



Highways Committee

Date Friday 8 March 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 17 January 2013 (Pages 1 - 6)
4. Declarations of interest, if any
5. A690 Gilesgate to Carrville, Request to Reduce 70mph Speed Limit - Report of Corporate Director, Neighbourhood Services (Pages 7 - 22)
6. North Durham Academy, Stanley - Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 23 - 36)
7. C17 Woodland Road, Auton Stile, Toll House Road and Aldin Grange Terrace, Bearpark and C18 Whitehouse Lane, Ushaw Moor - Proposed Traffic Regulation Order - Report of Corporate Director, Neighbourhood Services (Pages 37 - 46)
8. Unc Burns Terrace, Shotton Colliery - Traffic Calming - Report of Corporate Director, Neighbourhood Services (Pages 47 - 52)
9. The County Council Of Durham, (Tudhoe) (Prohibition Of Stopping And Waiting) (Amendment No. 1) Order 2012 - Report Corporate Director, Regeneration and Economic Development (Pages 53 - 60)
10. Unc. Rotary Way, Pity Me, Durham - Report of Corporate Director, Neighbourhood Services (Pages 61 - 74)
11. 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
28 February 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

Tel: 03000 269 714

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Thursday 17 January 2013 at 10.00 am.**

Present:

Councillor J Robinson in the Chair.

Members of the Committee:

Councillors B Arthur, A Bainbridge, N Foster, D Hancock, S Hugill, A Naylor, J Shiell, L Thomson, R Todd, E Tomlinson, J Turnbull, C Woods, D Bowman and M Williams

Apologies:

Apologies for absence were received from Councillors G Bleasdale, D Burn, P Stradling and T Taylor.

Also Present:

Councillor B Ord, K Thompson and M Williams.

1 Minutes

The minutes of the meeting held on 9 November 2012 were agreed as a correct record and signed by the Chairman.

2 Declarations of Interest

There were no declarations of interest in relation to the item on the agenda.

3 Whitworth Park School, Spennymoor - Waiting Restrictions

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding a proposed scheme of waiting restrictions around the vicinity of Whitworth Park School, Spennymoor. The scheme had been devised as part of a planning condition to coincide with the merger of Spennymoor and Tudhoe Comprehensive Schools (for copy see file of Minutes).

The Strategic Highways Manager informed the Committee that consultants commissioned by the County Council had identified the need for a two-lane approach to traffic signals from Grayson Road and Clyde Terrace to ease congestion in the area. A pedestrian phase to the existing traffic signals had also been proposed and would improve road safety for pupils, school staff and the general public.

The informal stage of consultation included a public meeting between Carillion (the constructors), highways engineers and local residents. This gave residents the chance to discuss any areas of concern and also provided them with the opportunity to suggest amendments to the scheme, providing they were viable. Following this stage of

consultation, a revised set of proposals were produced and formally consulted upon. Twelve objections remained and a petition containing 40 signatures from residents of Clyde Terrace and Whitworth Terrace had been received by the end of the formal consultation period. The objections that remained centred around the proposed removal of parking from residential properties, the two-lane approach to traffic signals and the lack of any parent drop off/pick up point at the school development were then summarised for the Committee.

The Strategic Highways Manager also referred to an email received by officers prior to the meeting from one of the objectors and summarised the issues referred to in the email which included accident statistics, the formal consultation period, amendments made to the scheme since the informal stage of consultation, potential for rat-racing, copies of information from the emergency services and an explanation of traffic data.

In response to objections around parking provision, the Strategic Highways Manager informed the Committee that, the County Council, as the Highways Authority, was obliged to seek improvement to junctions and capacity where required. There was not always the opportunity to accommodate on-street parking and there was no right for members of the public to park on the Highway. In response to other objections the Committee were provided with an explanation of the different types of traffic schemes that had been modelled, which took into account committed development, traffic flows associated with peak and off-peak periods and future growth associated with the school. The additional lanes proposed were required to assist with traffic congestion. The scheme also incorporated a pedestrian phase where all traffic could be stopped by the school crossing patrol.

Councillor Woods commented that a large number of schools across County Durham were encouraged to use different alternatives to limit pick-up and drop-off points at schools and queried whether this option had been explored and whether the School Travel Team of the County Council had been consulted with at any point during the process.

Councillor Turnbull felt that the road was far busier than had been suggested and for longer periods during the day. He had witnessed larger vehicles experience particular difficulties manoeuvring the junction from Whitworth Lane into the Town Centre. Councillor Turnbull made reference to there being 'no changes to the kerb line' during the presentation and considered this to be incorrect as he had noted that a dropped kerb had been installed next to the garage situated on the junction. The Senior Professional Assistant confirmed that Councillor Turnbull was correct and kerbing work had been carried out by way of a redundant access on the garage premises, following discussions with the owner of the garage. This was to assist with drainage in the area.

Councillor Foster commented that many schools in County Durham experienced similar sorts of issues, particularly around parent drop off/pick up points. The merging of the schools had been part of the Building Schools for the Future project, for which funding had been subsequently withdrawn by the coalition government. Ultimately, this had resulted in some opportunities being lost, however, the safety of pupils was of paramount importance and both the school and the Council would use every opportunity to encourage initiatives to mitigate transport problems in the area.

In response to a question from Councillor Bainbridge regarding the possibility of residents being able to park outside their properties on Clyde Terrace outside of peak times the Strategic Highways Manager informed the Committee that the provision of a two-lane approach to deal with the volume of traffic meant that the traffic signal would be moved into the main footway. This had to be visible to all drivers and the only way of achieving this was to remove some parking and introduce the waiting restriction.

Councillor Bowman queried the availability of alternative parking for residents affected should the scheme go ahead. The Committee were informed that there was provision in the restrictions for residents to load and unload goods and passengers outside their properties and parking was available on the adopted highway to the rear of the properties.

Councillor Ben Ord, one of the local members for the area informed the Committee that Spennymoor Town Council had objected to the proposals on road safety grounds which had been passed to relevant officers. Councillor Ord felt that capacity for pick-up and drop off parking at the school should have been made researched at an earlier stage. Councillor Ord also commented on difficulties appreciating the impact of the scheme at the informal stage, particularly at the public meeting, where there had been no plans available.

Councillor K Thompson commented that the Highways officers had produced some excellent work and initially thought the waiting restrictions may have improved the area. However, having given the issue further consideration and after taking into account the representations made to him personally he felt that traffic management in the area should be addressed on completion of the construction phase and once everything was operational. Councillor Thompson felt that it was impossible to predict what effect the merger of the schools would have on traffic, despite the different traffic modelling that had been undertaken. Furthermore, he had contacted the School Travel Plan team who had confirmed that they had not been approached for advice in relation to the school which was particularly disappointing given that the Council was supposedly a lead authority in this area with £4.8m worth of funding being provided to a local sustainable transport fund.

In summary, both local members suggested that the scheme had not been properly investigated during the initial phase and that the scheme should be reconsidered.

The Committee then heard from a number of representations from local residents. Mr Fletcher who lived on Clyde Terrace acknowledged that safety was of major importance but suggested that the scheme outlined would not physically work for the following reasons:

- delivery vehicles, heavy goods vehicles and cars using the garage opposite Clyde Terrace would create major congestion and was an issue that had been overlooked;
- there were 3 bus-stops on the junction with 12 buses per hour in three different directions and buses stopping on West Terrace would have to pull out from behind parked cars;
- traffic signals could be set to ensure free-flow of traffic
- if scheme went ahead cars would be forced to use the rear lane of Clyde Terrace which has no footpath and is a maximum of 4 metres wide which would potentially obstruct emergency vehicles, endangering both life and property;
- removal of the parking space would severely affect the quality of life for residents
- traffic would be inches from the properties

The spokesperson for the remainder of the objectors highlighted that the scheme affected the whole terrace and surrounding area (including St. Pauls Gardens) and summarised their main objections to the Committee, which included:

- there was already competition for parking which had already resulted into neighbour disputes which would only be exacerbated;
- vehicle crime and damage was already a problem;
- the local garage was used 24 hours a day;
- noise and pollution, the health and wellbeing of people had not been taken into account;
- questionable traffic flow timings and peak/off-peak times;
- property prices would plummet
- there was no real traffic data available, no student data and no detail of any form of travel plan;
- a secondary set of lights on the road would resolve any issue of the lights being restricted;
- the Town Council and local councillors had all objected;
- no data had been made available about free school buses
- no regard for safety of the children and those residents living in the affected properties on Clyde Terrace;
- the allowance for parking and unloading of vehicles was impractical;
- vehicles would have great difficulty in manoeuvring the back street;
- queried the responses provided by the emergency services.

Photographs taken by residents of Clyde Terrace were also shown to the Committee which aimed to support their concerns and provided Members with an idea of the layout of the area and traffic conditions.

Councillor Naylor expressed sympathy for the residents, commenting that similar problems were encountered across the County. It appeared that there was a general feeling that the scheme hadn't been particularly well thought out and expressed concern about the lack of 'real' data and suggested that the scheme should be revisited.

Councillor Woods supported those representations made by the local members and with the suggestion that the Council should wait until the school was fully operational and that traffic be reviewed at that stage. The issue of consultation was a clear cause for concern, particularly when it appeared that no work had been undertaken with the Headteacher or the School Travel Plan team. It was felt that assistance should have been sought in this area.

Councillor Arthur commented that he would be inclined to defer the proposal as presented given the strength of the representations made. He felt that the issue raised by Councillor Thompson about a potential parking/drop-off area had not been investigated properly and felt that a site visit would have been beneficial.

Councillor Hugill suggested that a site visit to look at the physical layout of the area would be beneficial given that not all members of the Committee were familiar with the area and

on hearing the representations made at the meeting. He also commented that many other local authorities were looking towards reducing speed limits around schools to 20mph and it appeared that this had not been considered as part of this scheme where perhaps it should have been.

Councillor Bowman supported Councillor Naylor's suggestion and with those Members of the Committee who called for a site visit. She felt that the scheme needed to be revisited in light of the representations made at the meeting.

The Planning and Development Solicitor advised and reminded the Committee that the scheme had come about as part of a planning consideration and that the restrictions would be required for the new element of the school to open.

Councillor Woods clarified that the Committee were suggesting deferment of the scheme to enable them to conduct a site visit and present a revised set of proposals given that debate by the Committee was that the scheme as it stood at present had not been given proper consideration and it was not considered appropriate for the Committee to meet again with the same plans.

The Strategic Highways Manager added that the site visit and discussions that follow would be in effect a short adjournment and full consideration of the timescales involved which would enable the Council to discharge the planning condition and present further options would be critical and further arrangements would be made as soon as possible.

Resolved:

That the Committee defer the proposed scheme to enable a site visit to take place and that a revised scheme be submitted to the Highways Committee for consideration.

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Highways Committee

08 March 2013

**A690 Gilesgate to Carrville,
Request to Reduce 70mph Speed Limit**



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 the findings following public consultation on the request to consider lowering the speed limit on the A690 to 50mph.
- 2 It is recommended that the Committee endorse the recommendation.

Background

- 3 A report was presented to the Highways Committee in November 2011 outlining the recommendations following the public consultation process regarding the crossing point on the A690.
- 4 The recommendations agreed by the Committee have now been implemented on site and have significantly improved identification of the crossing point both in daylight and darkness.
- 5 Following the debate the Committee requested that consideration be given to the request to lower the speed limit on the A690 and also provide street lights at the crossing.
- 6 A report (Appendix 2) was presented to the March 2012 Committee recommending that the speed limit and street lighting requests not be progressed. The report summarised some of the many points where a reduced speed limit conflicted with best practice and the national guidance. Following debate the Committee requested that the Council consult with the public on the proposal to lower the speed limit to 50mph.

Consultation

- 7 A public consultation was undertaken between the beginning of July and 31 August with a further notice appearing in the Durham County News at the end of August. The consultation period was extended to account for the article in Durham County News. Letters were sent to the directly affected properties and articles appeared in the Press; a sign advertising the consultation was provided on the A690 and responses were received by the Council's web site.

- 8 A total of 150 responses were received of which 34 (23%) were in favour of the proposal and 116 (77%) were against the proposal.
- 9 A large proportion of the responses against the proposal raised several points. The responses are summarised along with the number of respondents making the comments:
- 10 “The proposal is a completely unjustified knee-jerk reaction to a tragic accident”. This was raised by 32 respondents
- Response: It can not be denied that public opinion regarding the speed limit was heightened following the tragic accident, however the national guidance and best practice indicate that the existing national speed limit is the correct one for the road.*
- 11 “The road is not dangerous with the current 70mph speed limit”. This was raised by 27 respondents
- Response: The A690 has a good record considering the volume of traffic it carries. Of the few accidents which have occurred over the last three plus current year, speed was not considered to be a causation factor in any.*
- 12 “50mph would increase congestion”. This was raised by 21 respondents
- Response: Reducing the speed limit has the potential to reduce the capacity of the road in certain circumstances and may create issues on other parts of the highway network.*
- 13 “Do not understand why Councillors are going against their own Council officers and Police recommendations”. This was raised by 19 respondents
- Response: The consultation is part of due-process in considering public concerns*
- 14 “It would be better to build a footbridge”. This was raised by 17 respondents
- Response: A footbridge could not be justified for the small numbers of pedestrians crossing at this location*
- 15 “It would be better to remove the pedestrian crossing”. This was raised by 13 respondents
- Response: This option was considered and was the basis of the report to Committee presented in November 2011. The findings of the investigation was that the crossing should remain open and this was agreed by Committee.*
- 16 “The bus lane causes enough confusion and congestion”. This was raised by 12 respondents
- Response: The bus lane is signed in accordance with national standards and forms part of an integrated transport strategy for the City Centre.*
- 17 “A 50mph limit would not improve road safety”. This was raised by 29 respondents

Response: Whilst there have been no incidents where speed has been a causation factor, it is accepted that an accident at lower speed may be less severe. However a reduction in the speed limit to 50mph is unlikely to reduce the severity of an incident involving a pedestrian.

- 18 “The 50mph limit does not meet many of the criteria for a lower speed limit” or “It goes against the criteria for a lower limit”. This was raised by 8 respondents

Response: It is agreed that the national standards and best practice indicate that the correct speed limit for a strategic route such as this should be the national speed limit. The national standard indicates that unrealistically low speed limits can lead to greater non-compliance and risk taking and also placing a greater enforcement burden on the Police.

- 19 “50mph speed limit would not be policed”. This was raised by 5 respondents

Response: The Police have a duty to enforce the speed limit, however the route does create difficulties for enforcement.

- 20 “The road is already congested at peak times therefore a lower limit is not required”. This was raised by 13 respondents

Response: It is agreed that at peak times, vehicle speeds are reduced due to the volume of traffic using the road. Outside of the peak periods vehicle speeds increase due to lighter traffic conditions.

- 21 “Money could be better spent elsewhere”. This was raised by 6 respondents.

Response: A reduction in the severity of an accident could provide some justification towards the cost of the scheme.

- 22 Durham Constabulary raised many issues where the proposal conflicts with the national and local criteria, concluding that “it is the overall view that the route does not meet the necessary criteria for a lower speed limit and a 70mph speed limit should be retained.” (Copy included as Appendix 3)

Conclusions

- 23 The cost of the scheme is estimated at £100,000 for which there is no budget provision and in light of the lack of justification it would be difficult to prioritise this at the expense of other commitments for highway funding.
- 24 Following consideration of all the relevant factors and responses received to the public consultation it is felt that the current speed limit is appropriate to the road and should be retained.

Recommendations and reasons

- 25 It is **RECOMMENDED** that the Committee note the findings of the consultation and endorse the decision to retain the existing speed limit.

Contact: David Battensby Tel: 03000 263681

Appendix 1: Implications

Finance – Introduction of the reduced speed limit would require a budget of £100k being identified from other commitments due to there being no available budget provision

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – Introduction of the lower limit is likely to lead to high levels of contravention by motorists

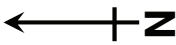
Human Rights – None

Consultation – As described in the report

Procurement – None

Disability Issues – None

Legal Implications – Higher rates of contraventions



Existing speed limit to be changed from National Speed Limit to 50mph.

Northern Area Office
Abbeywoods Business Park,
Ply, ME,
County Durham, DH1 5TH



Making a difference where you live

Scale: N.T.S	Project: A690 Gillesgate Roundabout – Carrville interchange	Project No:
		Drawing No: Proposed Speed Limit Change

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Highways Committee

8 March 2012

A690 Kepier Crossing, Gilesgate



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 the findings following consideration of the request to consider lowering the speed limit on the A690 and introduce street lights at the crossing point.
- 2 It is recommended that the Committee endorse the findings of the investigations.

Background

- 3 A report was presented to the Highways Committee in November 2011 outlining the recommendations following the public consultation process regarding the crossing point on the A690.
- 4 The recommendations agreed by the Committee have now been implemented on site and have significantly improved identification of the crossing point both in daylight and darkness.
- 5 Following the debate the Committee requested that consideration be given to the request to lower the speed limit on the A690 and also provide street lights at the crossing.

Considerations – Speed Limit

- 6 The road was assessed jointly with Durham Constabulary using the criteria issued by the Department for Transport and taking into account all the factors relating to this length of road.
- 7 The A690 is one of the major vehicular routes in and out of Durham City, leading to the A1(M) and to Sunderland in the east and linking to other major routes in the west. It is a high standard unlit rural dual-carriageway with a 70mph speed limit.
- 8 There are no at grade junctions between Gilesgate roundabout and the junction of the very minor road leading to Maureen Terrace and the motorway compound, immediately west of the A1(M) interchange at Carrville.

- 9 There have been comparisons made with the section of the A690 between Carrville and East Rainton which is subject to a 50mph speed limit. This speed limit was introduced due to the regular occurrence of serious and fatal accidents at the at-grade junctions at the Raintons. These were mainly due to large numbers of right turning traffic crossing the carriageways from the side roads but particularly the numbers of large HGVs and buses, which often had to stop in the central reserve partly projecting into the offside lanes. Therefore this situation is not comparable to the location at Kepier.
- 10 The investigation found that since 1997 there had only been one other accident involving a pedestrian at the location of the recent fatal accident. The County Council had not received any complaints or notifications of concern regarding this crossing point over the last three and a half years until the recent tragic accident.
- 11 The consequences of any accident at 50mph involving a pedestrian are likely to be very severe.
- 12 The rural nature and high standard of the road create a driving environment which is expected to have a 70mph speed limit. Experience has shown that where a non-credible speed limit is imposed by signs alone compliance with the speed limit is poor even with Police enforcement action.
- 13 Vehicle speeds were found to be generally at or below the posted 70mph speed limit. Visibility for motorists is above the minimum requirements.
- 14 There is a likelihood that a reduced speed limit would affect traffic flow and also reduce the gaps for pedestrians to cross safely. This could lead to greater risks being taken by pedestrians to cross the road leading to an increased probability of an accident occurring.
- 15 A reduction to 50mph would require significant enforcement by the Police to ensure compliance with the speed limit as it is highly likely to be ignored by motorists.

Considerations – Street Lighting

- 16 Consideration has been given to the provision of street lighting at the crossing point. If introduced it would be necessary to install 4 Street Lighting Columns of 10 metre mounting height on the approaches either side of the dual carriageway to light the general area. The crossing point itself would be further illuminated by specific high intensity lighting. All road lighting columns and poles would be passively safe and fitted with the CMS control system.
- 17 The cost of such a scheme has been estimated, including an electrical power supply, to be between £25 and £30k

Conclusions

- 18 Following consideration of all the relevant factors and environment it is felt that the current speed limit is appropriate to the road and that a reduction would be unworkable in this location due to the resources needed for enforcement and would be subject to significant abuse by motorists.

- 19 The benefits of introducing a system of lighting would usually be to improve pedestrian visibility and reduce night time accidents with no glare to drivers. However, in this case the lack of lighting actively discourages pedestrians to use the crossing point and the provision of lighting may encourage pedestrians to use the crossing point when in fact it does not lead to a lit path.

Recommendations and reasons

- 20 It is **RECOMMENDED** that the Committee note the findings of the assessment and endorse the decision to retain the existing speed limit and that street lighting is not introduced at the location of the crossing point.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – None

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

Human Rights – None

Consultation – None

Procurement – None

Disability Issues – None

Legal Implications - None

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Chief Inspector Andy Huddleston
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Date: 28/08/12
Our Ref: HQ/TRA/109/K/4 (738/12)
Your Ref: TACE/SAS/LM

Dear Madam,

04 SEP 2012

A690 Gillesgate Roundabout to Carrville Interchange
Proposed Speed Limit Reduction

I refer your letter dated 24th July, 2012, and accompanying Plan, relative to the proposed change of speed limit from 70mph to 50mph on that section of A690 road from Gillesgate Roundabout to Carrville Interchange highlighted on your plan which appears to be proposed to be achieved through a change of signs alone with no additional engineering features.

Having considered the proposed 50mph Speed Limit on that section of route identified above, I would like to take this opportunity to offer the following comments.

To date the main guidance in setting speed limits, which has been supported by both the Police and Durham County Council, is the County Durham and Darlington Speed Management Strategy. In the Strategy the basis of determining speed limits is in line with the current Government Guidance published on setting speed limits (DFT Circular 01/2006). Given this, any change to speed limits should be determined with the guidance in mind and therefore the following should be considered in this case.

Pg2 Para2 indicates, *"Effective speed management involves many components designed to work together to encourage, help and require road users to adopt appropriate and safe speeds. Speed limits play a fundamental role. They are a key source of information to road users, particularly an indicator of the nature and risks posed by that road to both themselves and other motorised and non-motorised road users. **Speed limits should, therefore, be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel.** They should also encourage self-compliance and not be seen by drivers as being a target speed to drive in all circumstances"*.

The guidance also indicates (Pg7 Para 21) *"Speed Limits are, however, only one element of speed management. **Local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds which includes engineering and landscaping standards that respect the needs of all road users and raise driver awareness of their environment, together with education, driver information, training and publicity. Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its surroundings, as well as help drivers to be more readily aware of the road environment and assess their own appropriate speeds at all times"***

NOT PROTECTIVELY MARKED

Para 22 outlines ***“Indeed, if a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.”***

The underlying principles indicate that:

Para 29 ***“The underlying aim of speed management policies should be to achieve a “safe” distribution of speeds that reflects the function of the road and the impacts on the local community. This should imply a mean speed appropriate to the prevailing conditions, and all vehicles moving at speeds as close to the posted speed limit as practicable”.***

Para 30 ***“As well as being a key indicator of whether a local speed limit is appropriate, the estimated collision and injury savings should also be an important factor when considering changes to a local speed limit”.***

Para 31 ***“ A key factor when setting a speed limit is what the road looks like to the road users, such as its geometry and adjacent land use. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is appropriate speed, where they can see potential hazards, for example outside schools, in residential areas or villages and in shopping streets”.***

Para 32 indicates that ***“A principle aim in determining appropriate speed limits should, therefore, be to provide a consistent message between the road geometry and environment, and for changes in speed limit to be reflective of changes in the road layout and characteristics. The following will be important factors when considering what is an appropriate speed limit:***

- road function (strategic, through traffic, local access etc.),
- road geometry (width, sightlines, bends, junctions and accesses etc.),
- road environment (rural, residential, shop frontages, schools etc.),
- level of adjacent development, and
- traffic composition (including existing and potential levels of cycle usage).

Page 22 indicates that ***“Rural dual carriageways with segregated junctions and facilities for vulnerable road users would generally be suitable for 70mph limits. However, a lower limit may be appropriate if, for example, an accident history indicates that this cannot be achieved safely”.***

The A690 Route

The A690 road along its length between Gilesgate and Carrville is a derestricted dual carriageway with central grassed reserve subject of wire rope safety fencing and only one vehicle central crossover point at its north eastern end. Within the proposed 50mph speed limit area, on the north eastbound carriageway there are only 3 vehicle access points onto the A690 (1 serving a private business, 1 being a grade separated interchange and 1 leading to a small residential area and Motorway Compound). On the south westbound side there are only 2 vehicle access points (1 being a grade separated Interchange and 1 being a slip road just prior to Gilesgate roundabout) and in addition a layby facility is located just northeast of the grade separated interchange. A dedicated part-time bus lane operates on the south westbound carriageway between Belmont and Gilesgate roundabout. Other than a crossing point used by pedestrians near the first vehicle access on the north eastbound

NOT PROTECTIVELY MARKED

carriageway there are no other at grade pedestrian crossing points. There are no footpaths either side of the road or other facilities to encourage pedestrian movement along the route. A purpose built pedestrian over-bridge is located across both carriageways near to Station Lane junction.

There is no frontage development along the entire route proposed for a lower speed limit. Development on the south east side is set well back from the A690 road and in the main out of sight. The main areas of land immediately bordering each side of the route are verge, tree and hedge lined. In addition, the A690 road forms a major east/west route through County Durham and it accesses its principle area of Durham City.

Overall the main characteristics of the road are that of a **strategic rural dual carriageway**.

Within the guidance set out in Circular 01/2006, (para 110) it states that ***“Rural Dual Carriageways are not covered by the speed assessment framework. Roads with segregated junctions and facilities for vulnerable road users would generally be suitable for 70mph limits. However, a lower limit may be appropriate if, for example, an accident history indicates this cannot be achieved safely”***.

Accident Record

The injury accident record for the route between Gilesgate roundabout and Carrville Interchange has been considered and it is noted that between 1st January, 2009 and 31st July, 2012, there have been a total of 2 Fatal and 9 Slight injury accidents recorded in this period. A breakdown of the route indicates:

North Eastbound Carriageway (toward Carrville)

1 Fatal, 4 Slight
 No accidents involved excess speed
 1 accident involved a pedestrian
 1 accident involved collision with a deer
 1 accident involved collision when moving lanes
 2 accidents involved collision while vehicle stationary or moving off from stationary position

South Westbound Carriageway (toward Durham)

1 Fatal, 5 Slight
 1 accident involved excess speed
 1 accident involved pedestrian (under influence alcohol – walking down middle of road in dark with dark clothing)
 2 accidents involved collision when moving lanes
 1 accident involved a rear end shunt
 1 accident occurred after passenger applied handbrake
 1 accident occurred after drifting across road, panicking and overcorrecting

Overall only one accident has involved excess speed as a causation factor and while two fatal accidents tragically involved a pedestrian, they were in the main due to pedestrian error.

Speed Data

The speed data provided by from the loop sites on A690 has also been considered.

The survey undertaken on the north eastbound carriageway (away from Durham) between 23rd and 30th July, 2012, gives a **mean speed of 60mph**. It should also be noted that on average **81%** of the existing traffic flow travels at speeds **above 50m.p.h.**, **58%** of vehicles falling **within our enforcement threshold**.

NOT PROTECTIVELY MARKED

The survey undertaken on the south westbound carriageway (towards Durham) between 23rd and 30th July, 2012, gives a **mean speed of 55mph**. It should also be noted that on average **69%** of the existing traffic flow travels at speeds **above 50m.p.h.**, **44%** of vehicles falling **within our enforcement threshold**.

Pg 11 Para37 indicates, ".....**The aim should be to align the local speed limit so that the original mean speed driven on the road is AT OR BELOW the new posted speed limit for that road.**" (This is clearly not the case in this instance)

Pg44 Para10 indicates "The aim should be to align the speed limit to the prevailing conditions, and all vehicles moving at speed as close to the posted speed limit as possible. **An important step in the procedure is to gain agreement with local enforcement agencies that the mean speed of drivers on the road with any new speed limits is acceptable**"

It is also the view that we have to be mindful that lower speeds could lead to more continuous streams of traffic with less gaps for pedestrians to safely cross the road particularly at peak traffic times. Given this a lower speed limit is likely to increase the danger to pedestrians who use the at grade crossing point as available gaps to cross are reduced.

Conclusion

In accordance with Circular 01/2006, the characteristics required for a lower speed limit is in our view not achieved. To reduce the limit on this section of A690 with signs alone and no other physical changes, as there is a high level of vehicles exceeding the proposed limit, as well as being against the principles set down in Circular 01/06, will from an enforcement point of view create an enforcement burden the Police will not be able to sustain, as a 24 hour presence to secure a level of reasonable compliance with the new limit is impractical, therefore widespread contravention is likely to be a feature. Enforcement considerations as outlined in Para 22 should be considered in making a decision.

Given this, it is the overall view that the route does not meet the necessary criteria for a lower speed limit and a 70mph speed limit should be retained.

This said, should the level of community concern in this matter, which needs to be seriously considered, be such that a lower speed limit is the overall preferred option, then no direct objection to this proposal will be raised by the Police.

Should the imposition of a lower speed limit be the outcome of the ongoing consultation, it is requested that serious consideration be given to introducing enhanced speed limit signs and speed limit roundels at appropriate locations along the route to ensure as far as practicable that drivers are fully aware of the lower speed limit in an attempt to encourage maximum compliance.

Further should the reduction in speed limit be progressed this will mean that there will be a short section of derestricted road between two 50mph speed limits i.e. Carrville Interchange. It is requested that for consistency liaison is undertaken by the County Council with the Highways Agency in an attempt to reduce this short section of road to 50mph as well and therefore creating a continuous length of 50mph speed limit between Gilesgate and West Rainton. Also as the plan provided stops short of the Highway Agency area of responsibility, the short section between the end of the restriction shown on the plan and commencement of the Highway Agency road should be included in the County Councils Order.

NOT PROTECTIVELY MARKED

NOT PROTECTIVELY MARKED

In closing, should you wish to discuss any aspect of the above please do not hesitate to contact me at your convenience.

Yours sincerely



Traffic Management Officer

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Highways Committee

8 March 2013

**North Durham Academy, Stanley
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 North Durham Academy, Stanley.
- 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 In 2010 Representations were received from businesses on High Street for a limited waiting restriction to be introduced on the laybys which would assist trade for the businesses by preventing all day parking. Consideration was also given to residents' requests to remove parking from the entrance to Murray Park and along Slaidburn Road.
- 4 During the development of the proposals details emerged regarding the proposed Academy to be located nearby. A consultation was commenced with local residents which combined the above requests with initial considerations to accommodate the proposed Academy site and possible traffic issues which could occur. This consultation was the forerunner to the development of the proposals presented in this report.
- 5 In 2013 North Durham Academy which comprises the schools formally known as Greencroft Business and Enterprise Community School and Stanley School of Technology will move onto a new purpose built campus for 1,725 pupils in the centre of Stanley.
- 6 As part of the Planning Approval granted in 2011 for the Academy campus a condition was imposed *'That a scheme of traffic management comprising waiting restrictions, a pedestrian refuge, off site highway works and alterations to the kerb line adjacent to the school shall be submitted to and agreed in writing by the Local Planning Authority before development commences. The approved works shall be implemented prior to occupation of the Academy and*

thereafter maintained in accordance with the agreed scheme', as per Appendices 2 and 3.

- 7 Research of accident statistics shows four 'personal injury' accidents in the last five years within the area of the A693 High Street, between the Stanley Roundabout and Murray Park Junction. Three accidents occurred on the approach to the roundabout all involving rear end shunts. The fourth accident occurred at the A693 / Murray Park junction where a vehicle has pulled out of the side road colliding with a vehicle on the A693.

Proposals

- 8 The proposed scheme includes the introduction of various waiting restrictions around the vicinity of the Academy, to help deter school gate parking problems which otherwise would lead to congestion and access problems for all road users.
- 9 The proposal will include the installation of a pedestrian refuge island on the A693 High Street as per Appendix 3 to improve road safety by providing a safe crossing facility. At the current time, it is difficult to predict future pedestrian demand at this refuge island. Therefore the island is designed to incorporate a pelican crossing facility into the refuge island should it be justified once the school is fully established and operational, and monitoring can be undertaken.

Consultation

- 10 In May 2012 a questionnaire was sent to the residents of Slaidburn Road to gauge their opinion on two possible options for parking restrictions. Both options for Slaidburn Road showed the proposed restriction on the Academy side of the carriageway, allowing unrestricted parking fronting the terraced properties. The options for the Academy side of the road consisted of :
1) No Waiting at any Time, or 2) No Waiting Monday to Friday 8am to 6pm.

From a total of 20 questionnaires, a total of 8 replied, with 7 opting for option 2) No Waiting Monday to Friday 8am to 6pm ; with 1 requesting we don't provide any parking restrictions.
- 11 An informal consultation encompassing all affected properties in the immediate vicinity of the Academy and the statutory consultees was undertaken between the 3rd September 2012 and 28th September 2012. See Appendix 4.
- 12 Of the 144 informal consultation letters sent to properties directly affected by the proposals, a total of 21 responses were received. Of the 21 responses, 12 were in favour of the proposals whilst 9 were against. The remaining consultees who did not respond are deemed to have no preference. A further letter was sent to those who objected clarifying a number of issues, and as it stands, based on the proposal put forward, 12 are in favour of the proposals and 3 remain as objections.
- 13 The statutory Traffic Regulation Order consultation took place between the 17th January 2013 and 7th February 2013.

- 14 Following the advertisement of the statutory Traffic Regulation Order a further objection was received.

Objections and Responses

- 15 Objection 1 and Representation 1

The visibility is poor on the A693 High Street exiting from Mona Street, and request that the lay-bys in front of the shops are removed. (1 objector and 1 respondent stated this reason)

Response: As part of the proposal we are going to carry out junction improvements which will involve repositioning the give way markings to improve visibility and to also include a right hand turn prohibition, as Appendix 5.

The option of having a 'no waiting at any time' restriction imposed within lay-bys would not be considered appropriate and likewise removing the lay-bys as suggested would be inappropriate, as both options would have a detrimental affect on the businesses. Typically, such a solution would for example result in drivers wanting to use the 'pizza shop' parking on the main carriageway of the A693 creating a greater hazard than parking within the lay-by.

- 16 Representation 2

People are going to park outside of residents' houses especially parents of pupils attending the school. (1 respondent stated this reason)

Response: It is appreciated that within the locality of the school there is likely to be traffic movement generated by parents dropping off and picking up children. However, there is no legal right for any person to be able to park outside of their property given that it is not permitted to reserve public highway for individuals. The area outside of these properties is public highway and parking is tolerated on a first come, first served basis providing the manner of parking does not cause obstruction to other road users.

- 17 Representation 3

Requesting we don't provide any parking restrictions on Slaidburn Road. (1 respondent stated this reason)

Response: Slaidburn Road is to be utilised as the main access point for the staff car parks and pupils walking to school.

Slaidburn Road is not wide enough to allow parking on both sides and at the same time maintaining two way traffic. Parking is therefore required to be restricted on one side of the road during the days the school is in operation. It is proposed to maintain the opportunity to park outside of the residential properties, but to restrict the parking on the Academy side of Slaidburn Road to deter school gate parking.

18 Objection 4

Residents are unable to park in Murray Park during periods of heavy snowfall and request permits to allow them to park on the A693 High Street during these conditions (1 objector stated this reason)

Response: The proposed restrictions on Murray Park follows a number of complaints from the residents of Murray Park with regards to the manner vehicles are parking on the bend leading into the estate. Vehicles have to travel on the wrong side of the road to pass parked vehicles, which is increasing the likelihood of a collision. These concerns have been reiterated by local Councillors and the Police.

The proposed restrictions have been designed to control and regulate the parking around the new academy, undoubtedly there will be a higher influx of traffic movement within this area, and as such parking restrictions will be necessary on this part of Murray Park.

We would be unable to implement 'permit parking' on the A693 High Street, on the chance that resident's of Murray Park may experience inclement weather for two or three weeks a year. Additionally, allowing parking on the A693 High Street would lead to increased congestion and junction visibility problems being detrimental to road safety throughout the year.

Statutory Representations

- 19 The Statutory Notice for the implementation of the waiting restrictions was advertised on site and in the local press between the 17th January 2013 and the 7th February 2013.
- 20 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their support of the proposals.

Local Member Consultation

- 21 Local Councillors John Hunter, Joe Wilson, Claire Vasey and Carl Marshall have been consulted and have offered no adverse comments to the proposal..

Recommendations and reasons

- 22 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 North Durham Academy, Stanley as per the plan in Appendix 2.

Background papers

- 23 Correspondence on Office File

Contact: Brian Buckley Tel: 03000 268097

Appendix 1: Implications

Finance – The ‘Building Schools for the Future’ project 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

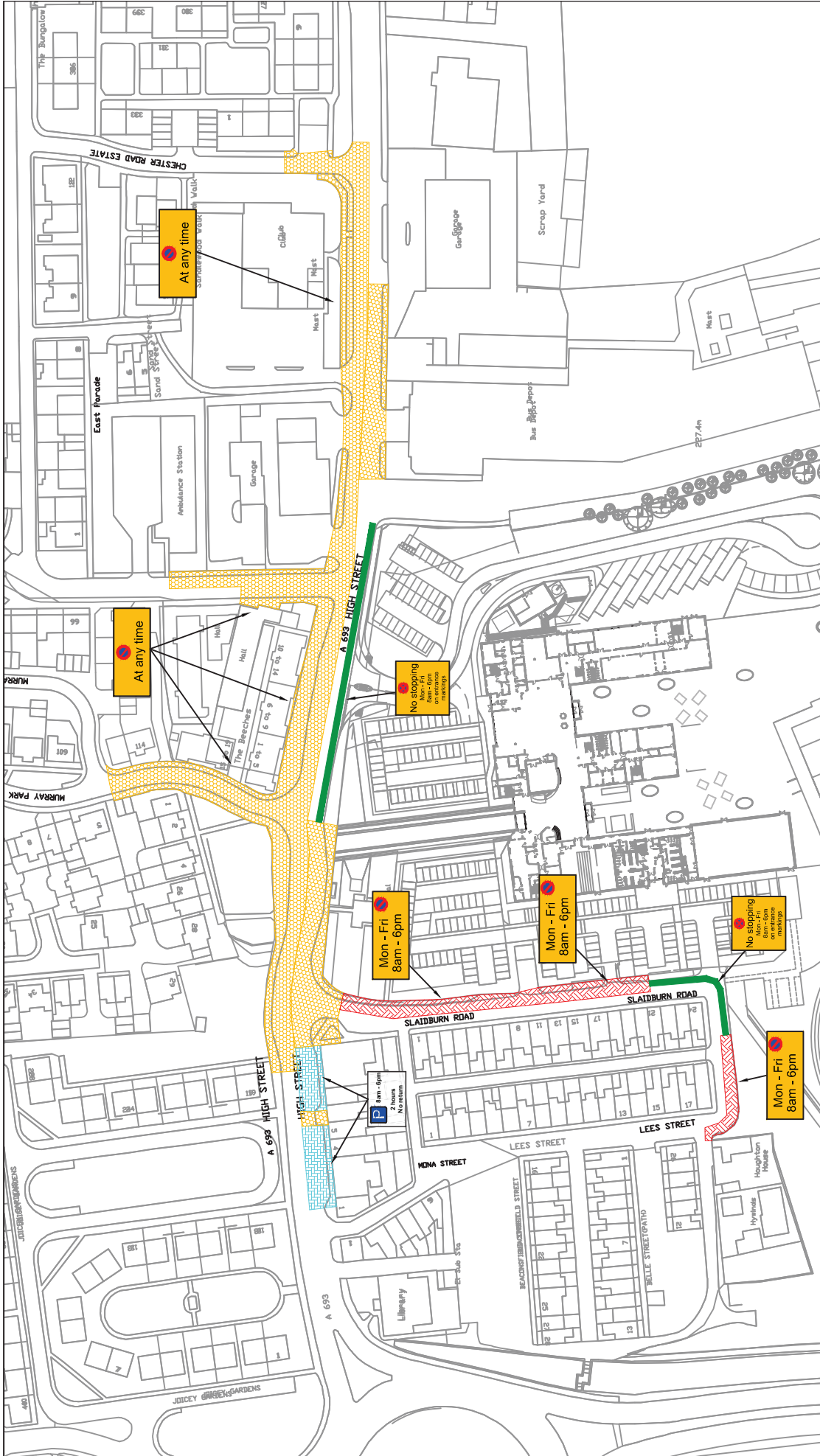
Consultation – As described in the report

Procurement – Works to be delivered by Highway Services

Disability Issues – The creation of a pedestrian refuge island on the A693 will improve crossing facilities and road safety within this area

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

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Key to Types of Restriction

-  No Waiting At Any Time
-  Restricted Bay
-  Restricted Waiting
-  No Stopping

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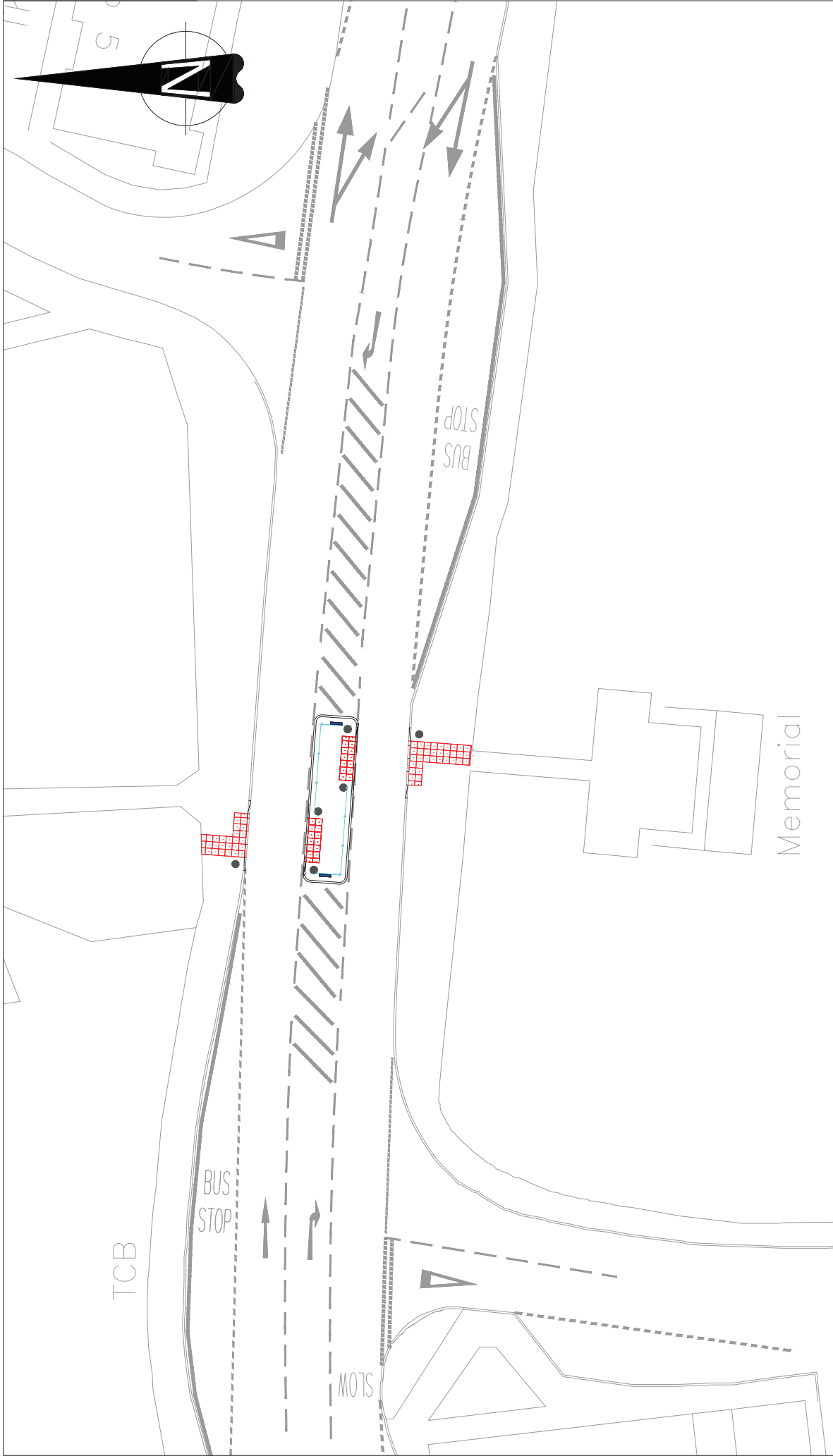
Corporate Director
Regeneration & Economic
Development
Strategic Traffic Management
County Hall, Durham DH1 5UQ

**STANLEY
PARKING AND WAITING RESTRICTIONS
Appendix 2**

Scale:	1:1250 @ A3
Date:	November 2012
Drawn by:	S. Jones
Date Sealed:	
	Signature:
	Map Schedule:

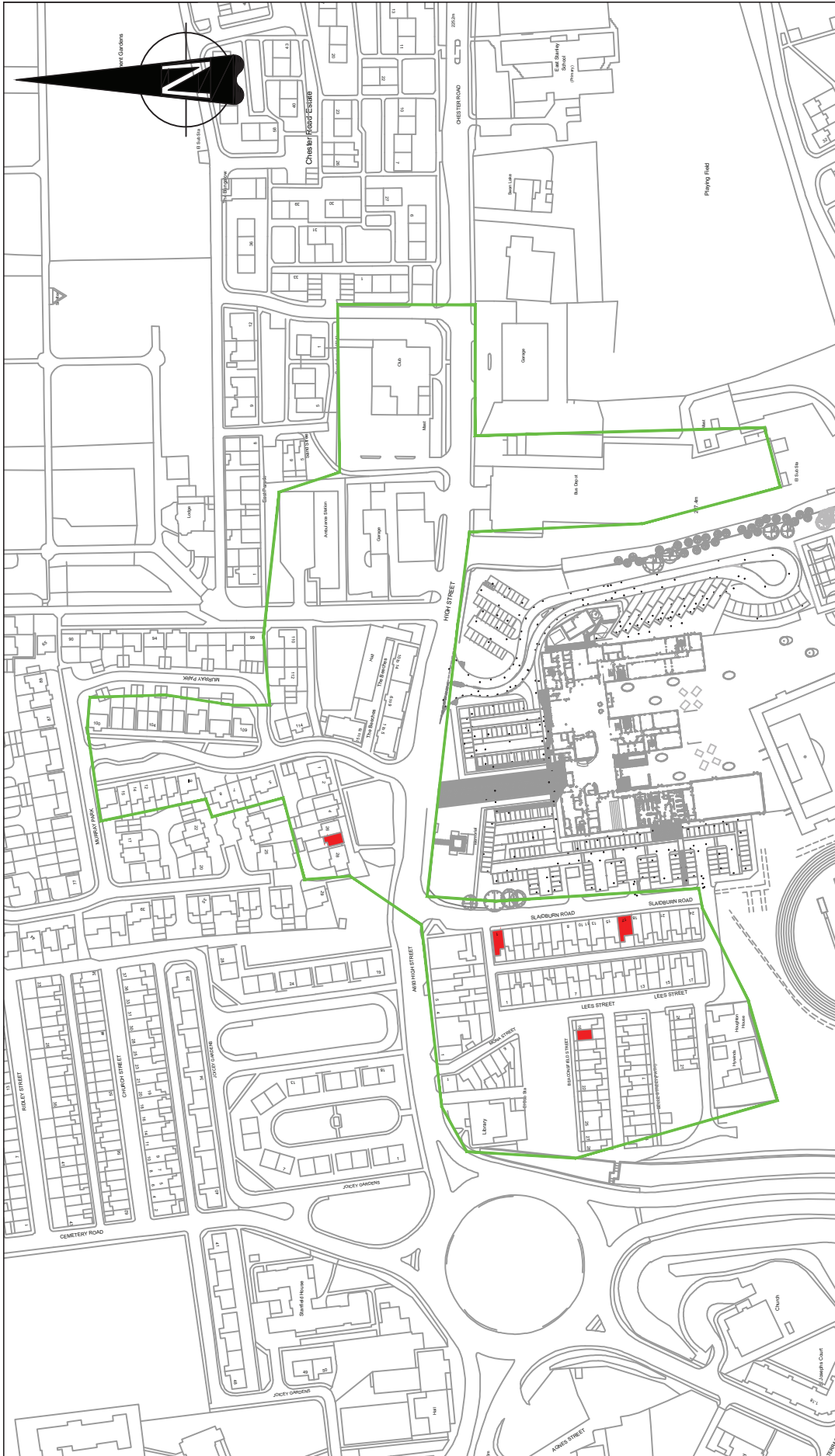


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<p>Durham County Council</p> <p>Southern Area Office</p> <p>Terry Collins Corporate Director Neighbourhood Services County Hall Durham DH1 5UQ</p>	<p>Project</p> <p>STANLEY Pedestrian Refuge Island</p>		<p>Appendix 3</p>		<p>A4 Landscape Scale</p>	<p>Project/Drawing No.</p>	<p>Rev.</p>	
	<p>Rev/ Amdt</p>	<p>Approved By</p>	<p>Description Of Amendments</p>	<p>Name</p>	<p>Date</p>	<p>Sign</p>		
<p>0/-</p>	<p>S.Jones</p>	<p>17/05/12</p>	<p>S. Jones</p>					
<p>Page 8 of 10</p>								
<p>Page 31</p>								
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Durham
County Council

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

Project: STANLEY
Parking and Waiting Restrictions

Appendix 4

A4 Landscape Scale
Project/Drawing No. _____
Rev. _____

Rev/ Amdt	Approved By		Description Of Amendments
	Name	Date Sign	
0/-	S. Jones	17/05/12	<i>S. Jones</i>

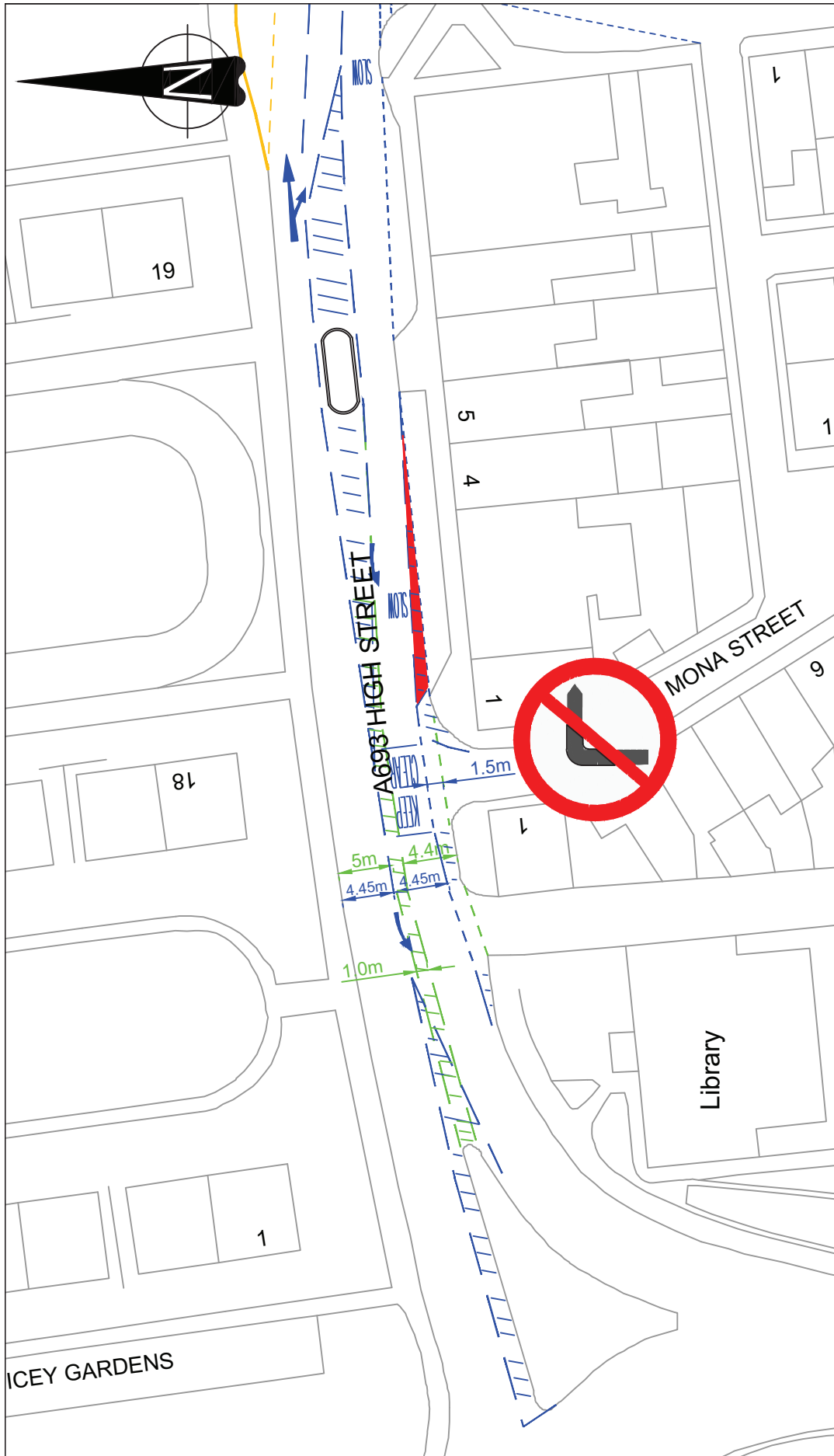
Consultation Area


Outstanding Objections

Page 9 of 10

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Existing Road Markings Proposed Road Markings <p style="text-align: center;">Page 10 of 10</p> <small>Reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright and may lead to prosecution or civil proceedings. Durham County Council. LA 10049305.2013.</small>		Rev/ Amt	Approved By		Description Of Amendments
		0/-	Name	Date	
	S. Jones	17/05/12	<i>S. Jones</i>		
Project STANLEY PARKING AND WAITING RESTRICTIONS Appendix 5			 Southern Area Office Terry Collins Corporate Director Neighbourhood Services County Hall Durham DH1 5UQ		
At Landscape Scale		Project/Drawing No.		Rev.	

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Highways Committee

8 March 2013



Proposed Traffic Regulation Order.

**C17 Woodland Road, Auton Stile,
Toll House Road and
Aldin Grange Terrace, Bearpark; and**

C18 Whitehouse Lane, Ushaw Moor

Report of Terry Collins, Corporate Director of Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

1. To advise committee of the representations and objection received in respect of the proposed changes to the speed limits in and around Bearpark.
2. It is recommended that the Committee endorse the proposals having considered the representations and objection; and proceed with the implementation of the advertised changes to the speed limits.

Background

3. Requests have been received from various sources to investigate the possibility of amending the speed limits on the C17 and C18 to accord with the character and environment of the road and also to enhance compliance and enforcement of the speed limits.
4. The Council, in conjunction with Durham Constabulary, reviewed the roads and agreed to seek consent to the implementation of 40mph buffer zones, combined with relocating to more appropriate sites the 30mph terminal traffic signs to assist in enhancing compliance with the speed limits.

Proposal

5. It is considered that the proposals will have a beneficial effect on road safety by better reflecting the character and environment of the road. Experience of where the speed limit reflects the type of road has revealed a reduction in the higher speeds and an overall reduction in the lower speeds.

C17 Woodland Road

6. It is proposed to amend the current speed limit of 30mph to 40mph on Woodland Road to the west of the C18 Whitehouse Road and to the east of the C18 up to the commencement of the western extents of the settlement of Bearpark. This will reinforce the transition, in the mind of the motorist, to the change in the road's environment from rural to semi-urban and will also allow the erection of 30mph signs at the start of the existing 30mph on Woodlands Lane which is being retained. This should lead to enhance compliance with the speed limit through the predominantly residential area. The average speed measured at this location is 44mph despite it being within the posted 30mph limit.

C18 Whitehouse Lane

7. The proposal is to amend the existing 30mph speed limit to 40mph from the junction of the C17 Woodland Road to the start of the settlement of Ushaw Moor at a point north of Whitehouse Court (southern access). This will allow the erection of 30mph speed limit signs to reinforce the 30mph speed limit when the road's environment changes from rural to semi-urban, and the motorist will have better recognition of the reason for the change in speed limit and consequently enhanced respect for it. The average speed measured at this location is 33mph.

C17 between Auton Stile and Toll House Road

8. The proposal is to reduce the speed limit from Unrestricted (60mph) to 40mph between the eastern extents of the Bearpark settlement and the west extents of Toll House Road. This will also include extending the 40mph to the eastern extents of the settlement to replace the existing 30mph as this will be the location where motorists will perceive a change in the road's environment from rural to semi-urban and therefore should lead to better compliance with the limit whilst retaining the 30mph through the built-up area. The average speed measured at this location is 37mph.

C17 Toll House Road

9. It is proposed to retain the exiting speed limit of 30mph on this road as it is considered to be appropriate for its character and environment.

Consultation

Representations

10. There were 19 number responses in favour of the proposal relating to the C17 between Auton Stile and Toll House Road.
11. There have been 7 responses to the consultation in respect of the proposal to amend the current speed limit on Woodlands Road C17 and Whitehouse Road C18 from 30mph to 40mph where the correspondents are against the proposal.

12. Representation 1

“A number of minor accidents”

Go North East Bus Company state that there are a “number of minor accidents” at the junction of the C17 / C18 and the increase in the speed limit will result in vehicles entering the Ushaw Moor and Bearpark residential areas at inappropriate speeds.

Response: It is not considered that the proposal will result in an increase in vehicle speeds; however, it does allow for the speed limit on the major road to be reduced in steps from Unrestricted (60mph) to 40mph then to 30mph as traffic enters the village where the speed limit signs will have maximum impact. It is proposed to relocate the terminal point of the 40mph limit west of the current 30mph limit terminal point providing the motorist greater opportunity to reduce speed before entering the built-up area.

13. Representation 2

“Durham University say there will be an increase in staff and student numbers”

“Both as pedestrians and cyclists, in this area when it uses the former Ushaw Moor College premises from September 2012.”

Response: It is expected that the proposal, if implemented, will result in vehicle speeds converging to an overall reduction which will benefit cyclists and pedestrians in the area. The extension of the lower limit, to the west, should also be beneficial.

14. Representation 3

“Five respondents (residents) support the proposal in principle”

However, their comments range from “it will suburbanise the road”; “junction accident blackspot”; “Station House houses three seriously autistic children” and “dangerous junction”.

Response: The above comments, except that relating to Station House, are subjective and are not supported by evidence which has been produced by this review.

Objection

15. Point 1

“That the speed limit will be increased to 40mph across the junction of two roads (Whitehouse Road / Whitehouse Lane) named above;

One objection was received to the increase in the speed limit from 30mph to 40mph on Whitehouse Road / Whitehouse Lane on the following grounds;

Response: It is agreed that part of this proposal is to increase the speed limit across the junction although it is not considered that this will result in an increase in vehicle speeds; however, it does allow for the speed limit on the major road to be reduced in steps from Unrestricted (60mph) to 40mph then to 30mph as traffic enters the village where the speed limit signs will have maximum impact.

16. Point 2

“Whitehouse Lane has a downward gradient into Ushaw Moor Village”

“Only a few metres beyond the end of the 40mph limit is a school crossing patrol;

Vehicles travelling south (downward) on Whitehouse Lane have just negotiated the “T” junction at Woodland Road Lane;

That the proposed raised limit will run down Whitehouse Lane, across the junction with Whitehouse Court / bracken Court which is the main exit road for Deerness Business School”.

Response: The erection of 30mph speed limit signs and enhanced road markings will reinforce this limit when the road’s environment changes and the motorist will have better recognition of the reason for the change in speed limit and consequently enhanced respect for it. There is a School Crossing Patrol which is approximately 50metres within the 30mph speed limit and will benefit from the speed limit signs erected on this road.

Statutory Representations

17. From the statutory consultees list, responses of support were received from the North East Ambulance Service and Durham Constabulary.

Local Member Consultation

18. Councillors Rev Crooks, Jean Chaplow, Grenville Holland, Nigel Martin, John Wilkinson and Mark Wilkes are minded to support the proposal.

Recommendations and reasons

19. It is recommended that the Committee endorse the proposal, having considered the representations and objection; and proceed with the implementation of the Traffic Regulation Order.
20. The proposed scheme is expected to have a positive impact on road safety on the C17 and C18 by introducing speed limits which are relevant to the roads and which will be enforceable by Durham Constabulary. The use of the 40mph buffer zones allow for a stepped reduction in speed and the provision of further enhanced signage at the 30mph speed limit terminal locations.
21. Experience in revising speed limits, on other similar roads in the County, has shown an appreciable improvement in compliance with the posted speed limit when the principles used in this assessment have been applied.

Background Papers

22. Correspondence on Office File
23. Copies of Correspondence have been placed in the Members’ Resource Centre.

Contact: David Battensby Tel: 03000 263681

Appendix 1: Implications

Finance - Funding for the scheme is from the Member's Neighbourhood Budget and that carried forward from the Local Area Programme

Staffing - None

Risk - None

Equality and Diversity - Improved road safety

Accommodation - None

Crime and Disorder - None

Human Rights - None

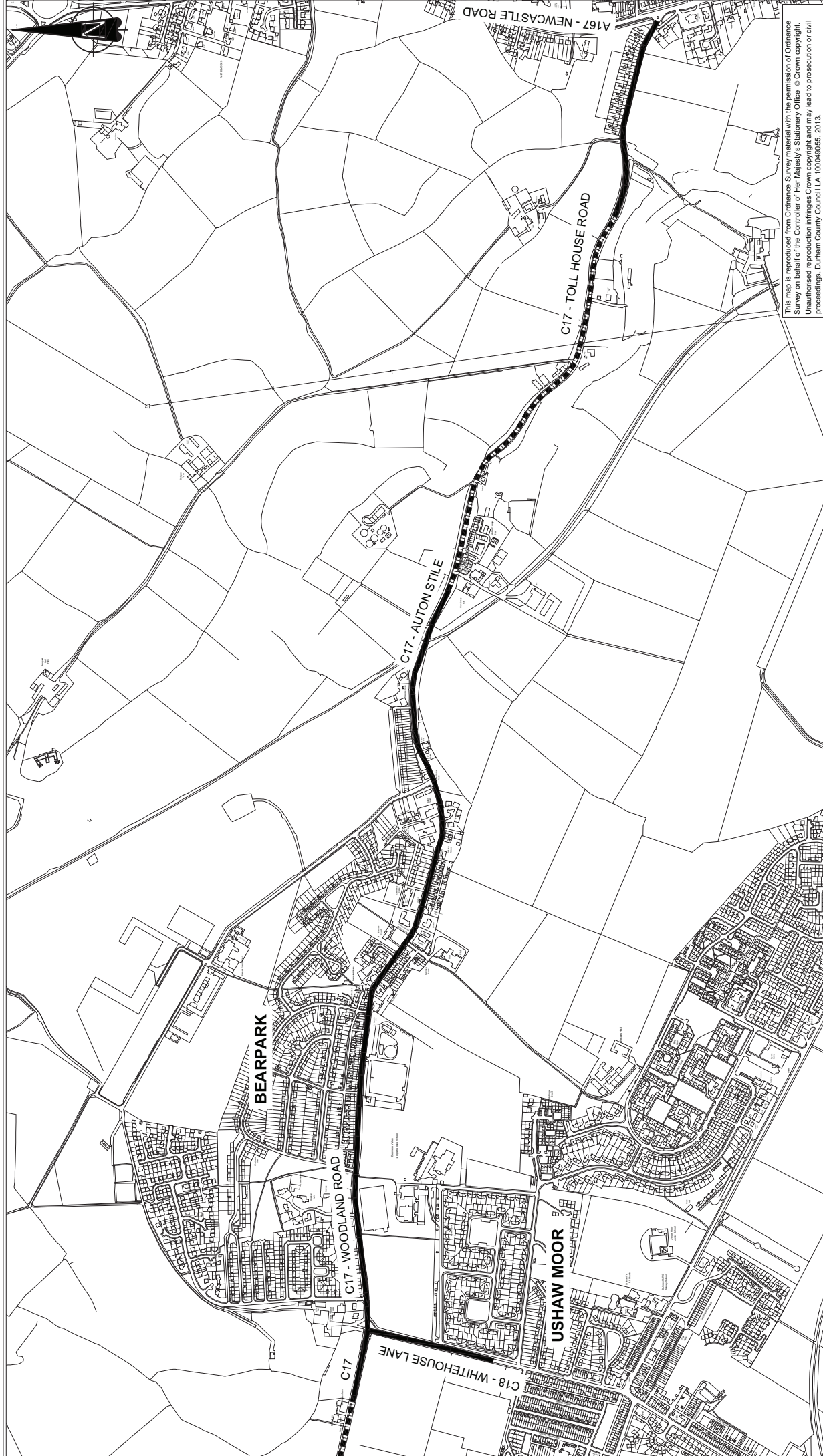
Consultation - As described in the report

Procurement - None

Disability Discrimination Act - None

Legal Implications - The proposals will allow Durham Constabulary to enforce the speed limits

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Project C17 Toll House Road/Woodland Road C18 Whitehouse Road	
Drawing Existing Speed Limits	
Scales NTS	Project/Drawing No. T16205/HC/001
Rev. -	



TRAFFIC AND COMMUNITY
ENGAGEMENT
COUNCIL OFFICES
GREEN LANE
SPENNYMOOR
COUNTY DURHAM
DL16 6JQ

Rev/Amnt	Name	Date	Sign	Description Of Amendments
-	DB	26.02.13	Speed 30/60mph	

KEY:

- Existing 30 MPH
- National Speed Limit (60 mph)

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Project
C17 Toll House Road/Woodland Road
C18 Whitehouse Road

Drawing
Proposed Speed Limits

Scales
NTS

Project/Drawing No.
T16205/HC/002

Rev.
-



**TRAFFIC AND COMMUNITY
ENGAGEMENT
COUNCIL OFFICES
GREEN LANE
SPENNYMOOR
COUNTY DURHAM
DL16 6JQ**

Rev/Amnt	Name	Date	Sign	Description Of Amendments
-	DB	26.02.13	Standard	Standard

KEY:

- X — X — X — X — X — National Speed Limit (60mph)
- 30 MPH to remain
- Proposed 40 MPH

Page 45

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Highways Committee

08 March 2013

**Unc Burns Terrace, Shotton Colliery
Traffic Calming**



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 received to the proposed Traffic Calming measures in the vicinity of Burns Terrace, Shotton Colliery.
- 2 It is recommended that the Committee endorse the proposal having considered the representation and proceed with the implementation of the advertised Traffic Calming as per the plan in Appendix 2.

Background

- 3 The local residents have submitted a 45 person petition requesting that Durham County Council provide road humps in order to slow traffic in the residential street where children are playing.
- 4 Representation was received from the local Member regarding the anti-social driving behaviour in the area.

Proposals

- 5 The proposed scheme is to introduce 4 road humps on Unc Burns Terrace, Shotton Colliery.

Consultation

- 6 An informal consultation was undertaken with the affected residents from the 9th August 2012 to the 23rd August 2012.
- 7 Of the 81 consultation letters sent to properties directly affected by the proposals a total of 13 responses were received. Of the 13 responses, 11 were in favour of the proposals and 2 were against. The remaining consultees who did not respond are deemed to have no preference. A further letter was sent to those objectors and as it stands there is now only 1 outstanding objection.

Objections and Responses

8 Objection 1

The consultation process is not the best way to gauge public opinion (1 objector stated this reason)

Response: The statutory requirements for a traffic regulation order process is only to advertise in the local press and to advertise by way of notice onsite. However with a view to engage with the public, Durham County Council consults with local residents who may be directly affected by the proposals, in an attempt to gauge a better understanding of public opinion. This is done by proving residents with free postage postcards with the option to say " I am in favour of the scheme" or " I am opposed to the scheme" and an opportunity to make comments.

9 Objection 2

There is no need for the speed humps at the on the two outer locations (1 objector stated this reason)

Response: To comply with the Road Hump Regulations it is deemed necessary to have a speed reducing feature at the beginning of a traffic calmed area. Humps are required at regular spacing's after these features to help maintain consistent reduced speeds and make the traffic calming feature safer for the road user.

10 Objection 3

"Twenties plenty" signs should be erected as opposed to the introduction of road humps (1 objector stated this reason)

Response: The provision of traffic signs on the public highway throughout the Country is restricted to those signs contained within the relevant legislation, specifically the "Traffic Signs Regulations and General Directions" which is a UK Statutory Instrument. The Council endeavours to follow the requirements of this legislation to avoid introducing illegal signs on the highway. As the suggested sign is not an approved sign it cannot be provided without getting special approval from the Department for Transport nor is it enforceable. It is also acknowledged from research and experience that signs alone have almost no impact on vehicle speeds in residential areas.

Statutory Representations

- 11 The Statutory Notice for the implementation of the Traffic Calming was advertised on site and in the local press between the 25th October 2012 and the 16th November 2012.
- 12 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their full support of the proposals.

Local Member Consultation

- 13 Both local Councillors Eunice Huntington and Robin Todd have been consulted. Councillor Huntington responded offering full support.

Recommendations and reasons

- 14 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Traffic Calming on Unc Burns Terrace as per the plan in Appendix 2

Background papers

- 15 Correspondence on Office File

Contact: Paul Duffy Tel: 03000 263697

Appendix 1: Implications

Finance – The project is to be funded by the Councillor's LAMA

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 – The proposal could reduce the amount of anti-social driving behaviour

Human Rights – None

Consultation – As described in the report

Procurement – Works to be delivered by Durham County Council Highway Services

Disability Issues – None

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




Project
Unc Burns Terrace, Shotton Colliery

Drawing
Appendix 2

A4 Landscape Scale
NTS

Project/Drawing No.
Page 5 of 5

Rev. A



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

Rev. A

Rev/ Amdt	Approved By		Description Of Amendments
	Name	Date	
A	P.Duffy	Jan/13	<i>P. Duffy</i>

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Highways Committee

8 March 2013



The County Council Of Durham (Tudhoe) (Prohibition Of Stopping And Waiting) (Amendment No. 1) Order 2012

Report of Ian Thompson Corporate Director, Regeneration and Economic Development

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

1.0 Purpose

- 1.1 To advise Members of the objection received to the formal consultation on the proposed traffic regulation order, Tudhoe Prohibition of Stopping and Waiting Amendment number 1 Order 2013.
- 1.2 To request members consider the objection made during the formal consultation exercise.

2.0 Background

- 2.1 Meadowfield Avenue is a street contained within the Green Lane Industrial Estate. The road runs west – east then negotiates a 90 degree bend to run south – north. Numerous businesses take access from this route, notably a Boots Chemist despatch enterprise and Black and Decker.
- 2.2 At present, employees of the various businesses park their vehicles on, or close to the sharp bend in the road causing road safety concerns.
- 2.3 A further concern is caused by the parking of vehicles near to the entrance to Black & Decker. These vehicles are predominantly parking in this location to use a nearby burger van. Representatives from Black & Decker have contacted Durham County Council on a number of occasions to express their concerns on this matter.

3.0 Proposals

- 3.1 In light of the above concerns a proposal was submitted to provide a No Waiting At Any Time restriction from the entrance to Black & Decker, on both sides of the road, to a point on the northern side of the sharp bend.
- 2.3 A Traffic Regulation Order was advertised on the 13th December 2012; and this advert received 1 no. objection.

3 Objection

- 3.1 The objector, Mr Clayton, is the owner of the Burger Van that trades from the grass verge near to the entrance into Black & Decker. In their correspondence, the objector notes that they have traded from this location for a number of years and that they have concerns for their livelihood should the proposal progress.

Mr Clayton also suggests in his objection that we should give consideration to implementing a 10 minute waiting limit in the area outside of where his trailer resides.

4.0 Response

- 4.1 Durham County Council do not give permission for Burger Vans to trade from the highway owing to the potential they have for causing road safety concerns. Whilst we sympathise with the owners concerns we feel that road safety must take priority and as such we consider that the need for waiting restrictions is justified and should be implemented as soon as possible.

We do not consider a time limit a viable solution in this instance as this will not resolve the problem with regards obstructive parking.

5.0 Local member consultation

- 5.1 The Local members Councillor Neil Foster and Councillor Barbra Graham have been consulted and offer no objection to the proposals.

6.0 Recommendation

- 6.1 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Traffic Regulation Order TUDHOE) (PROHIBITION OF STOPPING AND WAITING) (Amendment No. 1) ORDER 2012

Background Papers

Correspondence and documentation on Traffic Office File and in member's library.

Contact: Lee Mowbray Tel: 03000 263 693

Appendix 1: Implications

Finance – LTP – Demand Management

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

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

Accommodation - No impact on staffing

Crime and Disorder - This TRO will allow effective management of traffic to reduce congestion and improve road safety

Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489


Procurement – Operations, DCC.

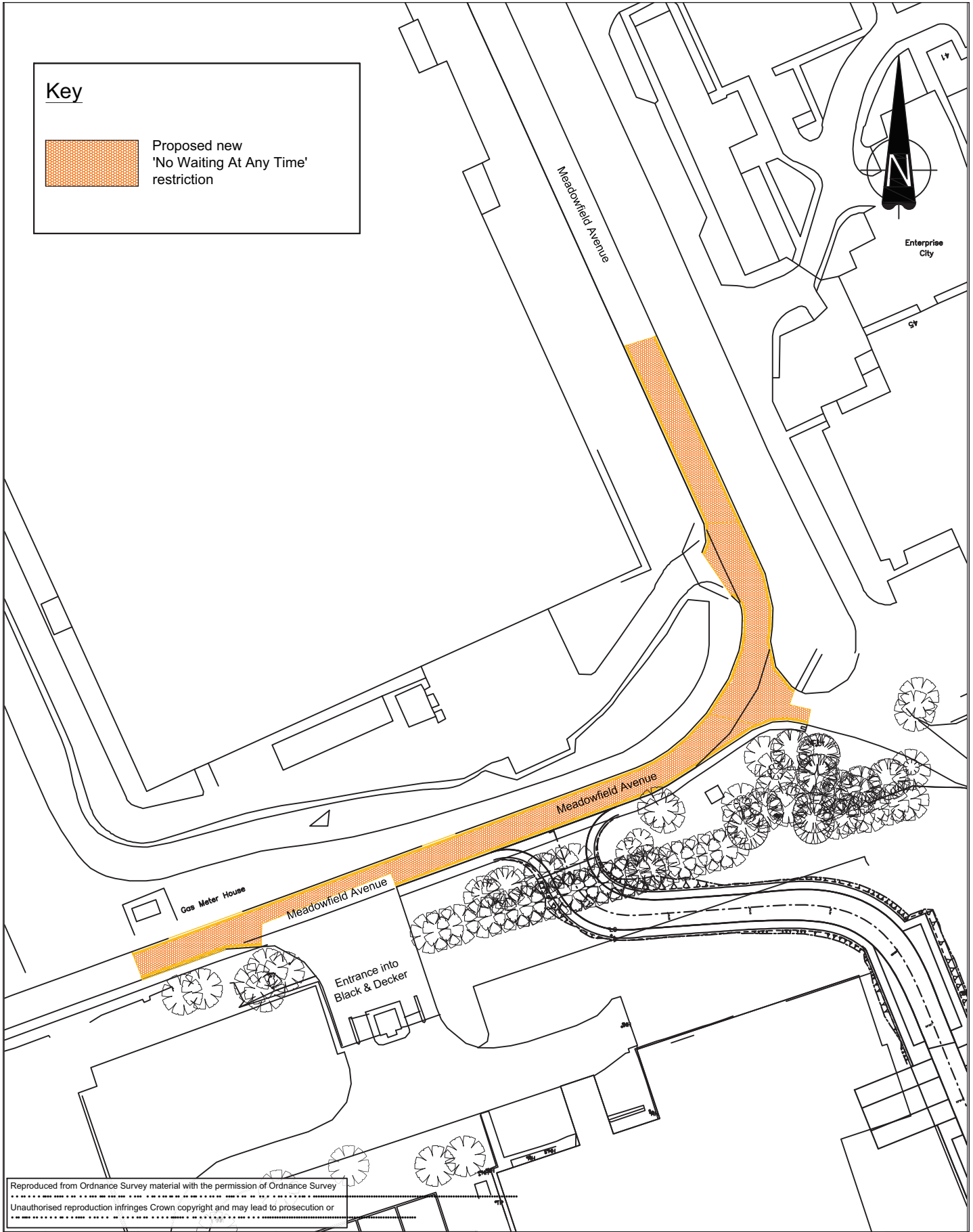
Disability Issues - None

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

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Key

 Proposed new 'No Waiting At Any Time' restriction



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Rev/ Amdt	Drawn By		Approved By			Description Of Amendments
	Name	Date	Name	Date	Sign	
0/-	P.Everett	10.8.12	L.Mowbray	10.8.12		



Durham
County Council

**STRATEGIC
TRAFFIC
MANAGEMENT**

**CORPORATE DIRECTOR OF
REGENERATION & ECONOMIC
DEVELOPMENT**

COUNTY HALL, DURHAM. DH1 5UQ

Project
Meadowfield Avenue, Tudhoe

Drawing
Proposed 'No Waiting At Any Time' Restriction

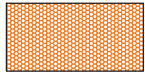
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Project/Drawing No.
APPENDIX 1
Page 57

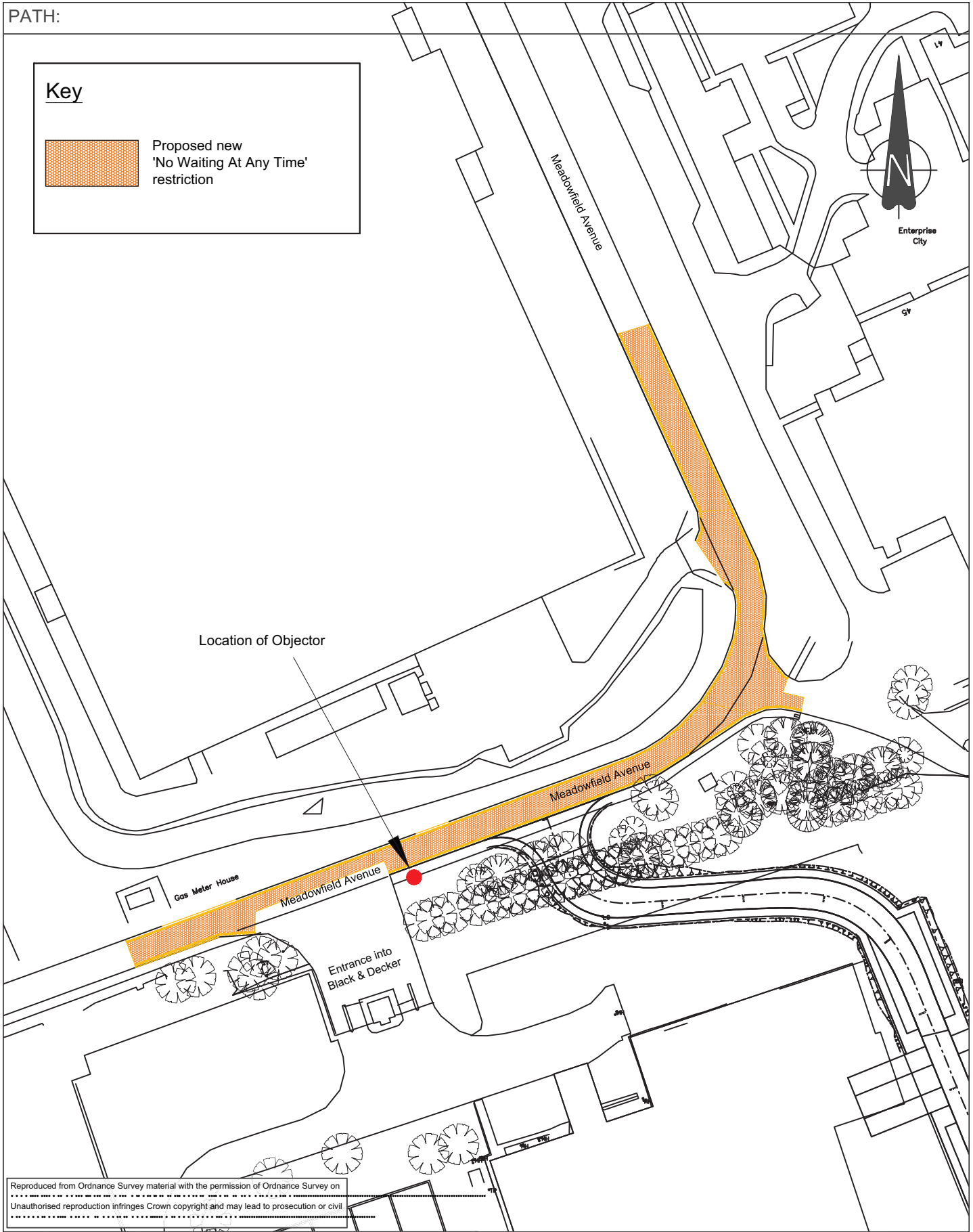
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PATH:

Key



Proposed new
'No Waiting At Any Time'
restriction



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Durham
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COUNTY HALL, DURHAM. DH1 5UQ

Project Meadowfield Avenue, Tudhoe	
Drawing Proposed 'No Waiting At Any Time' Restriction Objector Details	
Scales 1:1250 @ A4	Project/Drawing No. APPENDIX 2
Page 59	

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Highways Committee**8 March 2013****Unc Rotary Way, Pity Me, Durham**

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 the findings of further investigations of a petition request for a pedestrian refuge at the above location.
- 2 It is recommended that the Committee endorse the findings of the investigation.

Background

- 3 A petition was received requesting a pedestrian refuge be provided on the Unclassified road Rotary Way near the Arnison retail park serving residents of the Hag House Farm development. An appeal to the response to the petition was considered by the Overview and Scrutiny Management Board recommending that the results of further assessments be presented to the Highways Committee.
- 4 In around 1990 the road known as Rotary Way was constructed as part of the Arnison development. This road was built along the line of and to form part of a future Durham Northern bypass and as such is designed to the standards for a 100kph (60mph) road. No frontage development exists along this road with buildings set back behind planting areas and natural vegetation.
- 5 Around 2005, the farm buildings of Hag House Farm were converted to habitable dwellings and they were subsequently sold. There was no Planning requirement as part of this development to link it to the existing footway network.
- 6 The request outlined in the petition for a refuge was initially investigated and turned down due to the road not being suitable for a pedestrian refuge and that it would encourage the use of a trampled path through private land leading to a business loading area.
- 7 Following an appeal to the Overview and Scrutiny Management Board, further information was requested in the form of an Equality Impact Assessment and Risk Assessment with the conclusions being reported to the Highways Committee.
- 8 The Equality Impact Assessment is attached as Appendix 2.

- 9 The findings of the Assessments were reported to Highways Committee, however following debate and a subsequent site visit, the Committee requested that further investigation be undertaken.

Considerations

- 10 A further Risk Assessment was undertaken of the various options taking into account comments made by the Committee. Cost consideration for each option is also contained in the Assessment however there is no highways budget available to meet the costs of providing either islands or footway link.
- 11 It is noted that there have been a number of incidents recently which have involved traffic islands on the highway network. These incidents further support the practice of avoiding the provision of traffic islands on high speed roads where possible.
- 12 The traffic conditions associated with the Arnison Centre were observed during busy periods, particularly during the festive period. It was noted that on several occasions traffic backed up towards the A167 Pity Me roundabout and formed two lanes from before the Hag House Farm entrance. The provision of islands would restrict this practice resulting in greater congestion which is likely to back up to the A167 roundabout. It is also likely to divert more traffic onto Abbey Road as an alternative route to the Arnison Centre.
- 13 The vegetation to the rear of the footway from the Arnison roundabout to the Hag House roundabout has reached a level where it would require cutting back should the roundabout island be used as a crossing point. This work would improve visibility for pedestrians at this location.

Conclusions

- 14 The finding of the assessments is that islands should not be provided on Rotary Way at the Hag House Farm entrance. If provided they could create a hazard for motorists, increase congestion during busy periods and encourage use of an informal trampled path.
- 15 If a substantial improvement is to be made it should be in the form of a link footway on the north side of the road between the Hag House Farm entrance and the Hag House roundabout. Clearance of vegetation would be required adjacent to the roundabout to improve visibility of and for pedestrians. Such an improvement would have to be funded from a non-highways source.

Recommendations and Reasons

- 14 It is **RECOMMENDED** that the Committee note and endorse the findings of the assessments and the decision not to provide pedestrian refuge islands at this location.
- 15 The reasons are identified in the Risk Assessment contained in Appendix 3.

Contact: David Battensby Tel: 03000 263681

Appendix 1: Implications

Finance – Funding for the scheme if provided would have to be found. Possible sources would be from the local Councillors budgets and/or residents

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – As outlined in the Equality Impact Assessment

Accommodation – None

Crime and Disorder – None

Human Rights – None

Consultation – None

Procurement – None

Disability Issues – As outlined in the Equality Impact Assessment and Risk Assessment

Legal Implications – None

Equalities and Diversity Impact Assessment

Petition 110, Rotary Way, Pity Me, Durham



Durham County Council – Altogether Better equality impact assessment form

NB: Equality impact assessment is a legal requirement for all strategies plans, functions, policies, procedures and services. We are also legally required to publish our assessments.

You can find help and prompts on completing the assessment in the guidance from page 7 onwards.

Section one: Description and initial screening

Section overview: this section provides an audit trail.

Service/team or section: Strategic Highways, Technical Services, Neighbourhood Services

Tracey Gleason Planning and Policy Officer, Neighbourhood Services	Start date: 21.06.2011
--	---------------------------

Lead Officer: David Battensby Area One Traffic Manager, Strategic Highways, Technical Services, Neighbourhood Services	16.10.2011
Tracey Gleason Planning and Policy Officer, Neighbourhood Services	Reviewed 28/11/2011
<p>Subject of the Impact Assessment: (please also include a brief description of the aims, outcomes, operational issues as appropriate)</p> <p>Road safety issues - Petition 110, Rotary Way, Pity Me, Durham</p> <p>A petition with the title "Road Safety Issues: Rotary Way, Pity Me, Durham was received by Democratic Services on 3 March 2011 requesting a reduction in the speed limit to 40mph on Rotary Way, Pity Me and a re-design of the highway to include a pedestrian refuge. Neighbourhood Services Representative's response to the petition was sent to the petition organiser on 1 April 2011. Stating that:</p> <ul style="list-style-type: none"> • The 60mph speed limit was appropriate for the location and in accordance with the Department for Transport Circular for setting of speed limits. • There were no frontage views, the site was rural in location, was a single carriageway and there was a segregated footpath on the southern side of the road. • There had been no Personal Injury Accidents recorded for the last three years and no increase in the volume of traffic in the last five years. • The mean speeds on the road were mid 40mph between the roundabouts at either end with a general spread of vehicle speeds. • There was an informal arrangement travelling east bound where cars pulled into the hatched areas to turn right at the entrance to the farm. • If a traffic island was installed, the adhoc trampled path through the vegetation to the Pets at Home car park could be seen as creating a formalised crossing into the Arnison Centre on land not owned by the County Council. • To provide a footpath and crossing at the roundabout was a similar cost to a pedestrian island. <p>Subsequently an e-mail request was received from the petition organiser requesting an appeal to Overview and Scrutiny Management Board and this petition was considered by the Board on 20 May 2011.</p>	
Who are the main stakeholders: General public / Employees / Elected Members / Partners/ Specific audiences/Other (please specify) – Residents, Highway Users	
Is a copy of the subject attached? Yes / No If not, where could it be viewed? Contact Strategic Highways, Technical Services, Neighbourhood Services	
<p>Initial screening</p> <p>Existing Environment and Features</p> <p>There is an existing footway which follows the road from Pity Me roundabout to the Hag House Farm roundabout on the opposite side to the development. This footway then follows the road from the Hag House Farm roundabout to the Arnison roundabout where it crosses the access road into the Arnison complex and continues along the road towards Newton Hall Estate. Dropped crossings are provided on all four legs of the Arnison roundabout utilising the splitter islands to break the crossing distance. A footway link suitable for wheelchairs, pushchairs and motorised buggies has been provided into the Sainsbury's car park from this footway. There is no footway link from the Arnison roundabout to the petrol filling station. The route pedestrians have made opposite the Hag House Farm development travels through the densely planted screening area for the Arnison complex. This route is not a formalised footway, running through private land and is in the form of an undulating trampled path weaving through and round the</p>	

vegetation. It is not accessible or wide enough for a wheelchair or motorised buggy. There is not a suitable dropped crossing on the Arnison side (within the 'Pets at Home' car park). On several inspections there was no evidence of usage by wheelchairs, pushchairs or motorised buggies. Where pedestrians are crossing from Hag House Farm development, the traffic on the main road is likely to be at its fastest giving the least amount of time for pedestrians to cross.

Considerations

The provision of an island at Hag House Farm would encourage pedestrians to cross at this location. Given that the traffic speeds are at their highest this will present the greatest difficulty for pedestrians to cross. There are drawbacks with crossing where speeds are greatest, the time between vehicles is less due to the speed, the perception of speed of the approaching traffic is sometimes difficult to assess and may put vulnerable people at risk and the consequence of an accident is likely to be severe. The visibility at this location is at the minimum required for the design speed. However an island would provide for splitting the crossing in two stages. Crossing through the vegetation could pose issues for personal security especially for vulnerable people. The vegetation is dense and shields the path from light spill from nearby street lights. The trampled path emerges into a service area for the 'Pets at Home' store which is not overlooked by shop/building frontage or windows. There are no footways connecting to the emerging trampled path and this service area is likely to experience HGVs moving including reversing. This route would not meet DDA standards and is within private ownership.

All equality characteristics

The suggested route could have a potential negative impact on all equality characteristics. Providing a crossing at this location would encourage people to cross at this point where the visibility through the densely planted screening area for the Arnison complex is poor. This could create a perceived feeling of lack of personal safety and security.

Age

The suggested route could have a potential negative impact on carers of young children with pushchairs and older people who are more vulnerable when crossing roads. Introducing a pedestrian crossing at the desired location will not alleviate any difficulty crossing the road. In fact it would encourage crossing at a location where vehicle speeds are at their highest and therefore the least safe for a person who is likely to be the least able to cross the road within a reasonable time.

Disability

The suggested route could have a potential negative impact on disabled persons including wheelchair users who are more vulnerable when crossing roads. Introducing a pedestrian crossing at the desired location will not alleviate any difficulty crossing the road. In fact it would encourage crossing at a location where vehicle speeds are at their highest and therefore the least safe for a person who is likely to be the least able to cross the road within a reasonable time. If pedestrian crossing was to be provided at the desired location dropped crossings would be used. However the unofficial route does not suit wheelchair users, pushchairs or persons with impaired mobility. The route crosses where vehicle speeds are at their highest and also crosses through a car park with no pedestrian provision.

Mitigation

An alternative consideration to the provision of an island would be to provide a footway alongside the carriageway from the Hag House Farm junction eastwardly to the Hag House roundabout. At this point the existing splitter island can be modified to provide for a footway crossing. This route would benefit from good lighting coverage and natural surveillance from passing traffic. The route would connect directly to the existing footway network at the roundabout. Visibility at the crossing

point is superior to the location at Hag House Farm and vehicle speeds will be at their lowest.

Prompts to help you:
 Who is affected by it? Who is intended to benefit and how? Could there be a different impact or outcome for some groups? Is it likely to affect relations between different communities or groups, for example if it is thought to favour one particular group or deny opportunities for others? Is there any specific targeted action to promote equality?

Is there an ~~actual~~ potential negative or positive impact on specific groups within these headings?

Indicate :Y = Yes, N = No, ?=Unsure

Gender	Y	Disability	Y	Age	Y	Race/ethnicity	Y	Religion or belief	Y	Sexual orientation	Y
--------	---	------------	---	-----	---	----------------	---	--------------------	---	--------------------	---

How will this support our commitment to promote equality and meet our legal responsibilities?

Reminder of our legal duties:

- Eliminating unlawful discrimination & harassment
- Promoting equality of opportunity
- Promoting good relations between people from different groups
- Promoting positive attitudes towards disabled people and taking account of someone's disability, even where that involves treating them more favourably than other people
- Involving people, particularly disabled people, in public life and decision making

What evidence do you have to support your findings?

Highways Act 1980(as amended)
 Road Traffic Regulations 1984(as amended)
 Road Traffic Act 1988 (as amended)
 Guidance Notes - Circulars (Department of Transport)

Data Acquisition and Analysis

In order to investigate this issue factual data has been obtained by utilising speed surveys at the location and a pedestrian crossing count over two days. Previous speed surveys have been used at the same location to provide comparisons over a number of years. Site inspections were also undertaken to consider the walking routes. The results of the speed survey showed a slight reduction in the mean speed of traffic but remaining reasonably consistent with previous surveys. The issue of traffic flows had been raised suggesting that traffic volumes have considerably increased. The speed surveys provide a snap shot of traffic flows and the results of previous surveys were compared with the recent survey. The results showed that there had been a slight decline in overall traffic volumes during week days, although the volume remained constant on Sundays. The figures revealed that there has been an increase in traffic on a Saturday. The pedestrian crossing survey returned results as follows:

- On the Friday of the survey seven pedestrians crossed the road at various times between 8:30am and 9:30pm these were all made by individual adults.
- The Saturday results indicated that three pedestrians crossed the road between the times of 0:40am and 8:45am again all were made by individual adults.
- The survey also included an assessment of time gaps between the five vehicles immediately before and after the pedestrian crossed the road. In many cases there was a gap of comparable time or greater than the shortest

one used by one of the pedestrians.

- None of the pedestrians involved used wheel chairs, motorised scooters or push chairs.

Speed Limit Assessment

The speed limit has been assessed in accordance with the Department for Transport Circular for setting of speed limits. The result of this assessment after taking all factors into account is to retain the 60mph speed limit. The design of the road is of a high standard and to the 60mph design speed. There are other locations where pedestrians cross roads (including public rights of way) where the posted speed limit is 60mph.

Pedestrian Crossing

It is not normal practice to introduce pedestrian refuges on roads with a derestricted speed limit due to the likelihood that they will be run into by vehicles. Such refuges are not normally expected or anticipated by motorists and past experience supports the view that on road safety grounds islands are not introduced. Splinter islands have been introduced on the A167 between Croxdale and Thinford however this was a safety issue as there was a history of vehicles overtaking those which were turning right resulting in collision or in the worst cases head on accidents. Splinter islands physically enforce areas where overtaking is not desirable and they are not pedestrian refuges. However these islands have been previously damaged by motorists not anticipating their presence and driving into them. The location of the requested island is on a bend in the road currently with hatching to advise against overtaking due to the tightness of the bend.

A risk assessment of the possible options has also been carried out and is available upon request.

Decision: Proceed to full assessment – No
21/06/2011, 16/10/2011, 28/11/2011

Date:

If you have answered 'No' you need to pass the completed form for approval & sign off.

Section two: Identifying impacts and evidence- Equality and Diversity

Section overview: this section identifies whether there are any impacts on equality/diversity/cohesion, what evidence is available to support the conclusion and what further action is needed.

	Identify the impact : does this increase differences or does it aim to reduce gaps for particular groups?	Explain your conclusion, including relevant evidence and consultation you have considered.	What further action is required? (Include in Sect. 3 action plan)
Gender			
Age			
Disability			
Race/Ethnicity			
Religion or belief			
Sexual Orientation			

How will this promote positive relationships between different communities?
N/A

Section three: Review and Conclusion

Summary: please provide a brief overview, including impact, changes, improvements and any gaps in evidence.

The nature of the issue is typical of residential development which occurs in areas which have a more rural aspect. These developments generally do not benefit from the usual linkages to and facilities of built up areas. It is often the case that residents desire these features to be retro-fitted to the highways once they have taken up residence. It is not considered appropriate to introduce a pedestrian refuge which would encourage crossing at a location where vehicle speeds are at their highest and therefore the least safe for a person who is likely to be the slowest to cross the road. It would also introduce a hazard for motorists, a feature which would not normally be provided and has been found to ultimately result in accidents occurring. This could further compound the safety issues for pedestrians. The provision of a footway alongside the road to the roundabout and utilising the existing splitter island would provide the safest location to cross the road. This route would serve all users and provide linkage to the existing highway footways. It would not encourage the use of an unofficial trampled path through undergrowth/planted area which could be considered unsafe in terms of personal safety, especially in dark conditions. The conclusion is that **if** any provision is to be made, it should be in the form of an additional footway alongside the carriageway from Hag House Farm junction to the Hag House roundabout.

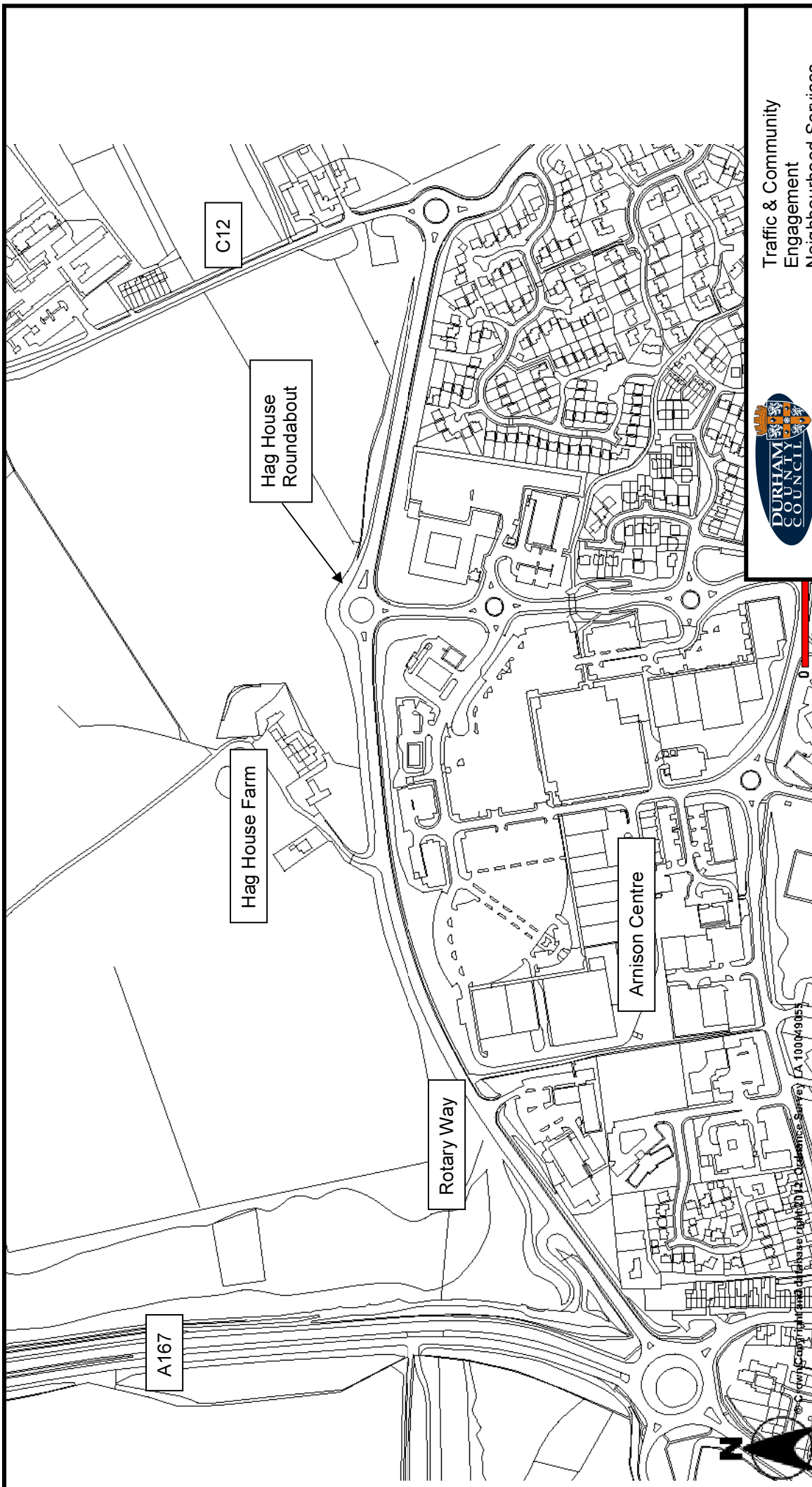
Action to be taken	Officer responsible	Target Date	In which plan will this action appear
When will this assessment be reviewed?	N/A		
Are there any additional assessments that need to be undertaken in relation to this assessment?	A highway risk assessment considering the two options has been undertaken and accompanies this report		
Lead officer - sign off:			Date:
Service equality representative - sign off: Mary Readman Policy Performance and Communications Manager			Date: 2 Dec 2011

Petition 110 : Rotary Way, Pity Me

Risk Assessment / Comparison of Options

Issue	Proposed Option			
	Islands at Hag House Fm	Do Nothing	Warning Signs	Footway to Roundabout
Vehicle speed	Vehicle speeds are likely to be at their highest at the proposed location.	Vehicle speeds are likely to be at their highest at the proposed location.	Vehicle speeds are likely to be at their highest at the proposed location.	Vehicle speeds will be at their lowest at the roundabout crossing point.
Congestion	Will increase congestion by reducing the length of the informal two lanes of traffic approaching the roundabout during busy periods. Risk of backing up onto A167 Pity Me roundabout during busiest periods.	Does not affect congestion.	Does not affect congestion.	Does not affect congestion.
Desire line	Route is on the residents' requested line but linking to an unofficial route through the perimeter planting. This unofficial route is not within the public highway or Council owned land. There is no specific provision within the Arnison development to accommodate this route.	Maintains current use and route. Does not encourage use of unofficial path.	Maintains current use and route. Does not encourage use of unofficial path.	Route does not provide the desired shortest route. Route links to adopted highway footways to Arnison development.
Provision for Disabilities	Dropped crossings would have to be provided. The unofficial route does not suit wheelchair users, pushchairs or persons with impaired mobility. Route crosses where vehicle speeds are at their highest. The route also crosses through a car park with no pedestrian provision. A refuge of minimum width (2.0 metres) would have to be provided. Pedestrian refuge allows road to be crossed lane by lane.	No provision for people with disabilities.	Provides information to motorists.	Dropped crossing would have to be provided. Route crosses at location where vehicle speeds are at their lowest. Route would be suitable for wheelchair users, pushchairs or persons with impaired mobility. The splitter island is much wider and provides for better segregation from traffic whilst waiting to cross individual lanes. Probability of courteous drivers allowing crossing of road. Lane width each side is slightly greater.

Personal Security	Unofficial route through established perimeter vegetation is not considered suitable for personal security. This route is not illuminated. The route exits into a business loading area and car park.	Unofficial route through established perimeter vegetation is not considered suitable for personal security. This route is not illuminated.	Unofficial route through established perimeter vegetation is not considered suitable for personal security. This route is not illuminated.	Route is wholly within a street lit area with natural surveillance.
Accident history	There are no recorded personal injury accidents in the previous three plus current year at the crossing locations under consideration. There is no history of pedestrian accidents on this road.			
Impact on traffic	The islands (refuge) are proposed on a high quality derestricted road where they would not normally be expected. This has resulted in collisions with the islands in similar situations therefore not normally recommended or provided. Provides a protected turning area for the farm. Potential congestion as indicated above.	No impact on traffic flows or movements.	Provides advance warning. Signs could be ignored by motorists due to the very low numbers of pedestrians crossing the road.	No impact on traffic flows or movements.
Visibility	Visibility is to the minimum required for a 60mph design speed.	Visibility is to the minimum required for a 60mph design speed.	N/A Visibility is to the minimum required for a 60mph design speed.	Visibility is in excess of the 60mph design speed however speeds will be much less than this.
Other uses (other than pedestrian)	Location is at a bridleway crossing but islands would not accommodate equine traffic and would not benefit this use.	None.	N/A	No other uses are envisaged at this location.
Maintenance	Future maintenance to illuminated signs will be expected due to vehicular collisions with the islands as has been the case where islands have been provided on derestricted roads. Illuminated signs will require regular scheduled maintenance	White lining requires renewal periodically.	Life expectancy of signs is 10+ years unless the sign is damaged.	Life expectancy of the footway would be many years before any maintenance would be required.
Revenue Cost	Illuminated signs provided on each island/refuge will require energy to power the lanterns. Annual maintenance of lanterns.	Minimal.	None.	None.
Additional Requirements	None	Refresh existing road markings.	Refresh existing road markings.	Cut back of vegetation behind footway to improve visibility between the roundabout crossing point and the Arnison roundabout.
Cost of Option	£42,000	£1,500	£2,500	£15,000



Making a difference where you live

Traffic & Community
Engagement
Neighbourhood Services

Scale: N.T.S.	Project: Unc Rotary Way, Pity Me	Project No:
Drawing: Location Plan		Drawing No: -----

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