

Highways Committee

9 November 2012

C135 Durham Road, Wingate Traffic Calming



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of a representations received to the proposed traffic calming measures for the C135 Durham Road, Wingate
- 2 It is recommended that the Committee endorse the proposal having considered the representations and proceed with the implementation of the advertised traffic calming cushions along the C135 Durham Road, Wingate as per the plan in Appendix 2

Background

- 3 Following a number of ongoing complaints from local residents, Parish Council and the local County Councillor regarding speeding vehicles along Durham Road funding was identified for a possible traffic calming scheme.
- 4 Further investigations showed that the stretch of road does have an ongoing speed complaint profile which would benefit from the implementation of traffic calming measures.
- 5 The last speed survey undertaken showed that 36% of vehicles were travelling above the posted 30 mph speed limit. This equating to approximately 750 vehicles of the 2000 average daily flow Monday to Friday. The pattern is also the same on a weekend. The mean speed is 29 mph.

Proposals

- 6 The proposed scheme includes for the provision of 5 sets of triple cushions as per the plans in Appendix 2.

Consultation

- 7 Informal consultation occurred with the affected residents and statutory consultees from the 28th July 2010 to the 18th August 2010.
- 8 Out of the 85 letters sent to affected residents 36 responses were received. 28 were in favour of the proposals and 8 were against. The remaining consultees who did not respond are deemed to have no preference.

- 9 Representation 1
“Traffic calming is unnecessary”
Two Residents stated this reason

Response: The necessity or otherwise of a traffic calming scheme is somewhat subjective although those who have raised concerns regarding vehicle speed would probably welcome such measures. However, the County Council is confident that, if it is implemented, vehicle speeds will be reduced which will be an improvement in road safety terms, especially for pedestrians and other vulnerable road users

- 10 Representation 2
“A waste of money” or “money could be better spent”
Two Residents stated this reason

Response: The national average cost of an accident is over £70k and a fatal accident can be £1.8 million. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be established as having been cost effective.

- 11 Representation 3
“introduce a lower limit and enforce it”
Three Residents stated this reason

Response: The entirety of the scheme is currently within an existing 30mph limit which is considered as the appropriate limit for the road. Whilst the Police are responsible for enforcement of the speed limit, their resources are deployed based upon force priorities. It would be difficult to justify the level of deployment of resource necessary to cover the periods throughout the day when abuse of the limit occurs.

- 12 Representation 4
“Traffic Calming measures will increase noise, emission and vibration from vehicles”
Two Residents stated this reason

Response: Research has also shown that if motorists maintain a constant lower speed through a traffic calming scheme, then vehicle pollution will actually decrease. The spacing of the cushions is designed to encourage a constant speed to be maintained. Speed cushions also generate the least noise and vibration effect of all vertical traffic calming measures.

- 13 Representation 5
“The road be made into a No Through Road and close the exit to the A181 at the far end”
One Resident stated this reason

Response: Durham Road already operates with reduced traffic as access from the A181 is currently restricted by a No Entry system. This suggestion would require vehicles heading west to undertake a right turn onto the A181 from the north which is a much more dangerous manoeuvre than the current left turn.

- 14 *Representation 6*
“No Entry sign should be enforced more by reducing access road to one lane”
Three Residents stated this reason
- Response: While it is agreed that the lane reduction measures could be beneficial, the current financial restraints limit the amount of works to be carried out. Whilst a reduction in width could deter most vehicles it would also create difficulties for larger vehicles making a legitimate manoeuvre. Durham Constabulary have been made aware of concerns regarding the abuse of the No Entry restriction.*
- 15 *Representation 7*
‘Five Sets of Speed Cushions is too excessive’
One Resident stated this reason
- Response: The scheme was designed in accordance with the national regulations for the design of traffic calming. Consistently spaced road cushions are found to achieve the best result in constant speed reduction.*
- 16 *Representation 8*
“Cushion No.1 is near the Master Bedroom”
One Resident stated this reason
- Response: The proposed speed cushions were positioned in the most appropriate places that also took account of the many constraints along the road, such as driveways, junctions and bends. The spacing of the cushions is also within the tolerances permitted within the relevant legislation to best accommodate the locality.*
- 17 *Representation 9*
‘The construction of speed cushions is a concern for Motor Cyclist’
One Resident stated this reason
- Response: Speed cushions allow for heavy goods vehicles, emergency vehicles and buses to straddle them whilst motor cyclists / cyclists can ride between the cushions therefore only smaller vehicles are generally affected.*
- 18 *Representation 10*
‘The use of Pinch Points will be a better solution than speed cushions’
One Resident stated this reason
- Response: For pinch points to work effectively they require a constant flow of traffic in both directions which is not the situation on this road with its predominantly single direction flow.*
- 19 *Representation 11*
‘The entrance to the walkway remains in the national speed limit, remove the national speed limit’
Three Residents raised this point
- Response: The scheme does not propose to change the speed limits and traffic calming measures are only provided within 30mph zones. The national*

speed limit is the correct speed limit for the remaining length of road which is predominantly rural in aspect. The traffic calming measures should reduce vehicle speeds which will be beneficial to those pedestrians who use the walkway.

Statutory Representations

- 20 The Statutory Notice for the implementation of the road cushions was advertised between the 8th September 2011 and the 30th September 2011.
- 21 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their full support of the proposals.

Local Member Consultation

- 22 Both local Members, Councillors Len O'Donnell and Joan Maslin are in support of the proposals.

Recommendations and reasons

- 23 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the traffic calming measures on C135 Durham Road, Wingate as per the plan in Appendix 2

Background papers

- 24 Correspondence on Office File

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Appendix 1: Implications

Finance – Local elected Member’s LAMA

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – Reduction in excessive speed

Human Rights – None

Consultation – As described in the report

Procurement – Works to be delivered by Highway Operations

Disability Issues – A reduction in vehicle speeds will assist those with disabilities

Legal Implications – The measures are being introduced in accordance with the current legislation