



Highways Committee

Date Tuesday 26 July 2011
Time 10.00 am
Venue Council Chamber, County Hall, Durham

Business

Part A

1. Minutes of the Meeting held on 28 June 2011 (Pages 1 - 6)
2. Declarations of Interest, if any
3. Objections to the Traffic Regulation Order, North End Parking Area - Report of Corporate Director, Regeneration and Economic Development (Pages 7 - 12)
4. Transit 15, Responses to Public Consultation for A177 Shincliffe Bus Lane and A177 South Road Bus Lane - Report of Corporate Director, Regeneration and Economic Development (Pages 13 - 20)
5. C10A St Ives Road, Leadgate - Report of Corporate Director, Neighbourhood Services (Pages 21 - 30)
6. Objections to the Traffic Regulation Order advertised The County Council of Durham (Various Schools, Sedgfield, Teesdale, Wear Valley and Burnhope) (No Stopping on School Entrance Markings) Order 2011 - Report of Corporate Director, Regeneration and Economic Development (Pages 31 - 34)
7. Unc Burnhall Drive, Seaham - Report of Corporate Director, Neighbourhood Services (Pages 35 - 40)
8. 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
18 July 2011

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

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

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

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2 - County Hall, Durham on **Tuesday 28 June 2011 at 10.00 am**

Present:

Councillor G Bleasdale (Chair)

Members of the Committee:

Councillors B Arthur, A Bainbridge, D Hancock, S Hugill, A Naylor, P Stradling, L Thomson, E Tomlinson, J Turnbull and A Wright

Apologies:

Apologies for absence were received from Councillors D Burn, D Marshall, J Maslin, J Shiell, T Taylor, R Todd and C Woods

Also Present:

Councillor A Savory

1 Minutes

The Minutes of the Meetings held on 11 and 19 April 2011 were agreed as a correct record and signed by the Chair subject to the following amendments:

Minutes - 11 April 2011

Item 2 – Village Green Registration: Belle Vue Playing Fields, Consett

The final paragraph to read “Councillor D Marshall proposed that the application be refused for the reasons set out in the report. He was seconded by Councillor Todd.”

Minutes – 19 April 2011

Item 4 – B6277 Speed Limit Review

Resolution to be replaced with:

RESOLVED:

- (a) That the Committee endorses the proposal to set aside the objections in respect of the northbound approach (B6277) to Middleton in Teesdale and the ‘Lancelands’ (C165 Clint Lane) approach to Cotherstone.
- (b) That the Traffic Regulation Order to regulate speed limits on the B6277 and adjoining roads between Startforth and Langdon Beck be implemented.

- (c) That further consideration be given to the extension of the speed limits on the B6277 road south of Fitzhugh Court and on the C162 road (Briscoe Lane) west of 'Balder Croft', in accordance with the representations made by Cotherstone Parish Council and as detailed in the report.

Matters Arising

Minutes - 11 April 2011

Item 2 – Village Green Registration: Belle Vue Playing Fields, Consett

Mr C Simmonds, Solicitor advised that a letter had been received from the applicant indicating that he intended to request a judicial review. A response was being drafted and Members would be updated on progress.

2 Declarations of Interest

There were no declarations of interest.

3 C154 Sawmills Lane, Brandon, Parking Restrictions

Consideration was given to the report of the Corporate Director, Neighbourhood Services which advised of representations received to the proposed No Waiting and No Loading Restrictions for the C154 Sawmills Lane, Brandon (for copy, see file of Minutes).

Representations had been received regarding the ongoing problem of uncontrolled parking along Sawmills Lane, particularly close to the area around Stoneacre Garage. Areas of concern were parking near the location of the school crossing patrol and outside the doctor's surgery which resulted in vehicles backing onto the A690.

A consultation exercise had been undertaken and proposals presented to the local Residents Association as well as public meetings where the local MP was present.

Mr D Wilcox, Strategic Highways Manager gave a presentation on the proposals. It was proposed to introduce various parking restrictions along C154 Sawmills Lane which included No Waiting at Any Time, No Waiting/No Loading at Any Time and bollards to prevent pavement parking. A plan showing the restrictions was attached at Appendix 2.

Five representations and responses had been received and were detailed in the report.

Stoneacre Garage had a planning application pending for use of adjacent land which may alleviate some of the problems they had in the movement and storage of retail cars.

Councillor Taylor had been unable to attend the meeting but supported the proposals. He had explained that the restrictions were much needed and would go some way to alleviating the difficult and dangerous highway situation.

Councillor Turnbull explained that he would support the proposals. There was a problem with parked cars, congestion around the school crossing and a build up of traffic outside the doctor's surgery. The school crossing patrol had resigned after 21 years as she had felt her life was being threatened by the obstructions.

RESOLVED that the implementation of waiting and loading restrictions as per the plan in Appendix 2 be agreed.

4 Proposed Tables And Chairs Licence - Stanley Jefferson Public House, 5 Market Place, Bishop Auckland

Consideration was given to the report of the Corporate Director, Regeneration which gave details of the representations received with regard to an application under the provisions of Section 115E of the Highways Act 1980 to place tables and chairs on the highway outside the Stanley Jefferson Public House, Market Place, Bishop Auckland (for copy, see file of Minutes).

Mr D Wilcox, Strategic Highways Manager gave a presentation on the details of the proposals and explained that there were currently three premises with tables and chairs licences in the vicinity.

The application received included a planning permission that had been granted for change of use to provide a café seating area. The premises licence authorised the sale of alcohol for consumption inside and outside the premises.

Concerns to the application had been received by the Police and local Member. The Police raised concerns regarding emergency access/egress along with concerns regarding the effect of the reduced footway width during peak taxi operating times and objected on grounds of public order and road safety. The local Member raised concerns regarding safety due to the proximity of the proposed tables and chairs to the taxi rank at evenings, particularly on a weekend.

Additional conditions had been proposed as follows:

- Time restriction – tables and chairs must be removed by 9.30pm
- Temporary barrier installed to prevent table creep and define the consent area. 2.3m width to be maintained at all times
- Tables and chairs must not obstruct emergency access/egress
- Tables and chairs must not be placed on market days

RESOLVED that the application be approved subject to the conditions detailed in the report.

5 Stanhope Ford

Consideration was given to the report of the Corporate Director, Neighbourhood Services which gave an update on the safety issues surrounding the continued use of Stanhope Ford and the responses received to the statutory public consultation

exercise linked to the publication of a traffic order to permanently close the ford to vehicular traffic (for copy, see file of Minutes).

Mr D Wilcox, Strategic Highways Manager explained that Stanhope Ford was an unclassified road forming an optional crossing point on the River Wear in Weardale, linking the B6278 with the A689. The B6278 had a recorded 'Annual Average Daily Traffic Flow' of 724 vehicles per day. In contrast, from surveys undertaken in January 2007 at the southern approach ramp to the Ford, the 7 day average flow for that particular week was recorded at 60 vehicles per day.

Over the past 10 years, there had been 23 reported incidents at the Ford. Motorists had become stranded when attempting to traverse the Ford during adverse weather conditions. In some cases, necessitating rescues by the Emergency Services.

Following a number of management team meetings and public a consultation, a Traffic Regulation Order was approved in 2007 which would seasonally prohibit the use of the Ford by vehicular traffic between 1 October to 31 March each year.

An incident in April 2008 resulted in the Emergency Services being called and the Police had used their emergency powers to re-impose a road closure of the Ford.

It had become clear in recent years, that the incidents were not confined to certain times of the year, therefore the seasonal traffic order did not afford the protection of the public. Following concerns of the Police and incidents elsewhere in the country involving vehicles being swept from Fords, it had become necessary to implement a temporary road closure order which remained in place to date.

The County Council had published a traffic order to revoke the seasonal order and was proposing to implement a permanent 'Prohibition of Driving' Traffic Order. Thirteen responses of support and twenty one objections had been received. In addition, objections had been received from three specialist motoring organisations.

A handwritten petition to 'Save Stanhope Ford' had been received containing 82 signatures. Non-statutory representations had also been made via Facebook which recorded 1007 Members resulting in 350 objections when viewed in November 2010. Local Members also offered objections to the proposals believing Stanhope Ford to be essential to the heritage and tourism.

Having regard to the volume of objections and the complexity of the evidence and legal issues involved, it was considered good practice to hold a non statutory public inquiry. An inspector with expertise would be appointed, consider all the evidence and make recommendations to the Corporate Director, Neighbourhood Services.

Councillor Stradling commented that it was a sensitive issue and felt it appropriate for a non statutory public inquiry to be held to enable representations to be considered.

Councillor Hugill explained that he had used the Ford for 53 years and drivers needed to use their common sense. He felt the incidents were as a result of bad driving.

Councillor Savoury advised that she welcomed a public enquiry. Stanhope Ford was unique, part of the heritage and to remain open was part of the County Durham Plan. The majority should not be penalised and be able to use the Ford.

RESOLVED that the Committee endorse the Director's proposal to appoint an inspector to hold a Public Inquiry to consider the objections received and thereafter provide a report and recommendations for the Corporate Director, Neighbourhood Services to implement as he considers appropriate.

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Highways Committee

26 July 2011



Objections to the Traffic Regulation Order North End Parking Area

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

1.0 Purpose of the Report

- 1.1 To advise members of 12 objections received following the formal advert of a Traffic Regulation Order for North End Area, the effect of which would be to introduce a Controlled Parking Area

This report requests that Members endorse the proposal to proceed with making the Traffic Regulation Order.

2.0 Background

- 2.1 The introduction of parking control is considered an effective tool in the delivery of the Council's transport objectives and delivery of the measures set out in the Local Transport Plan. Members are aware of and have subscribed to the introduction of parking control as stated in the adopted policies of the Local Transport Plan. The aim of this Order is to balance the conflicting demand for parking from residents, visitors and commuters and address the problems displacement can create, in areas of mixed residential and commercial businesses. Concerns have been raised by residents, via local elected Members, regarding parking issues associated with long stay parking by staff and visitors to nearby workplaces such as hospital and college in the Dryburn Area and commuters to further afield such as Newcastle, resulting in residents experiencing great difficulty parking in their street.

- 2.3 Initial information regarding proposals was provided to residents of the North End Area in November 2010 (Controlled Parking Area). The parking restrictions will apply between 8.00am and 6.00pm, Monday to Saturday. A maximum of three Resident Permits will be issued per household.

- 2.4 North End Area included the following Streets:-

| | |
|-------------------|--------------------|
| North End | Springfield Park |
| North Crescent | Springwell Road |
| South Crescent | Fieldhouse Lane |
| The Grove | Flassburn Road |
| Springwell Avenue | Larches Road |
| Shawcross Close | Fieldhouse Terrace |

- 2.5 A drop in session was held at County Hall on the 18th March and 20th March 2010, to allow interested parties to view the information and discuss proposals with officers. Following the drop in session amended proposals were sent to residents and a ballot undertaken on 24th January 2011. The results of the residential ballot are as indicated in the attached table.
- 2.5 Although a substantial proportion of residents within the North End Area were in favour of the scheme, some streets were not, these included Boste Crescent and Old Dryburn Way. As a result of the ballot these streets were not included in the final scheme.
- 2.6 In accordance with the Statutory Instrument 2489 (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) proposals were formally advertised in the press (Durham Times) and posted on street on the 13th May 2011, and maintained for 21 days.

3.0 Objections

As a result of the formal advertising of the Regulation Order known as "The County Council of Durham (North End Area) (Parking and Waiting Restrictions) 2011", letters of objection were received from 12 people. A summary of the objections are as follows.

Objector 1 The Grove, Durham

The objector believes there is not a problem in The Grove and does not want unsightly street furniture such as payment metres. It will inconvenience his family and tradesmen. Does not want to pay for parking.

Response

There are no proposals for pay and display in this area and therefore the only street furniture will be signing. These will be located on existing posts and lighting columns where possible to reduce street clutter.

If parking controls are introduced in this area the result will be to remove commuter parking and free up parking spaces for residents and their visitors.

Permits are not provided free to residents as an income is required which directly contributes to operational costs. Department for Transport guidance on parking control states that, where possible, it should be self-financing. Where parking control operations are not self-financing, authorities need to be certain that they can afford to pay for it from within existing funding. Residents

in Durham City and Framwellgate Moor Area currently pay £30 per annum per permit, it is intended that North End Area will be the same.

Objector 2, The Grove, Durham.

The objector believes the street is too narrow and to allow parking on both sides will cause an obstruction. The objector would like No Waiting At Any Time on one side of the road.

Response

If controls are introduced in The Grove there are no intentions to mark out bays and it would be expected that residents and their visitors park considerately within the area. If bays are marked out or waiting restrictions applied on one side of the street parking availability will be reduced thus restricting availability and options for residents.

Objector 3 Springfield Park, Durham.

The objector does not want the scheme to run on a Saturday, but run on a Monday to Friday 9am – 4pm. She would like her friends and family to park freely outside her house.

Response

The current restrictions in the Durham City and Framwellgate Moor area operate from Monday to Saturday and 8am to 6pm. It is generally accepted as good practice to apply a consistent approach to operation times to avoid confusion to drivers. Failure to control parking in this area when parking is controlled in the surrounding areas, would lead to parking by non residential vehicles on uncontrolled days.

Permits are not provided free to residents as an income is required which directly contributes to operational costs. Department for Transport guidance on parking control states that, where possible, it should be self-financing. Where parking control operations are not self-financing, authorities need to be certain that they can afford to pay for it from within existing funding. Residents in Durham City and Framwellgate Moor Area currently pay £30 per annum per permit, it is intended that North End Area will be the same.

Objector 4 Springfield Park, Durham

The objector does not want the scheme to run on a Saturday.

Response

See response from Objector 3.

Objector 5 Fieldhouse Terrace, Durham.

The objector does not have a problem with cars being left for several days in his street and believes it brings life into the area. He believes less parking will result in higher speeds through the area. He objects to people paying to park on the road, believes it will encourage more people to pave front garden, to accommodate cars. He believes scheme is unnecessary, unreasonable and be a detrimental to the area.

Response

North End scheme is in response to concerns raised by residents and local councillors regarding problems as a result of commuter parking in residential streets. It is evident from the ballot results that the majority of residents wish the scheme to go ahead.

Objector 6, 7 and 8

These objectors are not residents in the area but commute to work by train and park at North End.

Response

The objectives of the proposals are to restrict parking in the North End area to residents and visitors. Concerns were raised by residents and local Councillors regarding the amount of commuter parking.

Objector 9 Springwell Road

Objecting on the grounds of safety. The junction between Fieldhouse Lane and Springwell Road has very bad visibility. It's the busiest junction and has no footpaths. Particular problems with vehicles travelling on the wrong side because of parked vehicles.

Response

If the proposals go ahead then this will reduce the amount of on street parking and improve visibility. If the permit scheme goes ahead and there is still an issue of parking at this junction, then the introduction of No Waiting at Any Time can be looked at.

Objector 10 Springwell Avenue

The objector does not want the scheme. There is no parking problem particularly on a Saturday. They are disappointed at the poor level of consultation believes it did not fully explain the scheme would run from Monday to Saturday. Concerned about allowing a private company to run the scheme which is not in the public interest.

Response

The ballot tested the views of all residents and the result confirmed that the majority of residents did consider that permit parking would be of benefit in the area. Whilst some residents do not currently suffer a problem with commuter parking if controls are placed in areas that do have a problem there will inevitably be a displacement of vehicles to uncontrolled areas thus causing them a problem. See objection 3 response regarding Saturdays, on all letters and plans it was identified as being Monday – Saturday 8am- 6pm. NSL Ltd as a representative of Durham County Council is required to ensure parking restrictions are observed and enforced in a fair, accurate and consistent manner.

Objector 11 The Grove

The objector has been monitoring his street regarding parking problems and believes there is not a problem. He is concerned that the scheme is to include Saturdays and that it will inconvenience his visitors. Believes other residents are unaware it will include a Saturday.

Response

See objection 10 response.

Objector 12 Whitesmocks Avenue

The objector appreciates there are parking problems in North End but believes the introduction of a permit parking scheme will not solve the problem. This will only push the cars into the next location, which she believes will be Whitesmocks Avenue and St Nicholas Drive. This displacement will cause problems in a narrow street like Whitesmocks Avenue, which already has people parking their vehicles all day. She thinks putting waiting restrictions on one side of the road at St Leonard's School would improve access and allow some parking, or applying no parking for an hour in the middle of the day to prevent all day parking. She believes we should liaise with employers and try and encourage staff not to use their cars, and make the station parking fees more reasonable.

Response

Whitesmocks Avenue is separated from the proposals by the A167, it is unlikely that commuters will migrate to this location. However the situation will be monitored if there is cause for concern then an appropriate solution can be investigated.

6.0 Recommendations and Reasons

- 6.1.1 The Committee is recommended to endorse my proposal to set aside the objections and proceed with the Traffic Regulation Order as advertised and introduce parking controls in the areas detailed in this report. The changes to Parking Control will have a significant impact on parking demand in the area.

The parking supply and demand will continue to be monitored with a view of taking any remedial action as deemed appropriate.

Background Papers

Office Files

Contact: Sarah Thompson Tel: 0191 383 6536

Appendix 1: Implications

Finance – 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 - Blue Badge holders are exempt from the restrictions for up to 3 hours

Legal Implications – Enforceable TRO

Highways Committee

26 July 2011



Transit 15

**Responses to public consultation for
A177 Shincliffe Bus Lane and A177
South Road Bus Lane**

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

Purpose of the Report

1. To provide Members with feedback on consultations with the public for two Transit 15 schemes involving proposed Traffic Regulation Orders for bus lanes at:
 - A177 Shincliffe
 - A177 South Road Durham
2. Having noted the responses to the public consultation and considered the objections to the proposals the Committee is recommended to endorse the proposals and proceed with the implementation of the Traffic Regulation Orders for bus lanes at A177 Shincliffe and A177 South Road.
3. Similar reports presented subsequently to this Committee will address other Transit 15 schemes as and when consultations have been completed or associated orders have been published.

Transit 15 Background

4. Transit 15 (T15) is a major public transport project which commenced implementation during the final year of local transport plan 2, LTP2 and will continue through early years of the successor plan, LTP3. Completion of all of the planned schemes comprising the project would see reduced delays and improved reliability for bus services on seven key bus corridors across the county. A number of schemes have already been completed as part of T15.
5. The January 2010 report to this Committee set out the extent of subsequent reporting on the Transit 15 project, the intention of which is to keep Members informed on progress of what is a significant and much-needed £5million+ investment in the bus network. To ensure Members are kept well informed on progress across the whole project, the January 2010 report indicated that the outcome of public consultations, as well as objections to Traffic Regulation

Orders associated with Transit 15 schemes, would be brought to the attention of the Committee.

Scheme Background - A177 Shincliffe Bus Lane

6. This scheme is located on the Coxhoe to Durham Corridor upstream of the traffic signals at Mill Lane, Shincliffe. Queues occur in the westbound direction and traffic can tail back as far as High Shincliffe causing congestion and significant delay in addition to presenting a road safety hazard.
7. In order to facilitate reliable bus services and reduce delays for bus passengers it is proposed to widen the A177 to provide a bus lane inbound into Durham from a point just east of the traffic signals. This bus lane would allow buses to pass traffic queuing on the approach to the signals without increasing delays for other traffic as an inbound lane would still be available for other traffic.
8. A consultation letter and plan of the proposals were sent to statutory consultees and delivered to 40 properties in September 2009. 13 responses were received with 7 of these objecting to the scheme including the Parish Council. The issues raised included concern over the scheme increasing rat running through the village and concern that the bus lane was not long enough to be effective. A meeting was held with the Parish Council in February 2010 to discuss their concerns and following this a survey was carried out to establish the extent of rat running in May 2010. This survey established that there were less than 10 vehicles per day diverting through the village to avoid queues. It was therefore decided to progress the scheme without any amendments and without any traffic calming in the village.
9. An informal consultation on the proposed Traffic Regulation Order required for the bus lane was carried out in July 2010 including statutory consultees and 40 properties in the village. 14 responses were received including 12 objections, these objections raised issues over increasing rat running through the village, the effectiveness of the bus lane and the use of funding for the scheme in the difficult economic climate. In February 2011 proposals for traffic calming in the village via amendments to the A177 junctions were put to the Parish Council for comment.
10. The Parish Council, who had been requested to contribute to any traffic calming, considered the measures would be ineffective and felt they were not worth pursuing.
11. The Traffic Regulation Order for the proposed bus lane was advertised in April 2011 and 6 representations were received including 2 from local members.

Responses to Consultation

12. Nineteen responses have been received to the initial scheme consultation and the informal Traffic Regulation Order consultation, 16 from individual members of the public along with responses from the North East Ambulance Service, Durham Constabulary and the Parish Council.

13. Six representations have been received to the advertised Traffic Regulation Order.

14. **Representation 1**

3 objections from members of the public to the informal consultation were concerned that the bus lane would cause congestion and that this would subsequently increase rat running through the village.

15. **Response 1**

The A177 is being widened to accommodate two inbound lanes into Durham, a normal traffic lane and a bus lane. This is in comparison to the single inbound lane that currently exists. There would not therefore be congestion as a result of the bus lane and additional rat-running, which surveys showed was a minor problem, would not occur.

16. **Representation 2**

7 members of the public were concerned that the bus lane was not long enough to be effective.

17. **Response 2**

A longer bus lane could not be accommodated without removing the existing pedestrian refuge adjacent to the Church. The bus lane still saves a minute's journey time for bus passengers in the morning peak and would be the only bus lane on the Coxhoe to Durham route.

18. **Representation 3**

5 members of the public and the local members questioned the use of finances for bus lanes in the current financial climate.

19. **Response 3**

It was indicated that financial restrictions were already reducing revenue spending on subsidies to maintain bus services and that capital schemes such as this one that will reduce running costs for operators were more vital than ever to maintain bus services.

20. **Representation 4**

The Parish Council's objection concerned rat running and effectiveness of the bus lane and was responded to as above.

21. **Representation 5**

The Ambulance Service supported the scheme.

22. **Representation 6**

Durham Constabulary commented on the proposed road markings for the scheme and their suggestions were accommodated.

23. The six objections to the advertised Traffic Regulation Order included 3 from members of the public, one from the City of Durham Trust and 2 from local members.

24. **Representation 7**

The City of Durham Trust were concerned over the provision of a retaining wall as part of the works and over extending the works outside the highway boundary. It was explained that the retaining wall, shown in the initial consultations, was not now required and that the scheme did not extend beyond the highway boundary. The Trust subsequently withdrew their objection.

25. The 3 members of the public raised the following points:

26. **Representation 8**

Funding being used for bus lanes in the current financial climate.

27. **Response 8**

The financial restrictions are already reducing revenue spending on subsidies to maintain bus services and capital schemes such as bus lanes that will reduce running costs for operators are more vital than ever to maintain adequate bus services.

28. **Representation 9**

The bus lane would create longer queues increasing journey times for motorists and resulting in additional rat running through the village.

29. **Response 9**

The A177 is being widened to accommodate two inbound lanes into Durham, a normal traffic lane and a bus lane. This is in comparison to the single inbound lane that currently exists. There would not therefore be congestion as a result of the bus lane and additional rat running would not occur.

30. **Representation 10**

The bus lane would only benefit a limited number of buses and that these benefits would only be at peak periods of traffic.

31. **Response 10**

The bus lane would benefit 6 buses per hour in the morning peak with a time saving of up to a minute and would benefit approximately 300 passengers per day. These savings would occur at peak traffic times when most passengers were travelling and when most delays normally occurred.

32. **Representation 11**

The bus lane would make the approach to Mill Lane traffic signals more complicated as traffic would need to move from the central inbound traffic lane to the nearside lane after they have passed the end of the bus lane.

33. **Response 11**

The layout would require vehicles to change lanes after the end of the bus lane but this is an arrangement used at a number of locations across the County and has not resulted in any significant problems.

Local Member Consultation

34. Both local members objected to the A177 Shincliffe bus lane questioning the use of finance on bus lanes in the current financial climate, expressing concerns over congestion and supporting public concerns over the potential for rat running through the village. The response indicated that financial restrictions were already reducing revenue spending on subsidies to maintain bus services and capital schemes such as bus lanes that will reduce running costs for operators were more vital than ever to maintain adequate bus services and that the A177 is being widened to accommodate two inbound lanes into Durham, a normal traffic lane and a bus lane compared to the single inbound lane that currently exists. There would not therefore be congestion as a result of the bus lane and additional rat running would not occur.
35. As members of the Transit 15 Working Group, both Arriva and Go North East support the proposals.

Scheme Background – A177 South Road Bus Lane

36. This scheme is on the Bishop Auckland to Durham transport corridor and is located on South Road in Durham south of the New Inn traffic signals. Queues occur in the northbound direction and traffic can tail back as far as the park and ride site near Mount Oswald golf course.
37. In order to facilitate reliable bus services and reduce delays for bus passengers it is proposed to widen the A177 to provide a bus lane inbound into Durham from a point just south of New Inn signals to a point just north of the signalised pedestrian crossing at the pedestrian access of St Mary's College. This bus lane would allow buses to pass traffic queuing on the approach to the signals without increasing delays for other traffic as a single inbound lane would still be available for other traffic.

38. A consultation letter and plan of the proposals were sent to statutory consultees and delivered to 9 properties in August 2010. 6 responses were received. 2 from members of the public, one from the City of Durham Trust, one from Elvet Residents Association, one from the Durham Branch of the Campaign for the Protection of Rural England and one from Durham Constabulary with 4 of these objecting to the scheme.

Responses to Consultation

39. The main issues raised included concern over the perceived limited benefits of the scheme and the loss of a row of lime trees in the wooded area to the east of the A177 where the road was being widened.

40. **Representation 1**

3 members of the public, the City of Durham Trust, the Campaign for the Protection of Rural England objected to the loss of trees.

41. **Response 1**

The loss of the row of lime trees due to the widening to provide the bus lane was unavoidable but a further row to the rear of this first row would be retained. The remaining trees would preserve the tree lined appearance of the road and still screen the University buildings to the rear of the trees.

42. **Representation 2**

Elvet Residents Association requested information on the benefits of the scheme and suggested diverting the proposed eastern footway to the east of the wooded area in order to try and save the loss of trees.

43. **Response 2**

The bus lane would provide time savings for bus passengers of up to a minute in the morning peak and up to a minute and a half in the evening peak and 12 service buses along with park and ride buses would benefit from these savings. These benefits would result in the financial benefits of the scheme being significantly higher than the costs. The suggested footway diversion would not reduce the loss of trees as a verge of the same width would still be needed to accommodate diverted public utilities. Diverting the footway would also have security implications for pedestrians.

44. A Traffic Regulation Order to create the bus lane was advertised in April 2011 and only one objection to the Order was received from the City of Durham Trust.

45. **Representation 3**

The City of Durham Trust were concerned that the Council's case appeared to be justified purely on financial grounds and that this did not sufficiently take into account the loss of trees and that the current layout of trees restricted the views until a surprise view of the city was revealed at the end of South Road.

46. **Response 3**

There are substantial time savings for bus passengers and a high number of passengers receiving these benefits. The financial benefits were significantly higher than the costs. With respect to the loss of trees it was indicated that schemes were judged on a variety of factors and not just cost and that the loss of trees close to the existing road would not have a substantial environmental impact as the presence of trees immediately to the rear of those close to the road would still preserve the tree lined appearance of the road, would still screen the University buildings and would restrict the views of the city coming down South Road albeit to a lesser extent than the existing situation.

47. **Representation 4**

Durham Constabulary queried the proposed bus and traffic lane width on the scheme and asked if the narrow footpath on the west of the A177 could be widened to avoid the issue of students walking on the road at busy periods. The response confirmed that the bus lane would be 3.5 metres wide and that the two normal traffic lanes would be 3.25 metres wide and that widening the western footpath on the west of the A177 would be investigated at the detailed design stage. Following the provision of this information Durham Constabulary indicated that they were supportive of the scheme.

48. Local members have been consulted and no objections were raised to the A177 South Road scheme.

Recommendations and Reasons

49. **A177 Shincliffe Bus Lane**

It is recommended that the responses to the public consultation exercise are noted and, having considered the objections to the Traffic Regulation Order, the Committee endorses the implementation of the bus lane order.

50. **A177 South Road Bus Lane**

It is recommended that the responses to the public consultation exercise are noted and, having considered the objections to the Traffic Regulation Order, the Committee endorses the implementation of the bus lane order.

51. **Background Papers**

LTP3, the current Local Transport Plan for 2006-2011
Report to Highways Committee on 15 January 2010 item no 7
Public consultation information note
Consultee letters and responses record file
Copies of correspondence have been placed in the Members Resource Centre.

Contact: Andrew Leadbeater Tel: 0191 383 5377

Appendix 1: Implications

Finance

Estimated scheme costs A177 Shincliffe Bus Lane - £190,000, A177 South Road-£490,000. Scheme costs to be met from the £5million Transit 15 budget which is already in place from an uplift in the LTP2 Integrated Transport Block from the Regional Funding Allocation confirmed by the Department for Transport in January 2010.

Staffing

None

Equality and Diversity

None

Accommodation

None

Crime and disorder

None

Sustainability

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

Human rights

None

Localities and Rurality

As detailed in the report.

Young people

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

Consultation

As detailed in the report

Health

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

Highways Committee

26 July 2011

C10A St Ives Road, Leadgate



Report of Corporate Management Team

Terry Collins, Corporate Director Neighbourhood Services

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

Purpose of the Report

- 1 To advise Committee of a representations received to the proposed traffic calming measures for the C10a St Ives Road, Leadgate.
- 2 It is recommended that the Committee endorse the proposal having considered the representations and proceed with the implementation of the advertised traffic calming cushions along the C10a St Ives Road, Leadgate as per the plans in Appendix 2

Background

- 3 Following a number of ongoing complaints from local residents and an accident in April 2010 involving a motor vehicle being driven at excessive speed where the driver lost control and caused considerable damage to a property on St Ives Road funding was identified for a possible traffic calming scheme.
- 4 Further investigations showed that the stretch of road does have an ongoing speed complaint profile and an accident profile which would benefit from the implementation of traffic calming measures. Community Speed Watch is also active at various locations and Durham Constabulary Road Policing Unit has undertaken specific enforcement. The last speed survey undertaken in the vicinity of the school showed only 35% of vehicles travelling below the posted 30 mph speed limit. This equating to approximately 1600 vehicles of the 4500 average daily flow Monday to Friday. The pattern is also the same on a weekend; 1250 vehicles of the 3700 on a Saturday and 1060 vehicles of the 3040 on a Sunday. The mean speed Monday to Friday is 33 mph. The mean speed on a Saturday and Sunday is 32.7 mph.
- 5 A review of the accidents between the 1st January 2007 and 31st October 2010 showed 6 number accidents. 5 of these were damage only and one was a slight injury. Three of these when investigated by Durham Constabulary showed speed as a contributory factor to the accident.

#

Proposals

- 6 The proposed scheme includes for the provision of 8 sets of triple cushions and 1 set of quadruple cushions as per the plans in Appendix 2.
- 7 The scheme also includes a reduction of the sign clutter at the eastern end of the scheme. This being designed to re-iterate to motorists that they are entering a built up area.

Consultation

- 8 Informal consultation occurred with the affected residents, businesses and statutory consultees from the 22nd September 2010 to the 21st October 2010.
- 9 Out of the 98 letters sent to affected residents and businesses 36 responses were received. 28 were in favour of the proposals and 8 were against. Durham Constabulary and the North East Ambulance Service responded to the informal consultation. Both were in full support of the proposals.
- 10 The Statutory Notice for the implementation of the road cushions was advertised between the 2nd June 2011 and the 23 June 2011. During this period one further letter of objection was received. However we must advise that this letter was from a person who objected at the informal stage also.

Representation and responses

- 11 Representation 1

“Speed cushions cause damage to vehicles / suspension”

One resident stated this reason

Response: The Highway Code advises in Rule 153 that motorists should reduce their speed when approaching traffic calming features that are intended to slow them down. Therefore the principle applies; that if the speed cushions are negotiated at a reasonable speed, then they will not cause discomfort, damage or constitute a danger to any road user. The proposals are based upon national guidance for traffic calming measures and these take into account all types of vehicles likely to encounter these features.

- 12 Representation 2

““Speed humps don’t work” or “do nothing to reduce speed”

One resident stated this reason.

Response: Before and after studies published by government organisations show that traffic cushions are an effective means of reducing vehicle speeds on roads.

Durham County Council have implemented similar schemes such as these proposals throughout the county and have found that by undertaking before

and after speed surveys these types of schemes do have a positive effect on reducing vehicle speeds.

13 Representation 3

“Implement a 20 mph speed limit”

Two residents stated this reason

“To Expensive; implement a 20 mph speed limit

One resident stated this reason

Response: Research undertaken by the Transport Research Laboratory and following implementation within the County has shown that implementation of a speed limit using signs alone only reduces the mean speed by approx 1 mph.

The principle provided by current relevant legislation states that 20mph zones/limits should be self enforcing using suitable traffic calming methods. Therefore we would have to provide even more measures which would be even more expensive. The County Council Policy for 20 mph Zones states that zones should be self enforcing using traffic calming measures. It also provides that they may be introduced in areas around schools and areas with above average number of accidents, particularly where child accidents are involved or in areas adjacent to facilities for vulnerable road users where demand is significant enough to justify such measures. Although this location has a history of accidents they do not involve vulnerable road users therefore this is not a location where we would consider such implementation.

14 Representation 4

“Hazard especially in winter weather”

Two residents stated this reason

Response: The C10a forms part of Durham County Council’s Priority 1 salting routes and therefore this would still be undertaken. To date we have received no other issues from the drivers who undertake such work that traffic calming measures prevent them from undertaking this duty.

We also have many other locations throughout the county where traffic calming measures such as these are provided and we are not aware of them being any more a hazard in the winter periods.

15 Representation 5

“Increase in noise by wagons / in general”

Four residents stated this reason

Response: Research has shown that overall traffic noise is actually reduced when traffic calming is implemented on roads where the traffic flow consists mainly of light vehicles; however it is noted that there is a flow of HGVs' along the C10a. It is hoped that these proposals will assist in persuading these types of vehicles to use the by-pass rather than use the C10a as a quicker route therefore reducing the volume of HGVs' using the C10a.

16 Representation 6

One resident stated this reason

“Prevent the bad parking outside of the school”

Response: This is not an issue which will be affected by the proposals and will be investigated separately.

17 Representation 7

One resident stated this reason

“Concerned about a possible increase in congestion”

Response: It is acknowledged that due to a reduction in speed there may be a possible increase in traffic congestion especially at peak times; However this may be counterbalanced by the possibility that a number of the HGVs' and other vehicles once these measures are implemented may chose to use the alternative route of the by-pass therefore actually reducing the number of vehicles using the C10a.

18 Representation 8

This is in reference to the letter received at the legal stage. The correspondent raised the issue of noise as the main point which has been answered in representation 5. He then requested that we implement the scheme for a trial period of weeks to allow him to monitor the consequences and then review the situation.

Response: Unfortunately we are unable to accede to this request for the implementation of the traffic calming humps for a short period of time. The cushions will be constructed by keying in to the existing highway which would make this suggestion highly expensive.

Recommendations and reasons

- 19 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the (traffic calming cushions) on (C10a St Ives Road, Leadgate) as per the plan in Appendix 2

Background papers

Contact: [David Battensby] Tel: 0191 332 4435

Appendix 1: Implications

Finance – Local Elected Members Neighbourhood Budget

Staffing - None

Risk - None

Equality and Diversity / Public Sector Equality Duty – Not applicable

Accommodation - None

Crime and Disorder - None

Human Rights - None

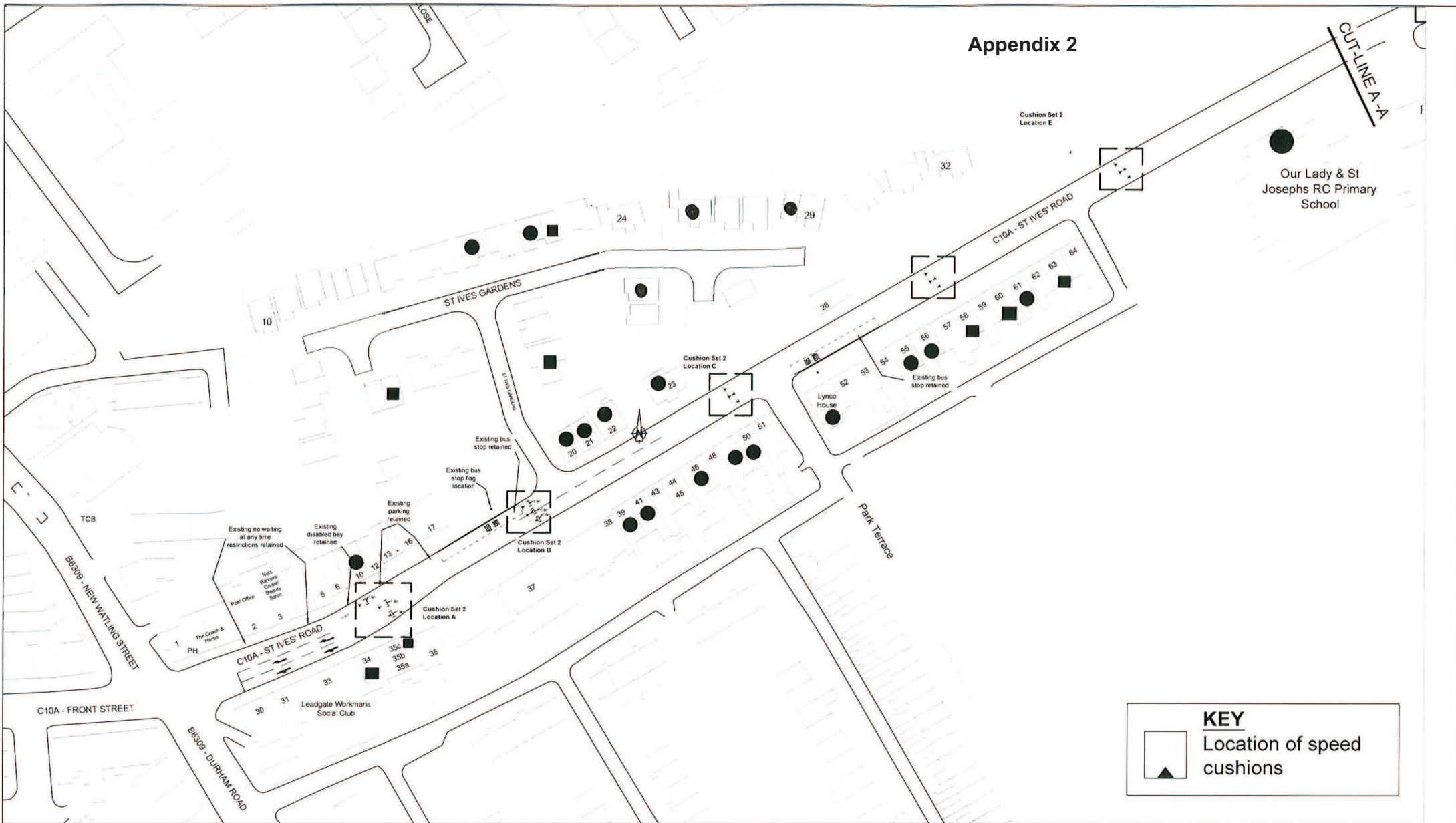
Consultation – Both informal and legal as described in report above


Procurement - None

Disability Issues - None



Legal Implications - None

Appendix 2



KEY
 Location of speed cushions

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 Objectors to the scheme
 In favour of the scheme
 Page 27

| Rev/ Amdt | Drawn By | | Approved By | | | Description Of Amendments |
|-----------|----------|-------|-------------|------|------|---------------------------|
| | Name | Date | Name | Date | Sign | |
| 0 | PAW | 09/10 | | | | |
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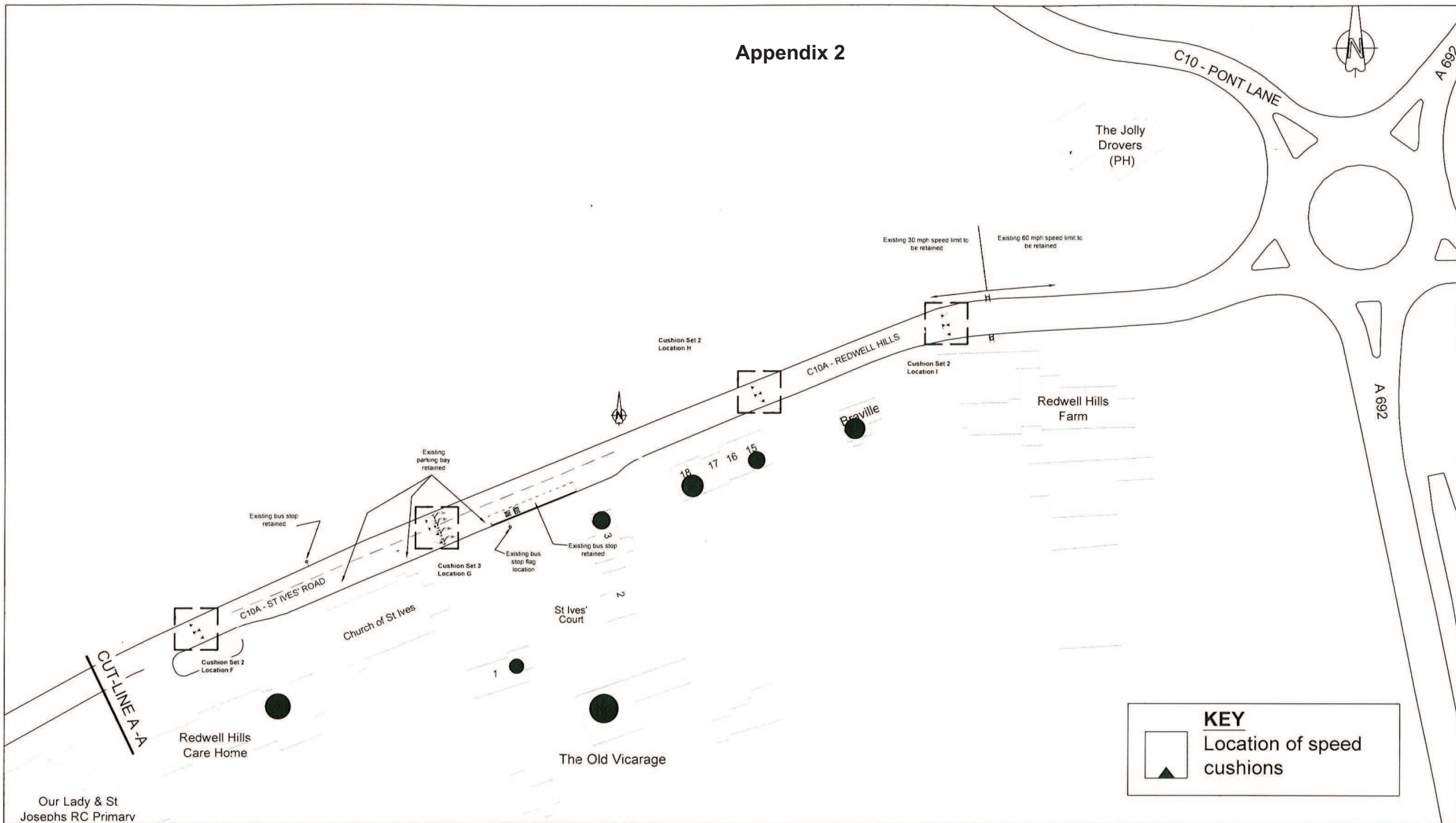
Durham
County Council

STRATEGIC HIGHWAYS MANAGEMENT
 CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES
 COUNTY HALL, DURHAM. DH1 6UQ

| | | |
|---------|--|--------------------------------|
| Project | C10A, St Ives Road, Leadgate Traffic Calming | |
| Drawing | Location Plan No 1 | |
| Scale | 1:1000 | Project/Drawing No. N11515 - 4 |
| Rev. | 0 | |

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Appendix 2



Our Lady & St Josephs RC Primary

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Objectors to the scheme
 In favour of the scheme

| Rev/ Amdt | Drawn By | | Approved By | | | Description Of Amendments |
|-----------|----------|-------|-------------|------|------|---------------------------|
| | Name | Date | Name | Date | Sign | |
| 0 | PAW | 09/10 | | | | |
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Durham County Council

STRATEGIC HIGHWAYS MANAGEMENT

CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES

COUNTY HALL, DURHAM. DH1 6UQ

| | | |
|---------|--|--------------------------------|
| Project | C10A, St Ives Road, Leadgate Traffic Calming | |
| Drawing | Cushion F to I Sheet 2 of 2 | |
| Scale | 1:1000 | Project/Drawing No. N11515 - 5 |
| Rev. | 0 | |

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Highways Committee

26 July 2011



Objections to the Traffic Regulation Order advertised The County Council of Durham (Various Schools, Sedgefield, Teesdale, Wear Valley and Burnhope) (No Stopping on School Entrance Markings) Order 2011

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

1.0 Purpose of the Report

- 1.1 To advise members of 1 objection received following the formal advert of a Traffic Regulation Order for School Keep Clear Markings in the South of Durham Area.

This report requests that Members endorse the proposal to proceed with making the Traffic Regulation Order.

2.0 Background

- 2.1 The Order consists of 81 schools within the Sedgefield, Teesdale and Wear Valley area. The purpose of these School Entrance Markings is to protect the pupils and provide a clear area where a child can cross safely.
- 2.2 At present the existing Keep Clear markings at the 81 schools enclosed within this Order do not have a Traffic Regulation Order or signage and therefore are unenforceable.
- 2.3 The proposals advertised for all the schools reflect the existing restrictions that currently apply in each location. The existing zig zags may need slightly extending or reduced to comply with the Traffic Signs Regulations and General Directions 2002.
- 2.4 In accordance with the Statutory Instrument 2489 (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) proposals were formally advertised in the press (Durham Times) and posted on street on the 8th April 2011, and maintained for 21 days.

3.0 Objections

As a result of the formal advertising of the Regulation Order known as “The County Council of Durham (Various Schools, Sedgfield, Teesdale, Wear Valley and Burnhope) (No Stopping on School Entrance Markings) Order 2011 an objection was received as follows:-

Objection – Vane Road Primary School, Sedgfield

The objector wants the overall situation looked at, by introducing stopping restrictions on both sides of the road. The objector feels that half an hour in the morning and in the afternoon would be sufficient.

Response

At present the existing Keep Clear Entrance Markings at Vane Road Primary School do not have a Traffic Regulation Order or signage and therefore are unenforceable. The proposals advertised for Vane Road reflect the existing restrictions that currently apply in this location. We are not proposing to make any changes to the current arrangement. In the guidelines it states that the length of School Entrance Markings needs to be restricted to one which drivers will respect. The times of the School keep clears are 8am – 6pm to standardise school keep clear restrictions and include out of hours clubs associated with the schools.

6.0 Recommendations and Reasons

- 6.1 The Committee is recommended to endorse my proposal to set aside the objections and as advertised proceed with the Traffic Regulation Order.

Background Papers

Office Files

| | | |
|-----------------|-----------------------|---------------------------|
| Contact: | Sarah Thompson | Tel: 0191 383 6536 |
|-----------------|-----------------------|---------------------------|

Appendix 1: Implications

Finance – 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 - Blue Badge holders are exempt from the restrictions for up to 3 hours

Legal Implications – Enforceable TRO

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Highways Committee

26 July 2011

Unc Burnhall Drive, Seaham



Report of Corporate Management Team

Terry Collins, Corporate Director Neighbourhood Services

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

Purpose of the Report

- 1 To advise Committee of an objection received to the extension of the existing parking restrictions for the Unc Burnhall Drive, Seaham
- 2 It is recommended that the Committee endorse the proposal having considered the objections to the proposal and proceed with the implementation of the various parking restrictions at Unc Burnhall Drive, Seaham as per the plan in Appendix 2

Background

- 3 Representations have been received from Seaham School of Technology and Durham Constabulary with regard to inconsiderate parking during school opening times.
- 4 Vehicles have been observed parking on the southern kerbline opposite the entrance to the car park. This in turn has obstructed vehicles movements into and out of the car park. The school also use buses to transport children to and from school and this parking is obstructing the free flow of these vehicles.

Proposals

- 5 The proposals include the extension of the existing 08.30 am to 4.00 pm on the southern side of Burnhall Drive from the existing restriction to its junction with Neasham Road. On the northern side of Burnhall Drive these restrictions would be between the access and egress points of the car park allowing for free flowing traffic and manoeuvring of larger vehicles safely.

Consultation

- 6 Informal consultation included the affected residents, school and statutory consultees from the 8th May 2010 until the 23rd May 2010
- 7 Out of the 6 letters sent to affected residents one response was received. This response was in favour of the proposals. No responses were received

against the proposals at the informal stage. Durham Constabulary and Seaham Town Council responded in favour to the informal consultation.

- 8 The scheme was put on hold due to the preparation of traffic regulation orders for the introduction of Civil Parking Enforcement.
- 9 Statutory advertisement of the alterations took place between from the 14th April 2011 and the 5th May 2011. During this period one e-mail of objection was received from the occupier of No 43 Burnhall Drive, Seaham. It should be noted that they did not respond to the informal consultation.

Representation and responses

- 10 Representation 1

The properties of No 41 and 43 Burnhall Drive only have parking for one vehicle. Any restrictions between 08.30 am and 4.00 pm would cause great problems as the residents work out of school hours thus creating possible parking problems. Would it be possible for the two properties to be given resident parking permits to avoid possible problems.

- 11 *Response 1*

The proposals do not include the implementation of parking restrictions outside of properties No 41 and 43 therefore this space would still be available for the residents to use. They also have the possibility of parking one vehicle off the highway within the boundaries of their own properties. There is also the large car park adjacent to the gable of No 43 if they are unable to park outside of their properties.

Unfortunately we as the highway authority cannot reserve any part of the adopted highway network for the use of an individual person or property. The adopted highway network is available for all motorists to use. A vehicle can be parked on the adopted highway network as long as it is taxed, tested, insured, road worthy and not in contravention of any parking restrictions. Therefore we would be unable to accede to the request for a residents parking permit.

Recommendations and reasons

- 12 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the (no waiting between 08.30 am and 4.00pm) on (Unc Burnhall Drive, Seaham) as per the plan in Appendix 2

Background papers

Contact: [David Battensby] Tel: 0191 332 4435

Appendix 1: Implications

Finance – Easington Local Area Programme

Staffing - None

Risk - None

Equality and Diversity / Public Sector Equality Duty – Not applicable

Accommodation - None

Crime and Disorder - None

Human Rights - None

Consultation – Residents and Statutory Bodies both informal and Statutory

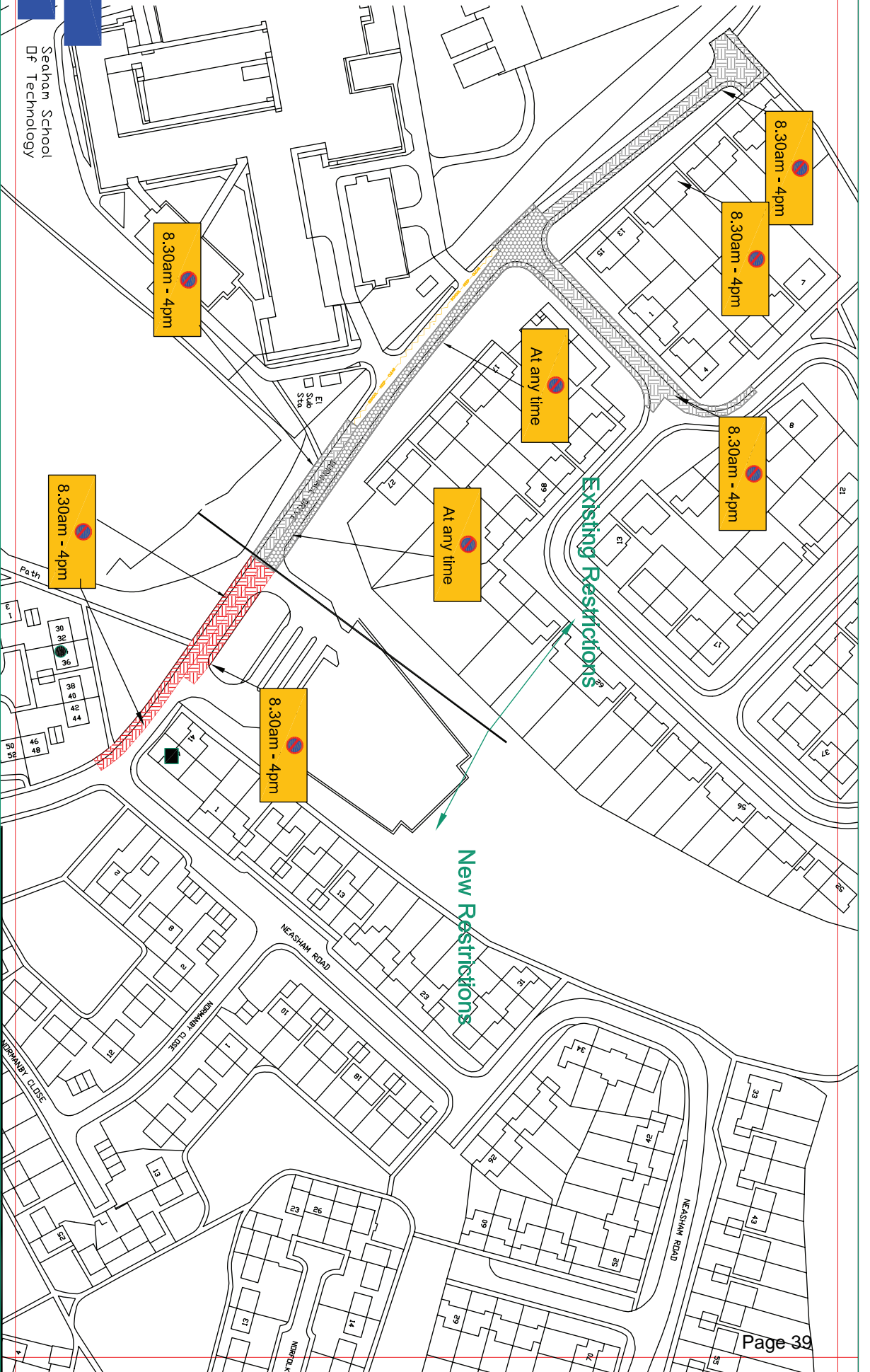
Procurement - None

Disability Issues - None

Legal Implications - None

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Appendix 2



Key to Types of Restriction

- Extension to Restricted
- Parking
- Existing No Waiting at any Time Restrictions
- Existing Restricted Waiting Restrictions

- Objection to proposals
- In favour of proposals

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HIGHWAY MANAGEMENT SERVICES
CORPORATE DIRECTOR OF ENVIRONMENT
COUNTY HALL, DURHAM, DH1 5UQ

Burnhall Drive Seaham.



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| Scale: | 1:1250 @ A3 |
| Date: | 26.01.11 |
| Drawn by: | A.Gleason |
| Map Schedule: | |

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