

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 361</p> <p>Resurfacing of roads in the Chester-le-Street area</p> <p>Petition received 27.2.19 No. of signatures – 45</p>	<p>John Reed Head of Technical Services</p>	<p>Petition asking the Council to resurface roads in the Chester-le-Street area:- Caxton Way, Hampton Court, Leander Avenue, Lombard Drive, Merlin Drive, Mitford Close, Napier Close and Sinclair Drive.</p> <p>Highway Safety Inspection Regime The Council is committed to ensuring that the adopted highway is maintained in a safe condition as far as reasonably practicable. All adopted roads and footpaths in County Durham are inspected by a team of Highway Inspectors at a frequency appropriate to their usage. Defects are assessed against intervention criteria set out in the Highway Safety Inspection Manual and reactive repairs are undertaken to those defects which exceed the intervention criteria in accordance with the response times set out in the Highway Maintenance Plan which is available on our website.</p> <p>The Highway Safety Inspection Manual and Highway Maintenance Plan are aligned with the national code of practice.</p> <p>Caxton Way, Mitford Close, Sinclair Drive, Hampton Court and Napier Close are inspected on an annual basis and the last inspection was completed 6th September 2018 which identified no actionable safety defects.</p> <p>Leander Avenue, Lombard Drive and Merlin Drive carriageways are inspected on a 3 monthly basis and the last inspection was completed 16th January 2019 which identified no actionable safety defects.</p> <p>DCC will continue to undertake safety inspections and repair any defects as necessary to keep the areas safe.</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>DCC also rely on reports from the public to identify highway defects that may arise in between scheduled safety inspections. These should be reported to the Customer Services team.</p> <p>Programmed Maintenance In addition to the Highway Safety Inspection Regime, DCC have an annual resurfacing programme to maintain the condition of adopted roads and footpaths.</p> <p>However, there is a maintenance backlog of £190 million countywide and we have to prioritise our limited highway maintenance capital budgets based on:</p> <ul style="list-style-type: none"> • Safety • Return on investment • Network hierarchy <p>Unclassified carriageways in County Durham are condition surveyed by undertaking Coarse Visual Inspections (CVIs). These surveys are undertaken by accredited independent inspectors using an approved inspection regime, endorsed by the UK Roads Board.</p> <p>The CVI condition survey is carried out using a slow moving vehicle where the unclassified carriageway condition is assessed and recorded accordingly. CVI condition surveys are undertaken on a four-year cycle.</p> <p>The last CVI condition survey conducted on Lombard Drive, Hampton Court, Merlin Drive, Leander Drive, Caxton Way, Sinclair Drive, Napier Close and Mitford Close was undertaken on 23rd December 2015 and these roads are due to be surveyed again in 2019/20.</p>	

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>Based on this condition data and through additional surveys undertaken by the highway engineers DCC agreed that Lombard Drive, Hampton Court, Merlin Drive and Leander Drive would benefit from resurfacing.</p> <p>DCC have micro-asphalt resurfacing schemes planned for Lombard Drive, Hampton Court, Merlin Drive and Leander Drive and these will be undertaken in April 2019.</p> <p>Micro-asphalt surfacing is a cost effective solution for resurfacing roads that are showing the early signs of wear and tear. This treatment fills in any cracks and voids in the carriageway to improve skid resistance and seal the road preventing water getting in thereby extending the life of the carriageway.</p> <p>Caxton Way, Sinclair Drive, Napier Close and Mitford Drive have been assessed as being in an acceptable condition and therefore no resurfacing schemes are planned at present.</p>	
<p>Petition 362</p> <p>Save the Number 18 Bus Service Through Coundon</p> <p>Petition received 10.5.19</p> <p>No. of signatures – 548</p>	<p>Andrew Leadbeater Integrated Transport Manager</p>	<p>Petition asking the Council to save the number 18 bus service through Coundon.</p> <p>The service 18 is a commercial service (i.e. the County Council does not contribute, financially, to the service) that provides an hourly service between Coundon and Woodhouse Close estate serving Bishop Auckland bus station, Asda and Bishop Auckland hospital. This service is also used by Coundon residents to access to the Auckland Medical Group on Watling Road, by way of a short walk from Cockton Hill Road or Woodhouse Lane.</p> <p>The County Council has a significant role to play in the coordination of the public transport network across the county and, following Go North East’s intention to withdraw the service</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>from 19th May 2019, DCC have liaised with the company with regard to this proposed change.</p> <p>By way of alternative access to the key destinations from Coundon, the Arriva service 56 is a half hourly service from Durham to Bishop Auckland via Coundon. One bus an hour of the 56 service runs directly on to service 86, which runs from Bishop Auckland bus station to Toft Hill via Asda, Bishop Auckland hospital, Cockton Hill Road and Woodhouse Lane.</p> <p>Arriva are to introduce through fares on these two services allowing Coundon residents similar access to Asda, the hospital and the Medical Group as that afforded by the current service 18. The introduction of the through fares will begin on or before the date of the service 18 withdrawal. Arriva are currently producing a leaflet to advertise this fact and I understand that they propose to do a door to door leaflet drop to Coundon residents as soon as it is produced to inform them of the change.</p> <p>Future access to Woodhouse Close Estate would require a change of bus in Bishop Auckland bus station for Coundon residents however there is not a significant demand for access to the estate from Coundon.</p> <p>It is considered that the withdrawal of the service 18 will have minimal impact on Coundon residents when comparing accessibility to the key destinations quoted above before and after the proposed change and, therefore, it is not proposed to suggest that Go North East retained their service 18.</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 363</p> <p>Rosemount Road Speed Calming, South Church</p> <p>Petition received 17.5.19</p> <p>No. of signatures – 44</p>	<p>John Reed Head of Technical Services</p>	<p>Petition asking the Council to address speeding concerns at Rosemount Road, South Church.</p> <p>Traffic Calming</p> <p>The Council receives more requests for road safety schemes than able to fund from the limited road safety budgets. Therefore, schemes have to be prioritised where there are proven issues with serious and fatal personal injury accidents.</p> <p>Having checked the accident recording database shared with Durham Constabulary, there have been 3 ‘personal injury’ accidents on the road in the past 4 years, this being the standard search criteria.</p> <p>Compared to many other locations within the county, this represents a favourable accident record and therefore to prioritise our limited road safety budgets at locations with a proven record of serious and fatal personal injury accidents would be prioritised.</p> <p>The Department for Transport does not permit the installation of physical traffic calming measures such as road humps, speed cushions, pinch points, chicanes, etc. on the ‘A’ road network which should remain available for the expeditious movement of traffic. Likewise, in some cases ‘B’ roads can carry similar, if not greater numbers of vehicles than certain ‘A’ class roads as they provide main links between towns and villages. As such, highway authorities are not encouraged to introduce physical traffic calming measures on ‘B’ class roads where often we are unable to satisfy specific design standard requirements and best practice due to the overall traffic volume, usage by buses/HGVs, leading to issues for example with;</p> <ul style="list-style-type: none"> • Pollution; 	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<ul style="list-style-type: none"> • Congestion; • Noise; • Vibration; • Proximity of side road junctions; • Private access; • Bus stops; and • Road Geometry <p>Speeding Vehicles Rosemount Road is a B class road subject to a 30mph speed limit. A speed survey was undertaken over a one week period in May 2018. The survey was located approximately 50m south of the B6282, Rosemount Roads junction with Dovecot Hill road. At that time, the average speed of vehicles was recorded as approximately 31.1 mph and the 85% speed (the speed at which 85% of vehicles travel at or below) as 35.8mph.</p> <p>Whilst these results demonstrate that the speed limit is generally respected, the results did indicate that higher speeds are more likely to occur during the evening and early morning. These findings align with the observations of the local residents.</p> <p>Speed Management Strategy The Speed Management Strategy which was approved by Cabinet on 14th November 2018 had been reviewed and updated, subject to public consultation.</p> <p>Speed Limits The Council is required to follow Department for Transport legislation and guidance to ensure that speed limits are credible with the aim that they become self-evident and enforcing by virtue of their surroundings. During the review process various factors and criteria are considered and evaluated such as:</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<ul style="list-style-type: none"> • Existing vehicle speeds; • Nature of the road and its surroundings; • Local needs; • Existing highway infrastructure; • Development; • Highway signs; • Road markings and street lighting; • The various road users; • The credibility of the speed limit; and • Accident history. <p>Having checked the accident recording database shared with Durham Constabulary, there have been 3 ‘personal injury’ accidents on the road in the past 4 years, this being our standard search criteria.</p> <p>Compared to many other locations within the county, this represents a favourable accident record and therefore we must continue to prioritise our limited road safety budgets at locations with a proven record of serious and fatal personal injury accidents</p> <p>A speed limit which lacks credibility results in a significant proportion of motorists ignoring the limit and driving at even higher speeds, and can also lead to greater risk taking. The majority of drivers will travel at what they consider is a credible speed for their environment, with the average speed being a good indicator.</p> <p>The current 30mph speed limit is the typical limit set in residential areas such as Rosemount and is considered a credible speed limit for this location. At that time, the average speed of vehicles was recorded as approximately 31.1 mph and the 85% speed</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>(the speed at which 85% of vehicles travel at or below) as 35.8mph.</p> <p>Community Speed Watch As part of the partnership approach to improving road safety, joint working with Durham Constabulary, has enabled us to introduce an initiative known as 'Community Speed Watch'. This initiative has been very successful elsewhere in the County and nationally.</p> <p>Under the Community Speed Watch initiative, all speeding complaints are directed towards Durham Constabulary and their Police and Communities Together (PACT) Meetings, enabling the appropriate level of intervention and action to be considered.</p> <p>The next PACT meeting has not been advertised yet, however, further details can be found on the Durham Constabulary web site or by contacting their '101' non-emergency telephone number where an Operator will be able to assist further.</p> <p>The Traffic Assets team will discuss the timing of Community Speed Watch with Durham Constabulary and ask that it can be undertaken at a suitable time.</p>	
<p>Petition 364</p> <p>Unfair unloading restrictions for shop keepers</p> <p>Petition received 22.5.19 No. of signatures – 520</p>	<p>Adrian White Head of Transport and Contract Services</p>	<p>Petition asking the Council to change the rules around unfair unloading restrictions for shops.</p> <p>All vehicles are permitted to park in loading bays for as long as needed, so long as active loading or unloading is observed to be taking place at least once every five minutes.</p> <p>The standard observation period for 'continuous' monitoring of loading activity is 5 minutes. If no loading or unloading activity has taken place during this 5 minute period, then a Civil</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>Enforcement Officer will assume that the vehicle is parked in contravention of the restrictions and will issue a Penalty Charge Notice. However, it is considered good practice to recognise that 5 minutes may not be sufficient for those engaged in potentially heavy or complex loading activities. For this reason, an extended observation period of 20 minutes for commercial vehicles. This principle is well established in local authority parking policies across the UK; and these policies have been tested many times at the Traffic Penalty Tribunal.</p> <p>Whilst it may not appear favourable to business owners who use un-liveried private vehicles to support their business activity, DCC's parking policies in relation to the enforcement of loading bays are in line with other neighbouring authorities and reflect the guidance given by the Department for Transport on observation periods. To increase the observation period for 'continuous' monitoring of loading activity to 20 minutes for all vehicles would increase the time officers spend observing each vehicle, and in turn drastically lower the amount of parking enforcement we would be able to carry out county wide.</p>	