



## Special Highways Committee

**Date** Wednesday 13 March 2013  
**Time** 2.15 pm  
**Venue** Council Chamber, Council Offices, Spennymoor

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### Business

#### Part A

1. Apologies for Absence
2. Substitute Members
3. Declarations of Interest, if any
4. Whitworth Park School, Spennymoor - Waiting Restrictions - Report of Corporate Director, Neighbourhood Services (Pages 1 - 30)
5. 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  
5 March 2013

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

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

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

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## Special Highways Committee

13 March 2013

### Whitworth Park School, Spennymoor Waiting Restrictions



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

### Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

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#### Purpose of the Report

- 1 To advise Committee of representations and objections received to the proposed introduction of waiting restrictions around the vicinity of Whitworth Park School, Spennymoor
- 2 Following a report presented to the Council's Highways Committee on Thursday 17<sup>th</sup> January 2013, the Committee deferred matters to enable a site visit to take place and for a revised scheme to be submitted for consideration. Minutes from the aforementioned Highways Committee Meeting are attached in Appendix 4.
- 3 It is recommended that this Special Highways Committee endorse the proposal having considered representations made at the Highways Committee on 17<sup>th</sup> January 2013, together with the additional information provided within this report and proceed with the implementation of the advertised waiting restrictions as per the plan in Appendix 2

#### Background

- 4 Following the merger of Spennymoor Comprehensive and Tudhoe Comprehensive Schools (now known as Whitworth Park School) planning conditions were imposed that would introduce a traffic management plan around the vicinity of the Whitworth Park School.
- 5 The planning conditions can be summarised as follows:  
  
*"Condition 14, Prior to the opening of the new Whitworth Park School and 6th Form College in the Autumn Term of 2012 the uncontrolled access into the garage/car sales site at the existing signalised Whitworth Road/Grayson Road junction must be closed and replaced with a footway construction in accordance with details to be submitted to and approved in writing by the Local Planning Authority". This condition has been discharged and the access has been closed.*

*“Condition 15, Prior to the end of the Autumn Term of 2012 a pedestrian crossing phase shall be introduced at the existing signalised Whitworth Road/Grayson Road junction in accordance with details to be submitted to and approved in writing by the Local Planning Authority”.*

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

#### **Proposals:**

- 9 The proposed scheme includes the introduction of various waiting restrictions on Whitworth Road to help deter school gate parking problems which otherwise would lead to congestion and access problems for school buses wishing to use the main school entrance.
- 10 Waiting restrictions are necessary on Clyde Terrace and Grayson Road to prevent parked cars from obstructing the proposed two lane approach to the traffic signals in order to meet the requirements described in paragraph 6 above.
- 11 The proposal will include the introduction of a pedestrian phase to the existing traffic light system allowing school pupils and pedestrians safe crossing points across all four legs of the signalised crossroads.
- 12 Following the Highways Committee on the 17<sup>th</sup> January 2013, revised scheme options have been considered as described in paragraph 2 above. The options can be summarised as follows:
  - I. The original proposal of providing a pedestrian phase on all four legs of the junction along with No Waiting at Any Time (double yellow lines) restrictions on Clyde Terrace being the minimum length of restriction required to ensure suitable visibility of the light head and free flow of traffic through the traffic signals.
  - II. To provide a pedestrian phase on all four legs of the junction along with a limited waiting (single yellow line) restriction on Clyde Terrace restricting parking for the main part of the school day, but enabling on-street parking outside of the peak traffic flow period.

- III. To provide a pedestrian phase on only three legs (omitting the Clyde Terrace leg) of the junction along with a limited waiting (single yellow line) restriction on Clyde Terrace restricting parking for the main part of the school day but enabling on-street parking outside of the peak traffic flow period.

The revised scheme options mentioned above are detailed in Appendix 5 showing a summary of key features for each option, benefits and dis-benefits together with Road Safety Audit recommendations.

#### **Consultation:**

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

#### **Objections and Responses:**

- 18 Objection 1

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

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

19 Objection 2

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

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

20 Objection 3

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

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

21 Objection 4

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

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

22 Objection 5

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

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

23 Objection 6

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

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

24 Objection 7

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

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

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

25 Objection 8

Why were resident's not made aware of the intended waiting restrictions on Clyde Terrace during the planning consultation period? (3 Objectors stated this reason)

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

26 Objection 9

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

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

## Responses to Comments made at the Highways Committee Meeting on 17<sup>th</sup> January 2013

- 27 Delivery vehicles, heavy goods vehicles and cars using the garage opposite Clyde Terrace would create major congestion and was an issue that had been overlooked.

*Response: Delivery vehicles, heavy goods vehicles and cars have used the garage historically with minimum disruption to traffic flow.*

*Currently there is sufficient carriageway width for three traffic lanes. With vehicles parked fronting Clyde Terrace there remains two carriageway running lanes.*

*The proposal would retain the three traffic lanes, but instead of parked vehicles occupying one of the lanes this would become a running lane allowing for a two lane approach to the traffic lights reducing congestion at the traffic signals.*

- 28 There were 3 bus-stops at the junction with 12 buses per hour in three different directions. Buses stopping on West Terrace would have to pull out from behind parked cars.

*Response: A loop detection system will be provided on the approaches to the traffic signals, with loop detection being provided within the bus stop to detect when a bus is stationary. This will help alleviate the scenario that a bus will be stationary in the bus stop at the same time vehicles are attempting to pass.*

- 29 Traffic signals could be set to ensure free-flow of traffic.

*Response: Calculations to optimise the traffic signal timings and operation were a part of the design process which resulted in the proposed traffic signal scheme. The traffic signals are optimised in a way which keeps delays to a minimum on all approaches and provides sufficient capacity to accommodate future traffic growth. The timings and layout also take into account the expected changes to traffic volumes and movements at the junction as a result of the school merger as well as the effect of stopping traffic to provide a pedestrian crossing phase in the traffic signals.*

*Once a new or modified junction is switched on it is then standard practice to further optimise the traffic signal timings to reflect actual traffic flows and patterns throughout the day and ensure that the traffic signals operate as efficiently as possible at all times.*

- 30 If the scheme went ahead, cars would be forced to use the rear lane of Clyde Terrace which has no footpath and is a maximum of 4 metres wide which would potentially obstruct emergency vehicles, endangering both life and property.

*Response: If the scheme was to be progressed, residents should be encouraged to park a vehicle within the curtilage of their properties to the rear where the majority of the properties have a facility available.*

*If the scheme was to be progressed we would also monitor the area, and should parking problems be raised as a future concern by the residents the Council could consider the provision of 'Keep Clear' road markings or*



*undertake a further consultation on the possibility of introducing 'No Waiting at Any Time' restrictions within the rear lane to prevent obstructive parking.*

- 31 Removal of parking spaces would severely affect the quality of life for residents.

*Response: There is no obligation on the Highway Authority to provide parking for residents upon the public Highway. Instead it remains the resident's responsibility to source a suitable place to park their vehicle.*

*The majority of the properties on Clyde Terrace affected by the proposals have a facility available to park a vehicle within the curtilage of the property, or would be required to make alternative arrangements, this being the case elsewhere in the County at locations where waiting restrictions are present.*

- 32 Traffic would be travelling inches from the properties.

*Response: This situation would not be to dissimilar to many other terraced streets throughout the County and indeed nationally where there is a footpath and front garden / patio area separating vehicles using the carriageway from the properties.*

- 33 There was already competition for available parking spaces which has already resulted into neighbour disputes which would only be exacerbated.

*Response: Residents should be encouraged to utilise the facility available within the curtilage to the rear of their property for parking.*

- 34 Vehicle crime and damage was already a problem.

*Response: There is no suggestion that this proposal would exacerbate nor alleviate this situation; vehicle crime is an issue which would have to be dealt with by the police as and when it arises. Vehicles parked within the secure curtilage of a property maybe less likely to receive damage.*

- 35 The local garage was used 24 hours a day.

*Response: It is appreciated that many garages do operate 24 hours a day offering a breakdown service; however we don't anticipate that the garage would generate additional traffic issues outside of the opening hours (08.30 to 17.00).*

- 36 Noise and pollution, the health and wellbeing of people had not been taken into account.

*Response: There is no evidence to suggest that the proposals would increase noise and pollution. The current traffic signals arrangement requires vehicles to start and stop as the traffic signal sequencing requires. It could be argued that noise and pollution would actually decrease as the proposals would reduce congestion due to a two lane approach to the traffic signals. Providing a pedestrian phase to the traffic signals would help improve road safety for all concerned therefore promoting the health and wellbeing of people.*

37 Questionable traffic flow timings and peak/off-peak times.

*Response: Refer to paragraph 29 above with the addition of:*

*Traffic surveys were carried out at the junction in 2012 to establish current traffic flows and patterns and these figures, together with expected traffic flows generated by the school merger, were used in the school planning application's Transport Assessment which proposed the traffic signal scheme.*

38 Property prices would plummet.

*Response: There is no evidence that parking restrictions on the highway have a direct impact upon the price of property, and should not therefore be a determining factor in considering the proposed parking restrictions.*

39 There was no real traffic data available, no student data and no detail of any form of travel plan.

*Response: Predicting traffic flows generated by new developments is always theoretical but is based on sound and accepted principles. The data provided by the developers consultant in the form of the Traffic Assessment prepared for the school planning application, was accepted by the Council's Highways Development Control officers; this included modelling the impact on the traffic signals and the effectiveness of proposed mitigation measures. A school travel plan was submitted as part of the planning application in 2012 being a disclosure document open to public scrutiny throughout the planning process.*

40 A secondary set of traffic signals on the road would resolve any issue of parked vehicles restricting the view of the traffic signals.

*Response: A secondary set of traffic signal light heads already exist, with the main traffic light head situated within the build out fronting Clyde Terrace and the secondary traffic light head situated diagonally to the right near to the telephone box.*

41 The Town Council and local councillors had all objected.

*Response: The Town Council did not respond to the initial statutory consultation, but did at a later date offer an objection to the advertisement of the traffic order. Both local members were consulted with only one offering a response.*

42 No data had been made available about free school buses.

*Response: A free bus service will be provided from the former Tudhoe Moor School for the first year, after which the provision of the service will be reviewed. Should the free bus service subsequently be withdrawn it is inevitable that pedestrian footfall would increase with increased numbers of pupils arriving by other means of transport.*

- 43 No regard for safety of the children and those residents living in the affected properties on Clyde Terrace.

*Response: Should the scheme be implemented, a period of monitoring will be undertaken. Should the residents raise this as an issue we could consider the installation of pedestrian guardrail along the kerb line. This affords the advantage of creating a safety zone, but with the disadvantage of making it more difficult to load and unload a vehicle.*

- 44 The allowance for parking and unloading of vehicles was impractical.

*Response: No Waiting at Any Time restrictions allow loading / unloading of a vehicle. Comments were received during highways committee that parents arriving home with a number of young children in the vehicle would have problems unloading and getting the children into the property requiring them to be left for unacceptable periods of time. This situation is replicated at many locations throughout the country where there is no parking provision within the immediate vicinity of the property. The solution to this scenario would be to utilise the facility to the rear of the properties where off road parking is available.*

- 45 Vehicles would have great difficulty manoeuvring in the back street.

*Response: If the scheme was to be progressed we would monitor the area, and should it be raised as a concern by residents we could consider the provision of 'Keep Clear' road markings. Alternatively, a further consultation could be considered to create a No Waiting at Any Time restriction within the rear lane to alleviate obstructive parking.*

- 46 Queried the responses provided by the emergency services.

*Response: Both the Police and Ambulance Service have offered their full support to the scheme.*

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

*Response: We believe these photos were shown to the committee to present the case that traffic was moving freely without problems at the school opening time. This is potentially misleading because the main school entrance from Whitworth Lane is currently closed due to ongoing construction works and pupils / staff etc are accessing the site from alternative accesses. However in September the main access will be re-opened and the majority of school traffic, school transport and pupil movement will be accessing the school via this junction leading on to Whitworth Lane.*

### **Statutory Representations**

- 48 The Statutory Notice for the implementation of the waiting restrictions was advertised on site and in the local press between the 22<sup>nd</sup> September 2012 and the 15<sup>th</sup> October 2012.

- 49 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their full support of the proposals.
- 50 Spennymoor Town Council have expressed their concerns regarding the loss of on-street parking outside of the residential properties on Clyde Terrace should the restrictions be imposed.

### **Local Member Consultation**

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

### **Recommendations and reasons**

- 52 As recommended at the Highways Committee meeting on 17<sup>th</sup> January 2013, a site visit for committee members has been arranged and revised scheme options have been considered.
- 53 The revised scheme options summarised in paragraph 12 and Appendix 5 of this report have been fully appraised, recommending that Option 1 be supported, as it offers considerable benefits in overall road safety and is the only option supported by the Council's Road Safety Auditors.
- 54 The Council are committed towards discharging the planning conditions referred to in paragraph 5 of this report, enabling the introduction of a scheme that will reduce congestion and improve road safety in the vicinity of Whitworth Park School, Spennymoor.
- 55 It is **RECOMMENDED** that the Committee endorse the proposal initially tabled at the Highways Committee Meeting on 17<sup>th</sup> January 2013, having considered the objections and additional information provided in this report and to proceed with the implementation of the waiting restrictions as per the plan in Appendix 2.

### **Background papers**

- 56 Correspondence on Office File

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**Contact: Brian Buckley Tel: 03000 268097**

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## **Appendix 1: Implications**

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

**Staffing** – None.

**Risk** – If the scheme was not to proceed there is a risk that road safety would be compromised and the planning approval conditions would not be discharged by the Authority.

**Equality and Diversity / Public Sector Equality Duty** – None.

**Accommodation** – None.

**Crime and Disorder** – None.

**Human Rights** – None.

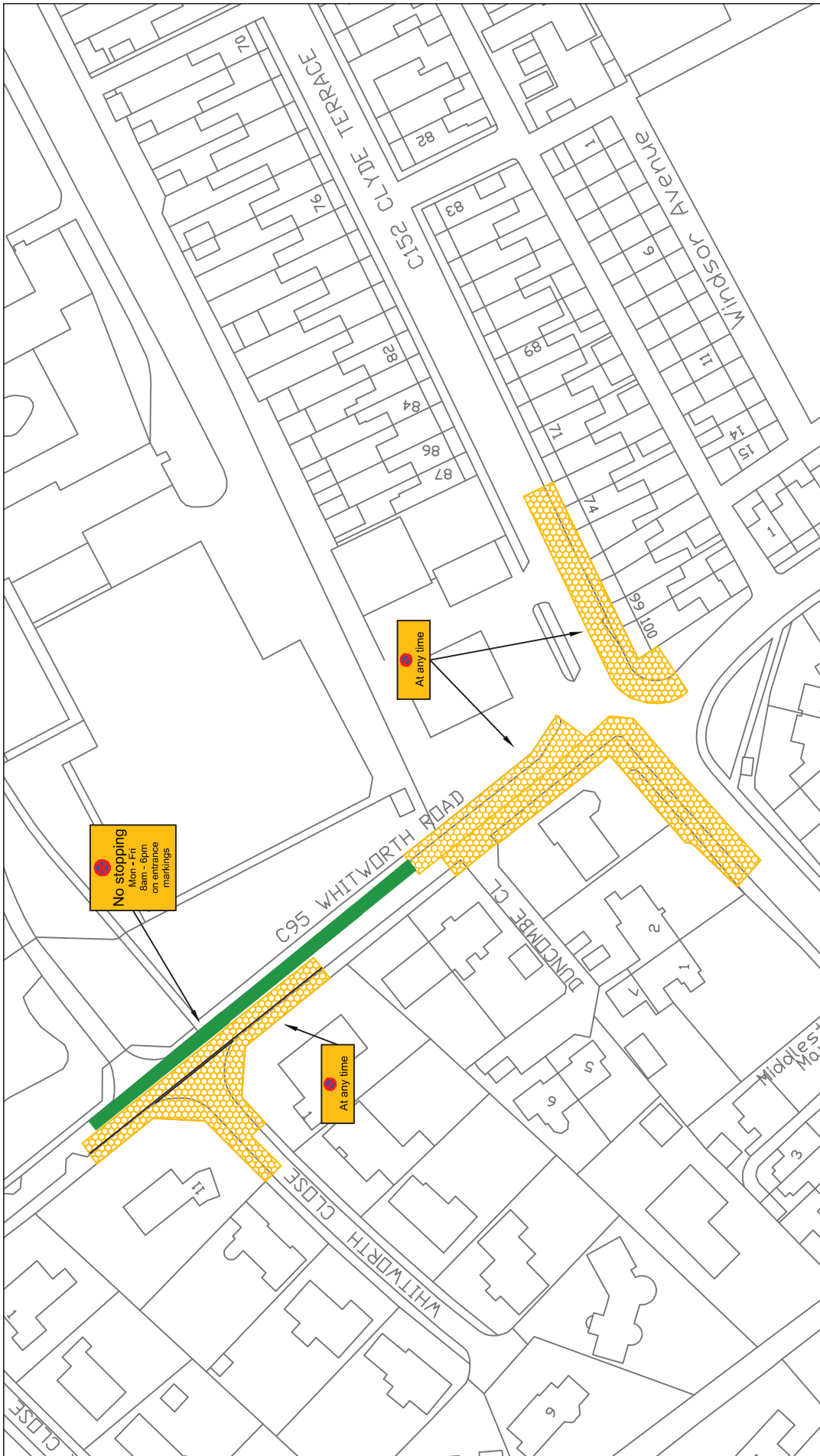
**Consultation** – As described in the report.

**Procurement** – Works to be delivered by Highway Operations.



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

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

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**Key to Types of Restriction**

-  No Waiting At Any Time
-  No Stopping

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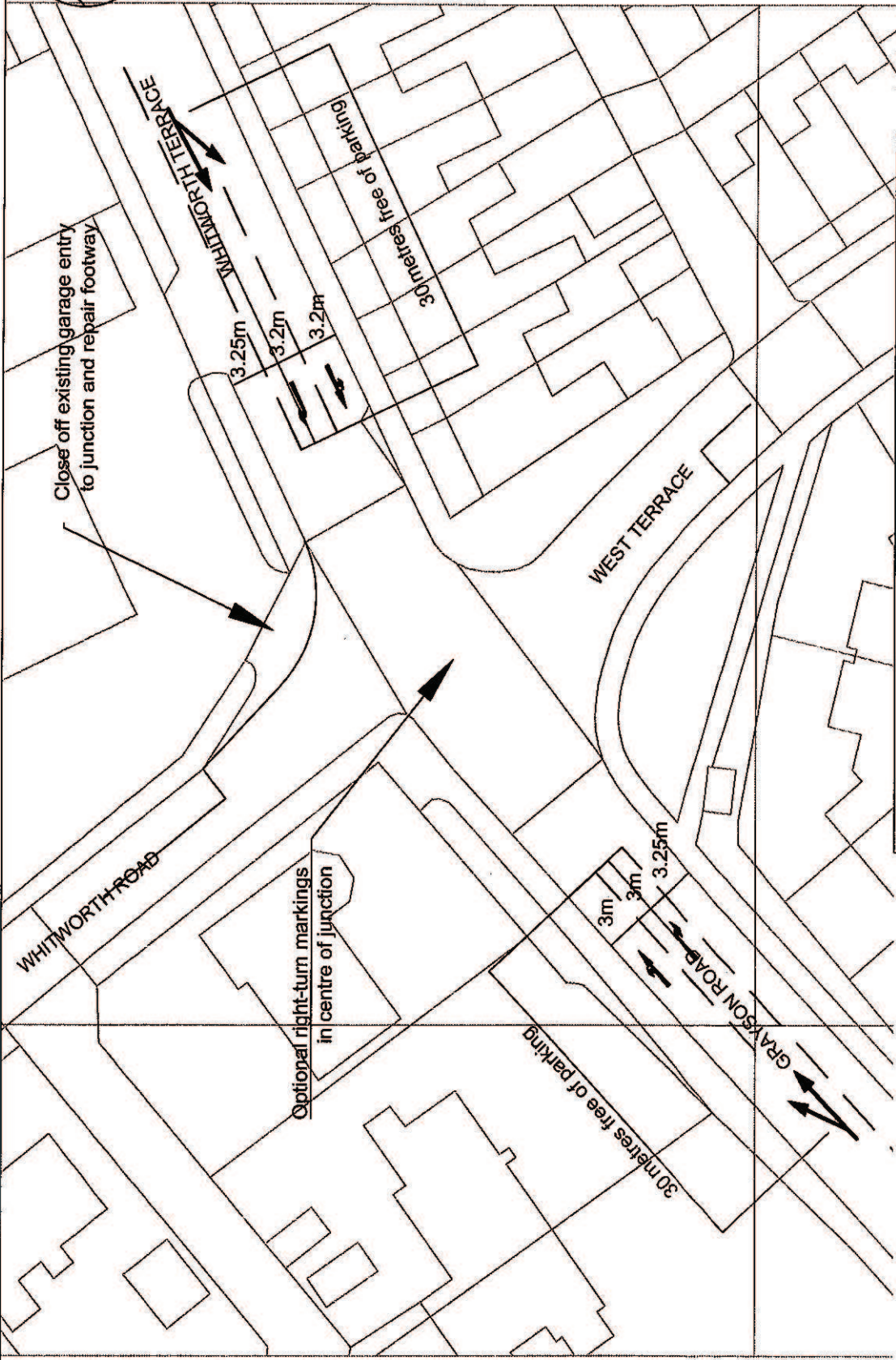
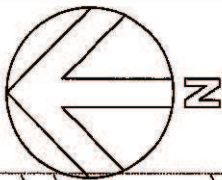
**Corporate Director  
Regeneration & Economic  
Development**  
Strategic Traffic Management  
County Hall, Durham DH1 5UQ

SPENNYMOOR PARKING AND WAITING RESTRICTIONS APPENDIX 2	
Scale:	Not to Scale
Date:	August 2012
Drawn by:	S. Jones
Date Sealed:	Signature: Map Schedule:
<b>DT105</b>	



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**Originating Office:** TPS Croydon - Centre Tower  
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**Project:** WHITWORTH PARK SCHOOL & SIXTH FORM COLLEGE  
**Figure:** PROPOSED WHITWORTH ROAD/ GRAYSON ROAD TRAFFIC SIGNALS

TPS Project No.	112230	Date	25-06-12
Scale	NTS	Status	INFORMATION
Figure No.	APPENDIX 3	Rev	-

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**DURHAM COUNTY COUNCIL**

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

**Present:**

**Councillor J Robinson in the Chair.**

**Members of the Committee:**

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

**Apologies:**

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

**Also Present:**

Councillor B Ord, K Thompson and M Williams.

**1 Minutes**

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

**2 Declarations of Interest**

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

**3 Whitworth Park School, Spennymoor - Waiting Restrictions**

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

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

The informal stage of consultation included a public meeting between Carillion (the constructors), highways engineers and local residents. This gave residents the chance to

discuss any areas of concern and also provided them with the opportunity to suggest amendments to the scheme, providing they were viable. Following this stage of consultation, a revised set of proposals were produced and formally consulted upon. Twelve objections remained and a petition containing 40 signatures from residents of Clyde Terrace and Whitworth Terrace had been received by the end of the formal consultation period. The objections that remained centred around the proposed removal of parking from residential properties, the two-lane approach to traffic signals and the lack of any parent drop off/pick up point at the school development were then summarised for the Committee.

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

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

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

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

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

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

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

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

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

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

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

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

- traffic would be inches from the properties

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

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

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

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

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

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

Councillor Hugill suggested that a site visit to look at the physical layout of the area would be beneficial given that not all members of the Committee were familiar with the area and on hearing the representations made at the meeting. He also commented that many other local authorities were looking towards reducing speed limits around schools to 20mph and it appeared that this had not been considered as part of this scheme where perhaps it should have been.

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

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

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

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

**Resolved:**

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

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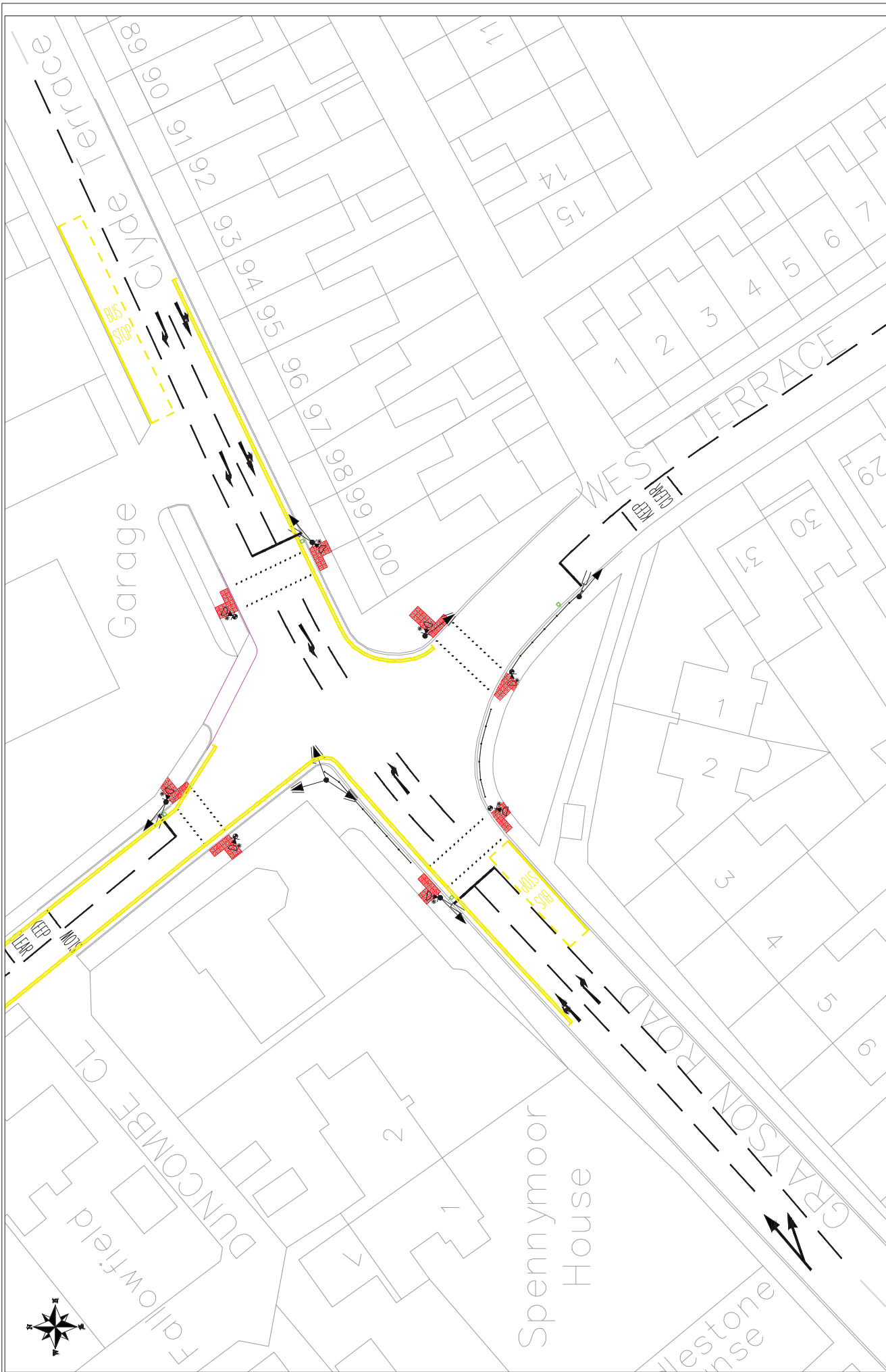
Appendix 5

**WHITWORTH PARK SCHOOL  
PROPOSED PEDESTRIAN PHASE & WAITING RESTRICTIONS AT FOUR LANE ENDS TRAFFIC SIGNALS, SPENNYMOOR  
SUMMARY OF OPTIONS**

ORIGINAL PROPOSAL: Pedestrian Phase on all Legs of Traffic Signals & Double Yellow Lines on Clyde Terrace.		DISBENEFITS	COMMENTS
<b>KEY FEATURES</b>	<b>BENEFITS</b> Accommodates pedestrians of all ages and abilities on all routes through the junction.	None	
Signal controlled pedestrian crossings on all legs of junction.	1. Improves road safety at all times by removing parking to ensure adequate forward visibility between approaching drivers and waiting pedestrians. 2. Improves road safety at all times by ensuring adequate forward visibility between approaching drivers and the primary traffic signal. 3. Helps to address safety concerns regarding history of 'Red Light Running' at this junction at all times 4. Increases junction capacity & reduces delay & queues by ensuring parked vehicles do not impede the two lane approach at any time. 5. Loading & unloading permitted at any time on Clyde Terrace	Disbenefits for residents as parking removed from front of 5 properties. [However, 4 properties have garages/rear access (No. 94 has none)]	
Double Yellow Lines on Clyde Terrace.			
	<b>This option SUPPORTED by Safety Audit Report</b>		

ALTERNATIVE OPTION 1: Pedestrian Phase on all Legs of Traffic Signals & Single Yellow Line on Clyde Terrace.		DISBENEFITS	COMMENTS
<b>KEY FEATURES</b>	<b>BENEFITS</b> Accommodates pedestrians of all ages and abilities on all routes through the junction.	None	
Signal controlled pedestrian crossings on all legs of junction.	1. Prevents parking during AM & PM peak periods so ensures adequate forward visibility between approaching drivers and waiting pedestrians at those times. 2. Prevents parking during AM & PM peak periods so ensures adequate forward visibility between approaching drivers and the primary traffic signal at those times. 3. Helps to address safety concerns regarding history of 'Red Light Running' at this junction but only during AM & PM peak periods. 4. Prevents parking during AM & PM peak periods so increases junction capacity & reduces delay & queues at those times by ensuring parked vehicles do not impede the two lane approach. 5. Loading & unloading permitted at all times on Clyde Terrace.	1. Safety Hazard at off-peak times when parking is permitted. Does not prevent parked vehicles from obscuring visibility between approaching drivers & waiting pedestrians (small pedestrians particularly at risk). 2. Safety Hazard at off-peak times when parking is permitted: Does not prevent parked vehicles from obscuring visibility between approaching drivers & the primary traffic signal. 3. Does NOT address safety concerns regarding history of 'Red Light Running' at this junction at times other than AM & PM peak periods. 4. Whenever high traffic flows occur outside of normal AM & PM peak periods the traffic signals will operate inefficiently and result in longer delays & queues than necessary.	
Single Yellow Line on Clyde Terrace.			
	<b>This option NOT SUPPORTED by Safety Audit Report</b>		

ALTERNATIVE OPTION 2: Pedestrian Phase on only 3 Legs of Traffic Signals (i.e not Clyde Terrace) & Single Yellow Line on Clyde Terrace		
KEY FEATURES	BENEFITS	DISBENEFITS
Signal controlled pedestrian crossings on 3 legs of junction.	Accommodates pedestrians of all ages and abilities crossing West Terrace, Grayson Rd & Whitworth Rd	No signal controlled crossing facility on Clyde Terrace. Pedestrians diverted around junction to use other crossing points. Inconvenient for pedestrians, particularly those with impaired mobility or small children.
Single Yellow Line on Clyde Terrace.	<ol style="list-style-type: none"> <li>Prevents parking during AM &amp; PM peak periods so ensures adequate forward visibility between approaching drivers and the primary traffic signal at those times.</li> <li>Prevents parking during AM &amp; PM peak periods so increases junction capacity &amp; reduces delay &amp; queues at those times by ensuring parked vehicles do not impede the two lane approach.</li> <li>Helps to address safety concerns regarding history of 'Red Light Running' at this junction but only during AM &amp; PM peak periods.</li> <li>Loading &amp; unloading permitted at all times on Clyde Terrace.</li> </ol>	<ol style="list-style-type: none"> <li>Safety Hazard at off-peak times when parking is permitted: Does not prevent parked vehicles from obscuring visibility between approaching drivers &amp; the primary traffic signal.</li> <li>Whenever high traffic flows occur outside of normal AM &amp; PM peak periods the traffic signals will operate inefficiently and result in longer delays &amp; queues than necessary.</li> <li>Does NOT address safety concerns regarding history of 'Red Light Running' at this junction at times other than AM &amp; PM peak periods.</li> </ol>
Pedestrian guard rail on Clyde Terrace from No.94 as far as pedestrian crossing point on West Terrace.	Physically prevents pedestrians from taking risks & crossing Clyde Terrace (No crossing point & parked cars a hazard).	<ol style="list-style-type: none"> <li>Prevents direct loading &amp; unloading outside of affected properties.</li> <li>Safety Hazard: Drivers &amp; passengers using cars parked adjacent to guard rail are forced to walk in the road to end of guard rail.</li> <li>Reduces width of footway on Clyde Terrace.</li> </ol>
		<b>This option NOT SUPPORTED by Safety Audit Report</b>
		Provision of guard rail recommended in Safety Audit report due to risks associated with lack of controlled crossing point on Clyde Terrace.



Project/Drawing No.	Rev.

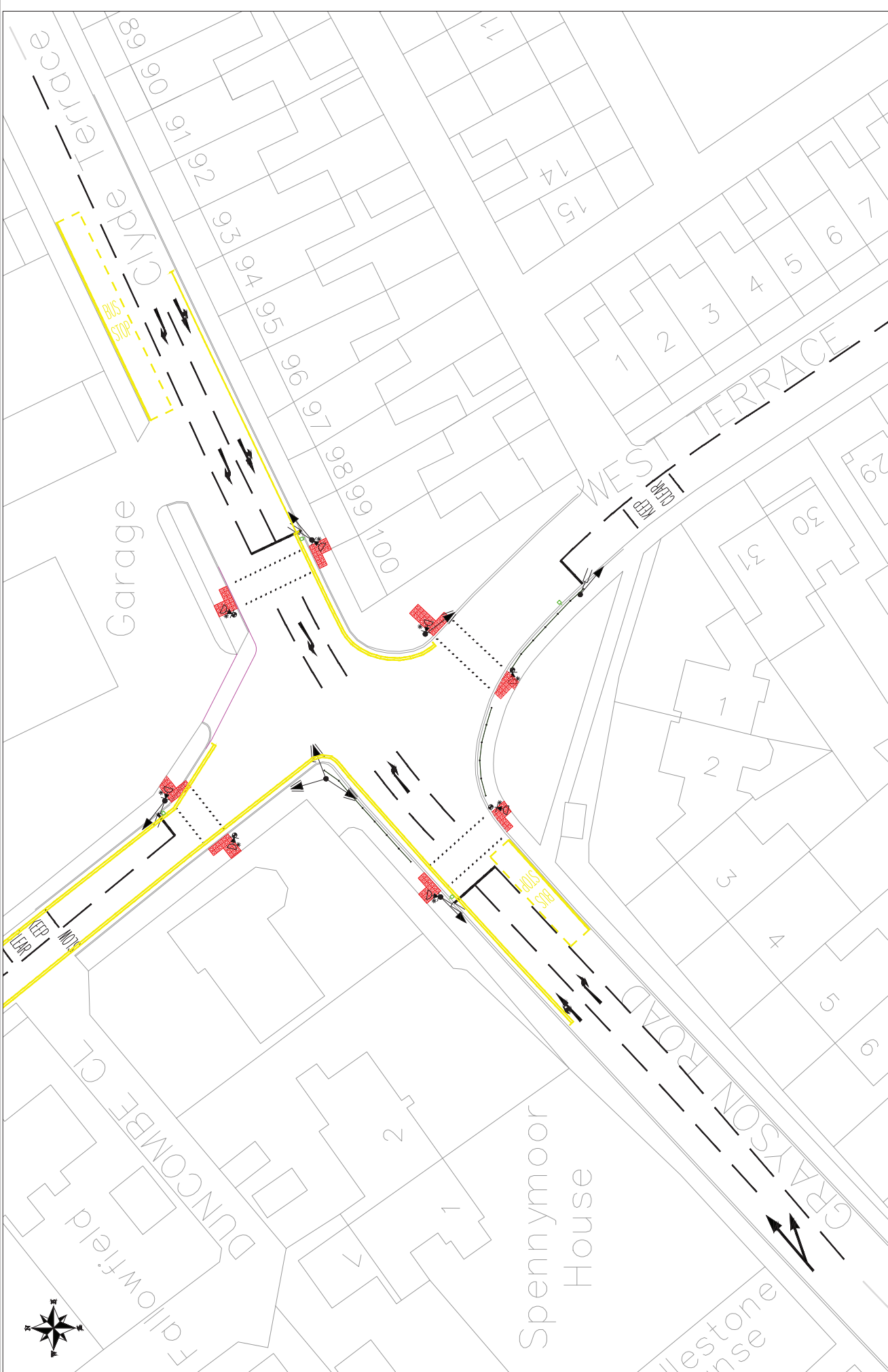
Project: Dur096 C95/C152 Four Lane Ends  
 Spennymoor  
 Drawing: Proposed Scheme  
 Scale: 1:200  
 Project/Drawing No.: 1:200  
 Rev: 0/-

TRANSPORT  
 THE PLANNING AND ECONOMIC DEVELOPMENT  
 CONTROL  
 UNIT 500

Rev/Amend	Name	Date	Sign	Description of Amendments

Appendix 5 - Original Proposal

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Project  
Dur096 C95/C152 Four Lane Ends  
Spennymoor

Drawing  
Alternative 1 – Limited  
Waiting on Clyde Terrace

Scale  
1: 200

Project/Drawing No.  
Rev. 0 / -

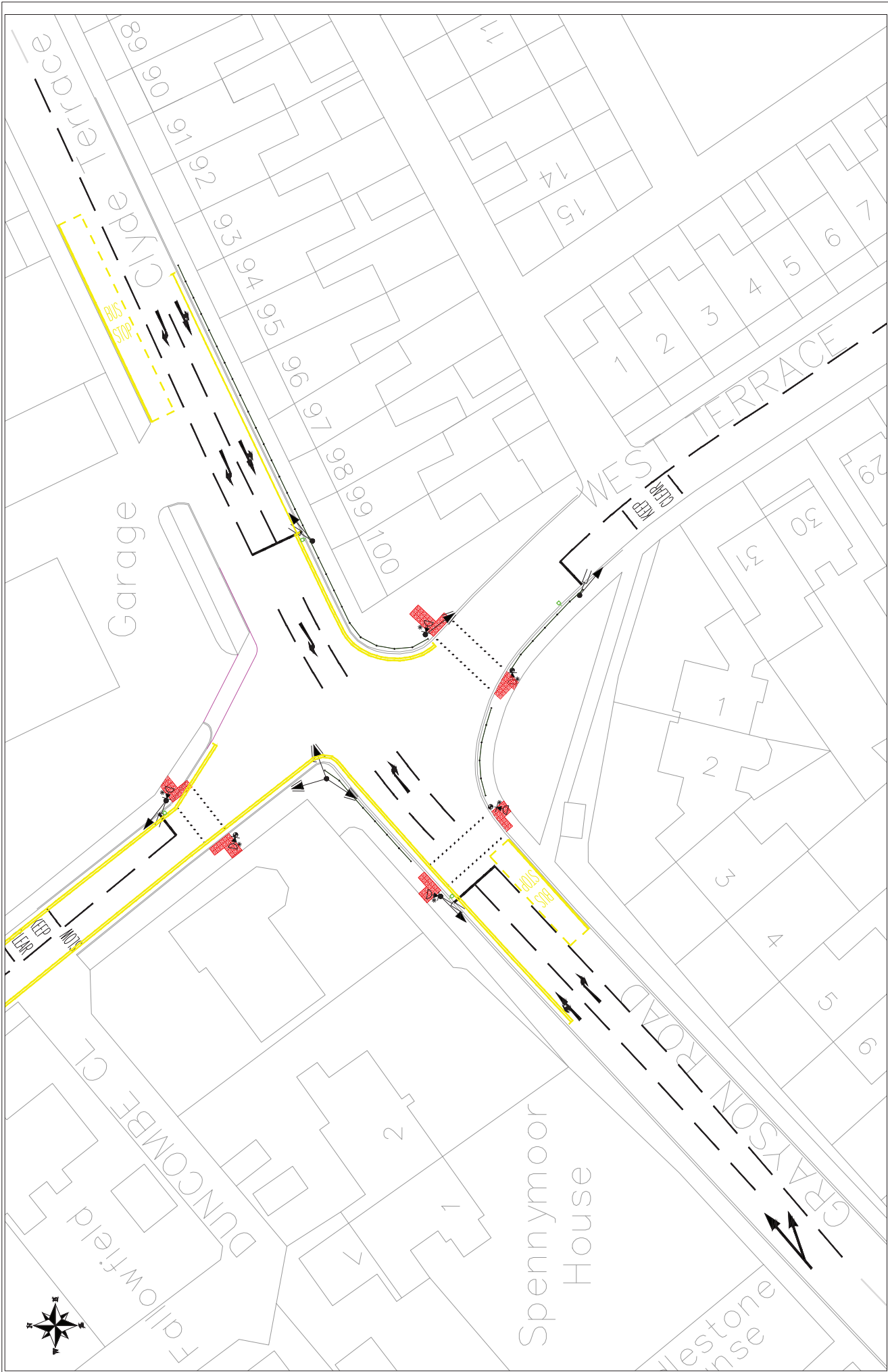
Rev/Amend	Name	Date	Description of Amendments

Approved By: [Signature Line] Date: [ ]/[/ ]

**Durham** County Council  
TRANSPORT  
SECTION  
CITY OF DURHAM  
PLANNING  
UNIT 500

Appendix 5 - Alternative Option 1

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Project/Drawng No.	Rev.

**Durham**  
City Council

TRANSPORT

MANAGEMENT OF ROADWORKS AND ROADSIDE DEVELOPMENT

**Project** Dur096 C95/C152 Four Lane Ends Spennymoor

**Drawing** Alternative 3 - No Peds and Limited Waiting on Clyde Tee With Pedestrian Guardrail

**Scale** 1:200

**Project/Drawng No.** Rev. 0/-

Rev/Amend.	Name	Date	Sign	Description of Amendments

Appendix 5 - Alternative Option 2

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