



Highways Committee

Date Thursday 19 April 2012
Time 11.30 am
Venue Committee Room 2 - County Hall, Durham

Business

Part A

1. Minutes of the meetings held on 8 March 2012 and 23 March 2012 (Pages 1 - 16)
2. Declarations of interest, if any
3. Unc. South Burns, Chester le Street, Proposed Prohibition of Motor Vehicles and Permit Parking Scheme - Report of Corporate Director, Neighbourhood Services (Pages 17 - 22)
4. Unc. Rotary Way, Pity Me, Durham - Report of Corporate Director, Neighbourhood Services (Pages 23 - 34)
5. B6277 Speed Limit Review, Cotherstone - Report of Corporate Director, Neighbourhood Services (Pages 35 - 38)
6. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Colette Longbottom
Head of Legal and Democratic Services

County Hall
Durham
11 April 2012

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 Shiell, 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 **Thursday 8 March 2012 at 10.00 am**

Present:

Councillor G Bleasdale in the Chair

Members of the Committee:

Councillors J Robinson (Vice-Chairman), B Arthur, A Bainbridge, D Burn, D Hancock, S Hugill, D Marshall, A Naylor, P Stradling, L Thomson, R Todd, J Turnbull and A Wright

Apologies:

Apologies for absence were received from Councillors T Taylor, E Tomlinson, C Woods and R Young

Also Present:

Councillors D Southwell and M Wilkes

1 Declarations of interest, if any

There were no declarations of interest received.

2 Various Streets, Chester-le-Street

Consideration was given to the report of the Corporate Director, Neighbourhood Services regarding the proposed introduction/alteration of waiting restrictions in five separate streets in Chester-le-Street (for copy see file of Minutes).

The report gave details of the proposed parking restrictions in the following locations:-

Crichton Avenue
Unc Plantaganet Avenue
Unc South Burns
Unc Wesley Terrace
Unc West Lane

The Strategic Highways Manager briefed Members on the representations received in relation to each of the five proposals, and the Committee heard from Marie Alderson and Mr Chowdhury regarding the scheme for Unc South Burns.

Marie Alderson spoke on behalf of ABA Taxis. She was concerned that at present up to 3 taxis could be parked outside their premises at any one time and therefore one parking permit would not be enough. Alternative parking provision had been suggested, including at Tesco and Lucy Street but these locations would not be feasible. The company had operated from South Burns for a number of years without any road safety problems and she was concerned that if agreed the proposals would have a detrimental effect on the

future of the business. She also noted that market stall holders would be allowed free parking.

Mr Chowdhury who owned a takeaway at South Burns was concerned about the effect the proposals would have on his business. Customers parked outside his premises to collect food and one parking permit would not be enough.

In responding to the comments made the Strategic Highways Manager stated that in accordance with the existing Order 3 vehicles were not permitted outside the taxi premises and that there should be no customer parking for the takeaway as the permits were for business use only. The allocation of one permit per business was in line with premises in Front Street and it would be unreasonable to expect market stall holders to unload their vehicles some distance away from their pitches. With regard to road safety he advised that there were concerns for the safety of pedestrians walking from the market place to Tesco.

In considering the proposals at South Burns Members expressed concern that the restrictions may have a detrimental effect on local businesses in a town that was already struggling economically. The Committee appreciated that any proposals should protect the safety of pedestrians, however they should also protect the viability of local businesses.

It was therefore suggested that a visit to the site be arranged before making a decision on the proposals.

In discussing the remaining proposals for four streets in Chester-le-Street reference was made to the parking restrictions at Unc West Lane. The Committee reiterated their concerns in relation to the potential impact on local businesses if there was no customer pick-up/drop off in front of the premises and were advised that to address this the loading restriction had been removed between the access into Victoria Place and Nelson Street. Customers would also have access to a small car park nearby. Members queried the disabled parking provision which would be limited to 2 hours with no return in 22 hours, and were informed that this was in line with new Department of Transport criteria.

RESOLVED

That

- (i) following consideration of the representations, the proposals to proceed with the implementation of the parking restrictions in respect of the following streets, be endorsed:-

Crichton Avenue
Unc Plantaganet Avenue/Rear of Ropery Lane
Unc Wesley Terrace
Unc West lane

- (ii) consideration of the proposals in relation to South Burns be deferred for a site visit.

3 A1086/Unc Cotsford Lane, Horden - Proposed Waiting Restrictions

Consideration was given to the report of the Corporate Director, Neighbourhood Services regarding the proposed introduction of waiting restrictions on Unc Cotsford Lane, Horden (for copy see file of Minutes).

The Strategic Highways Manager advised the Committee of the representations received, details of which were outlined in the report for Members' consideration.

RESOLVED

That having considered the representations, the proposal to proceed with the implementation of the waiting restrictions be endorsed.

4 B6310 and Unc Birch Crescent, Myrtle Grove & Valley View, Burnopfield - Proposed Waiting Restrictions

Consideration was given to the report of the Corporate Director, Neighbourhood Services regarding the proposed introduction of waiting restrictions in Valley View, Myrtle Grove/Elm Grove and Birch Crescent/Leazes Villas, Burnopfield (for copy see file of Minutes).

The Strategic Highways Manager advised that the local Members were in support of each of the proposals but objections had been received from residents. He outlined the representations received in relation to each area, and additional representations were made to the Committee as follows:-

Valley View

Mr D Peel, a resident of Valley View addressed the Committee. He appreciated that the double yellow line restrictions had been modified but considered that restrictions should also be imposed on the opposite side of the road where vehicles parked at school pick-up/drop-off times. He was also concerned at the indiscriminate parking on the corner of the junction.

He understood that Durham County Council were now responsible for the enforcement of parking restrictions and whilst some action had been taken at first, this had stopped in recent weeks. He believed that his alternative proposal to introduce 'No Motor Vehicles Except for Access' would be more effective. Only residents and visitors used this road as there was no vehicular access beyond Valley View, and the proposal would not impede access to the Public Right of Way.

In replying to the comments made the Strategic Highways Manager stated that DCC was now in a position to respond to any concerns relating to contravention of parking restrictions and that enforcement action would increase. The Police would continue to deal with any issues regarding obstruction. The proposal to include the restrictions on the other side of the road could be investigated and considered as part of a future scheme, and he would examine the concerns raised about parking at the junction.

In discussing the proposal Members felt that in view of the problems outlined by Mr Peel, consideration should also be given to implementing a waiting restriction on the opposite side of Valley View, a suggestion that had been supported by the local Members.

Birch Crescent/Leazes Villas

The Strategic Highways Manager referred to e-mails received from 2 residents, Mr Allison and Mr Smith who objected to the proposals for the following reasons:-

- Disruption for local residents
- School traffic only caused a small disruption for a short period of time twice a day
- A 24/7 restriction on this small stretch of road was unreasonable
- To access his gated drive to the rear of his property Mr Allison had to move his vehicle and currently parked on the road to be restricted
- The parking problem would be moved elsewhere in the village which was already a congested environment
- There was existing legislation in place to deal with parking issues and residents should not be penalised for problems caused by people who did not live in the area
- The proposal only seemed to be supported by one resident out of six properties affected
- They had not been consulted on the proposed removal of the restriction at the other end of the street, Birch Crescent. As a through route this would cause a much higher risk to vehicles and pedestrians due to the volume of passing traffic.

Members considered the representations put forward and it was suggested that the proposed no waiting restriction at any time be amended to Monday to Friday between 8am and 4pm. However Members felt that there should be consistency with the other areas of the village where 'no waiting at any time' was proposed. They also took into account the views of local Members who had expressed their support to the proposals.

RESOLVED

That following consideration of the representations, the proposal to proceed with the implementation of the waiting restrictions in the three streets in Burnopfield, be endorsed, and consultation be carried out with regard to the implementation of waiting restrictions on the western side of Valley View.

5 Unc Aldin Grange Terrace, Bearpark - Proposed No Entry

Consideration was given to the report of the Corporate Director, Neighbourhood Services regarding proposals to introduce a no entry restriction at the junction of Aldin Grange Terrace and the C17 in Bearpark (for copy see file of Minutes).

The Strategic Highways Manager outlined the representations received as detailed in the report and advised of additional correspondence received from Mr S Lynn, a local resident. Mr Lynn was concerned that if the proposals were approved traffic speed would increase beyond the speed limit and that traffic calming measures should be considered. He also felt that there was enough room for 2 cars to park safely on the corner.

Mr Gardiner, local resident addressed the Committee and expressed concern at the lack of communication by DCC with residents on this proposal. He considered that a one way system would result in an increase in the speed of traffic using the road to access the C17. Deliveries to his property would be difficult as larger vehicles would have to reverse into the street. The proposals would increase the risks to pedestrians, and to children in particular. There had been no accidents on the corner in the last 42 years and an alternative proposal would be to impose 'Access to Garstone House Only'. This would maintain a two way flow of traffic but would prevent vehicles turning into the terrace.

Mrs Virgo reiterated the comments of Mr Gardiner and added that her property was situated on the blind corner making exit onto the C17 difficult. Vehicles used the wrong side of the road when approaching the bend and her wall had been damaged in the past. She was also concerned for pedestrians and considered that if the proposals were approved traffic calming measures should be introduced.

In responding to the comments made, the Strategic Highways Manager apologised that residents felt that there had been a lack of communication. He did not expect traffic speeds to increase because of the layout of the road which would remain a two way system, however traffic calming measures could be considered in future if necessary. Vehicles tended to cut the blind corner because of poor visibility. Unfortunately it would not be possible to implement Mr Gardiner's suggestion of 'Access to Garstone House' only and Members were advised that delivery vehicles would be able to reverse into a small parking area.

Councillor M Wilkes, Local Member stated that given the large number of residents who were concerned about the blind bend he was minded to support the proposals, however he did sympathise with the views expressed by Mr and Mrs Gardiner and Mrs Virgo. He also acknowledged that whilst none had been carried out to date, speed tests could be undertaken in future if necessary.

In discussing the proposals Members considered possible alternatives to address the local residents' concerns.

These included moving the No Entry signs further up the lane to allow access from C17 to Garstone House or the erection of a mirror on the blind bend.

In response D Wilcox advised that moving the No Entry sign would negate what they were trying to achieve at this corner. Unfortunately the provision of mirrors was strictly limited by the Department for Transport and this location did not meet the relevant criteria. Speed tests could be undertaken if necessary following implementation of the scheme.

RESOLVED

That having considered the representations, the proposal to proceed with the implementation of the No Entry restriction, be endorsed.

6 Closure of Footpaths - St Marys Close, Bishop Auckland

It was noted that this report had been withdrawn.

7 A690, Kepier Crossing, Gilesgate

Consideration was given to the report of the Corporate Director, Neighbourhood Services regarding proposals in respect of the A690 Kepier Crossing, Gilesgate (for copy see file of Minutes).

The Committee was advised that at the meeting of the Highways Committee held on 1 November 2011 Members had asked that consideration be given to the request to lower the speed limit on the A690 and provide street lights at the crossing.

Following consideration of all relevant factors and the environment Officers felt that the current speed limit was appropriate to the road and that a reduction would be unworkable in this location due to the resources needed for enforcement. The benefits of introducing a system of lighting would be to improve pedestrian visibility and reduce night time accidents with no glare to drivers. However in this case the lack of lighting actively discouraged pedestrians to use this crossing point which did not lead to a lit path.

The Strategic Highways Manager advised that since the report had been published further representations had been received from Madeleine Walker. She considered that the crossing was in a serious state of neglect which she believed was a huge factor in her son's death. She also felt that the Officers views in relation to lighting were absurd and that the crossing was dangerous to use day or night. The accident in 1997 was serious and she felt that there was a high chance that it would happen again. She concluded by thanking the Committee for it's support.

Councillor Southwell, local Member spoke on behalf of Madeleine Walker and reiterated her concerns about the street lighting and the speed limit. He noted that the road markings had not been improved and that the vegetation was still overgrown, despite these issues being raised at the meeting in November 2011. With regard to the speed limit, he believed that this stretch of road warranted a reduction to 50mph in line with other sections along the A690 as it served a number of junctions. He requested that the 50mph limit be imposed permanently or for a trial period of 6 months.

Councillor L Thomson, local Member concurred with the views of Councillor Southwell and added that the speeds along this stretch of road were excessive particularly by vehicles leaving Durham City. He agreed with Officers' views in relation to street lighting but asked that a 50mph speed limit be imposed for a trial period.

In response to the comments made the Strategic Highways Manager advised that hazard warning markings had been marked along the centre of the carriageway and the vegetation had been cut back. It would not be possible to implement a 50mph speed limit for a trial period and he reiterated that in line with Department of Transport criteria, 70mph was appropriate for this stretch of the A690 which was in a rural environment. The 50mph limit had been imposed on other sections because of the at-grade junctions accessed by the A690.

In considering the proposals the Committee acknowledged the views of the local Members and expressed their sympathy to the family. A Member stated that he was in agreement

with Officers on the grounds that works had been completed to improve safety at the crossing and that there was no evidence to suggest that it was used at night. However having discussed all the relevant factors the Committee considered that speeds should be curtailed along this stretch of road by the introduction of a 50mph limit. They agreed with Officers' views that street lighting should not be introduced.

RESOLVED

That the findings of the assessment be noted and the decision that street lighting be not introduced at the location of the crossing point, be endorsed but that consultation be carried out on the proposal to reduce the speed limit to 50mph.

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DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2 - County Hall, Durham on **Friday 23 March 2012 at 10.00 am**

Present:

Councillor G Bleasdale (Chair)

Members of the Committee:

Councillors J Robinson (Vice-Chairman), B Arthur, A Bainbridge, N Foster, S Hugill, A Naylor, J Shiell, E Tomlinson, J Turnbull and R Young

Apologies:

Apologies for absence were received from Councillors D Burn, D Hancock, D Marshall, J Maslin, P Stradling, L Thomson, R Todd, C Woods and A Wright

Also Present:

Councillor J Blakey, J Lee, J Lethbridge, N Martin, J Shuttleworth and M Wilkes.

1 Minutes of the meeting held on 21 February 2012

The minutes of the meeting held on 21 February 2012 were agreed as a correct record and signed by the Chairman of the meeting subject to the inclusion of the following wording in Item No. 3 (Stanhope Ford), paragraph 8, where comments attributed to the Fire Brigade Community Service Team should have stated *“that the service would be supportive of implementing a method of closing the Ford to road users during flood conditions, outside of the current seasonal closure procedure, if it was to remain open”*.

2 Declarations of interest, if any

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

3 Durham Gate Speed restrictions and access restrictions - Report of Corporate Director, Regeneration and Economic Development

The Committee considered a report of the Corporate Director, Regeneration and Economic Development which detailed objections received to a formal consultation on the proposed traffic regulation orders controlling access restrictions at Durham Gate, Thinford (for copy see file of Minutes).

The Committee were informed that due to an administrative oversight, objectors to the proposals had not been invited to present their objections to the Committee during initial consideration of the issue. Necessary measures had been taken to extend the legal notification and objection period to enable objectors to prepare the grounds for their objections.

The Committee were informed that the development at Durham Gate would generate demand for access from car drivers, public transport users, cyclists and pedestrians given the mixed use of industrial, commercial and residential for the site. It had been estimated that up to an additional 7,000 car trips per day, 525 pedestrians trips per day and 680 public transport trips per day could be made to the development in addition to the current traffic on the network. The associated increased traffic levels would result in Thinford roundabout being signalised and the central island and approaches reengineered. The Committee were shown a number of slides, detailed in the Appendices to the report, which showed the direction and flow of traffic together with the proposed traffic regulation orders.

The Committee noted the objections of Green Lane Residents Association detailed in the report who had worked with developers, officers of the Council, the Cabinet Portfolio holder and local member with regard to a number of concerns relating to the development. The Business Manager advised the Committee that the residents association had sought to restrict vehicular use of Green Lane by way of a suggested prohibition of entry, except for access, at the junction of Green Lane and Enterprise Way.

The residents association had also objected to the proposed 'No Entry' at Enterprise Way, the restrictions at York Hill Road and the amended speed limit on the grounds that the installation of a bus gate had been omitted from the final development proposals. The residents association had commented that there would be potential for 'rat running' through Green Lane to and from the development and had argued that the restriction on York Hill Road would divert traffic to Green Lane.

Durham Constabulary had objected the proposed 'no entry' restrictions on the grounds of enforceability.

James Burtenshaw, Secretary of Green Lane Residents Association informed the Committee of the resident associations objections detailed in the report, which included:-

- the validity of the traffic models used by consultants to evaluate junction operation;
- concern that there were no access restrictions proposed for Green Lane;
- the removal of a bus gate from the development which enabled rat-running to take place;
- access to Enterprise Way would be the principle access to the development;
- the internal road layout linking Enterprise Way and the development would also encourage rat running;

Mr Burtinshaw informed the Committee that over and above these issues the residents association objected to the restriction of cars and light vehicles at York Hill Road junction as it was contrary to Highways policy and encouraged undesirable journeys and created rat-running.

There was no justification for car and light vehicle restriction, due to the fact that traffic data had confirmed that 127 cars and light vehicles would be diverted per hour at the peak of the morning. This would equate to two vehicles per minute and the group could not see the need to divert them from the western approach access.

The knock-on effect of the restriction would mean that diverted cars and light vehicles could choose to travel up the A167 roundabout and travel back down York Hill Road. This would have no effect on York Hill Road and it would increase longer undesirable journeys.

Mr Burtinshaw commented that the residents group supported the original proposals to restrict Heavy Goods Vehicles which would protect York Hill Road, however, the addendum to this would significantly impact upon Green Lane.

The residents association had provided a suggested replacement to schedules 1 and 2 of the traffic order which in terms of schedule one, would prohibit left turns by heavy goods vehicles from Meadowfield Avenue into York Hill Road. Schedule 2 would prohibit a right turn by heavy goods vehicles from York Hill Road East into York Hill Road West. Both suggested replacements to the schedules would accord with the original transport assessment made in September 2008.

The Chairman thanked Mr Burtinshaw for his presentation and invited Ms Ros Pluck who addressed the Committee on behalf of Durham Constabulary who had objected to the 'no entry' restriction on Enterprise Way and was based on the grounds that the constabulary consider it 'unsatisfactory' that compliance could only be achieved by signage.

Ms Pluck expressed concern of the double-sided no-entry and wished to separate residential and commercial traffic. The constabulary indicated that they would support other measures such as rising bollards which the Fire Service could also use. A back-to-back 'no-entry' would be difficult to enforce and the Constabulary requested that the Council consider other appropriate measures. Should the Council pursue the arrangement as indicated at present the constabulary would seek transgression from the law as it would set a potential road safety risk at the location.

The Business Manager informed the Committee that the no-entry issue at the location had been discussed at length. The Fire Service were not keen on the potential use of a rising bollard and the resultant technical issues that can arise once installed.

Councillor Foster, local member and Cabinet Portfolio Holder for Regeneration and Economic Development informed the Committee that he appreciated the work of the Green Lane Residents Association and Council officers. The development itself would create many jobs. The aim of the development was to keep industrial, commercial and housing as separate as possible. Councillor Foster acknowledged the concerns of Green Lane Residents Association of increased traffic on Green Lane and traffic numbers. As a local member for the area, Councillor Foster had insisted on careful monitoring of this area, hopefully on a quarterly basis. Councillor Foster also asked that officer work jointly with the Police and Fire Services on the 'no entry' restriction.

Councillor Tomlinson agreed with the comments of the Police in terms of policing the no-entry and expressed concern at the use of rising bollards given the issues that can arise.

Resolved

That the recommendations contained in the report be approved and that necessary measures be taken to review the operation of the scheme during the first six months and provide an update to the Highways Committee as appropriate.

4 Unc. Rotary Way, Durham - Petition 110 - Report of Corporate Director, Neighbourhood Services

The Committee considered a report of the Corporate Director, Neighbourhood Services which provided details following a request for a pedestrian refuge at Rotary Way which had been referred to the Highways Committee by the Overview and Scrutiny Management Board (for copy see file of Minutes).

The Committee were informed that Council had received a petition which requested 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. A representative for the Corporate Director, Neighbourhood Services had provided a response to the petition organiser. An appeal to the response was considered by the Overview and Scrutiny Management Board, in accordance with the Council's petition scheme. The Overview and Scrutiny Management Board recommended that an equality impact assessment before any scheme the outcome of these deliberations be shared with the Highways Committee.

The Strategic Highways Manager informed the Committee that the request for the refuge was turned down due to the unsuitability of the road for a pedestrian refuge and that it would encourage use of a trampled path through private land.

Should any improvement be made to this area it should be in the form of a link footway on the north side of the road between the Hag House Farm junction and the Hag House roundabout.

The Committee were informed that the road was derestricted with a 60mph speed limit in force. There had been no records of personal injuries or traffic accidents reported in the last five years. Traffic surveys had been undertaken at the location on two separate days. Seven pedestrians had been observed crossing the road between the hours of 8.30 a.m. to 9.00 p.m. on a Friday and three pedestrians had been observed crossing the road between 0.40 a.m. to 8.45 a.m.

It was considered that there was sufficient time for pedestrians to cross the road. Of the pedestrians who crossed the road during these times, none had been observed to have any form of disability. It was not routine practice to locate pedestrian refuges on derestricted roads. Furthermore, the Council didn't wish to condone the use of the footway which lead into a shop car park and loading area.

Councillor Martin addressed the Committee as the resident who had proposed the scheme by way of a petition. Councillor Martin distributed a map of the immediate area and indicated a number of key points, which included a bridal path, the proposed Council crossing and the various routes that pedestrians had to undertake. Councillor Martin informed the Committee that the width of the road was wider than normal, and wider still at the entrance to the Hag House Farm. Cars were travelling, at speed, in both directions and anyone crossing the road at present had to wait for a gap in traffic in a hatched area in the centre of the road. He commented that he would like to see some form of protection introduced for anyone crossing the road.

Councillor Martin also commented that whilst the original petition requested that the speed limit on the stretch of road be reduced to 40mph, there was a view that a reduction to

50mph would be acceptable and be consistent with other reductions in speed limits on similar stretches of both the A690 and A167.

Councillor Martin questioned the accident statistics provided by the Strategic Highways Manager and commented that an accident had taken place near to the location two months ago.

In terms of the alternative proposal, Councillor Martin considered that the proposal would not be practical and would treble the distance any pedestrian route to the nearby Arnison Centre development. The proposed area had zero visibility around one curved section of the roundabout and this was considered a serious concern, particularly for anyone waiting to cross the road with a buggy, pushchair or wheelchair.

The introduction of a pedestrian refuge was a viable option, which would also act as a traffic calming measure in some respects. Residents were also willing to make a contribution towards the costs.

Councillor Tomlinson felt he was unable to make any form of judgement given some of the issues raised at the meeting, commenting that a first person perspective of the physical layout of the area was essential. Councillor Tomlinson also queried potential costs to install a pedestrian refuge. The Committee were informed that each refuge would cost somewhere in the region of £20,000 and total around £40,000 for this option. The Committee were informed that a protected right turn would also need to be designed for residents exiting Hag House Farm.

Councillor Naylor was in agreement with Councillor Tomlinson's comments and suggested that the Committee undertake a site visit so they can see at first hand, the issues raised at the meeting.

Councillor Wilkes, local Councillor for the area, commented that the footpath was extremely narrow and anyone crossing found themselves almost stepping into the road prior to being able to cross it. The area was also hedged with lots of trees, existing foliage was dense and overgrown. Councillor Wilkes referring to the bridleway opposite the junction of Hag House must be used by more than the occupants of the given its well-trodden nature. Councillor Wilkes informed the Committee that he was aware that at least two residents in the area were not fully able bodied persons and these people would not have been captured in the survey.

The Strategic Highways Manager informed the Committee that there had to be a compromise didn't wish to give motorists too much visibility. It was accepted that bridleway and its use. Of those people observed crossing the road, hadn't stopped in the middle of the road concerned that if a refuge is put in the middle of the road it would cause a danger.

Councillor Turnbull commented that if any refuge built in the middle of the road, similar to the refuge built on the A690 considered them to be very dangerous, encouraged people to cross at the wrong point of the road.

Resolved

That a decision be deferred on the issue and that the Committee carry out a site visit prior to any decision being made.

5 Closure of Footpaths - St Marys Close, Bishop Auckland - Report of Corporate Director, Neighbourhood Services

The Committee considered a report of the Corporate Director, Neighbourhood Services which proposed an enhancement scheme for the area of St. Mary's Close, Bishop Auckland, a small cul-de-sac which consisted entirely of aged persons bungalows with two adopted footpath alleyways through neighbouring houses and central footpath traversing a grassed area (for copy see file of Minutes).

The Committee were informed that the scheme had been devised to benefit those people living in the area and would produce an amenity communal planted area within the grassed area, thereby enhancing the experience and living conditions for residents as well as providing additional garden areas for a number of properties. The works would necessitate the closure of certain footpaths. The first stage planning approval to change the use of public highway to that of a landscaped garden area had been achieved. The next stage of the process was to consider stopping-up the highways under Section 257 of the Town and Country Planning Act. Consultations had been carried out with all households in the immediate area and the local members. No negative comments had been received from the resident's consultation.

The Committee were informed that the Council have discretionary powers to carry out a stopping-up which had been advertised and resulted in one objection being received from the Open Spaces Society. The development could not proceed with the area being stopped-up. The Committee were advised of the statutory process that had been undertaken.

Councillors Lethbridge and Lee, both addressed the Committee in support of the scheme and informed the Committee that much work had been undertaken over a long period of time in partnership with Dale and Valley Homes, the local Area Action Partnership, Police and officers of the council. There was a clear determination and desire by all concerned to improve and enhance this particular part of the estate and provide some form of tranquillity and pleasantness for the residents in the area.

Ms Jo Bird, representative from the Open Spaces Society, who provided initial objections to the scheme addressed the Committee, highlighting a number of issues, namely that the Open Spaces Society objected to the proposed extinguishment of footpaths on the grounds that the paths may only be extinguished if they are not needed. Ms Bird commented that the council had not provided any evidence to justify this, regardless of who was using the footpaths. The fact that the consultation was limited did not take into account people from the wider area who used the footpaths as short cuts. Ms Bird also commented that the closure were being sought to combat antisocial behaviour, a matter which the police should have been encouraged to resolve. Ms Bird was of the view that closing the footpaths would not solve any problems and would simply move issues on elsewhere if the location was lost.

Ms Bird informed the Committee that she was of the view that Section 257 of the Town and Country Planning Act was being incorrectly used and that Section 118 should be applied. Ms Bird had attempted to contact the council's Legal Services for advice but had struggled to get any form of response, despite numerous attempts. Ms Bird referred to a similar case where the Local Government Ombudsman had found a local authority guilty of maladministration because of incorrect use of the law and had sought guidance from the Council's Legal Services Team. Ms Bird had repeatedly queried the procedure since March 2012 and maintained that many basic questions had remained unanswered. Ms Bird commented that the plan accompanying the papers differed from the plan circulated at the consultation stage.

In her view, the case had been handled extremely poorly, that the extinguishment should be considered under Section 118 rather than Section 257 and urged the Committee not to make the order outlined.

Councillors Arthur, Naylor and Shiell sought clarification that the correct legal advice had been provided, given the representations Ms Bird had made.

The Legal Advisor informed the Committee that officers were comfortable that the correct procedure was being used. A request was being considered that a public right of way be stopped up, planning permission having been granted for a change of use. The representations made to the Committee by Ms Bird asserted that a change of use did not constitute development for the purposes of the Town and Country Planning Act 1990. However, this was not the case, as Section 55 of that Act includes within the definition of development the making of a material change in use of any land. The Committee were advised that they needed to be satisfied that it was necessary to stop up the footpath in order to enable the development to proceed in accordance with planning permission.

On that basis the Committee agreed with the representations made by the local members and given the fact that they were satisfied that the legal process had been followed correctly.

Resolved

That the recommendations contained in the report be agreed.

6 Application for Village Green Registration - The Green, Esh Winning - Report of Head of Legal and Democratic Services

The Chairman informed the Committee that following consultation with the Head of Legal and Democratic Services, the item had been withdrawn due to an issue with the statutory procedure and would be considered at a future meeting of the Committee.

7 Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

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Highways Committee

19 April 2012

**Unc South Burns, Chester-le-Street
Proposed prohibition of Motor Vehicles and
Permit Parking Scheme**



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

Purpose of the Report

- 1 For Committee to reconsider the representations received to the proposed prohibition of motor vehicles and associated permit scheme in South Burns Chester le Street in the light of the deferral of a decision on 8th March 2012, subject to a site meeting.
- 2 It is recommended that the Committee endorse the proposals having seen the site and reconsidered the representations to the proposals and proceed with the implementation of the motor vehicle prohibition and permit parking scheme in South Burns Chester le Street as per the plans in Appendix 2

Background

- 3 For a number of years Durham County Council has identified areas of concern in relation to parking and access causing road safety issues in Chester le Street as a whole. The Council has worked closely with Durham Constabulary and our Parking Team in Strategic Traffic to identify solutions which would assist and improve the situations at these various locations. This close working ensures that the resolutions we propose can be enforced by both Durham Constabulary for moving traffic offences and the Parking Team under Civil Parking Enforcement.
- 4 Thirteen locations were identified as suffering from parking issues and congestion and the proposals are designed to improve road and pedestrian safety. All locations with the exception of South Burns have been approved by Highways Committee or received no objection.

Proposal

- 5 The proposals for South Burns include major alterations to the existing layout as part of a larger Market Place Scheme covering B6313 North Burns, Un-named Link Road and C184 Front Street. There is an existing prohibition of Motor Vehicles which covers South Burns and currently only allows buses and Market Traders to access South Burns from the B6313 North Burns. However there are businesses which now also require vehicular access for deliveries, servicing and residential / business premise parking. Therefore our proposals are to introduce a permit parking scheme in this area.

Consultation

- 6 Informal consultation for Unc South Burns was undertaken as part of the larger scheme with affected businesses / residents and statutory bodies from the 28th April 2010 until 20th May 2010.
- 7 Out of the 35 letters sent out to affected residents / businesses for the overall scheme for the area 7 responses were received. Of these 5 were from properties on South Burns. 2 were in full support of the proposals, 1 was in support of the proposals as long as his vehicles could still park outside the business, 1 fully opposed the proposals and 1 partially opposed the proposals. Durham Constabulary and County Councillor S Henig responded in full support of the proposals.
- 8 A response was also received from Go North East requesting further consideration being given to bus turning movements. A site meeting occurred and the issues were resolved and the scheme was amended before legal advertisement to the satisfaction of the bus company.
- 9 The restrictions for South Burns, along with the other 12 identified locations were legally advertised as an amendment order to the Chester le Street and Birtley (Prohibition and Restriction of waiting, loading/unloading and parking places order) 2010. The legal advertisement period covered 29th November 2011 until 3rd Jan 2012 to allow for the holiday period. The 2 objections that were received during the legal advertisement period referred only to Unc Welsey Terrace and to Unc West Lane. Both objections have since been resolved. There were no legal objections to the South Burns Proposal.
- 10 The local Members, Councillors Simon Henig, Linda Marshall, Beaty Bainbridge and John Shiell are minded to support the proposals.

Representation / Objections and responses – Unc South Burns,

- 11 Representation – Unc South Burns

The following was raised by 2 businesses

We will lose out takeaway customers and sit in customers' thank you.
Any restriction to my taxis for picking up and dropping off will drastically affect my business

Response: There are a number of alternative parking areas available for customers of both establishments within a very short walking distance of the premises. These are available on North Burns, South Burns, Cone Terrace and also Tesco's Car Park (for Tesco's customers) which has a taxi pick up / drop off area. It should be noted that these patrons should not be within the restricted area at present anyway. Under the proposed scheme each company would be entitled to one permit which will allow a vehicle from the company to park within the restricted zone. .

The following was raised by 1 business

With permit holder bays all across our frontage we cannot get our deliveries on Tuesdays and Fridays. The Dray wagon unloads 184 kilo kegs of beer and

unless they can park directly in front of our cellar hatch, it makes our deliveries impossible. We need an unloading only area across 50% of our frontage to allow pantechnicans to unload.

Response: It is hoped that once these restrictions are implemented the number of vehicles entering the restricted zone will be reduced and therefore more parking will be available. It should be noted that the market has traded for a long time on Tuesdays and Fridays and the previous owners of the business have never raised concerns about deliveries. The business has already been provided with a permit to load and unload within the existing restricted zone and this will remain. Therefore we have no proposals to introduce the loading / unloading bay as requested as this will reduce the available parking. The business may wish to consider the option of having their deliveries on a day which is not a market trading day.

Recommendations and reasons

- 12 It is RECOMMENDED that the Committee endorse the proposal, having inspected the site and reconsidered the objections and proceed with the implementation of the motor vehicle prohibition and permit parking scheme in South Burns Chester le Street as described in the report.

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 – As described in the report

Procurement – None

Disability Issues – None

Legal Implications - None

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KEY

- Proposed No Waiting At Any time
- Proposed No Waiting / No Loading At Any Time Restriction
- Proposed Bus Stop Clearway
- Restriction
- Proposed Permit Holders Only Bays
- Proposed No Entry Signs
- Proposed One Way Signs
- Proposed Pedestrian Zone / Prohibition of Vehicles except for buses and permit holders (to include One Way Street Signs)
- Existing Sign Locations
- Existing Sign Locations (to remain)

Proposed Linked Waiting 1 hour no return in 1 hour, 8am to 6pm Mon-Sat except for permit holders restriction
 Proposed Disabled bays, 2 hour no return in 1 hour, 8am to 6pm Mon-Sat

Rev/Amnd	Drawn By	Approved By	Description Of Amendments
0	D Wall	DB	
A	D Wall	DB	
B	D Wall	DB	Amended format of details



Durham
County Council

STRATEGIC HIGHWAYS MANAGEMENT
CORPORATE DIRECTOR OF NEIGHBOURHOOD SERVICES
COUNTY HALL, DURHAM, DH1 1TA

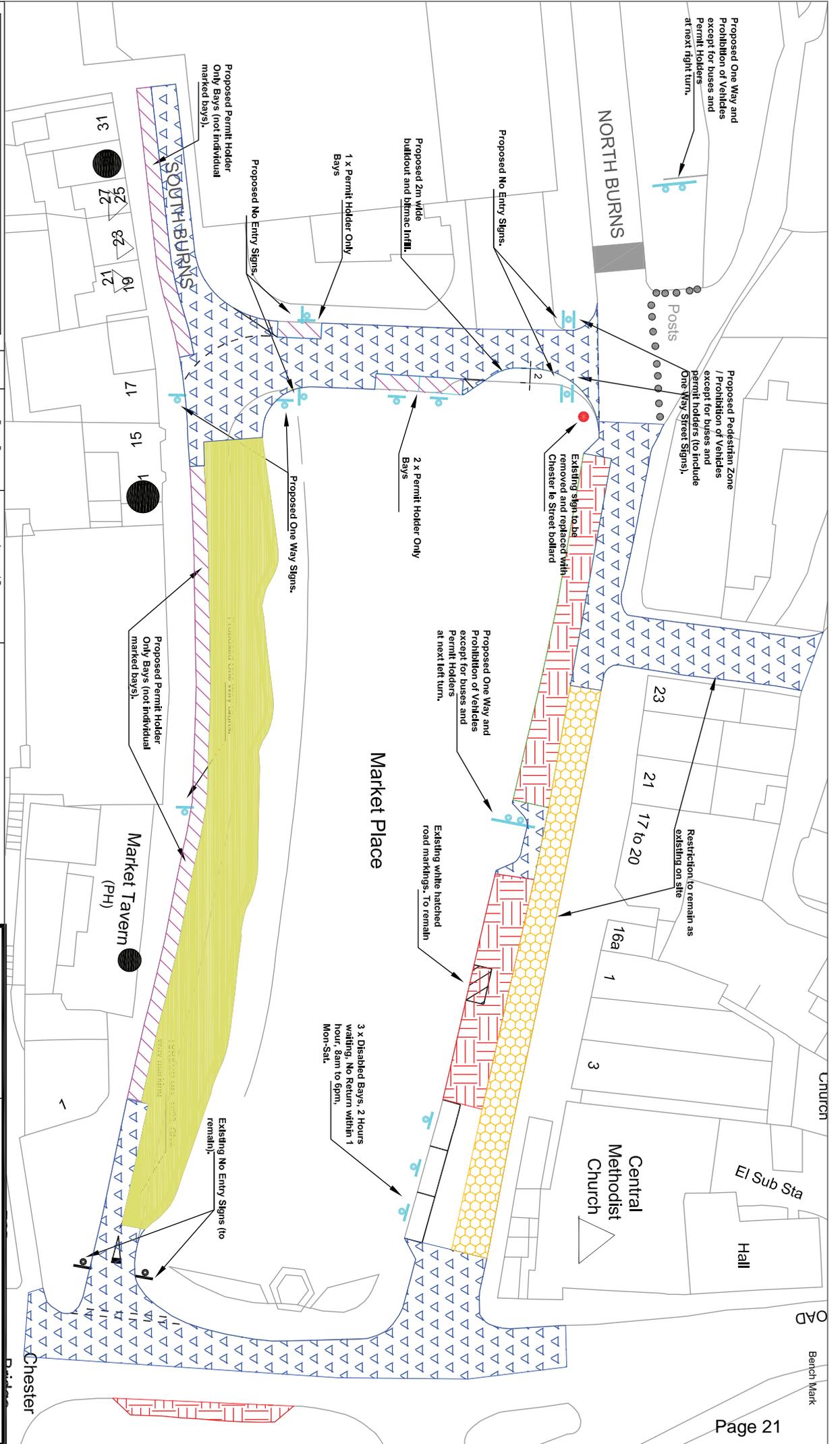
Project: South Burns, Chester - Le Street

Drawing: Responses Plan

Scales: NTS

Project/Drawing No. T11999 - 03

Rev.



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Highways Committee

19 April 2012

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, referred by the Overview and Scrutiny Management Board.
- 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. No provision was made 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.

Considerations

- 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 findings being reported to the Highways Committee.

- 8 The petitioners also requested that only one island be provided rather than the two identified in the initial response. However as any refuge or island would form part of a protected right turning lane, two islands would be required to protect any vehicles using it. This is especially so as the location is on a bend with only the desirable minimum forward visibility available.
- 9 The Equality Impact Assessment and Risk Assessment are attached as Appendix 2 and 3 respectively.

Conclusions

- 10 The finding of the assessments is that if an 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.

Recommendations and reasons

- 11 It is **RECOMMENDED** that the Committee note and endorse the findings of the assessments.

Contact: [David Battensby] Tel: 0191 332 4404

Appendix 1: Implications

Finance – Funding for the footway if provided would have to be found

Staffing – None

Risk – None

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

Accommodation – None

Crime and Disorder – None

Human Rights – None

Consultation – None

Procurement – None

Disability Issues – As outlined in the 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

Risk Assessment / Comparison of Options

Issue	Proposed Option	
	Islands at Hag House Fm	Footway to Roundabout
Vehicle speed	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
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. There is no specific provision within the Arnison development to accommodate this route.	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	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.	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. 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.
Visibility	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.	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	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.	None.

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Highways Committee

19th April 2012

B6277 Speed Limit Review Cotherstone



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

Purpose of the Report

- 1 To update Members of representations received to the proposed speed limits on the B6277 Cotherstone.

Update

- 2 Members will recall in April 2011 a proposal to extend the length of the 30 mph speed limit in Cotherstone on Road B6277 was discussed. At the time Members supported the Parish Council in wanting to extend the speed limit further to the village nameplate sign. See attached photograph in Appendix 1.
- 3 The speed limit review has been discussed further with both the Police and the Parish Council who have now both agreed a compromise position of adjacent to the former railway line. See attached photograph in Appendix 2.
- 4 The County Council approve of the compromise position and this requires no further legal process and will be implemented as soon as possible.

Recommendation

- 5 It is RECOMMENDED that the Committee note the compromise endorse the amended proposal to introduce a 30 mph speed limit on Road B6277 Cotherstone and proceed with the implementation of the Traffic Regulation Order.

Appendix 1

B6277, South of Fitzhugh Court, Cotherstone

Photo taken looking north from village namplate.



Appendix 2

The proposal is for the speed limit to commence in the vicinity of the PROW sign



Contact: Lee Mowbray

Telephone: (01388) 602028

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