

## Highways Committee

21 February 2012

Rockingham Drive, Bishop Auckland  
Traffic Calming



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### Report of Terry Collins, Corporate Director Neighbourhood Services Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment and Leisure

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#### Purpose of the Report

- 1 To advise Members of objections received to the proposed traffic calming scheme on Rockingham Drive, Bishop Auckland.
- 2 It is recommended that the Committee support the proposal to install the speed tables at the locations identified on Rockingham Drive.

#### Background

- 3 The Area Office has received several requests for traffic calming on Rockingham Drive, Bishop Auckland from local residents. Residents of the area have spoken with Area Office staff on a number of occasions in recent years with respect to their concerns relating to traffic speeds on this road.
- 4 Housing estates are statistically areas where accidents involving children are more likely to happen, with two thirds of all road accidents occurring on roads with a speed limit of 30mph or less. Installing traffic calming results in a 5% reduction in casualties for every 1mph reduction in average speed.
- 5 A speed survey was carried out near Coal Burn which is midway between Lancaster Close and Calder Close between the 11/03/11 and the 21/03/11. The results of this survey showed that there is an average of 4227 vehicles using this road every day at a mean average speed of 33.3mph. The 85<sup>th</sup> percentile speed at this location is 38.6mph.

- 6 A speed survey was also carried out near Killhope Grove between the 11/03/11 and the 21/03/11. The results of this survey showed that there is an average of 4119 vehicles using this road every day at a mean average speed of 30mph. The 85<sup>th</sup> percentile speed at this location is 34.8mph.
- 7 There has been 1 no. slight personal injury accident on Rockingham Drive since 1<sup>st</sup> January 2008. This accident occurred near the junction with Carisbrooke Crescent and involved one vehicle running into the back of another.

### **Proposal**

- 8 Rockingham Drive is a bus route and as such, the type of traffic calming which can be constructed here is limited. It was decided to implement 3 no. Speed Tables on this route. The locations were selected so as to conform to Government Guidance. These locations are detailed below:  
Speed Table 1 – Junction of Rockingham Drive / Lindisfarne Close  
Speed Table 2 – Junction of Rockingham Drive / Whitby Close  
Speed Table 3 – Junction of Rockingham Drive / Middlehope Grove

(See Appendix 2)

### **Statutory Consultation**

- 9 The Traffic Regulation Order was drafted and advertised as per the requirements of the Road Traffic Regulation Act 1984 with the objection period ending 25<sup>th</sup> November 2011.
- 10 The Local Members, Councillors Andy Turner and Yorke (West Auckland Electoral Division) were both consulted and offered no objection to the proposal.
- 11 The consultation exercise resulted in 18 objections. These objections were submitted by residents who live on the various streets accessed from Rockingham Drive. One of the objectors did not leave any contact details on their submitted card. 185 responses were received in favour to the proposal. See Appendix 3.

### **Objections / Representations and Responses**

- 12 Objection  
Speed tables on the junctions will make it difficult for motorists to enter / exit side roads during wintery conditions.

- 13     Response  
*Rockingham Drive forms part of Durham County Councils Winter Maintenance Route. The side roads leading off from the junctions where the speed tables are to be located are relatively flat. In addition, we will look to supply salt bins at each speed table location if a problem becomes apparent..*
- 14     Objection  
Speed tables cause damage to vehicles
- 15     Response  
*The speed tables will be constructed to Government Guidelines so that they provide the desired reduction in speed whilst providing minimal discomfort. No vehicular damage should occur if vehicles negotiate the humps at appropriate speeds.*
- 16     Objection  
Traffic Calming is not required on Rockingham Drive as there is no speeding problem.
- 17     Response  
*Speed Surveys have been undertaken on Rockingham Drive and the results have shown that a significant percentage of motorists exceed the speed limit of 30mph.*
- 18     Objection  
Speed Tables 1 and 3 are not required as speeding is mostly prevalent in the middle section of the road, near Speed Table 2.
- 19     Response  
*The road hump regulations state that traffic calming should be located along a route between speed reducing features, i.e. junctions / severe bends etc and not in isolation. It is extremely likely that speeding issues on other sections of Rockingham Drive would increase should only 1 speed table be constructed.*
- 20     Objection  
The proposed Speed Table locations will still allow for vehicles to speed in between them.
- 21     Response  
*The speed tables have been located in line with recognised Government Guidelines.*

- 22     **Objection**  
The location of speed table 2 is dangerous as it is on the brow of a hill
- 23     **Response**  
*Speed Table 2 is located at the most appropriate location near to the mid point between Speed Tables 1 and 3. The junctions either side of this location are not deemed suitable for the construction of a speed table and thus the Whitby Close junction is considered the best option in this instance.*
- 24     **Objection**  
The speed tables should be located at alternative locations, not on junctions
- 25     **Response**  
*Previous experience of constructing speed tables has shown that by installing them on junctions they offer the advantages of calming two streets at once and providing a safer crossing point for pedestrians. None of the side roads of the junctions covered by the features approach Rockingham Drive at a significant incline. Thus it is not anticipated that there will be any problems in wintry conditions.*

### **Recommendation**

- 15     It is RECOMMENDED that the Committee set aside the objections and proceed with the scheme as proposed.

### **Background Papers**

Area Traffic Office Scheme File  
Department of Transport Circular 1/06 – Setting Local Speed Limits  
The County Durham and Darlington Speed Management Strategy 2006-2011

**Contact: Lee Mowbray**

**Telephone: (01388) 602028**