

Delegated Decision

23 January 2022

Temporary Traffic Regulation Order

Ordinary Decision/Key Decision No.



Report of NEIGHBOURHOODS & CLIMATE CHANGE

Paul Watson – Strategic Highways Manager, Technical Services

Electoral division(s) affected:

Annfield Plain Ward: Cllr J Nicholson, Cllr C Bell

Purpose of the Report

To consider a request for temporary traffic regulation by Order on 17 April 2023 for the purpose of Virgin Media telecom duct works on rear Jubilee Terrace, New Kyo.

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

Works are proposed by Avonline obo Virgin Media to undertake telecom duct works within the confines of the highway.

Options

Other traffic management arrangements have been considered and the most appropriate method is for temporary closure of the above back lane for approx. 2-5 days.

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: Steven Galloway

Tel: 03000 267095

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

Site Location: Woodbine Terrace Stanley

Works Being Undertaken: Lane Narrows Footpath Closure

Contractor: Avonline

Project No.
Drawing No.

Drawn By: Scott Watson
Scale: NOT TO SCALE

Date: 10.11.22

REVISIONS			
No.	Date	Drawn By:	Checked By:

APPROVED FOR USE

No.	Date	Drawn By:	Approved By:

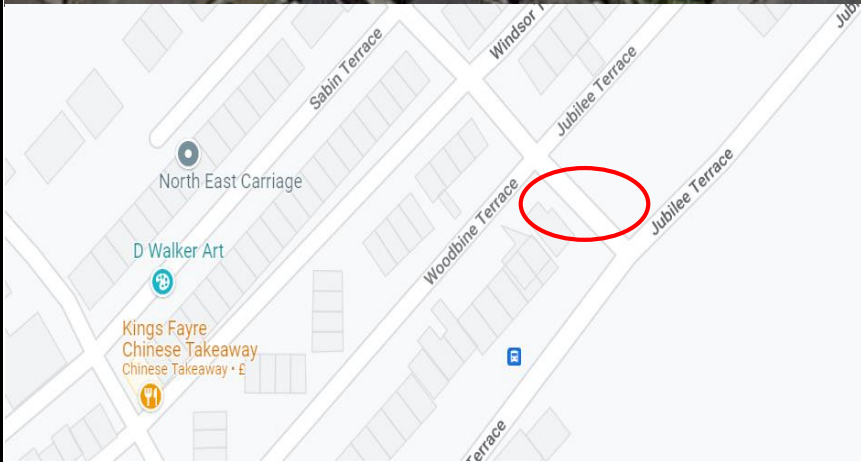
SITE DETAILS
 1. All Signs to be a minimum of 1200mm
 2. Unrestricted Carriageway Width = 10.2m
 3. Restricted Carriageway Width = 7m
 4. Work Area - Width = 1000m
 5. Cone Spacings in Run = 9m

Notes:
To be placed 300 Metres prior to first 7001

Start Date: TBC
Start Time: TBC

**Unit 8,
Belmont Ind.Est
Belmont,
Durham
DH1 1TN**
 Web: www.beacontm.co.uk
 Tel: 0191 3840146
 24 hr Callout 07841338240

All works undertaken as per Chapter 8 of the Traffic Signs Manual



Setting out site

(Distances in metres unless stated otherwise, numbers are minimum numbers)

Type of road	Minimum visibility distance to first sign	D Distance from first sign to start of lead-in taper	Lead-in taper							S Minimum width of sideways safety zone	E Distance from last cone to End of works sign	Minimum size of signs (mm)
			Width of works including sideways safety zone									
			1m	2m	3m	4m	5m	6m	7m			
Single carriageway – speed limit 30 mph or less	60	20 to 45	T Taper length							0.5	10 to 30	600
			No of cones									
			No of lamps									
Single carriageway – speed limit 40 mph	60	45 to 110	T Taper length							0.5	30 to 45	750
			No of cones									
			No of lamps									
Single carriageway – speed limit 50 mph or more	75	275 to 450	T Taper length							1.2	30 to 45	750
			No of cones									
			No of lamps									
All-purpose dual carriageway – speed limit 40 mph or less	60	110 to 275	T Taper length							0.5	30 to 45	750
			No of cones									
			No of lamps									

Speed limit mph	20	30	40	50	60	Speed limit mph	30 or less	40 or more
L Longways clearance	0.5	0.5	15	30	60	C Clearance to works vehicle	2	5

- Notes**
- The minimum height of cones is 450 mm for roads covered by this Code.
 - The maximum spacing between cones in longitudinal lengths shall be 9 metres, but no fewer than two cones shall be used in any length between tapers.
 - Lead-in tapers where two-way traffic control is used, and all exit tapers shall be at about 45° to the kerb line with cones spaced 1.2 metres apart.
 - In certain circumstances on congested roads with speed limits of 30 mph or less, the lead-in taper may be reduced to 45° (see page 19).
 - The longways clearance (L) is the distance between the end of the lead-in taper and the first traffic barrier placed across the lane.