

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 365</p> <p>Reduce the speed limit at Clough Dene, Stanley</p> <p>Petition received 14.6.19</p> <p>No. of signatures – 33</p>	<p>Michelle McIntosh Traffic Asset Senior Engineer</p>	<p>Petition asking the Council to reduce the speed limit in the hamlet of Clough Dene, Stanley.</p> <p>Speed Management Strategy DCC have recently reviewed and updated the Speed Management Strategy which was approved by Cabinet on 14th November 2018 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> <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 has been no recorded 'personal injury' accidents in the vicinity of the built up area of Clough Dene in the past four years, this being the</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>standard search criteria. Compared to many other locations, this represents a favourable accident record. Although the petition mentions a fatality I can confirm that there are no fatal road accidents recorded on this section of B6173, based on available data which extends back to the year 2000.</p> <p>Following the release of new guidance from the Department for Transport on the setting of local speed limits, the B6173 was assessed in the early 2000s as part of a countywide programme of reviewing speed limits on 'A' and 'B' class roads. It is considered that the current 40mph speed limit remains the most appropriate for the road environment on the B6173 through Clough Dene, in applying the above criteria.</p> <p>A credible speed limit should be self-evident and enforcing by virtue of the surroundings. If the environment and its features do not validate the credibility of a lower limit then motorists are less likely to comply with it resulting in a significant proportion of motorists ignoring the limit and driving at even higher speeds.</p> <p>Police and Communities Together (PACT) Meetings As part of the partnership approach to improving road safety. 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>	

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 367</p> <p>Save the Sink Hole</p> <p>E-Petition Petition received 25.6.19 No. of signatures – 43</p>	<p>Brian Buckley Strategic Highways Manager</p>	<p>Petition asking the Council to consider saving the old bridge/tunnel that has just opened up in Blackhill next to Queens Road and re-open it as part of the Derwent Walk.</p> <p>DCC were aware of local interest in the potential to re-open this route as part of the cycleway network.</p> <p>At the time, a high level estimate to see what costs would be involved in doing so, was undertaken. This would develop into a major project and require significant funding. It was estimated that a project of this nature would cost in excess of £1m. The repair works undertaken are estimated to be approx. £80k.</p> <p>The Capital available in this austere climate to undertake what is a desirable, rather than an essential, scheme was not available as the more essential task of managing the existing highway infrastructure backlog of £170m would be addressed.</p> <p>Works to infill the structure would continue and the existing controlled crossing facility provides a safe crossing point for pedestrians and cyclists.</p>	<p>Petition CLOSED</p>
<p>Petition 368</p> <p>Shotton Colliery Traffic Calming</p> <p>E-Petition Petition received 29.6.19</p>	<p>John Reed Head of Technical Services</p>	<p>Petition asking the Council to implement a new 40mph speed limit before the 30mph is reached at the school entrance in Shotton Colliery.</p> <p>E-petition ran from 29.6.19 – 24.7.19 and closed with 23 signatures</p> <p>Paper petition received 23.7.19 with 349 signatures</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>No. of signatures – 23</p> <p>Paper Petition received 23.7.19</p> <p>No. of signatures – 349</p> <p>Total - 472</p>		<p>The Council was aware of the concerns of local people in Shotton Colliery regarding vehicle speeds and road safety. In conjunction with Durham Constabulary, DCC have investigated the three roads mentioned, namely Station Road, Salters Lane, Bridge Road and also Front Street. These investigations resulted in reports which were made available through the Police PACT meetings.</p> <p>Accident History The Council receives more requests for road safety schemes than we are able to fund from our limited road safety budgets. Therefore, we have to prioritise schemes where there are proven issues with personal injury accidents and where engineering measures may mitigate the reasons the accidents are occurring.</p> <p>Having checked the accident recording database shared with Durham Constabulary, a total of two ‘personal injury’ accidents on the length of Salters Lane from the commencement of the 30mph speed limit in the north to Gore Burn in the south, and also including Station Road and Bridge Road have been reported in the past 4 years; this being our standard search criteria. In one incident which occurred on Salters Lane in November 2016, a motorist was driving in a reckless manner, crossed the carriageway and collided head on with vehicles coming the opposite direction resulting in a tragic fatal accident. The second incident occurred in January 2017 when a motorist who was impaired by alcohol turned from Bridge Road into</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>a side street and collided with a pedestrian who was crossing the road.</p> <p>Whilst we would prefer to see no accidents occurring on the public highway, when compared to many other locations within the county, this represents a favourable accident record. Therefore, the limited road safety budgets must be prioritised at locations with a proven record of personal injury accidents where engineering measures could be effective.</p> <p>Traffic Calming Measures 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 many 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; • Congestion; • Noise; • Vibration; • Proximity of side road junctions; 	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<ul style="list-style-type: none"> • Private access; • Bus stops; and • Road Geometry • Speed limits greater than 30mph <p>DCC officers have been working closely with your local County Councillors to arrive at some measures which may assist in the area and that they may be able to fund from their allocated Neighbourhoods Budgets. These discussions are ongoing and it is hoped that a potential scheme may be progressed on Salters Lane near to Our Lady of Lourdes Primary School.</p> <p>At a recent meeting of the Residents Association, issues were discussed and an explanation given about the various aspects related to speed and road safety in the area.</p>	
<p>Petition 369</p> <p>Richardson Hospital</p> <p>Petition received 4.7.19</p> <p>No. of signatures – 684</p>	<p>Jenny Haworth</p> <p>Head of Performance</p>	<p>Petition asking the Adults, Wellbeing and Health Overview and Scrutiny Committee to take into consideration to the views of local residents about the proposed closure of the out of hours service at the Richardson Hospital.</p> <p>Response from Chair of AWH OSC - A special meeting of the Council's Adults Wellbeing and Health Overview and Scrutiny Committee was held on 12 June 2019 to consider the CCG's proposals in respect of Enhanced and Extended Access to Primary Care which included the service provided at the Richardson Hospital and the results of the patient and stakeholder consultation process undertaken in association with the proposals.</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>The letter and its contents were circulated to the Committee and also read out in full. The Chair then asked the Director of Commissioning, DDES CCG to respond to the issues of concern raised in your correspondence. Specific reference was made to the importance of transport and accessibility of services as well as the potential role of the Home Visiting service in ensuring that patients and residents had access to out of hours urgent care services when necessary. To this end the Committee have asked for detail of the CCG’s amended transport eligibility criteria and the Home Visiting service to be provided back to the Committee.</p> <p>At the Adults Wellbeing and Health Overview and Scrutiny Committee’s meeting held on 4 July 2019, receipt of the petition was reported to the CCG by campaigners and Teesdale residents opposing the proposed closure of the out-of-hours service at the Richardson Hospital and passed this to the Council’s Legal and Democratic Services Department for consideration under the Council’s agreed Petitions Process. As you will be aware, the decision in respect of the Enhanced and Extended Primary Care Access is to be made by the CCG at its Governing Body and was submitted to me as Chair of the Adults Wellbeing and Health Overview and Scrutiny Committee for information.</p> <p>The Adults Wellbeing and Health Overview and Scrutiny Committee considered the concerns raised by you and local residents as part of their statutory role in scrutinising</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>the proposals for Extended and Enhanced access to Primary Care across the DDES CCG locality and have made recommendations to the CCG.</p>	
<p>Petition 371</p> <p>Speed humps, Rose Lea, Witton Gilbert</p> <p>E-Petition</p> <p>Petition received – 8.7.19</p> <p>No. of signatures – 29</p>	<p>Michelle McIntosh Traffic Assets Senior Engineer</p>	<p>Petition asking the Council to improve road safety in Rose Lea, Witton Gilbert by adding speed humps and street signs, and the speed limit lowered to 20mph.</p> <p>At a meeting, arranged by local members for Witton Gilbert, a number of issues raised by residents were discussed. The meeting was also attended by officers from Durham County Council and Durham Constabulary.</p> <p>One of the main concerns discussed was the speed at which vehicles were travelling on Rose Lea and concerns raised by residents regarding pedestrian safety, especially children, crossing the street. It was acknowledged that while the parking did to a degree manage the speeds the informal priority arrangement created by the parking where with no opposing traffic, or the oncoming vehicle giving way, there was an opportunity for drivers to increase their speed.</p> <p>While a reduction in the speed limit was mentioned it was accepted that this alone was unlikely to change the situation as the issue was one of inappropriate speed where a vehicle is travelling too fast for the conditions but not contravening the speed limit.</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>It was agreed as a way forward that a traffic speed and volume survey would be carried out after the schools returned in September as data captured outside of term time is known to be different to non-term time due to holidays and changes to typical traffic patterns.</p> <p>Details of this survey and an update will be shared once the data is available</p> <p>In the interim time the issues discussed regarding anti-social driver behaviour can be raised at the Police and Communities Together meeting (PACT) or can be directed to the police on the non-emergency number 101 where details of vehicles, times and days can be offered as this intelligence is valuable to local police in being able to target offenders.</p>	
<p>Petition 373</p> <p>Change the Road Markings on Badgers Wood Beamishburn Road and erect a 'No Through Road' sign</p> <p>Petition received 7.8.19 No. of signatures – 39</p>	<p>Michelle McIntosh Traffic Assets Senior Engineer</p>	<p>Petition asking the Council to change the road markings on Badgers Wood Beamishburn Road and erect a 'No Through Road' sign.</p> <p>Although changing the traffic priority onto Beamishburn Road was discussed there was a concern that such a change to the current road layout was likely to lead to confusion for drivers as this would require the creation of an unnatural break in the main Badger's Wood road. This could also result in higher traffic speeds on the early part of both roads.</p> <p>After reviewing the location and issues it was concluded that there were some minor changes that could be</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>actioned to assist drivers in travelling through this area. The agreed actions are as follows;</p> <ul style="list-style-type: none"> • Although a give way sign is not generally used on estate roads and minor side roads it was considered that the addition of a give way triangle on the road would assist in drawing attention to the junction as you approach. It is proposed to add a give way triangle to both the A6076/Badger’s Wood junction and Badger’s Wood/Beamishburn Road junction and recover the existing give way lines; • It was mentioned that the traffic approaching the start of the Badger’s Wood properties, located on Beamishburn Road where the Public Right of Way starts, were travelling at inappropriate speeds. We will pass a request to our Clean & Green team to trim back the vegetation adjacent to the Public Right of Way which will allow pedestrians to see and be seen as well as hopefully offering more visibility of the start of the housing. New ‘SLOW’ road markings will also be provided on this approach; and • A ‘no through road’/cul-de-sac sign will be provided on a new post to denote that the length of Badger’s Wood beyond the junction with Beamishburn Road is not a through route. This will hopefully reduce the number of vehicles travelling up Badger’s Wood when they are looking for the properties/facilities located along Beamishburn Road. <p>These works will be ordered with our contractors and should be completed in the next few months. The road</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>markings are carried out by a different contractor to the sign so it is likely that the works will be completed at different times.</p> <p>The recent accident and proposed changes had been discussed with Durham Constabulary and they are supportive of the proposals.</p>	
<p>Petition 374</p> <p>Extra Bins</p> <p>E-Petition</p> <p>Petition received 9.8.19 No. of signatures - 16</p>	<p>John Shannon Strategic Waste Manager</p>	<p>Petition asking the Council to provide extra waste and recycling bins for more families.</p> <p>E-Petition ran from 14 August to 19 September and closed with 16 signatures.</p> <p>The Council had considered the proposal however there will be no change to the Council's existing Refuse & Recycling Policy, for the following reasons:</p> <ul style="list-style-type: none"> • The Alternate Weekly Collection (AWC) Scheme, which was introduced in 2012, across County Durham accepts recycling one week and refuse the other. This scheme offers residents additional recycling capacity compared to the former bag and box scheme which operated across County Durham up to 2009. Mixed recycling can be accepted for collection if placed loose and clean within the blue lidded recycling bin (providing 240 litre recycling capacity), glass is collected within a 45 litre box. This scheme provides residents with 285 litres in total of recycling capacity per fortnight and 240 litres of general refuse capacity far exceeding that which was available pre 2009. This scheme is very well received by our residents and has a high satisfaction rate. 	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<ul style="list-style-type: none"> • The Council’s Refuse and Recycling Collection Policy (which was originally adopted by the Council’s Waste Board on behalf of the Authority in September 2011, prior to the countywide scheme roll-out from February 2012) states that households of six or more persons can have additional bin capacity with recycling taking preference. Through national benchmarking organisations it is confirmed that the majority of local authorities offer a standard 240 litre wheeled bin for recycling and a standard 240 litre wheeled bin for refuse, we therefore are already providing additional recycling capacity over and above that which most local authorities offer across England. • It is recognised that on occasions, residents may have extra recycling, therefore the policy states that it can be bagged in clear bags (so collection crews can see what it contains) and placed next to the recycling bin on collection day. This is for exceptional circumstances and we are not encouraging this to be the norm. Ideally, we do not encourage or want plastic bags in our recycle. It has been found that a 240 litre bin has adequate volume for the majority of families recycling needs as part of an alternative weekly collection. Washing and squashing recycle particularly plastic bottles and tin cans ensures maximum use of the space available is achieved. We advise that excess or oversized cardboard is only placed out on collection day and is kept as dry as possible in order for it to be handled by our operatives, alternatively bulky household items can be taken to one of our network 	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>of household waste recycling centres located across the County, please visit http://www.durham.gov.uk/hwrc</p> <ul style="list-style-type: none"> For households in the Council area, the contents of the blue-lidded recycling bin and recycling box are sent to Durham County Council’s recycling contractor Biffa in Washington, Tyne and Wear. Here the materials are sorted into type, (for example plastics, paper, cardboard, metal tins and cans), any waste (contamination) is removed and the materials are baled, ready to be sent on to be reprocessed and recycled. The majority of materials collected from the kerbside collection scheme are recycled and made back into new products for example plastic bottles are made into new plastic bottles. Visit www.durham.gov.uk/recyclingmatters for more information. 	
<p>Petition 375</p> <p>Bus Services in Shildon</p> <p>Petition received 9.8.19</p> <p>No. of signatures – 20</p>	<p>Stuart Woods</p> <p>Passenger Transport Services & Network Planning Team Leader</p>	<p>Petition asking the Council to reinstate bus services in Shildon.</p> <p>the petition in respect of the routing of Arriva services in Shildon and in particular the withdrawal of service from the northern section of Byerley Road in the evening and on Sundays.</p> <p>In common with most of the local bus service network most of the local bus services in Shildon are operated commercially, that is without subsidy from the Council, so we do not control the routes, times or fares of those services. That said, we do maintain a very real interest in people receiving a service that is both effective and punctual.</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>The changes made to bus routes in Shildon in February 2019 were principally designed to address punctuality issues but Arriva took the opportunity to simplify the network and remove some anomalies. However, one of the impacts of standardising service 1 so that evening journeys run the same route as the daytime journeys via jubilee Estate was the loss of evening and Sunday service on Byerley Road between it's junctions with Main Street to the north and Middleton Road to the south.</p> <p>There are two pairs of bus stops affected (Hippodrome which is approximately 112m from alternative stops on Main Street and Byerley Road approximately 350m from alternative stops on Middleton Road) and passenger data was requested from Arriva at the time the Council was advised of the changes. The data shows that on average there were 5 passengers boarding per evening from the affected stops spread across 12 journeys (assuming a similar number of passengers alighting this equates to less than one passenger boarding or alighting per journey).</p> <p>Whilst we do recognise that, especially at the southern end of Byerley Road, the walk to alternative stops is not insignificant and that some people were using the services and would be affected, the judgement reached was that more passengers would benefit from the change than would lose and the overall commercial sustainability of the services would be improved.</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>While the County Council does have the power to subsidise services where we have identified a social need, in the current economic climate you will I am sure appreciate we must target our limited resources to areas that would otherwise have no service at all. In line with the outcome of a public consultation exercise in 2011 when cuts to Council spending on local bus services were being made, Durham County Council does not currently subsidise any services on a Sunday.</p> <p>The above notwithstanding however, please be assured we will discuss your concerns with Arriva in our regular liaison meetings to see if there is something that can be done as they conduct their routine reviews of their network but In the meantime, during the daytime Monday to Saturday Byerley Road continues to have 2 buses per hour direct to Tindale Crescent, Bishop Auckland and Darlington whilst for local journeys of 5 miles or under, the Council’s Link2 dial-a-ride service might be a more useful alternative</p>	
<p>Petition 376</p> <p>Langley Moor High Street</p> <p>E-Petition Petition received 14.8.19 No. of signatures - 43</p>	<p>Adrian White Head of Transport and Contract Services</p>	<p>Petition asking the Council to make the A690 through Langley Moor High Street safer to cross.</p> <p>E-Petition ran from 14.8.19 – 25.9.19 and closed with 43 signatures.</p> <p>Many requests for additional crossing facilities where crossing the road can be problematic due to the volume of traffic, especially at peak times, have been received. Unfortunately, more requests for formalised crossing facilities are received than the Council is able to fund from</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>limited road safety budgets. In order to reduce casualty accidents, DCC prioritise the road safety funding towards addressing locations with known and proven accident problems.</p> <p>Having checked the accident recording database shared with Durham Constabulary, there have been no recorded ‘personal injury’ accidents associated with pedestrians during the past 4 years, this being the standard search criteria. These figures represent a favourable accident record compared to many other locations within the County, where future intervention by the Council would be beneficial to improve road safety.</p> <p>DCC have previously received requests for additional crossing facilities for the section of the A690 between Langley Moor and Meadowfield.</p> <p>Requests for formalised crossings such as a zebra crossing or traffic signal controlled crossing are assessed against a national criteria devised by the Department for Transport (DfT), which takes into account various factors including traffic flow and the number of pedestrians crossing the road within the busiest period. It has been proven that low pedestrian flows at formalised crossings results in more road traffic accidents whereby the motorist has failed to stop, hence the reason for the DfT guidance. In the case of Langley Moor, an assessment has been made based upon experience of completing surveys against the DfT’s criteria. Unfortunately, in this case, the national criteria could not be satisfied. This is partly because there is no overall “desire line” on what is a long section of road where pedestrians choose to cross where it is convenient for them rather than at a specific location. It</p>	

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>is for this reason that you typically see formalised crossing facilities in commercial town centres only where pedestrians have been “funnelled” to a particular crossing point.</p> <p>Following previous requests for crossing facilities in this location, the feasibility of providing a pedestrian refuge island has been investigated. However, this would not be possible due to a combination of insufficient road width and the need to accommodate turning movements for side roads, accesses and bus stops.</p>	