

Delegated Decision

06 January 2025

Temporary Traffic Regulation Order

Ordinary Decision/Key Decision No.



Report of NEIGHBORHOODS AND CLIMATE CHANGE

Paul Anderson – Strategic Highways Manager, Technical Services

Electoral division(s) affected:

Willington and Hunwick

Purpose of the Report

To consider a request for temporary traffic regulation by Order on Thursday 6th February 2025 at Boyne Street (Side), Willington for the purpose of gas main replacement works.

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

Gas main replacement works are proposed to be undertaken.

Options

Other traffic management arrangements have been considered and the most appropriate method is for temporary road closure.

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: Nicola Longstaff

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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

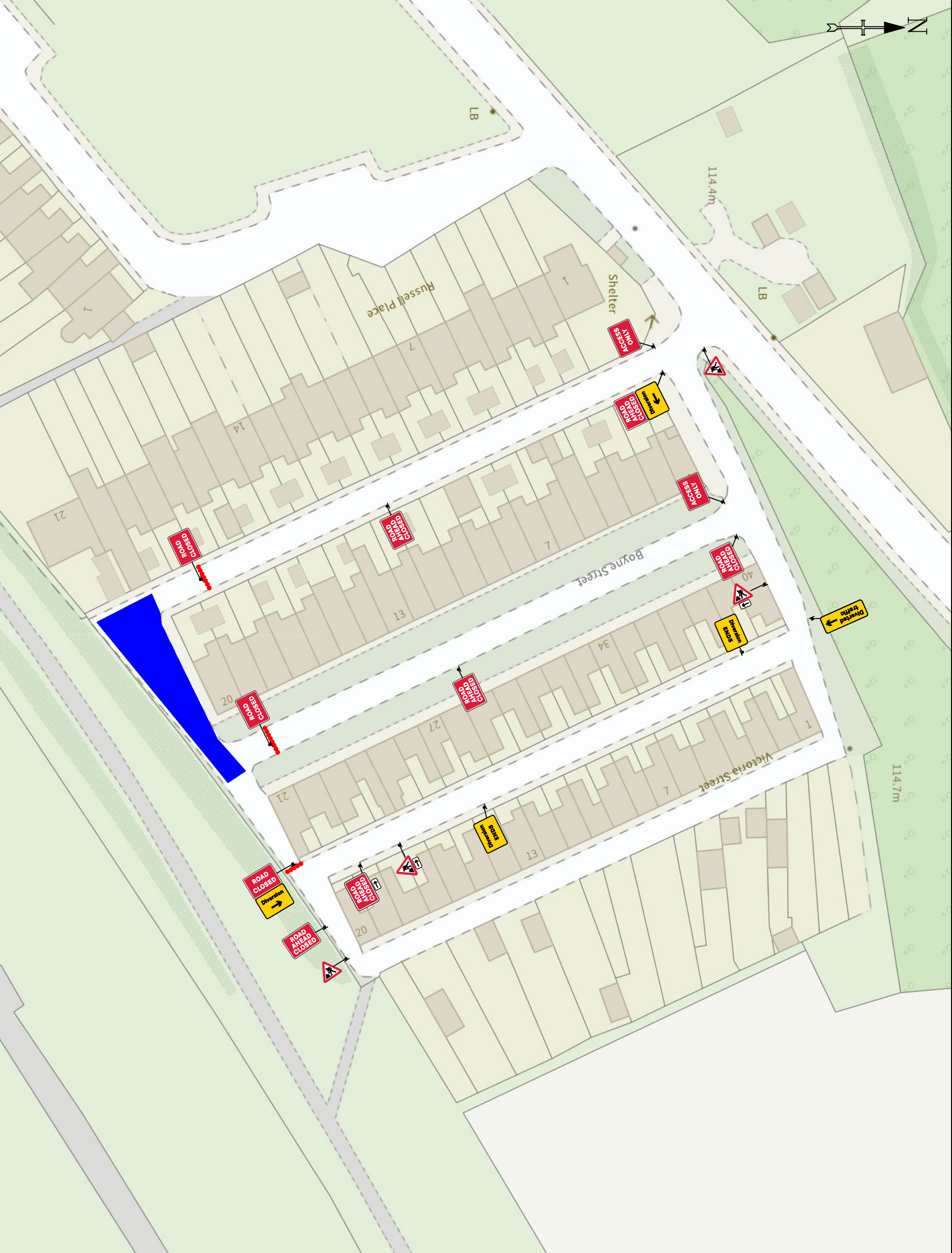
Risk

N/A

Procurement

Advertising in a public newspaper with costs recharged to the scheme/applicant.

Issue	Date
1	19/09/24
Drawn By	JB



DETAIL B

- Single/Dual carriageway 40mph or less - 450mm traffic cones, spacing 1.5m.
 - Single/Dual carriageway 50mph or more - 750mm traffic cones, spacing 1.5m.
 - Dual carriageway national speed limit - 750mm traffic cones, spacing 1.5m, relaxation 5m.
- Notes:
- 1) During darkness, warning lights to BS EN 12352:2006 should be provided in accordance with Table A1.3 (Appendix 1).
 - 2) 45° tapered have 1.5m spacing, no relaxations.
 - 3) On 3-lane roads and 4-lane roads with central reservation, 1m spacing will be used for lead tapers and 1.5m spacing for lead tapers and the facing wall of lane changes.

Two-way working	6.75 m (minimum)	Restricted: Cars and light vehicles only
Standard: Normal traffic including buses and HGVs	3.25-3.50 m (variable width range)	3.25 m (absolute minimum)
Shoulder working	3.0 m (absolute minimum)	2.5 m (absolute minimum)

DNF 1 - Ref: 2012 Start of temporary diversion route	
DNF 2 - Ref: 2012 End of temporary diversion route	
DNF 1 - Ref: 2012 Start of temporary diversion route	
DNF 1 - Ref: 2012 End of temporary diversion route from junction ahead	
DNF 1 - Ref: 573 Decision to heave on left	
DNF 2 - Ref: 573 Decision to heave on right	
DNF 4 - Ref: 2011 Road works ahead	
DNF 3 - Ref: 2010/FP-139 Name of temporary hazard ahead - Road Closed	
DNF 5 - Ref: 2010/FP-139 Name of temporary hazard ahead - Road Ahead Closed	
DNF 1 - Ref: 2010.1 Name of temporary hazard ahead - Road Ahead Closed	
DNF 2 - Ref: 2011.1/10.1/10.1C Open lane ahead closed	



Notes -
RESIDENTS MUST BE PRE WARNED ABOUT LACK OF ACCESS / EGRESS WHILE JOB IS ON

KEY

	Traffic sign
	Traffic cone
	Traffic signals to Diagram 3000.1
	Working Space
	Pedestrian Barrier