

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 402</p> <p>To demolish or rebuild Ashley House, Thornley Road, Trimdon Station</p> <p>Petition received 24.05.21 No. of signatures – 50</p>	<p>Geoff Paul Regeneration, Economy and Growth</p>	<p>Petition asking the Council to demolish or rebuild Ashley House, Thornley Road, Trimdon Station.</p> <p>The Council acknowledges the adverse impact this property presently has on the street scene and is working with the owner to look to secure improvements in this regard. Consideration will be given to more formal options, including those that exist under planning enforcement legislation in the event that negotiations fail to deliver the necessary improvements. DCC do not have powers to require the demolition and / or re-building of the property, however are hopeful that negotiations can and will bring about an improvement in the appearance of the property.</p>	<p>Petition <b>CLOSED</b></p>
<p>Petition 404</p> <p>Controlled crossing in Dipton</p> <p>Petition received 15.8.21 No. of signatures – 94</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council for a controlled crossing in Dipton.</p> <p><b>A692 Front Street, Dipton Meeting in Dipton</b></p> <p>On Monday 6th September a meeting was held with a local County Councillor, RNIB Regional Campaigns Officer and residents of Dipton where concerns of those present were discussed and the daily issues faced by residents, especially crossing the road for those residents who are visually impaired.</p> <p>In Dipton with the majority of residential properties on one side of the A692 and local services and facilities, such as the school and doctors surgery, being on the other. Residents are worried that the current crossing arrangements are no longer suitable, given the volume of through traffic and, although a number of pedestrian crossing islands are present along the A692 through Dipton, residents are still finding the safe crossing of the road a challenge. This was especially difficult at peak times when it was suggested that very few safe gaps are available.</p>	<p>Petition <b>CLOSED</b></p>

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		<p><b>Traffic Calming and Traffic Speed</b></p> <p>Durham County Council and Durham Constabulary had investigated concerns about the speed of traffic and road safety in Dipton in recent years. Traffic Management reports were prepared and surveys undertaken after which some routine maintenance of signs and road markings were actioned. The police also carried out enforcement activity in Dipton and continue to support enforcement activity when resources will allow.</p> <p>Regretfully, the Department for Transport does not support the use of physical traffic calming measures such as road humps, pinch points, chicanes etc on 'A' and 'B' class roads, which should remain available to accommodate the free and unrestricted movement of traffic on the road network. However while DCC had been unable to consider traffic calming measures when requested changes to road markings and new/enhanced road markings had also been undertaken which were aimed at improving driver awareness of both the road layout and environment.</p> <p>Although the original reports were produced a few years back further visits were made to Dipton and investigated concerns in the period since. One of the recommendations in the reports was to consider a change to the speed limit approaching Dipton from Pickering Nook. This was discussed with residents at the time and although the change would see an increase in the speed limit over a short section where development is sporadic, and mainly on one side of the road, it is considered that this is a more credible limit. Additionally this could be enhanced with speed limit repeater signage and road markings, which are not currently permitted for the existing 30mph limit. This would also offer a reminder to drivers of the limit and is likely to improve compliance. Data shows that drivers already treat this section as</p>	

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		<p>a 40mph limit, which is having a detrimental affect on speeds at the start of the built up area, where development is consistent and present on both sides of the road, and it is considered that this change could have a positive effect on this approach to Dipton and beyond should it be implemented. No funding has been identified to progress the works suggested.</p> <p>As part of the partnership approach to improving road safety, joint working with Durham Constabulary has enabled an initiative known as 'Community Speed Watch'. This initiative is about giving a degree of ownership to local communities and providing them with the opportunity to tackle the issues and perceptions around speed.</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>Durham Constabulary would normally be able to advise of the date, time and venue of the next PACT meeting should you or your constituents wish to attend however at this time, with such public gatherings suspended, contact could be made with local officers on the non-emergency 101 telephone number.</p> <p><b>Request for formal crossing facility</b>                      Requests for formalised crossings such as a zebra crossing or a 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 throughout the day and not just 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,</p>	

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		<p>therefore the reason for the DfT guidance. While DCC consider that currently the distribution of pedestrians through Dipton will mean there are many desire lines for crossing the road, site observations and residents statements currently suggest that the majority of crossing activity takes place in the section of A692 between the School and the Doctor’s Surgery. Durham County Council have agreed in principle, and subject to securing transport plan funding, to consider the feasibility of a signal controlled crossing at the location identified.</p> <p>It has been agreed that an update will be provided to all parties once we have had the opportunity to carry out the necessary investigations.</p>	
<p>Petition 406</p> <p>Improve Road Safety in Fishburn</p> <p><b>E-Petition</b></p> <p>Petition received 1.9.21</p> <p>No. of signatures – 47</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to move the pedestrian crossing further up the road, north of Beehive club on B1278 so it is not just over the brow of a hill. Install speed cameras at points along the length of the B1278 from the entrances to Fishburn both from Trimdon and Sedgfield and every 500yards though the village.</p> <p><b>B1278 Salter’s Lane, Fishburn</b></p> <p>DCC have previously responded to requests to provide signalisation at the crossroads and incorporate the crossing facility in the signals which might be considered a desirable solution however it is likely that, even if the design guidance could be met for signalisation, the implications of how this would affect traffic flows would need to be considered as well as how this might be funded. Having checked with the Traffic Signals Team there are no plans in the foreseeable future to signalise this crossroads.</p> <p>At the time of the signals investigation the existing crossing arrangements were considered. The existing crossing facility is well established, central within the village and is at a location</p>	<p>Petition <b>CLOSED</b></p>

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		<p>where there is little to no parking allowing good visibility of pedestrians and approaching traffic. Moving the crossing away from the crossroads to a point as suggested would not possible due to side roads, accesses, adjacent bus stop and parking arrangements. The current position remains the most appropriate location for the crossing facility.</p> <p>Having checked the accident recording database shared with Durham Constabulary, there have been no recorded ‘personal injury’ accidents on B1278 at the crossroads or adjacent the zebra crossing in the past 4 years, this being our standard search criteria.</p> <p>There is a record of 2 accidents this year within a week of one another on B1278 in the vicinity of Chaytor Terrace. On both occasions a driver has struck a stationary vehicle and fled the scene of the accident. While there is no suggestion of either of these accidents being attributable to the highway or speed there is an element of criminality. This incident could therefore have easily occurred elsewhere on the road network and such incidents can rarely be resolved through the use of engineering measures, whereby the only course of action available is for the Police to deal with the criminality element.</p> <p><b>Speed cameras and traffic speeds</b> The enforcement of speed limits including the use of speed cameras is the responsibility of Durham Constabulary.</p> <p>Durham Constabulary do not subscribe to the use of fixed speed cameras. They prefer to operate a mobile unit which gives more flexibility and enables several areas to be “targeted” in a day as opposed to having a camera at one static location.</p>	

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		<p>As part of our 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 is about giving a degree of ownership to local communities and providing them with the opportunity to tackle the issues and perceptions around speed.</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>Petition 407</p> <p>Improve Bus Services for to Support Work, Health Services and Education</p> <p><b>E-Petition</b> Petition received 24.9.21 No. of signatures –</p>	<p>Andy Leadbeater Integrated Passenger Transport Manager</p>	<p>Petition asking the Council to carry out a review of subsidies to the private bus companies to ensure that they are utilised to support residents from the most disadvantaged, rural areas to access work and education. Write to the government to petition them to fund bus services in order to support residents in accessing work and education. Analyse the effect of the cut to bus services alongside the proposed 'digital switchover' for 2025 to enable the Council to plan for the future to ensure no rural part of County Durham becomes further isolated and at further disadvantage.</p>	<p>E-Petition to run until 30 November 2021</p>
<p>Petition 408</p> <p>Bishop Auckland By-pass</p> <p>Petition received 11.11.21 No. of signatures – 805</p>	<p>Amy Harhoff Corporate Director of Regeneration Economy and Growth</p>	<p>Petition asking the Council to undertake a full consultation with residents and business owners to decide the best route for the proposed by-pass at Bishop Auckland.</p>	<p>Awaiting response</p>