

**Petition Table – Active Petitions**

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 409</p> <p>Build a public footpath between Haswell Plough and Shotton.</p> <p><b>E-Petition</b> Petition received 24.11.21 No. of signatures – 92</p>	<p>Paul Watson Strategic Highways Manager</p>	<p>Petition asking the Council to build a footpath between Haswell Plough and Shotton for the safety of residents and visitors.</p> <p>E-petition to run until 30 April</p> <p>Durham County Council has assessed the request for a new footway that links Shotton Colliery to Haswell Plough and we are currently working up detailed cost estimates for the potential construction of a new footway which will be installed subject to a funding source being identified.</p> <p>Officers are in discussions with various funding providers to determine the feasibility of them providing sufficient funding that will allow for the construction of this new footway link.</p> <p>Once we have concluded these discussions we will be back in contact with the outcome.</p>	<p>Petition <b>CLOSED</b></p>
<p>Petition 414</p> <p>Traffic Calming Measures at The Blue House - Haswell and Shotton Colliery</p> <p><b>E-Petition</b> Petition received 15.2.22 No. of signatures – 96</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to review and examine the traffic measures currently in place at the junction between the B1283 and B1280 Salters Lane, commonly known as The Blue House junction located between the villages of Haswell and Shotton Colliery.</p> <p>It is appreciated that following traffic incidents reported at this location local residents have a desire for changes and recently we have investigated requests for the introduction of traffic management measures, including a lower speed limit. The County Council take these concerns seriously and give them full consideration when we evaluate changes to speed limits and road layouts.</p> <p>Speed Limit changes are undertaken using guidance issued by the Department for Transport and our own considerable local</p>	<p>Petition <b>CLOSED</b></p>

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		<p>experience of implementing speed limits within the County. We also work closely with Durham Constabulary when considering changes to speed limits. It is an intention of the Department for Transport guidance to ensure that speed limits are credible with the aim that they become self-evident and self-enforcing, by virtue of their surroundings.</p> <p>Speed limit reviews take into account many factors that are considered and evaluated. Examples of such include the 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> <p>A speed limit which lacks credibility results in a significant proportion of motorists ignoring the limit and potentially driving at even higher speeds and can also lead to greater risk taking. In addition the imposition of non-credible lower limits can raise residents' expectations that the speeds of vehicles will suddenly reduce but this is seldom being achieved in practice, thus creating further annoyance for both residents and motorists, and also unfair criticism of the police who have to enforce the speed limits.</p> <p>Having checked the accident recording database shared with Durham Constabulary I can confirm there has been 5 recorded 'personal injury' accidents in this staggered junction in the last 4 years, this being our standard search criteria. The causation factors recorded were driver error in 3 of the accidents and the other 2 were linked to criminality. None of these accidents were attributed to speed or the road layout and the most recent speed data we hold does not indicate a problem with speed at this location. Additionally there are no common factors in the</p>	

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		<p>accidents and they occurred at different parts of the staggered junction. While we would prefer to see no accidents it is not possible to engineer roads to prevent all occurrences and it is necessary to consider requests for engineering measures using a data led approach to prioritise the most effective use of resources. Unfortunately, there is always a low risk of an accident occurring anywhere on the highway network due to driver error, criminality, weather, mechanical breakdown or medical issues and unfortunately, despite our best efforts to advise motorists of the road layout and its speed limit, such incidents can rarely be resolved through the use of engineering measures</p> <p>The most recent incidents have been investigated however it they are what is termed a ‘damage only’ collision. We are aware these incidents take place on a daily basis across the road network, where damage has occurred to property/third party vehicles resulting typically in an exchange of insurance details. We appreciate how distressing these incidents can be for all involved but having looked at all aspects of the road layout at Blue House it remains our position that the current road layout and speed limit remain appropriate.</p>	
<p>Petition 416</p> <p>Parking at Oakwood Bungalows, Catchgate</p> <p>Petition Received by post: 04.04.22</p> <p>No. of signatures - 16</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to investigate parking obstruction issues at Oakwood Bungalows, Catchgate.</p> <p>Unfortunately, as car ownership has increased, this has resulted in the type of problems that are being witnessed on Oakwood. All too often this is becoming a common occurrence upon the highway network, especially where there is a generator of parked traffic, such as a school. It is particularly common at schools, where parents increasingly choose to drop off and collect children by car. Whilst attempts are made to reduce this dependency on the car, there is nothing in the council’s powers</p>	<p><b>Petition CLOSED</b></p>

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		<p>that can be used to force parents not to drop off or pick up children near a school.</p> <p>Durham Constabulary do have powers available to deal with motorists that are parked causing an obstruction to other road users. However, the offence of ‘parking causing unnecessary obstruction’ is extremely subjective and it requires a Police Officer to consider discretion / judgement when dealing with such matters. There is no requirement to have waiting restrictions (double yellow lines) when considering this particular offence.</p> <p>The county council would only consider the use of waiting restrictions where road safety is being seriously compromised, with the support of Durham Constabulary or within a commercial Town Centre area, whereby parking control is required. If road safety was being compromised, the county council could consider the provision of waiting restrictions. It is worth noting though that these could potentially impact upon residents and visitors, who would be unable to park in the vicinity of their homes, either because of parking displacement or the because of the waiting restrictions themselves.</p> <p>Therefore, in summary, providing the vehicle is taxed, tested and insured it is legally entitled to be parked on the public highway. If, however, vehicles are parking causing obstruction offences, then this should be reported directly to Durham Constabulary using their ‘101’ contact number.</p> <p>It is also worth noting that all schools have what is termed a ‘School Travel Plan’. The plan is designed to encourage modal shift towards walking and cycling to school, thereby reducing car dependency. In such cases, it is sometimes worthwhile for concerned motorists / residents to contact the school, who could</p>	

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		<p>in turn send newsletters to parents asking that they are more considerate if they need to park outside of the school premises.</p>	
<p>Petition 417</p> <p>Install a safe crossing, introduce a speed limit and introduce traffic calming at High Street, Howden-le-Wear</p> <p>Petition received 13.04.22 No. of signatures - 79</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to install a safe crossing, introduce a speed limit and introduce traffic calming at High Street, Howden-le-Wear.</p> <p><b>Crossing facilities</b> 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 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, therefore the reason for the DfT guidance.</p> <p>The County Council receives more requests for formalised crossing facilities than it is able to fund from limited road safety budgets. Due to the need to concentrate resources on reducing casualty accidents, the Council is required to direct its limited funding towards addressing locations with the worst accident trends. Having checked the accident recording database shared with Durham Constabulary, I can confirm no recorded 'personal injury' accidents associated with pedestrians during the past 4 years, being our 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>Petition <b>CLOSED</b></p>

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		<p>Unfortunately, we are aware that ‘damage only’ collisions take place on a daily basis across the road network, such as the ones mentioned, where damage has occurred to property/third party vehicles resulting typically in an exchange of insurance details. The limited road safety funding available has to be prioritised towards dealing with personal injury accidents as Highway Authorities nationally look to reduce casualty accidents across the road network</p> <p>In the case of Witton-le-Wear the national criteria could not be satisfied, this is basically because there is no overall “desire line” on what is a long section of road or multiple roads where pedestrians choose to cross where it is convenient for them, rather than at a specific location, although it is noted that more choose to cross in the vicinity of the One Stop shop. It 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 a typical example being the Market Place at Crook. In addition, and importantly, the pedestrian and vehicular flows are significantly too low to achieve the necessary threshold criteria to justify a crossing.</p> <p>It is also the case, particularly in the vicinity of the One Stop shop that other 'physical problems' prevent formal crossings being installed that relate to specific road safety issues such the proximity of the mini roundabout, the bus stops, side road junctions and impact on businesses and residential properties who would be prevented from parking.</p> <p>Other types of facility have also been considered including pedestrian refuge islands but regrettably, the limited carriageway width is not wide enough to accommodate such measures.</p> <p><b>20mph Speed limits</b></p>	

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		<p>Although we are introducing 20mph speed limits in more areas these are either advisory part time speed limits near schools or located on side roads and residential areas. The main roads through Howden-le-Wear would not meet our current policy for a reduction in speed limit to 20mph. A copy is attached for your information.</p> <p><b>Traffic Speed</b></p> <p>We have received previous complaints about the speed of traffic approaching Valley Terrace and although requests have been made to move the 30mph signs further I can confirm that the signs are located in the most appropriate place possible. Generally the majority of enquires that have been received from Valley Terrace have historically related to problems with congestion due to the manner of parking. However the manner of parking will typically go some way towards reducing vehicle speeds along the road.</p> <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>	

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**Appendix 2**

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<p>Petition 418</p> <p>Playground in Brandon (Scripton Gill)</p> <p><b>E-Petition</b> Received 14.05.22 No. of signatures</p>	<p>James Young Outdoor Facilities Co-ordinator</p>	<p>Petition asking the Council to build a lovely and safe little playground on the West-side of Brandon for families to take their children to. Ideally a playground with equipment for a wide age range.</p>	<p>e-petition to run from 14 May to 25 September 2022</p>
<p>Petition 419</p> <p>Reduce 40mph speed limit at Vigo Lane</p> <p>Received 11.06.22 No. of signatures - 308</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to reduce the current 40mph speed limit at Vigo Lane, provide vehicle activated speed signs and to provide safe crossings adjacent to all junctions along Vigo Lane and to facilitate reduced emissions.</p> <p>We can appreciate that residents often have a desire for a lower speed outside or close to where they live. The Council take these concerns seriously and give them full consideration when we evaluate changes to speed limits. When undertaking these speed limit reviews we use the guidance issued by the Department for Transport and our own considerable local experience of implementing speed limits within the County. We also work closely with Durham Constabulary when considering changes to speed limits.</p> <p>It is an intention of the Department for Transport guidance to ensure that speed limits are credible with the aim that they become self-evident and enforcing by virtue of their surroundings.</p> <p>During the review process many criteria and factors are considered and evaluated. The existing vehicle speeds, nature of the road and its surroundings, local needs, existing highway infrastructure, frontage property development, highway signs, road markings and street lighting, the various road users, the credibility of the speed limit and accident history are some of</p>	<p>Awaiting further response from the service</p>

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		<p>these factors being considered. The length of speed limit, distance between speed limit terminal points and the number of changes along the route are also considered.</p> <p>The section of 40mph speed limit on Vigo Lane has no direct frontage development, wide verges, properties set well back or obscured by vegetation or walls and good footway provision. All these elements are conducive to a credible 40mph speed limit and no changes have been considered appropriate when the provision of the new development along Vigo Lane has been considered at the planning stage.</p> <p>Unfortunately, the setting of speed limits can be quite an emotive issue with some motorists and residents generally demanding lower speed limits on roads. However, in many cases when motorists are travelling through similar environments where a speed limit may lack credibility a converse stance may intentionally or unintentionally be taken. We therefore have a difficult task in striking a balance and providing a compromise based upon the national and local strategies and also taking local factors into account.</p> <p>As is often the case, a speed limit which lacks credibility results in a significant proportion of motorists ignoring the limit and potentially driving at even higher speeds and, can also lead to greater risk taking. In addition the imposition of non-credible lower limits can raise expectations that the speeds of vehicles will suddenly reduce but this is seldom being achieved in practice, thus creating further annoyance for both residents and motorists, and also unfair criticism of and demands on the police who have to enforce the speed limits.</p> <p>Having checked the accident recording database shared with Durham Constabulary, I can report that there has been one</p>	

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		<p>personal injury accident along this section of Vigo Lane in the past 4 years, this being our standard search criteria. The incident involved a car and bicycle where it is recorded that the passenger of the vehicle has made contact with the cyclist. This accident was not recorded as being attributable to the highway or speeding. Whilst we would wish to see no accidents occurring, compared to many other locations within the county, this represents a very favourable accident record.</p> <p>Given the accident details, existing vehicle speeds and road environment, the current 40mph speed limit is considered to be the appropriate speed limit for this road.</p>	
<p>Petition 420</p> <p>Install Traffic Calming Measures in Whorlton Village</p> <p>Received 22.06.22</p> <p>No of signatures – 91</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to install Traffic Calming Measures in Whorlton Village to slow down vehicles, encourage compliance with the 30mph speed limit and improve safety at the road junction in the village.</p> <p>Durham County Council are currently working with Whorlton &amp; Westwick Parish Council and the Area Action Partnership to develop a scheme to enhance the entrances to some of the villages in your area. The proposal being progressed for Whorlton is the enhancement of the road markings and, where appropriate, road signs or other measures to highlight the start of the built up area and emphasise to drivers that there is a change in environment. It is hoped that these changes will improve driver behaviour and offer an improvement to overall road safety. These 'gateway' features have been well received in many other areas.</p> <p>It is advised that concerns about traffic speed is directed towards Durham Constabulary.</p> <p>As part of our partnership approach to improving road safety, joint working with Durham Constabulary has enabled us to</p>	<p>Petition <b>CLOSED</b></p>

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		<p>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 422</p> <p>Road Safety Improvements – A177 Shincliffe Village/High Shincliffe</p> <p><b>E-Petition</b> Received 15.08.22 No. of signatures</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to reduce the speed limit to 30mph on a 735m stretch of road, from the start of Willow Tree Avenue to part-way up Shincliffe Bank. (Note that a 40mph speed limit within County Durham is enforceable from 10%+2 = 46mph.) - Improve road signage to advise people of the approaching risks to reduce the number of accidents travelling southbound out of the city.</p>	<p>E-Petition to run from 20.8.22 – 20.11.22</p>
<p>Petition 423</p> <p>Request for traffic mitigation measures on Lowes Barn Bank</p> <p><b>E-Petition</b> Received 15.08.22 No. of signatures</p>	<p>Michelle McIntosh Traffic Assets Team Leader</p>	<p>Petition asking the Council to provide short and long-term solutions to the continually worsening traffic problems on Lowes Barn Bank, a residential ‘c’ road:</p> <ul style="list-style-type: none"> <li>- to mitigate the exceptionally large increase in car and HGV traffic using this road as an unofficial / unsigned diversion route in Summer/Autumn 2022 during the multi-month B6300 closure, and the resultant stationary traffic / chaos for much of the working day - including air quality monitoring.</li> <li>- to propose workable solutions to restrict HGVs from using this steep road as a short-cut, which we feel is a completely inappropriate and unsafe route for such vehicles, given the ‘c’ classification and character of the road - especially given the proximity to the alternative ‘A’ road routes.</li> </ul>	<p>E-Petition to run from 19.8.22 – 30.9.22</p>

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		<ul style="list-style-type: none"><li>- to propose solutions to limit the speed of all vehicles to a safe speed at times of day when traffic is flowing - especially on the downhill approach to the sharp bend.</li></ul>	