

Nature of Petition	Appropriate Service	Summary of Information	Status of Petition
<p>Petition 450</p> <p>Save Leazes Footbridge, Durham City</p> <p>E-Petition & Paper Petition</p> <p>Received 4.2.24</p> <p>No. of signatures 798</p>	<p>NCC</p>	<p>Petition asking the Council to further explore the repair and replacement options for Leazes Footbridge, until a workable solution is found, and to make a functioning footbridge a top priority.</p> <p>E-Petition ran from 6.2.24 – 14.6.24</p> <p>Durham County Council have worked with our consultants and reviewed their original report and findings. It is accepted the footbridge can be repaired and replaced BUT neither option is economically viable and therefore the difficult decision to demolish the footbridge has had to be taken on the grounds of public safety. The alternative arrangement to provide an additional signalised crossing facility for both pedestrians and cyclists has been designed and modelled by professional engineers and it provides a safe crossing facility which does not increase the length of travel for users any more than the provision of a new accessible compliant footbridge would, if this was a viable option.</p> <p>Encouraging walking into and out of the City, and to and from school – An alternative connecting route is being constructed providing shared facilities for both pedestrians, of all abilities, and cyclists utilising a signalised crossing. The distance is comparable to the original route.</p> <p>Supporting older people, vulnerable adults, and people with disabilities – Unlike the existing footbridge which does not comply with current accessibility standards the proposed signalised controlled crossing facility provides access for all.</p> <p>Improving air quality – Durham County Council declared an Air Quality Management Area (AQMA) in the city in 2011 due to elevated levels of nitrogen dioxide, a pollutant associated with vehicle emissions. The AQMA includes Leazes Road, Claypath, Gilesgate and the surrounding area. The</p>	<p>Petition closed</p>

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		<p>Council continues to undertake regular monitoring of air quality emissions in this area and has developed an Air Quality Action Plan which sets out the measures it is taking to improve air quality in Durham City, reduce exposure to air pollutants and protect public health.</p> <p>Supporting independent businesses on Claypath, in Gilesgate, Belmont and Carrville – There is an ongoing effort to attract specialist and independent retailers that fit with the needs of the city and its users. The Council offers Targeted Business Improvement Grants to support businesses opening premises in the city, whilst contributing towards the overall environmental quality of the city centre and improving the commercial vitality and viability. A new Start-Up grant is also available to new retail, hospitality and leisure businesses across the County which offers a non-repayable grant to help and support businesses with eligible costs in their first 6 months of trading.</p> <p>Through our Towns and Villages Programme we also offer Meanwhile Use Fund aimed at supporting new business formation and growth, through shared retail space and or temporary retail offerings of existing town centre properties. In addition to this, the Council also offers a Property Reuse Loan scheme. This funding has been put in place to reflect the need to diversify the uses within our centres and recognises the significant costs of repurposing / subdividing some of our larger floorplate units, the additional costs incurred in moving from retail to commercial food use or the costs of separating upper floor space for alternative secondary uses to assist property owners and tenants. Through the retail hub resource, a package of free / bespoke training is also available to businesses.</p> <p>In addition to the above we continue to invest in improving the public realm streetscape to ensure it remains and attractive and welcoming environment for residents and visitors to our historic City centre. Recent improvements</p>	

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		include the redevelopment of North Road bus station, The Baileys. New Elvet etc.	
<p>Petition 453</p> <p>Child Friendly Village</p> <p>E-Petition Received 17.3.24 No. of signatures 44</p>	<p>REG</p>	<p>Petition asking the Council to make Hutton Henry a safe place for school children and residents.</p> <p>E-Petition ran from 17.3.24 – 3.6.24</p> <p>Requests for formalised crossing 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>Additionally, the County Council receives more requests for formalised crossing facilities than it is able to fund from limited road safety budgets and as such we are required to direct available funding towards addressing locations with the worst accident records. Having checked the accident recording database shared with Durham Constabulary, I can confirm no recorded ‘personal injury’ accidents in Hutton Henry during the past 5 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 closed</p>

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		<p>In the case of Hutton Henry, the national criteria for a formal crossing could not be satisfied, this is basically because there is no overall “desire line” on what is a long section of road where pedestrians choose to cross where it is convenient for them, rather than at a specific location. 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>The creation of additional off-road parking through Hutton Henry has been assessed and there are no areas of suitable land within the ownership of Durham County Council where additional parking could be created, with a great deal of the open verge areas being designated as village green. Even if the land issue could be resolved there is no central budget available so any progression would rely wholly on third party funding, such as the County Councillors AAP/Neighbourhood budget and/or the local Parish Council. Unfortunately, due to the reasons stated there is no scope at this time to progress this element of your request.</p> <p>The road through Hutton Henry would not meet the criteria for a 20mph speed limit and further information regarding this can be found in the attached policy. However, we would be open to the introduction of an advisory 20mph speed limit for the school area should 3rd party funding, as mentioned previously, be made available.</p>	
<p>Petition 460</p> <p>Station Hotel, South Hetton repurposing/ demolition</p> <p>E-Petition Received 30.5.24 No. of signatures</p>	<p>REG</p>	<p>Petition asking the Council to ensure a compulsory purchase order is completed or take greater enforcement action to repurpose to demolish the Station Hotel in South Hetton which is currently a dilapidated, dangerous disgrace in the centre of the village.</p>	<p>E-Petition to run from 30.5.24 – 1.10.24</p>

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service	Summary of Information	Status of Petition
<p>Petition 461</p> <p>Traffic Light Controlled Junction at Murray Park and The Beeches, Stanley</p> <p>Received 5.6.24 No. of signatures 88</p>	<p>REG</p>	<p>Petition asking the Council to install traffic light controlled junction at Murray Park and The Beeches, Stanley.</p> <p>Murray Park is similar to many junctions countywide that access directly onto the 'A' road network, where traffic flows can be high during peak times. Traffic signals are generally provided as a means of easing congestion to the overall flow of traffic when there are similar traffic flows on both the main road and the side roads. This can often be the position when side roads offer a through route, rather than being a cul de sac like Murray Park.</p> <p>The signalised pedestrian crossing that was provided to ease issues with crossing to and from North Durham Academy and offer a designated safe crossing point on the A693 will create "gaps" in the traffic flow during peak times because of the red-light phase. This should allow opportunities for easier egress from the Murray Park junction.</p> <p>Notwithstanding the above, any new signals would be subject to available funding being identified and would be assessed to consider the implications to the adjacent highway movements and across the wider network, so even if signals were a feasible option in a location, it is not always possible to accommodate them due to impact on existing arrangements.</p> <p>It is not possible to consider traffic signals to facilitate access to every side road onto the A693.</p>	<p>Petition closed</p>
<p>Petition 463</p> <p>Traffic Calming Measures, Station Road, Blackhall Rocks</p> <p>Received 18.07.24</p>	<p>REG</p>	<p>Petition asking the Council to return speed bumps in Station Road, Blackhall Rocks to their original height and condition and to install further speed humps where necessary.</p> <p>We can confirm that the action of reducing the speed humps was carried out for a royal visit and we have received only one other enquiry, prior to receipt of this petition, raising concerns about traffic speeds and the current traffic</p>	<p>Petition closed</p>

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<p>No. of signatures 98</p>		<p>calming on Station Road. As such we have been unable to justify the allocation of limited budgets to reinstate the traffic calming to the previous dimensions. Durham Police were contacted following the previous enquiry and confirm that Station Road is not a location that has been identified as a concern in relation to traffic speed.</p> <p>We are open to revising the existing traffic calming and considering the additional features requested but there is currently no central funding that we can identify to progress these works. However, if third party funding can be secured from budgets held by Area Action Partnerships, Local Councillors or the Parish Council to progress a scheme we would be happy to discuss further.</p> <p>As part of an agreed protocol, all speeding complaints are directed towards Durham Constabulary primarily through their Police and Communities Together (PACT) Meetings, enabling the appropriate level of intervention and action to be considered.</p>	
<p>Petition 464</p> <p>Reduction of Speed Limit to 30mph at Eastgate</p> <p>Received 29.07.24</p> <p>No. of signatures 116</p>	<p>REG</p>	<p>Petition asking the Council to reduce speed limit of the A689 from 60mph to residential 30mph through village of Eastgate.</p> <p>The posted speed limit on the A689 at Eastgate has been subject to the national speed limit for many years. This is also the case at a number of settlements along this route. It is understandable that residents would like to see the imposition of a lower speed limit outside their properties and the council takes these concerns seriously giving them full consideration when we evaluate changes to speed limits.</p> <p>Following the release of new guidance from the Department for Transport on the setting of local speed limits the entire length of the A689 from Stockton to Killhope was reviewed in the late 2000's as part of a countywide programme</p>	<p>Petition closed</p>

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		<p>of reviewing speed limits on ‘A’ class roads,. A number of locations along the route have been subject to further reviews since this previous assessment and I would advise that we have carried out a review of Eastgate following receipt of this petition.</p> <p>In undertaking these reviews, we use 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 as, ultimately, the Police have to enforce speed limits. I can confirm that the review did not result in changes to the speed limit. This is due to the section of road being primarily rural in nature with sporadic frontage property development over a short length.</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 self enforcing by virtue of their surroundings. 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, development, highway signs, road markings and street lighting, the various road users, the credibility of the speed limit and accident history are some of 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>In the case of rural roads, where there is little in the way of frontage development, it is not unexpected that the speed limit is set to the national speed limit. While there are occasions on a route where achieving the posted speed limit is not physically possible by a motorist, it must be remembered that speed limits are not there to be achieved or beaten but are there as a maximum limit to travel at. An advisory sign suggesting a maximum speed of 30mph is visible on the sign assemblies approaching Eastgate where warning</p>	

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		<p>signs also offer advanced notice to drivers of the changes in road layout ahead. Any responsible driver should be driving at an appropriate speed for the prevailing circumstances and where roads do become narrow, have bends or junctions then a responsible driver should reduce their speed and drive according to the circumstances.</p> <p>Having checked the personal injury accident database shared with Durham Constabulary, I can confirm no recorded personal injury accidents in the past five years on the road through Eastgate. This represents a favourable accident record when compared to many other locations within the county which would remain as priority to address from limited road safety funding.</p> <p>Unfortunately, the setting of speed limits can be quite an emotive issue with residents generally demanding lower speed limits on roads. However, in many cases, when these people become motorists travelling through similar environments a converse stance is often 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. 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 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 completed a review of this location it has been concluded that the existing speed limit remains credible for this location and speed survey data indicates a good compliance to this speed limit.</p>	

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<p>Petition 465</p> <p>Reduction of Speed Limit to 30mph at Newbiggin in Teesdale</p> <p>Received 13.08.24 No. of signatures 122</p>	<p>REG</p>	<p>Petition asking the Council to reduce the Speed Limit in Newbiggin in Teesdale from the national speed limit to 30mph in the interest to all road users and pedestrians.</p> <p>The County Council take these concerns seriously and give them full consideration when we review and evaluate changes to speed limits. In undertaking these 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>For some background it was advised that the entire length of the B6277 was reviewed in 2010 as required by Department for Transport for setting of local speed limits on the ‘A’ and ‘B’ class road network at the time. As such a Traffic Regulation Order (TRO) was introduced to ensure the speed limits on this road satisfied enforcement and legal requirements.</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 self-enforcing by virtue of their surroundings. 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, development, highway signs, road markings and street lighting, the various road users, the credibility of the speed limit and accident history are some of 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>We appreciate that residents would prefer a lower speed limit outside their properties and would assure you that while people will often draw comparisons to other areas, we review all locations based on the data and</p>	<p>Awaiting response from service</p>

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		<p>characteristics specific the area subject of the review. I am also able to advise that Newbiggin is not exceptional in having a national speed limit through it.</p> <p>In the case of rural roads where there is sporadic frontage development it is not unexpected that the speed limit is set to the national speed limit. While there are occasions on a route where achieving the posted speed limit is not physically possible by a motorist, it has to be remembered that speed limits are not there to be achieved or beaten but are there as a maximum limit to travel at. Any responsible driver should still be driving at an appropriate speed for the prevailing circumstances and where roads do become narrow or have bends then a responsible driver should reduce their speed and drive according to the circumstances.</p> <p>Having undertaken a new review it has been confirmed that in the case of B6277 at Newbiggin, it was not considered suitable for a 30mph speed limit due to a number of factors including the overall length of the road associated with property frontages through the settlement being less than the minimum requirement for a standalone speed limit, and therefore the national speed limit should be retained. As there is a 'system of street lighting' through Newbiggin there is a requirement to derestrict the section of road in the TRO, and in doing so, we must erect 'derestriction' sign plates. It should be recognised that this is not a "target speed" with drivers required to drive to the conditions that prevail with due care and attention as per The Highway Code.</p> <p>As part of the review, the 'Road Traffic Accident' database shared with Durham Constabulary for all personal injury accidents was checked and it has been confirmed that there has been one personal injury accident on B6277 in Newbiggin in the past 5 years: this being our standard search period. This incident occurred in 2022 when a motorcyclist attempted to undertake a car reversing into a private access and rider error was deemed to be the causation factor with vehicle speed not cited as a factor in the incident. This</p>	

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		represents a favourable accident record when compared to many other locations within the County which would remain as priority to address from limited road safety funding.	