



Highways Committee

Date Thursday 17 January 2013
Time 10.00 am
Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meeting held on 9 November 2012 (Pages 1 - 4)
4. Declarations of Interest, if any
5. Whitworth Park School, Spennymoor - Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 5 - 14)
6. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Colette Longbottom
Head of Legal and Democratic Services

County Hall
Durham
9 January 2013

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

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

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

Contact: Michael Turnbull

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Friday 9 November 2012 at 10.00 am**

Present:

Councillor G Bleasdale in the Chair

Members of the Committee:

Councillors J Robinson (Vice-Chair), B Arthur, A Bainbridge, D Marshall, A Naylor, J Shiell, P Stradling, L Thomson, R Todd, E Tomlinson, J Turnbull, C Woods and R Young

Apologies:

Apologies for absence were received from Councillors D Burn, D Hancock, S Hugill, J Maslin, T Taylor and A Wright

Also Present:

Councillors J Blakey and M Williams.

1 Minutes

The minutes of the meeting held on 3 September were confirmed as a correct record and signed by the Chairman.

2 Declarations of Interest

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

3 Unc.27.1 Tail Upon End Lane (Henry Avenue), Bowburn - Proposed Traffic Calming Scheme

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding a proposed traffic calming scheme for three sets of two speed cushions and a chicane on the unclassified 27.1 Tail Upon Lane, commonly known as Henry Avenue, Bowburn (for copy see file of Minutes).

The Committee were informed that the scheme was for three sets of two speed cushions and the installation of a chicane in the area between 32-34 Henry Avenue, Bowburn. Thirteen responses to the consultation were received, with 3 replies against the proposed restrictions which were summarised in the report. The Strategic Highways Manager informed the Committee that another objector had come forward since the publication of the report and was present at the meeting.

The spokesperson for those objectors in attendance at the meeting explained to the Committee that they were not opposed to traffic calming in the area, but felt that the scheme presented was expensive. There was a specific objection to the proposed

chicane which, if introduced, would create a hazard for emergency vehicles, buses and children who played in the area. It was also felt that a chicane would create congestion and encourage motorists to 'rat-run' through the immediate area. The objectors also expressed concern that work on the scheme had seemingly already commenced given that on two occasions over the past week residents had witnessed Durham County Council vehicles, sub-contractors and temporary traffic management facilities on site.

The Strategic Highways Manager informed the Committee that the sequence of events referred to by the objectors was purely coincidental and confirmed that the Council had no scheduled work in the area, however, British Gas had been carrying out temporary ongoing work in the since 3 November. Durham County Council vans had been present onsite in preparation for the scheme if it were to be agreed and was standard procedure for possible traffic calming schemes.

Councillors Blakey and Williams, local councillors for the area informed the Committee that they did wish to introduce traffic calming in the area given that a speed survey had indicated that 82% of traffic had travelled over the speed limit. The Parish Council had also raised the issue with the Councillors on numerous occasions. There had also been a number of unreported accidents that had taken place. There was a feeling that but felt that the installation of speed cushions would have been considered acceptable, however, the installation of a chicane was a 'step too far'.

Councillor Williams also added that the activity witnessed by local residents, coincidental or otherwise, that had taken place prior to the Committee meeting had not portrayed the Council in a particularly good light.

Councillor Stradling commented that it was clear from discussions that local residents and councillors were not opposed to the merits of the scheme and was minded to support the wishes of the local councillors and residents and suggested that the scheme could be implemented without the chicane and the scheme be monitored accordingly.

The Committee discussed the various other options at length, including the use of rumble strips, gateway features and speed visor signage. The Strategic Highways Manager informed the Committee that the original scheme was to introduce speed cushions over the entire stretch of road, however, the cost of scheme was very expensive.

Resolved

- (i) That the installation of speed cushions be progressed in accordance with the scheme detailed in the report;
- (ii) That the proposed chicane be omitted from the scheme at the present time, but that the situation be kept under review.

Prior to the consideration of the following item, the Committee took a break in proceedings for those who wished to attend the Remembrance Day service taking place in the Council Chamber foyer.

4 C5 / C94 Newfield - Proposed Traffic Calming & Speed Limit

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding a proposed traffic calming scheme on the C5 and C94 in Newfield (for copy see file of Minutes).

The Strategic Highways Manager informed the Committee that the proposed scheme was a local road safety scheme devised following concerns by local residents and councillors about speeding traffic. Concerns had also been raised about extra traffic near the two village schools and a large housing development. Officers had worked closely with the local residents group which had seen the proposed scheme split into two phases. The first phase of the scheme comprised of footpath widening, pedestrian guardrail and build-out to assist the primary school and crossing patrol, had been completed. The second phase of the scheme comprised traffic calming and a reduction of the speed limit had met with objections, some of which had been resolved.

Mr and Mrs Buckham, local residents of Pelton Lane Ends made a number of representations to the Committee seeking the omission of the speed cushion outside their property highlighting that the road running from Edward Terrace and Newfield Terrace was busy during the day, with buses tending to use the route every 30 minutes. Emergency vehicles also used the road. The set of proposed speed cushions at Edward Terrace would be positioned outside their property and would abut a parking area which would make it extremely difficult for people to park their vehicles.

The Strategic Highways Manager informed the Committee that the cushion would not be placed in the parking area and would not prevent residents from parking at the location and confirmed that legally the cushion could be omitted from this particular location, however, there would be a danger that traffic would divert into a vacant parking lay-by in an attempt to avoid the next nearest speed cushion, which would have to be kept under review.

Councillor D Marshall sympathised with the residents and highlighted a number of areas across the County where similar problems have been encountered which has lead to the speed cushion being omitted from the scheme and proposed that this could be done at the location concerned.

Resolved

- (i) That the scheme be agreed as per the recommendation contained in the report, with the omission of one speed cushion located at Edward Terrace, Pelton Lane Ends.
- (ii) That the success of the scheme be monitored over 12 months and, if necessary, consider the installation of the omitted cushion should any problems be identified.

5 C135 Durham Road, Wingate - Traffic Calming

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding the proposed implementation of traffic calming cushions along the C135 Durham Road, Wingate (for copy see file of Minutes).

The Strategic Highways Manager informed the Committee that the traffic calming scheme had been drawn up following numerous ongoing complaints from the local community, County Councillors and the Parish Council. Traffic investigations had shown that there was a degree of traffic travelling at excess speed at the location. A number of objections received from local residents were summarised.

In response to a question from Councillor Naylor regarding the siting of speed cushions immediately upon the speed limit sign, the Committee were informed that legislation determines that motorists must have an opportunity to slow their vehicle down before any vehicle hits a set of speed cushions. It was also explained that the proposed speed cushions at the western end do not require a speed reducing feature due to the presence of the 'no entry' at the A181 junction.

Resolved

That the recommendations contained in the report be agreed.

Highways Committee

17 January 2013

**Whitworth Park School, Spennymoor
Waiting Restrictions**



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations and objections received to the proposed waiting restrictions around the vicinity of Whitworth Park School, Spennymoor
- 2 It is recommended that the Committee endorse the proposal having considered the representations and proceed with the implementation of the advertised waiting restrictions as per the plan in Appendix 2

Background

- 3 Following the merger of Spennymoor Comprehensive and Tudhoe Comprehensive Schools (now known as Whitworth Park School) a planning condition was imposed that would introduce a traffic management plan around the vicinity of the Whitworth Park School.
- 4 As part of the Planning Application, Consultants commissioned by the County Council completed a Transport Assessment Report which identified a need for a two lane approach to the traffic lights from both the Grayson Road and Clyde Terrace directions to alleviate congestion. This second lane approach to the traffic signals is necessary for traffic turning right whilst allowing the free flow of traffic to either carry straight on or turn left. (See Appendix 3)
- 5 As part of the scheme, it is proposed to introduce a pedestrian phase to the existing traffic light system as a means of improving road safety for pupils at the crossroads, as well as increasing overall road safety for pedestrians throughout the day.
- 6 Within the past 4 years there has been 5 personal injury accidents in the vicinity of the traffic signals. In September 2011 a pupil from the school was hit by a vehicle whilst trying to cross Whitworth Road. This led to a health and safety investigation which directed the Council towards considering further the aforementioned pedestrian phase at the traffic signals.

Proposals:

- 7 The proposed scheme includes the introduction of various waiting restrictions on Whitworth Road to help deter school gate parking problems which otherwise would lead to congestion and access problems for school buses wishing to use the main school entrance.
- 8 Waiting restrictions are necessary on Clyde Terrace and Grayson Road to prevent parked cars from obstructing the proposed two lane approach to the traffic signals in order to meet the requirements described in paragraph 4 above.
- 9 The proposal will include the introduction of a pedestrian phase to the existing traffic light system allowing school pupils and pedestrians safe crossing points across all four legs of the signalised crossroads.

Consultation:

- 10 An informal consultation was undertaken with the affected residents from the 18th July 2012 to the 7th September 2012.
- 11 In addition, the principal contractor for the re-development of the school invited highway engineers to a public meeting on 15th August 2012 allowing residents to attend and make recommendations / suggestions as part of the informal consultation.
- 12 A number of views expressed during this meeting on 15th August were taken into consideration prior to the release of the statutory Traffic Regulation Order consultation which took place from the 17th August 2012 to the 14th September 2012.
- 13 Of the 69 initial consultation letters sent to properties directly affected by the proposals a total of 38 responses were received. Of the 38 responses, 4 were in favour of the proposals and 34 were against. The remaining consultees who did not respond are deemed to have no preference. A number of amendments were made following the initial comments received and, as it stands, based on the proposal put forward 8 are in favour of the proposals and 12 remain against.
- 14 During the initial consultations a petition containing 40 signatures was received from residents of Clyde Terrace / Whitworth Terrace opposing to the waiting restrictions on the Clyde Terrace approach to the traffic signals.

Objections and Responses:

15 Objection 1

The proposal will remove parking from outside of residential properties, making parking difficult (9 objectors stated this reason)

Response: The principal purpose of a highway is to facilitate the passage and re-passage of road users. As car ownership has increased, parking on-street is often tolerated having become the norm countrywide on the principle of first come, first served providing the manner of parking does not cause obstruction to other road users including pedestrians. As such, residents are not guaranteed parking in the vicinity of their homes as there is no legal right for any person to be able to park outside of their property.

16 Objection 2

We do not feel there is a requirement for a two lane approach to the traffic signals (5 objectors stated this reason)

Response: A Transport Assessment Report completed by consultants forming part of the planning application process identified a need for two lane approaches to the traffic signals from Grayson Road and Clyde Terrace to aid vehicular movement through the traffic signals therefore helping to avoid congestion. This view is supported by traffic signal specialists from the County Council's Traffic Signals Team

17 Objection 3

We do not feel a pedestrian phase is required as the school crossing patrol is adequate (1 objector stated this reason)

Response: In September 2011 a child was hit by a vehicle whilst trying to cross Whitworth Road. The school crossing patrol can only operate safely at one location (Grayson Road) and there are four possible places for pedestrians to cross. The pedestrian phase will also be of benefit to other pedestrians when crossing the road during the hours when the school crossing patrol is not in operation.

18 Objection 4

A 'rat run' will be created to the rear of Clyde Terrace, with drivers attempting to jump the lights (4 objectors stated this reason)

Response: The rear of Clyde Terrace is subject to an existing 'Prohibition of Motor Vehicles, Except for Access' restriction. The issue of 'rat running' to avoid the traffic signals has been reported to Durham Constabulary who will carry out enforcement as and when resources are available. The introduction of a two lane approach to the traffic signals from the Clyde Terrace direction will assist the free flow of traffic through the signals thus reducing congestion.

19 Objection 5

Durham County Council should compensate residents whom will lose parking outside of their properties, as the market value of these properties will be affected (2 objectors stated this reason)

Response: There is no legal right for any person to be able to park outside of their property. The area outside of these properties is public highway and does not form part of the adjacent dwellings. There is no obligation on a Highway Authority to provide parking on the public highway for residents.

20 Objection 6

A 20mph speed limit should be introduced from the junction with Osbourne Road / Clyde Terrace up to the commencement of the 40mph speed limit at Middlestone Moor. (2 objectors stated this reason)

Response: There is no evidence to suggest that a 20mph zone incorporating the traffic signals would improve pedestrian safety. The traffic signals make it a mandatory requirement for motorists to stop on the red phases. It is further recognised that a 20mph zone would likely increase congestion as there is currently a requirement to physically traffic calm 20mph zones.

21 Objection 7

As part of the school development a parent drop off / pick up point should be created within the curtilage of the school grounds. (5 objectors stated this reason)

Response: The Council's policy is not to provide such a facility within school grounds. The Policy promotes the use of alternative modes of transport, such as public transport, walking and cycling to and from school.

There is also an element of a safe guarding where third party vehicles would be allowed into school grounds, staff have far less capacity to be able to identify parents/carers to the relevant child if they are in a car and potentially jeopardising the safety of the children.

22 Objection 8

Why weren't residents made aware of the intended waiting restrictions on Clyde Terrace during the planning consultation period? (3 Objectors stated this reason)

Response: As with any new development or re-development project of this size, a Traffic Assessment Report is typically required to support the Planning Application. The Transport Assessment Report was not submitted to the Highway Authority until the 25th June 2012 which didn't provide adequate time to undertake such a consultation prior to or during the planning stage. The deadline to submit the documents to the planning committee was the 27th June 2012. Typical of all planning applications, the Traffic Assessment Report is a disclosure document which was available for public viewing online

via the planning portal website along with the other relevant planning application documents relating to the schools re-development.

23 Objection 9

Could a parking area be created on the land adjacent to the Masters Garage, to the rear of the bus stop. (2 objectors stated this reason)

Response: This land is not owned by Durham County Council and we are unable to provide a parking area within private land.

Statutory Representations

24 The Statutory Notice for the implementation of the waiting restrictions was advertised on site and in the local press between the 22nd September 2012 and the 15th October 2012.

25 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their full support of the proposals.

26 Spennymoor Town Council have expressed their concerns regarding the loss of on-street parking outside of the residential properties on Clyde Terrace should the restrictions be imposed.

Local Member Consultation

27 Both local Members, Councillors Ben Ord and Kevin Thompson have expressed their reservations during the consultation exercise regarding the loss of on-street parking outside of the residential properties on Clyde Terrace should the waiting restrictions be imposed.

Recommendations and reasons

28 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the waiting restrictions which will reduce congestion and improve road safety around the vicinity of Whitworth Park School, Spennymoor as per the plan in Appendix 2

Background papers

29 Correspondence on Office File

Contact: Brian Buckley Tel: 03000 268097

Appendix 1: Implications

Finance – The ‘Building Schools for the Future’ team are funding the project including the highway / traffic management works.

Staffing – None

Risk – If the scheme was not to proceed there is a risk that road safety would be compromised.

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

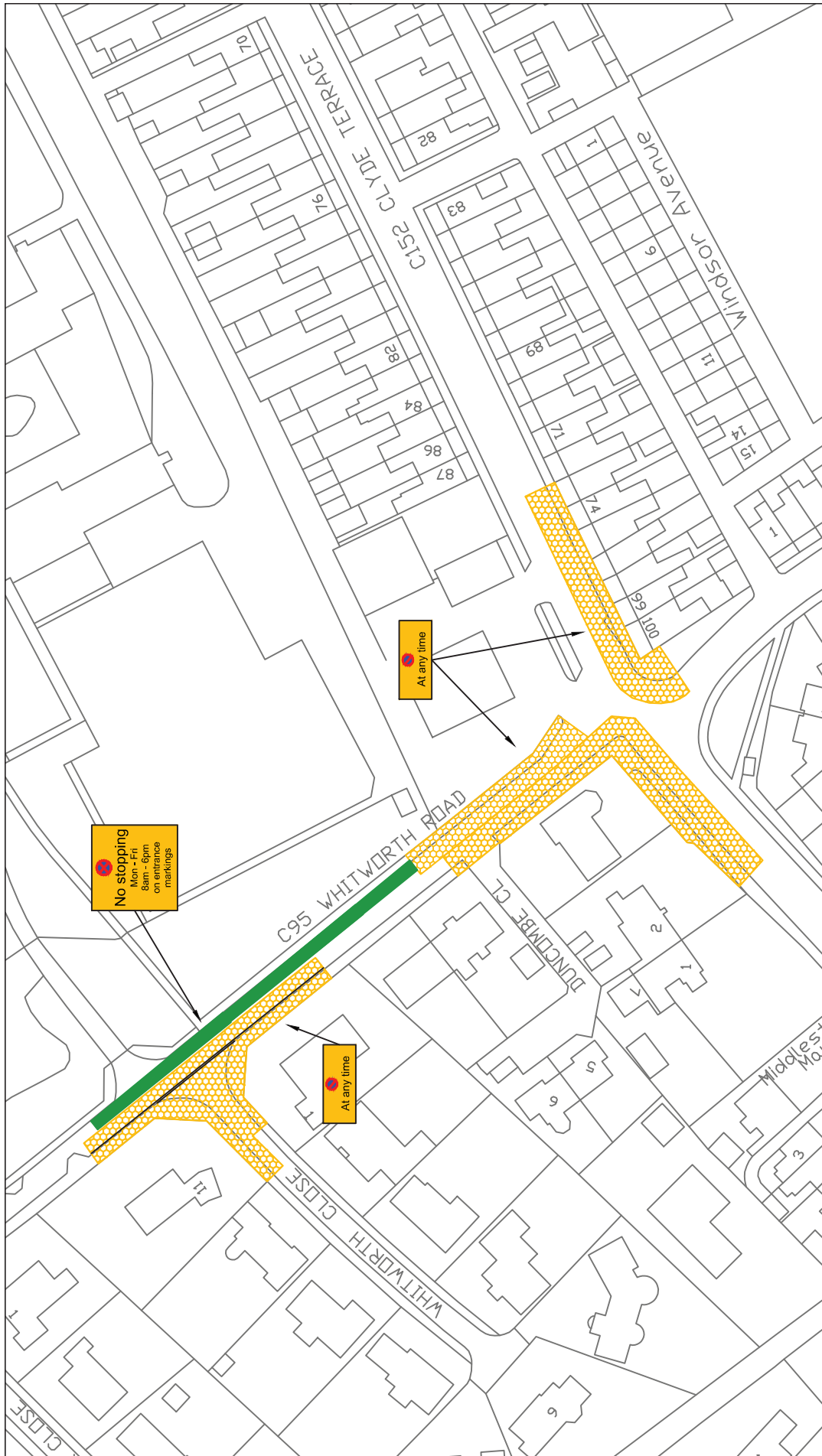
Human Rights – None

Consultation – As described in the report



Procurement – Works to be delivered by Highway Operations

Disability Issues – A creation of a pedestrian phase on the lights, will improve crossing facilities within this area

Legal Implications – The measures are being introduced in accordance with the current legislation



Key to Types of Restriction

-  No Waiting At Any Time
-  No Stopping

PATH:

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**Corporate Director
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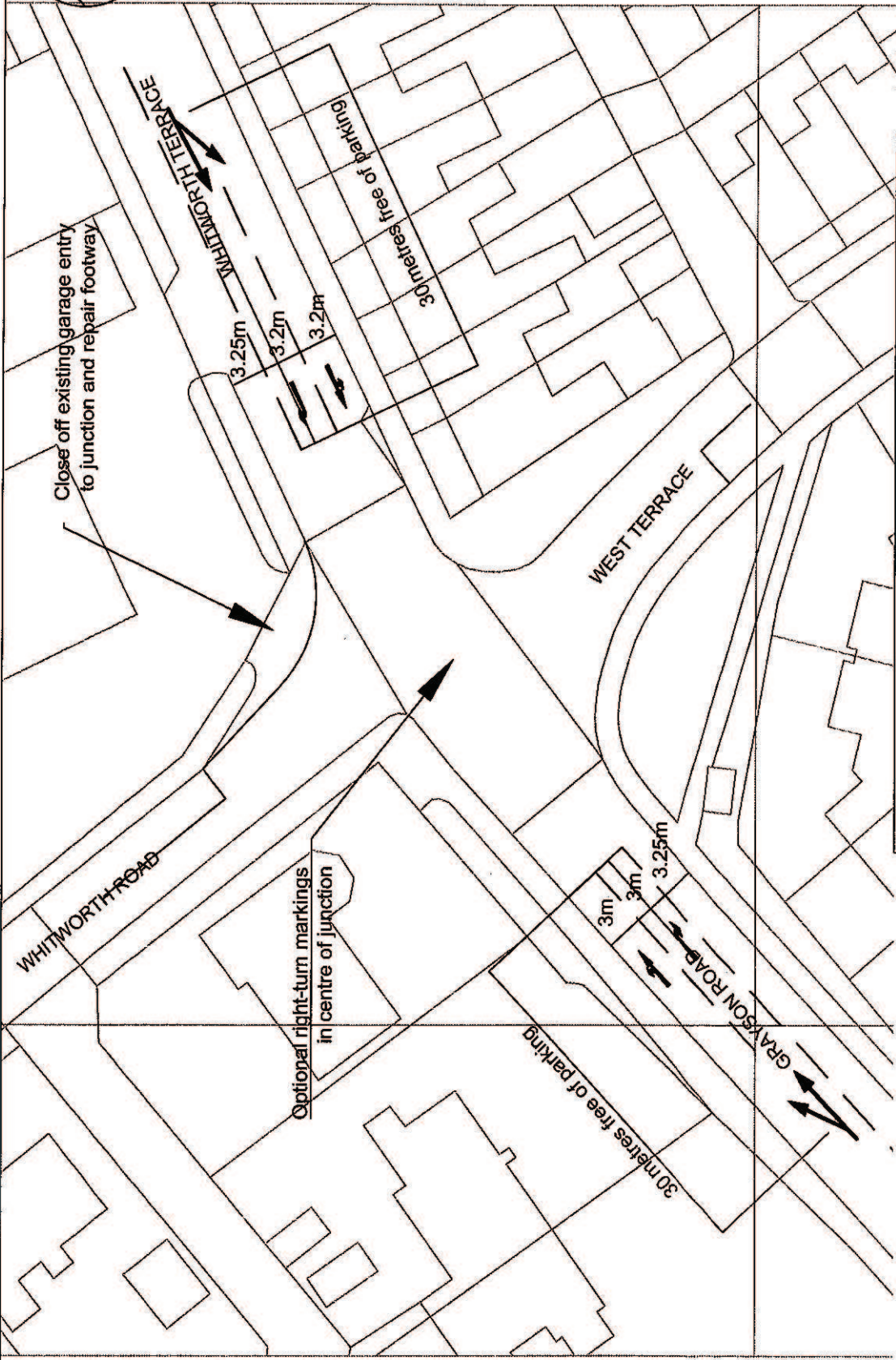
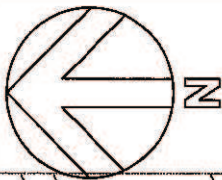
**SPENNYMOOR
PARKING AND WAITING RESTRICTIONS
APPENDIX 2**



Scale:	Not to Scale
Date:	August 2012
Drawn by:	S. Jones
Date Sealed:	Signature: Map Schedule:

DT105

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TPS
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Project : **WHITWORTH PARK SCHOOL & SIXTH FORM COLLEGE**
 Figure : **PROPOSED WHITWORTH ROAD/ GRAYSON ROAD TRAFFIC SIGNALS**
 Scales : **NTS**
 Figure No. : **APPENDIX 3**
 Date : **25-06-12**
 Status : **INFORMATION**

Rev	Date	Status
1	112230	NTS
2	25-06-12	INFORMATION

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