavy reliance on bus travel by young people.

### **Consultation**

As detailed in the report

### **Health**

Achieving the objectives of the T15 project as outlined in the public consultation information note would result in modal shift from car use to public transport for people, with some corresponding health benefits associated with walking to and from the bus stop.

This page is intentionally left blank