

Delegated Decision

23 April 2021

Temporary Traffic Regulation Order

Ordinary Decision/Key Decision No.



Report of NEIGHBORHOODS AND CLIMATE CHANGE

Paul Watson – Interim Strategic Highways Manager, Technical Services

Electoral division(s) affected:

Weardale

Purpose of the Report

To consider a request for temporary traffic regulation by Order on Wednesday 9 June 2021 on Market Place, Wolsingham for the purpose of NWL sewer cleanse and CCTV survey works

Recommendation

It is recommended that the Council exercises its powers under the Road Traffic Regulation Act 1984 to effect a Temporary Traffic Regulation Order to facilitate the proposed works

Background

NWL sewer cleanse and CCTV survey works are proposed to be undertaken

Options

Other traffic management arrangements have been considered and the most appropriate method is for temporary road closure

Recommendation

The recommendation is approved and that following, consultations with the Chief of Police, arrangements be made to progress the advertising of Public Notices and sealing of an Order.

Contact: Paul Dixon

Tel: 03000 268110

Appendix 1: Implications

Legal Implications

TTRO checked, prepared and advertised via Legal Services

Finance

Costs to be charged to the scheme/applicant.

Consultation

Chief of Police, Local Members, Public Transport Providers (via the Public Transport Team)

Equality and Diversity / Public Sector Equality Duty

N/A

Human Rights

No impact

Crime and Disorder

N/A

Climate Change

N/A

Staffing

Network Management Team

Accommodation

N/A

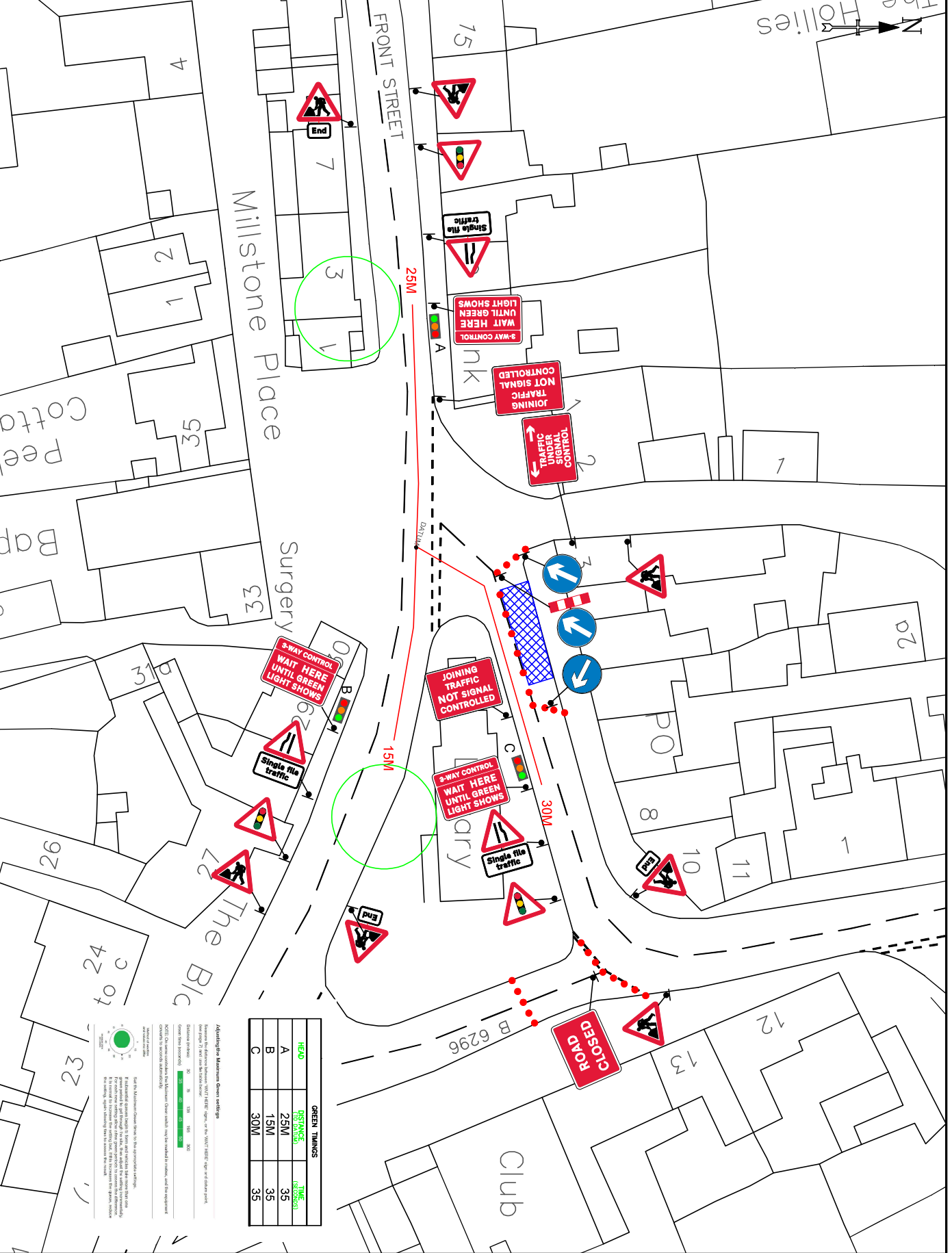
Risk

N/A

Procurement

Advertising in a public newspaper with costs recharged to the scheme/applicant

Issue	Date
1	04/01/21
Drawn By	DF



HEAD	DISTANCE	TIME
A	25M	35
B	15M	35
C	30M	35

Adjustable Maximum Green settings

Maximum Green Time (MGT) is the maximum time that a traffic light is allowed to stay green for. It is determined by the traffic engineer based on the traffic volume and the length of the queue. The MGT is set to ensure that the traffic lights are able to clear the queue and prevent it from building up. The MGT is set to ensure that the traffic lights are able to clear the queue and prevent it from building up.

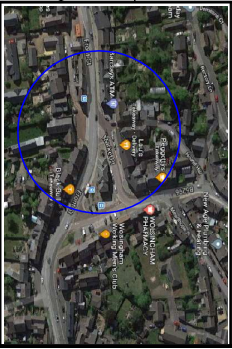
NOTE: The maximum green time is set to ensure that the traffic lights are able to clear the queue and prevent it from building up.

Notes -

BUS STOP TO BE SUSPENDED AND RELOCATED TO SURFACE COACH LANE

KEY

- Traffic sign
- Traffic cone
- Traffic signals to Diagram 3000.1
- Working Space
- Pedestrian Barrier



Applying the red times

Maximum Green Time (MGT) is the maximum time that a traffic light is allowed to stay green for. It is determined by the traffic engineer based on the traffic volume and the length of the queue. The MGT is set to ensure that the traffic lights are able to clear the queue and prevent it from building up.

NOTE: The maximum green time is set to ensure that the traffic lights are able to clear the queue and prevent it from building up.

RED TIMES	DISTANCE	TIME
A	25M	10
B	15M	5
C	30M	10

DETAIL B

Single dual carriageway approach or less - 450mm traffic cones, spacing 1.5m. Dual carriageway national speed limit - 750mm traffic cones, spacing 1.5m, reference 5m.

Notes:

- 1) 450mm traffic cones, spacing 1.5m.
- 2) 750mm traffic cones, spacing 1.5m.
- 3) 450mm traffic cones, spacing 1.5m.
- 4) 750mm traffic cones, spacing 1.5m.

SAFETY ZONE DIMENSIONS

Permanent speed limit 30mph or less
Side-sway safety zone 0.5m
Longways safety zone 0.5m
(Dimensions are minima)

DETAIL D

Single dual carriageway approach or less - 450mm traffic cones, spacing 1.5m. Dual carriageway national speed limit - 750mm traffic cones, spacing 1.5m, reference 5m.