



Highways Committee

Date Friday 21 November 2014
Time 9.30 a.m.
Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meeting held on 16 October 2014 (Pages 1 - 6)
4. Declarations of interest, if any
5. Burnopfield, Tanfield, Oxhill, South Stanley, Craghead and Bloemfontein - Parking & Waiting Restrictions Order - Report of Corporate Director, Regeneration and Economic Development (Pages 7 - 10)
6. A689 Western Approach to Stanhope - 40mph Speed Limit - Report of Corporate Director, Neighbourhood Services (Pages 11 - 26)
7. Paradise Lane, Easington Colliery - Proposed No Waiting At Any Time - Report of Corporate Director, Neighbourhood Services (Pages 27 - 32)
8. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Colette Longbottom
Head of Legal and Democratic Services

County Hall
Durham
13 November 2014

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

Councillor G Bleasdale (Chairman)
Councillor C Kay (Vice-Chairman)

Councillors J Allen, B Armstrong, D Bell, H Bennett, I Geldard,
O Gunn, D Hall, D Hicks, K Hopper, O Milburn, S Morrison,
R Ormerod, J Robinson, J Rowlandson, P Stradling, R Todd,
J Turnbull, M Wilkes 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 16 October 2014 at 9.30 a.m.**

Present:

Councillor G Bleasdale in the Chair.

Members of the Committee:

Councillors C Kay (Vice-Chairman), J Allen, B Armstrong, D Bell, K Hopper, I Jewell, S Morrison, J Rowlandson, P Stradling, O Temple, R Todd, J Turnbull and M Wilkes.

Also Present:

Councillor J Shuttleworth.

1 Apologies for Absence

Apologies for absence were received from Councillors H Bennett, O Gunn, D Hall, R Ormerod and J Robinson.

2 Substitute Members

Councillor I Jewell was substituting for Councillor O Gunn and Councillor O Temple was substituting for Councillor R Ormerod.

3 Minutes

The minutes of the meeting held on 9 July 2014 were agreed as a correct record and signed by the Chairman.

4 Declarations of interest

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

5 Wolsingham - Parking and Waiting Restrictions

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding objections made to a proposed traffic regulation order in Wolsingham (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the County Council were committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them were relevant and appropriate. As a result, the Council had held a well-attended consultation event earlier in the year at Wolsingham Library whereby comments were invited as to how waiting restrictions in the town could be improved. A number of

suggestions were put forward by those attending the event and added to the initial plan drafted by County Council Officers for consultation.

Initial consultation letters, plans and response cards were delivered to all properties directly affected by the proposals in April 2014. Following this a request was received for additional restrictions covering the junction of Holywell Lane/Uppertown and was added to the overall proposals. The full scheme was advertised on site between 18 June to 19 July 2014.

Two objections were received to the advertised order which both related to the A689, Front Street and were summarised for the Committee.

The Committee then heard from one of the objectors who raised the following issues:

- the consultation documents that appeared in January 2014, contained no proposal to have double-yellow lines outside his property;
- there had been very little publicity for the consultation event;
- the resident had no rear access to his property;
- when people park properly there was good visibility and the Council installed low bearing paving so that traffic could park on the pavement;

The Strategic Traffic Manager responded to the issues raised by the objector and reiterated that the consultation had been held in the local library and there had been no 'secret meetings'. The Council were always keen to talk about such proposals and discussions were held over a period of time. The Strategic Traffic Manager also pointed out that vehicles were allowed to legitimately load or unload outside the resident's property. The Council also had to ensure that the safety of pedestrians was not compromised and didn't wish to encourage people to park on paved areas.

Councillor Shuttleworth informed the Committee that he had lodged an objection almost two years ago regarding traffic regulation in Wolsingham, based on his own public consultation where had delivered 625 letters, 401 which were returned objecting to the plan and 13 were in support. Since that time, Councillor Shuttleworth had been anxious of the implementation of restrictive parking. Councillor Shuttleworth was concerned that the County Council's consultation mentioned nothing about the cost of the scheme or how many people had attended the consultation event or the reason for the consultation. Councillor Shuttleworth felt personally, that it would have detrimental effect on businesses in the town and felt that his own consultation gave a true view of the people of Wolsingham. Councillor Shuttleworth explained that he had real difficulty in accepting the statement made in paragraph 4.1 of the report that 'officers do not feel the restrictions would have detrimental impact on the local economy in this case', and the business owners appear to support this, yet those people were not referred to in the report.

Councillor Shuttleworth also placed on record his support for the resident present at the meeting regarding his objection to the no waiting at any time restrictions adjacent to the Black Bull Public House and Doctors Surgery.

Councillor Wilkes was unclear on what restrictions were already in place, what was being proposed and asked how many spaces were being lost, how many accidents had been reported in the last 10 years and how many complaints had the Council received.

The Strategic Traffic Manager explained to the Committee that he did not have the information that Councillor Wilkes had requested and commented that the scheme had been brought about in conjunction with local residents, the local area, the parish council and demonstrated that the Council were reflecting local needs and in accordance with people's wishes.

Councillor Kay speaking as a keen cyclist felt that other road users needed to be considered at this particular location which he viewed as being particularly dangerous.

Councillor Temple felt a degree of sympathy with the local resident who objected to the scheme given that the restrictions directly affected access to his home. He also reminded the Committee that the resident had no vehicular access to the rear of his property and felt it was a step too far in placing parking restrictions outside of his property. Councillor Temple commented that the Committee had heard that there were no proposals of this type in January for this particular area and queried where the proposal had emerged from.

In response the Strategic Traffic Manager reiterated that the scheme was borne out of the wishes of the local community and through consultation, hence the reason why the parking restrictions in the area had been reviewed.

Councillor Stradling felt that the consultation exercise, together with the explanation of the scheme provided enough information to enable him to come to a view regarding the scheme and felt that it should go ahead, on the proviso that it be reviewed in six months' time in terms of its effectiveness and operation, given the concerns expressed by the resident.

Resolved

That the Committee endorse the proposal as outlined in the report and that the operation and effectiveness be reviewed and reported back after six months of operation.

6 Bullion Lane, Chester-le-Street - Parking Permit Order

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding objections received to a consultation about a proposed traffic regulation order which if implemented would see the introduction of permit parking on Bullion Lane (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that requests had been received from residents of Bullion Lane asking if the County Council would give consideration to the introduction of residents parking permits because of the difficulties they were experiencing in trying to park near their properties during the day. Residents were claiming that these problems were being caused by long stay parking by non-residents, most notably commuters using the nearby railway station.

In relation to Bullion Lane, 12 residents were in favour of the proposals and 4 were against. Nine did not respond. The response rate for the Station Lane/View was less than 50% and therefore, did not meet the criteria to progress any further.

Six objections were received which were summarised for the Committee.

The Committee then heard from a local resident who was not in favour of the proposals and was a resident of Bullion Lane. Her objection was summarised as follows:

- parking had never been a problem for her personally
- concern about the problem being moved elsewhere as had happened at the opposite side of the railway station
- other roads in the area were narrower
- the introduction of residents parking would likely to move the problem elsewhere
- as a long term resident she had no real problems with parking

Councillor Wilkes felt that the objections detailed in the report had provided a balanced view. The potential overspill and transferring of the problem in and around neighbouring streets was extremely concerning.

The Strategic Traffic Manager explained to the Committee that the issues raised were not particularly a highways problem but more of an issue of inconvenience to residents and that the consultation had been carried out at the request of local residents.

Councillor Wilkes felt that the Council would be doing unnecessary work, spending unnecessary money and setting an expensive precedent of potentially being faced with having to devise another scheme for neighbouring streets in 6-12 months' time to deal with traffic displacement.

Councillor Allen commented that the scheme was an attempt at solving an issue which residents perceived to be a problem and felt that there was very little evidence to support the scheme.

Resolved

That Committee reject the proposal for parking restrictions detailed in the report

7 Bishop Auckland - Parking and Waiting Restrictions

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding objections received to a proposed road traffic regulation order in Bishop Auckland (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the County Council were committed to regularly reviewing traffic regulation orders to ensure that restrictions held within them were relevant and appropriate. Requests for permit parking in the area concerned had been received on a regular basis for many years from residents who lived close to the town centre and the local hospital. The County Council had given assurances that such areas would be looked at once civil parking enforcement came into operation.

Several streets in Bishop Auckland were eligible for parking permits under the Council's policy and a ballot of residents had been undertaken on that basis. Three streets had been identified as to where the majority of residents voted for the introduction of parking permits, those being Regent Street, Victoria Avenue and Escomb Road.

The Committee were informed that initial consultation letters, plans and response cards were delivered to directly affected properties in November 2013 with proposed restricted parking to residents for one hour in the morning between 10-11 a.m. and one hour in the afternoon between 2-3 p.m. for all areas. Following this initial consultation it had been highlighted that the proposed times may not be appropriate for the Escomb Road area.

Escomb Road was adjacent to Bishop Auckland Hospital and was subject to increased levels of parking at all times of the day and the hours of the restriction were reviewed and amended following representations made by residents. An additional ballot was undertaken to amend the hours of the permit scheme on Escomb Road to 12-1 p.m. and 5-6 p.m. which residents felt would be more beneficial and give them a greater chance of obtaining a parking space once they returned home from work.

Three objections had been received and were summarised for the Committee.

Councillor Kay commented that he had much sympathy for people living on Escomb Road given that people were parking on all day, everyday, on Escomb Road, which was essentially because the nearby hospital charged £2.50 per hour to park.

Councillor Allen, speaking as local Councillor for the area commented that the scheme was vital for the area and would be welcomed by residents and for those people who wished to use businesses nearby.

Resolved

That the recommendation in the report be agreed.

8 Sedgefield - Parking and Waiting Restrictions

The Committee considered a report of the Corporate Director, Regeneration and Economic Development regarding objections received to a proposed change to a traffic regulation order in Sedgefield (for copy see file of Minutes).

The Strategic Traffic Manager informed the Committee that the County Council were committed to regularly reviewing traffic regulation orders to ensure that restrictions held within them were relevant and appropriate.

The Committee were informed that a request had been received from a local business to consider the introduction of some limited waiting bays near their shop to make it accessible for passing trade. A proposal to implement a Monday-Saturday 9am-6pm, 30 minute, no return with 30 minutes restriction was consulted upon. Three objections had been received, all of which stated that the introduction of the limited waiting bays would be detrimental to businesses.

Councillor Allen supported the views made by the Dunn Cow Public House and explained that the pub had a very small car park and a 30 minute restriction was too restrictive for their lunchtime trade, especially if people wanted to visit another shop at the same time.

Councillor Stradling felt that the 30 minutes was a relatively short period of time and could potentially be problematic for the local barbers shop (if it was busy) and suggested that it may be more appropriate to have the waiting restriction increased to one hour.

As a result of these discussions the Committee asked officers if the proposed restriction could be amended to one hour, rather than 30 minutes legally, without the need to re-consult, re-advertise and incur further costs.

The Legal Adviser and the Strategic Highways Manager informed the Committee that relevant legislation would have to be checked to confirm whether this was possible.

The Committee requested that this course of action be undertaken, however, if it was not possible legally, the Committee asked for the matter to be deferred and brought back for consideration to the next meeting.

Resolved

- (i) That the proposed restriction be amended to one hour, as opposed to the 30 minute restriction outlined in the report, providing this could be legally introduced, without the need to re-consult, re-advertise and incur further costs; and
- (ii) If the proposed scheme as amended, could not be implemented without the need to re-consult, re-advertise and incur further costs, that the issue be deferred and brought back for consideration by the Committee.

Highways Committee

21 November 2014

**Burnopfield, Tanfield, Oxhill,
South Stanley, Craghead and
Bloemfontein**



Parking & Waiting Restrictions Order

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

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

1. Purpose

- 1.1. To advise Members of an objection received to the consultation concerning changes to the proposed traffic regulation order in South Moor the effect of which would be to extend the No Waiting At Any Time restriction.
- 1.2. To request that members consider the objection made during the consultation period.

2. Background

- 2.1 Following the successful implementation of Civil Parking Enforcement in Durham District in 2008 and County Durham North in 2011, the County Council expanded this practice into the South of the County in June 2013. Enforcement of all waiting restrictions within the town was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 A request was received from a local business to consider the introduction of some waiting restrictions to aid accessibility and road safety at the junctions of Bridge Street and Mundell Street.
- 2.4 On visiting the site and observing coaches performing multiple reversing manoeuvres on to Park Road to gain access to the depot, officers determined that there was a requirement for restrictions to aid road safety. As an interim measure 'keep clear' markings were laid at strategic locations to help ensure access/ egress to the depot without the need to carry out reversing manoeuvres.

2.5 The 'keep clear' markings were installed in July 2014 and following feedback the following actions were proposed:

- replace the markings with No Waiting at Any Time restrictions on Bridge Street
- remove the 'keep clear' markings on Mundell Street and extend the existing No Waiting at Any Time restriction by 5m to allow better access to larger vehicles and still allow some parking.

2.6 The scheme was advertised formally on site and in the local press between 16th October 2014 and the 6th November 2014.

3 Objection 1

3.1 The objector opposes the introduction of 'no waiting at any time' restrictions on Mundell Street. He feels that the buses from Nightingales should not be allowed along a narrow back street and that if the restrictions are put in place then we should make Parmeter Street a residents only parking area.

4 Response

4.1 The recently installed 'keep clear' markings were in response to complaints from a coach company (Nightingales), which operates from the depot between Bridge Street and Mundell Street. The complaints were with regard to accessibility and the subsequent road safety implications of manoeuvring vehicles in this area. Having visited the site officers observed coaches performing multiple reversing manoeuvres on to Park Road to gain access to the depot, officers determined that there was a requirement for waiting restrictions to aid road safety. Therefore 'keep clear' markings were applied at strategic locations to ensure access/egress to the depot could be carried out without the need to undertake reversing manoeuvres.

4.2 The main access to the depot is via Bridge Street however Mundell Street is used as an 'emergency exit' when the primary access is blocked. As the coach company carry out school contracts it is vitally important that they are able to egress the depot at all times.

4.3 With regard to 'buses turning into a narrow street' unfortunately there is nothing that can be done to prevent this as it is, and has been for a number of years, an operational bus depot.

4.4 The proposals to remove the existing advisory 'keep clear' and extend the existing No Waiting at Any Time by 5m will allow some parking whilst still maintaining accessibility to buses and refuse vehicles.

4.5 Residents Only parking can only be considered in line with our Permit Issue Management Policy. Our policy requires each request to fulfil a number of

criteria to establish the suitability of the scheme and the effect it may have on neighbouring streets and the impact on the town's viability and economic wellbeing. This area would not meet the requirements set out in the Councils policy in that there is no charged area for on or off street parking close by.

13.0 Local member consultation

The Local Members have been consulted and offer no objection to the proposals.

14.0 Recommendation

It is RECOMMENDED that the Committee endorse the proposal having considered the objection and proceed with the implementation of the Burnopfield, Tanfield, Oxhill, South Stanley, Craghead and Bloemfontein Parking & Waiting Restrictions Order.

15 Background Papers

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

Contact: Sarah Thompson Tel: 03000 263589

Appendix 1: Implications

Finance – LTP Capital

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

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

Accommodation - No impact on staffing

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

Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489

Procurement – Operations, DCC.

Disability Issues - None

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

Highways Committee

21 November 2014

**A689 Western Approach to Stanhope
40mph Speed Limit**



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise committee of the representations and objection received in respect of the proposed changes to the speed on the A689 western approach to Stanhope.

Background

- 2 Speeding on the A689 approaching and through Stanhope has been a PACT (Police and Communities Together) priority since September 2012, with residents raising speeding concerns on numerous occasions.
- 3 The Police have undertaken speed enforcement in the form of Community Speed Watch, Road Policing Unit Deployments and by the Deployment of the Police Safety Camera Van. A summary is provided in Appendix 3.
- 4 Speed surveys have also been undertaken by Durham County Council on the A689 at two locations 1) on Allerton Bridge and 2) Outside the Town Hall as per the plan in Appendix 4, a summary of which is offered below;

Criteria	Allerton Bridge	Town Hall	Difference between the Sites
85 th percentile speed	42.2mph	35.3mph	6.9mph
Mean average speed	33.4mph	29mph	4.4mph
Percentage of vehicles travelling above 30mph	61.02%	37.68%	23.34%
Percentage of vehicles travelling above 36mph	37.85%	11.06%	26.79%

- 5 In March 2014, Durham Constabulary made representation to Durham County Council as the Highway Authority, asking for a review of the speed limit on the A689 approaching Stanhope, as they believed the current 30mph speed limit was unrealistically low and was not a credible speed limit leading to a lack of driver compliance and that a 40mph “buffer zone” should be considered to reduce the speeds approaching and through Stanhope.
- 6 The speed limit review has been completed in accordance with current best practice guidance produced by the Department for Transport (DfT), known as Circular 01/2013 Setting Local Speed Limits.
- 7 DfT circular 01/2013 states speed limits should be evidence-led and self-explaining and seek to reinforce the driver's assessment of what is a safe speed to travel. Speed limits should encourage self-compliance and should be seen by drivers as the maximum rather than a target speed.
- 8 DfT Traffic Advisory Leaflet 01/04 offers good practice for achieving lower speed limits in villages. It suggests a definition of what constitutes a village environment, for the purpose of applying a village speed limit of 30 mph. It terms a village as having 20 or more houses fronting the road (on one or both sides of the road).
- 9 Research and experience gained at other locations within the County have proven that the installation of speed limits which are credible with the environment through which the motorist is travelling results in improved driver compliance with the speed limit. A similar project has shown a reduction in the average speed of 2.6mph and the 85th percentile of 2.3mph within the urban area.
- 10 The review of the speed limit was undertaken jointly with Durham Constabulary on the 28th March 2014, reviewed the roads and agreed to seek consent to the implementation of 40mph buffer zones, combined with relocating to more appropriate sites the 30mph terminal traffic signs to assist in enhancing compliance with the speed limits.
- 11 The review identified that the current 30mph speed limit commenced some 300m west of what is considered to be the natural start of the town. This 300m section of road being mainly rural with sporadic property development.
- 12 The review also took into consideration the current 30mph speed limit on the B6278 which runs in a southerly direction from the A689.
- 13 The 30mph speed limit on the B6278 is only 140m in length and the DfT do not recommend a speed limit length of less than 300m.

Proposals

- 14 To make a 40mph speed limit Traffic Regulation Order on the A689 western approach to Stanhope and the adjoining B6278 road.

- 15 It is considered that the proposal will have a beneficial effect on road safety by better reflecting the character and environment of the road. Experience of where the speed limit reflects the type of road has revealed a reduction in the higher speeds and an overall reduction in the lower speeds.
- 16 It is proposed to amend the current speed limit of 30mph to 40mph “buffer zone” commencing at the current start of the 30mph speed limits up to where it is considered to be the natural start of the town at Rose Terrace as per the plan in Appendix 2. This will reinforce the transition, in the mind of the motorist, to the change in the road’s environment from rural to urban. This should lead to enhance compliance with the speed limit through the predominantly residential area. The 85th percentile speed measured at this location is 42.4mph despite it being within the posted 30mph limit.
- 17 DfT circular 01/2013 states *‘In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds. For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police force’.*
- 18 The proposal would include the introduction of a gateway feature at Rose Terrace, and additional repeater signs / enhanced road markings will be provided throughout the proposed 40mph speed limit on the A689 and B6278. Rose Terrace will also be included within the Council’s rotation programme for the deployment of a rotational speedvisor “flashing” sign.

Consultation

- 19 The statutory consultation was undertaken between the 24th April 2014 and 23rd May 2014.
- 20 An informal consultation encompassing all affected properties in the immediate vicinity of the proposal was undertaken between the 2nd May 2014 and 30th May 2014.
- 21 Of the 43 informal consultation letters sent to properties directly affected by the proposals, a total of 14 responses were received. Of the 14 responses, 5 were in favour of the proposals whilst 9 were against. The remaining consultees who did not respond are deemed to have no preference. A further letter was sent to those who objected, clarifying a number of issues, and as it stands, based on the proposal put forward, 7 are in favour of the proposal and 7 remain as objections.
- 22 The statutory Traffic Regulation Order was advertised on site and in the local press between the 13th August 2014 and 3rd September 2014.

- 23** Following the advertisement of the statutory Traffic Regulation Order, a petition comprising 61 signatures, and 1 objection was received objecting to the proposal.

Objections and Responses

- 24** Objection 1 (Petition)

The petition comprises 3 reasons for objection:

- I. The moving of the 30mph restriction on the A689 by a distance of 300 metres will have little effect and increase accident risk at the cross roads (B6278 junction).

Response: Research undertaken by the Department for Transport and similar projects undertaken by Durham County Council have shown that by introducing credible and intermediate speed limits does decrease vehicular speeds within the built up areas.

A check on the personal injury database which we share with Durham Constabulary have shown that there has been 'one' slight personal injury accident within the past 4 years being our standard search criteria.

This accident occurred on Wednesday 11th June 2014 on the B6278 at the entrance to Weardale Community Hospital. The Police investigation concluded that excess speed was not a contributing factor, instead the driver was charged and convicted of driving whilst under the influence of alcohol.

- II. Traffic leaving Stanhope on the A689 in a westerly direction will not be affected therefore vehicles will continue to exceed the speed restriction.

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

Introducing a credible speed limit increases the likelihood of greater compliance. Speed surveys undertaken by Durham Constabulary and Durham County Council have shown that the majority of motorists are driving on this stretch of the A689 as if it was signed as a 40mph speed limit.

It is recommended that speed limits should be established according to the 85th percentile speed of free flowing traffic. This means the limit

should be set near the level at which 85 percent of people are driving. Numerous studies have shown that the 85th percentile speed is the most appropriate to set a speed limit, in the case of the A689 the 85th percentile is 42.2mph, which would suggest a 40mph speed limit.

- III. The current speed limit of 30mph on the 140 metre section of the B6278 runs between properties with high walls in close proximity to the edge of the highway with a blind hill and sharp incline. The vehicle accesses from the Community Hospital and No's 1 -6 Horn Hall on the east side of the road have very limited visibility. On the west side the newly opened Tea Rooms at Horn Hall Farm also has limited visibility from their Car Park. Consequently, any increase in the permissible speed limit is ludicrous and can only result in an increased number of accidents.

Response: Speed limits less than 300m in length are not recommended by the DfT. It is not uncommon for historic established private accesses to properties having limited visibility sight lines. Many accesses across the County are subject to higher speed limits than is proposed at this location and this will not necessarily make the access or egress any more or less hazardous. Drivers should, as recommended by the Highway Code 'read the road ahead' and travel to the conditions that prevail, remembering that a speed limit is not a target speed.

25 Objection and Representation 2

(1 objection and 3 representations stated these reasons)

Exiting Horn Hall onto the B6278 is already dangerous and problematic with the current speed limit being 30mph. Increasing the speed limit to 40mph is going to make it worse. The situation is made worse due to the close proximity of the access / egress into Horn Hall and the blind summit.

A traffic mirror should be installed opposite the exit to Horn Hall similar to those at the Community Hospital and Tea Rooms. Traffic calming measures should also be introduced on the B6278.

Parking outside of the Community Hospital is resulting in vehicles being close to the centre of the road.

Response: It is not uncommon for historic established private accesses to properties having limited visibility sight lines. Many accesses across the County are subject to higher speed limits than is proposed at this location and this will not necessarily make the access or egress any more or less hazardous.

Speed limits should be seen as maximum speeds and not target speeds. By increasing the speed limit on the B6278 from 30mph to 40mph we do not envisage that traffic speeds will dramatically increase, instead we believe the

speeds will be similar to the current vehicular speeds. Should the 40mph speed limit be introduced, monitoring will be undertaken upon completion of the scheme allowing comparisons to be made to previous surveys.

Speed surveys have been undertaken by Durham County Council on the B6278 at two locations 1) At the Community Hospital and 2) At current start of the 30mph speed limit as per plan in Appendix 4.

Criteria	Community Hospital	Start of speed limit (near to Horn Hall entrance)	Difference between the Sites
85 th percentile speed	27.4mph	38.7mph	11.3mph
Mean average speed	23.5mph	32.6mph	9.1mph
Percentage of vehicles travelling above 30mph	6.6%	60.33%	53.73%
Percentage of vehicles travelling above 36mph	0.32%	25.76%	25.44%

Due to the road layout of the B6278 at this location, it is not possible for the Police to undertake enforcement action from the roadside but in-car equipment is available to detect offenders.

Traffic Mirrors are not prescribed sign under the Traffic Signs Regulations and General Directions 2002. The placing of a mirror brings with it issues that could affect road safety. The following may well arise from the placement of a mirror on the highway which could impact on road safety:

- Distortion of reflected image, glare from sunlight or headlamps affecting the driver's vision.*
- Visibility issues during bad weather (rain, snow, frost).*
- Difficulty judging speed of an approaching vehicle from the mirror image.*
- Maintenance issues – mirrors could be prone to vandalism maintenance of their alignment and cleanliness is critical.*
- Reliance on the mirror's restricted image may compromise the safety of other road users (pedestrians and cyclists) who do not appear in the mirror, as drivers concentrate their attention on the mirror as opposed to what is happening in front of them.*

The mirrors which have been provided at the Tea Rooms and The Community Hospital have not been provided or authorised by the Highway Authority and have been erected upon private land.

26 Representation 3

(1 respondent stated this reason)

Too Fast.

Response: The objector resides in a property in close proximity of where the current 30mph speed limit commences, speed surveys undertaken approx. 200m further east within the current 30mph speed limit have shown that speeds are far in excess of 30mph, it would be envisaged that these speeds would be even greater in the immediate vicinity of the objectors property.

Research and experience gained at other locations within the County have proven that the installation of speed limits which are credible with the environment through which the motorist is travelling results in improved driver compliance. In the case of the A689 the environment is mainly rural with open fields and some sporadic property development on the approach. As such, the imposition of a 40mph speed limit is the most suitable speed limit for this location which hopefully will result in a reduction in “top-end” excess speed.

27 Representation 4

(1 respondent stated this reason)

Insufficient time to slow down prior to getting to the play area and swimming pool entrance. This road is too fast already and is dangerous.

Response: Speed surveys undertaken have shown that the 85th percentile speed is between 42.2 mph at Allerton Bridge and 35.3mph at The Town Hall. The entrance to the play area and swimming pool is approx. half way between the two survey points and therefore it is reasonable to assume that speeds in this area would be somewhere between 35.3mph and 42.2mph.

Research and experience gained at other locations within the County have proven that the installation of speed limits which are credible with the environment through which the motorist is travelling results in improved driver compliance. In the case of the A689 the environment is mainly rural with open fields and some sporadic property development on the approach. As such, the imposition of a 40mph speed limit is considered the most suitable speed limit for this location which should result in a reduction in “top-end” excess speed, and in turn would reduce the speed of traffic going into Stanhope.

28 Representation 5

(1 respondent stated this reason)

Would prefer the 30mph speed limit to start earlier than proposed.

Response: The location identified for the commencement of the repositioned 30mph speed limit, links to the change of environment from mainly rural to the

start of the dwellings at Rose Terrace, and as such the commencement of the Town properties. Additionally, the road narrows slightly at this location. This will create a greater visual awareness to the motorist helping to inform them as to a change of environment and the subsequent change of speed limit.

29 Representation 6

(1 respondent stated this reason)

The A689 traffic flow comprises a large proportion of heavy lorries and motorcycles, throughout the year, with the majority ignoring the 30mph limit and arriving at the B6278 junction at frightening speeds.

The unclassified road which joins the A689 (opposite the B6278) is used by agricultural farm traffic, forestry vehicles, 9 dwellings and holiday cottages. Ramblers, hospital staff, visitors and local residents use the B6278 as pedestrians with a lack of footpaths near to Horn Hall.

Response: The A689 is one of the main arterial routes for traffic heading from the A68 to the County Boundary and into Cumbria, and as such, it is inevitable that a large proportion of heavy goods vehicles etc will use this route.

Research and experience gained at other locations within the County have proven that the installation of speed limits which are credible with the environment through which the motorist is travelling results in improved driver compliance. In the case of the A689, the environment is mainly rural with open fields and some sporadic property development on the approach. As such, the imposition of a 40mph speed limit is the most suitable speed limit for this location which should result in a reduction in “top-end” excess speed, and in turn reduce traffic speeds going into Stanhope.

It is not uncommon in rural situations for there to be numerous accesses to farm land, small holdings, and small settlements.

On the B6278 there is currently a footpath which runs from the A689 up to the Community Hospital entrance. There is insufficient verge width for the continuation of a footpath from this point.

Statutory Representations

30 The Statutory Notice for the implementation of the speed limit was advertised on site and in the local press between the 13th August 2014 and 3rd September 2014.

31 Durham Constabulary who in part have promoted the scheme, and the North East Ambulance Service responded to the consultation giving their support to the proposal.

32 Stanhope Parish Council responded to the consultation offering their support to the proposal.

Local Member Consultation

- 33** Local Councillors John Shuttleworth and Anita Savory have been consulted and have offered their support to the proposal.

Recommendations and reasons

- 34** It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the speed limit on the A689 and B6278 at Stanhope as per the plan in Appendix 2.

Background papers

- 35** Correspondence on Office File

Contact: Brian Buckley Tel: 03000 268097

Appendix 1: Implications

Finance – Cllr Anita Savory AAP Neighbourhood Budget

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

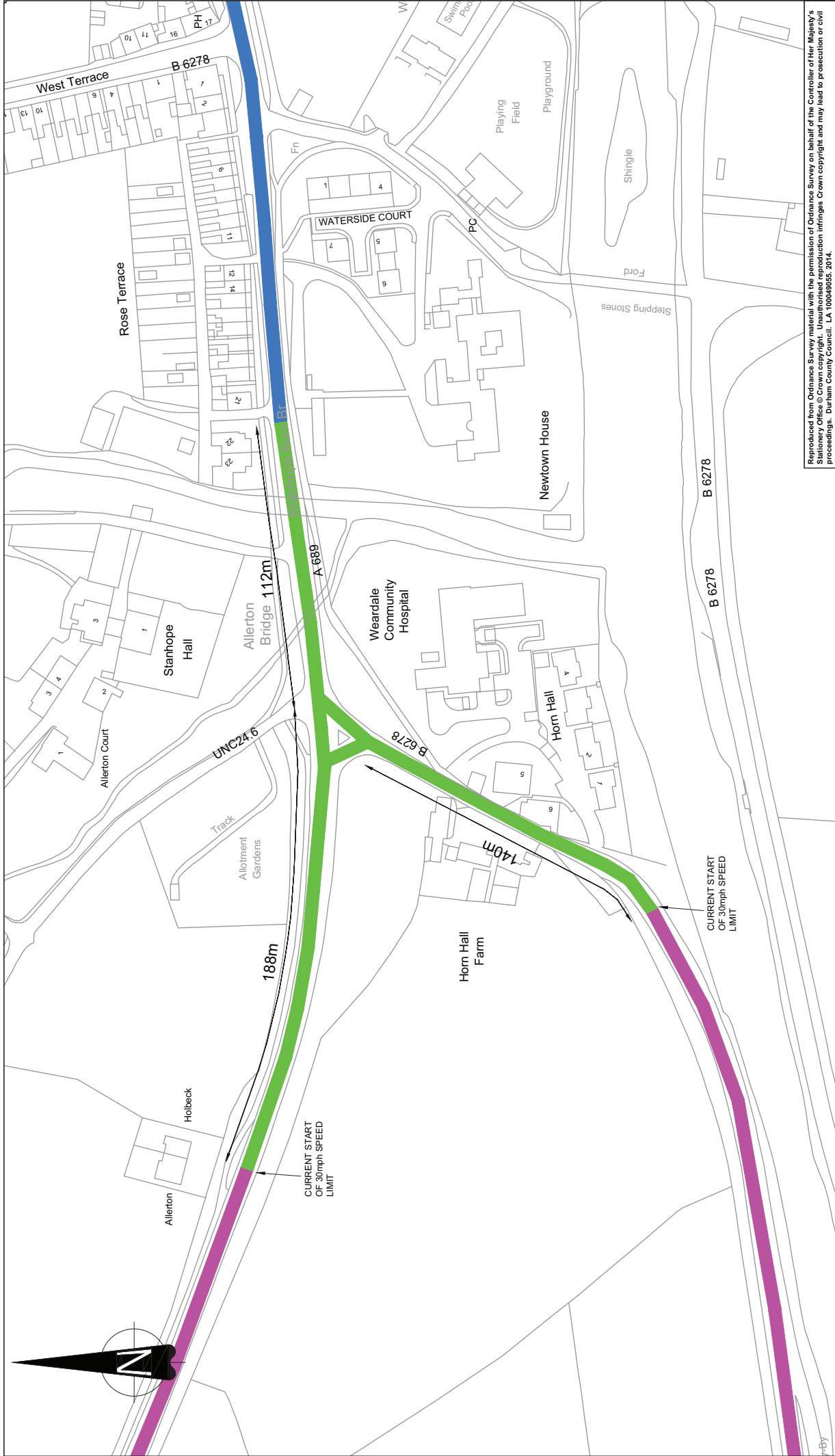
Human Rights – None

Consultation – As described in the report

Procurement – Works to be delivered by Highway Services

Disability Issues – None

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



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Durham
County Council

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

Project
A689 Stanhope - West end of Village

Drawing
40mph Speed Limit - Appendix 2

A4 Landscape Scale
NTS
Project/Drawing No.

Rev/ Amdt	Approved By		Description Of Amendments
	Name	Date	
0/-	S. Jones	24/4/14	<i>S. Jones</i>

Key;

- █ Existing 30mph Speed Limit
- █ Proposed 40mph Speed Limit (currently 30mph)
- █ Existing De-restricted

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Durham Constabulary - Enforcement
A689 Rose Terrace, Stanhope

Community Speed Watch

(Warning letters are sent to drivers who are travelling at 36mph or above)

Year	Number of Deployments	Number of Warning Letters
2012	6	23
2013	11	95
2014	15	168

Road Policing Deployments

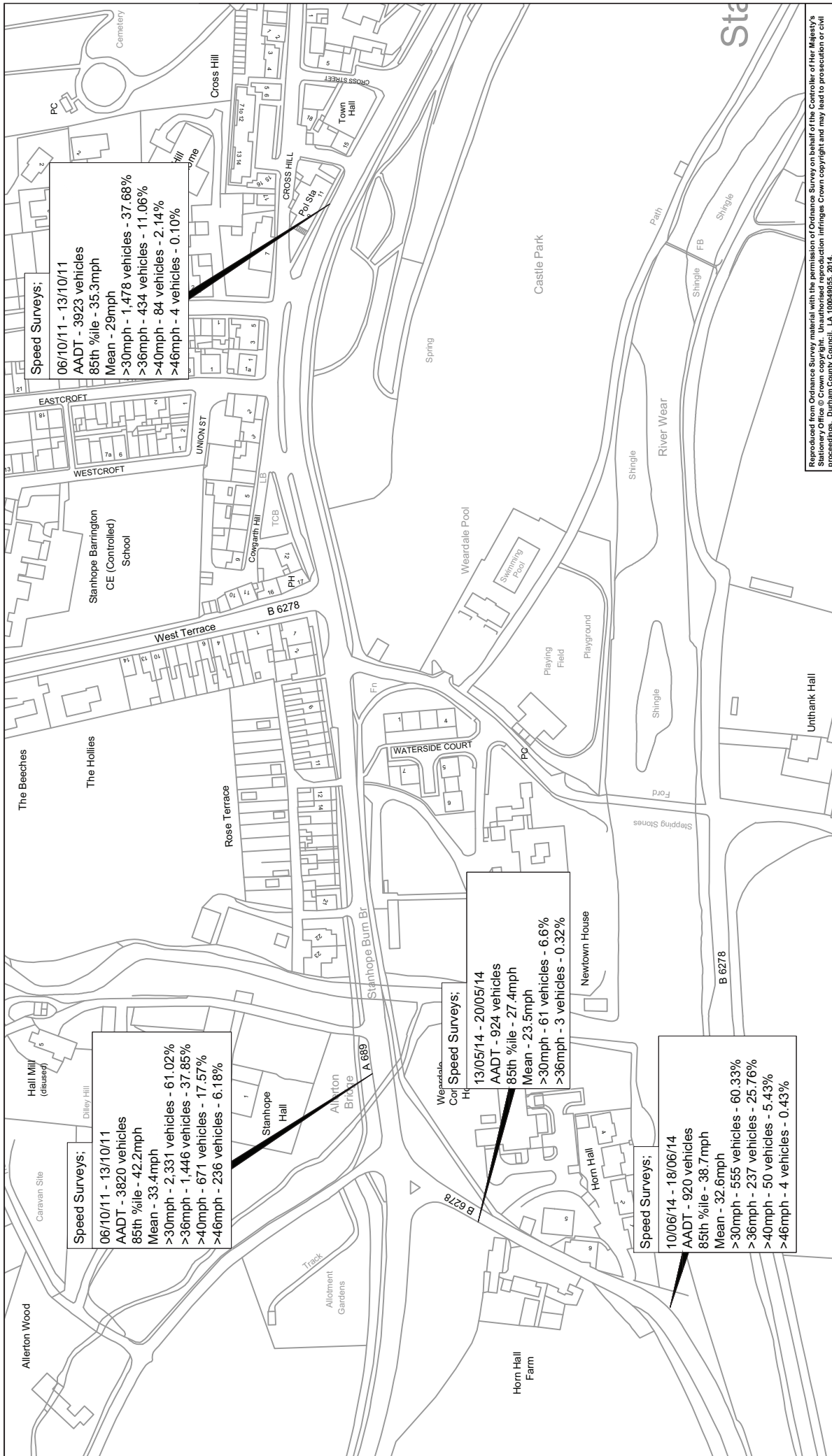
Year	Number of Deployments	Number of Verbal Warnings	Number of Prosecutions
2012	4	10	1
2013	11	29	1
2014	3	12	3

Safety Camera Van Deployments

Year	Number of Deployments	Number of Prosecutions
2013	6	238
2014	8	175

(A total of 413 prosecutions were made by the Safety Camera Van over a two year period, the break down of the speeds were 8 vehicles at or above 50mph, 46 vehicles between 43-49mph and 359 vehicles between 35-42mph)

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Durham County Council

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

Project: A689 Stanhope - West end of Village
 Drawing: Speed Surveys - Appendix 4
 A4 Landscape Scale
 NTS
 Project/Drawing No.

Rev/ Amt	Approved By		Description Of Amendments
	Name	Date	
0/-	S. Jones	15/09/14	

Rev/ Amt	Name	Date	Sign
0/-	S. Jones	15/09/14	<i>S. Jones</i>

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Highways Committee

21 November 2014

Paradise Lane, Easington Colliery
Proposed No Waiting At Any Time



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations received to the proposed introduction of a No Waiting At Any Time restriction on Paradise Lane, Easington Colliery.

Background

- 2 Representations have been received from the local County Councillors Angela Surtees and David Boyes on behalf of residents to investigate the possibility of establishing a No Waiting At Any Time parking restriction to discourage indiscriminate parking and reduce vehicles obstructing the highway at the junction.

Proposals

- 3 The site was investigated and it was considered the most appropriate option was to introduce a length of No Waiting At Any Time restriction. It is hoped that this will alleviate some of the parking problems which have led to numerous complaints regarding the obstruction of the highway and general road safety. Vehicles parking at the junction create problems with visibility, access and egress for both pedestrians and drivers.

Consultation

- 4 The informal consultation was carried out with the affected residents and statutory consultees from the 16th of October 2013 to 4th of November 2013.
- 5 Out of the 19 letters sent to affected residents, 6 responses were received in favour and 7 against the proposal. In addition, Durham Constabulary and the Ambulance Service responded in support of the proposal.
- 6 A statutory advertisement of the proposals was undertaken from 25th June 2014 until the 16th of July 2014. During this period no formal objection was received.
- 7 The local Members, County Councillors David Boyes and Angela Surtees are in support of the scheme.

Representation and responses

8 A number of representations were received during the informal and formal consultations.

9 Representation 1

'This will promote parking outside the front of my property when people use the shop. In bad weather we park there until young child is in the house.'

It is accepted that the introduction of parking restrictions, in some cases, can displace parking. We have recognised the demand for parking by only placing a restriction on one side of the road on Seaside Lane.

Parking on a public highway is on a first come first served basis and we are unable to dictate where individuals park however by only proposing restrictions where needed it is hoped that overall availability will be adequate.

10 Representation 2

'Parking for residents will become even more of an issue than it already is. Public using the walk-in centre, already use the on street parking outside our homes instead of using the car park provided due to lack of signs for the car park. Public using the sunbed shop and the off licence at the bottom of the street will then use the parking outside of our homes as there will be no parking for local businesses.'

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 cannot be guaranteed parking in the vicinity of their homes. We are unable to insist that drivers use available off road parking but it is hoped that by introducing restrictions on only one side of Seaside Lane drivers will have the opportunity to park in the unrestricted section where parking is available.

11 Representation 3

'Most of the residents of Paradise Lane have more than one vehicle per household and at present they use some of the other available space for overnight parking to ensure that their cars are safe. If the restrictions were to be imposed it would mean finding alternative parking for these vehicles, we have already tried parking in the back street along with other residents but have been victim to petrol theft when we did this, and on top of that I have been regularly blocked in the street by other people having the same idea and the street is not wide enough for 2 cars to pass in the back.'

Unfortunately, as car ownership increases at unsustainable levels nationally, this results in the type of problems described above. It is accepted that the introduction of parking restrictions in some cases can displace parking.

Residents are not guaranteed parking in the vicinity of their own homes and will have the opportunity to park on a first come first served basis as they always have done.

The issue of obstruction and the theft of fuel from vehicles are both matters for the police and should be reported on the non-emergency number 101.

12 Representation 4

'Your proposals will have a devastating effect on these businesses and will inevitably result in job losses'.

It is envisaged that the proposals will not impact on the amount of customers using the local businesses. Currently the trend is to park directly in front of the businesses on the junction which does not comply with parking recommendations set out in the Highway Code. It is this parking behaviour which has compromised road safety and led to the proposed introduction of these parking restrictions. Customers may still park adjacent to the businesses in the unrestricted areas.

13 Representation 5

'There will be no one to police this on a regular basis therefore the only people who will suffer are the residents of Paradise Lane'.

Once restrictions are in place Durham County Council's Parking Enforcement Team can enforce these restrictions as they consider appropriate.

14 Representation 6

'I suggest it's time to introduce a parking permit for residents or some sort of system that will give residents priority'.

The introduction of permit only restrictions inevitably results in displaced parking affecting neighbouring streets. Durham County Council's current guidance on the implementation of permit schemes is to apply a number of qualifying criteria including establishing the extent of the problems through surveys, and determining the potential displacement effects. Our approach would be to displace long stay commuter parking but not short stay visitors. Permit parking must be funded by residents and often can cause inconvenience to residents their visitors and families and may not be considered an acceptable or worthwhile solution by all residents. A permit scheme would not be considered appropriate for this location.

15 Representation 7

'I would ask that you reconsider your proposals and remove the proposed waiting restriction from around the building known as "Valdone" leaving the proposed restrictions on the opposite side of the road and part way down Seaside Lane'.

If the parking restrictions (No Waiting At Any Time) were amended as you describe it is envisaged that the problem of obstruction and reduced visibility

on the junction of Paradise Lane and Seaside Lane will still occur. Parking at this location is one of road safety concerns which led to the proposed introduction of these restrictions.

16 Representation 8

'Why can't there be restricted parking times instead of No Waiting At Any Time restrictions'.

No Waiting At Any Time restrictions were chosen as their purpose is to resolve a road safety issue which exists at all times when parking occurs on or around the junction and adjacent bus stop. A restriction less than 24 hours would not resolve this problem.

17 Representation 9

'We have never had any complaints or anything about our customers parking near our shops off any of the residents so why do you want to change things'.

The Council has received various representations through the local members and from residents about problems with visibility at the junction of Paradise Lane and Seaside Lane, as well as issues with obstruction when vehicles have been parked on both sides of the carriageway.

Recommendations and reasons

- 18 It is **recommended** that the Committee endorse the proposals having considered the representations to the proposals and proceed with the implementation of No Waiting At Any Time restriction.

Contact: [Michelle Shearer] Tel: 03000 263 685

Appendix 1: Implications

Finance – Funded by Councillor Angela Surtees and David Boyes Neighbourhood Budgets.

Staffing – None.

Risk – None.

Equality and Diversity / Public Sector Equality Duty – None.

Accommodation – None.

Crime and Disorder – This TRO will allow effective management of traffic and improve road safety.

Human Rights – None.

Consultation – As described in the report.

Procurement – The Council’s in-house provider, Highway Services, will deliver the scheme.

Disability Issues – None.

Legal Implications – Enforcement of TRO by Durham County Council Parking and Enforcement.

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