

Appendix 5

**WHITWORTH PARK SCHOOL  
PROPOSED PEDESTRIAN PHASE & WAITING RESTRICTIONS AT FOUR LANE ENDS TRAFFIC SIGNALS, SPENNYMOOR  
SUMMARY OF OPTIONS**

ORIGINAL PROPOSAL: Pedestrian Phase on all Legs of Traffic Signals & Double Yellow Lines on Clyde Terrace.			
KEY FEATURES	BENEFITS	DISBENEFITS	COMMENTS
Signal controlled pedestrian crossings on all legs of junction.	Accommodates pedestrians of all ages and abilities on all routes through the junction.	None	
Double Yellow Lines on Clyde Terrace.	1. Improves road safety at all times by removing parking to ensure adequate forward visibility between approaching drivers and waiting pedestrians.	Disbenefits for residents as parking removed from front of 5 properties. [However, 4 properties have garages/rear access (No.94 has none)]	
	2. Improves road safety at all times by ensuring adequate forward visibility between approaching drivers and the primary traffic signal.		
	3. Helps to address safety concerns regarding history of 'Red Light Running' at this junction at all times		
	4. Increases junction capacity & reduces delay & queues by ensuring parked vehicles do not impede the two lane approach at any time.		
	5. Loading & unloading permitted at any time on Clyde Terrace		
	<b>This option SUPPORTED by Safety Audit Report</b>		

ALTERNATIVE OPTION 1: Pedestrian Phase on all Legs of Traffic Signals & Single Yellow Line on Clyde Terrace.			
KEY FEATURES	BENEFITS	DISBENEFITS	COMMENTS
Signal controlled pedestrian crossings on all legs of junction.	Accommodates pedestrians of all ages and abilities on all routes through the junction.	None	
Single Yellow Line on Clyde Terrace.	1. Prevents parking during AM & PM peak periods so ensures adequate forward visibility between approaching drivers and waiting pedestrians at those times.	1. Safety Hazard at off-peak times when parking is permitted: Does not prevent parked vehicles from obscuring visibility between approaching drivers & waiting pedestrians (small pedestrians particularly at risk).	
	2. Prevents parking during AM & PM peak periods so ensures adequate forward visibility between approaching drivers and the primary traffic signal at those times.	2. Safety Hazard at off-peak times when parking is permitted: Does not prevent parked vehicles from obscuring visibility between approaching drivers & the primary traffic signal.	
	3. Helps to address safety concerns regarding history of 'Red Light Running' at this junction but only during AM & PM peak periods.	3. Does NOT address safety concerns regarding history of 'Red Light Running' at this junction at times other than AM & PM peak periods.	
	4. Prevents parking during AM & PM peak periods so increases junction capacity & reduces delay & queues at those times by ensuring parked vehicles do not impede the two lane approach.	4. Whenever high traffic flows occur outside of normal AM & PM peak periods the traffic signals will operate inefficiently and result in longer delays & queues than necessary.	
	5. Loading & unloading permitted at all times on Clyde Terrace.		
		<b>This option NOT SUPPORTED by Safety Audit Report</b>	

ALTERNATIVE OPTION 2: Pedestrian Phase on only 3 Legs of Traffic Signals (i.e not Clyde Terrace) & Single Yellow Line on Clyde Terrace			
KEY FEATURES	BENEFITS	DISBENEFITS	COMMENTS
Signal controlled pedestrian crossings on 3 legs of junction.	Accommodates pedestrians of all ages and abilities crossing West Terrace, Grayson Rd & Whitworth Rd	No signal controlled crossing facility on Clyde Terrace. Pedestrians diverted around junction to use other crossing points. Inconvenient for pedestrians, particularly those with impaired mobility or small children.	
Single Yellow Line on Clyde Terrace.	<ol style="list-style-type: none"> <li>1. Prevents parking during AM &amp; PM peak periods so ensures adequate forward visibility between approaching drivers and the primary traffic signal at those times.</li> <li>2. Prevents parking during AM &amp; PM peak periods so increases junction capacity &amp; reduces delay &amp; queues at those times by ensuring parked vehicles do not impede the two lane approach.</li> <li>3. Helps to address safety concerns regarding history of 'Red Light Running' at this junction but only during AM &amp; PM peak periods.</li> <li>4. Loading &amp; unloading permitted at all times on Clyde Terrace.</li> </ol>	<ol style="list-style-type: none"> <li>1. Safety Hazard at off-peak times when parking is permitted: Does not prevent parked vehicles from obscuring visibility between approaching drivers &amp; the primary traffic signal.</li> <li>2. Whenever high traffic flows occur outside of normal AM &amp; PM peak periods the traffic signals will operate inefficiently and result in longer delays &amp; queues than necessary.</li> <li>3. Does NOT address safety concerns regarding history of 'Red Light Running' at this junction at times other than AM &amp; PM peak periods.</li> </ol>	
Pedestrian guard rail on Clyde Terrace from No.94 as far as pedestrian crossing point on West Terrace.	Physically prevents pedestrians from taking risks & crossing Clyde Terrace (No crossing point & parked cars a hazard).	<ol style="list-style-type: none"> <li>1. Prevents direct loading &amp; unloading outside of affected properties.</li> <li>2. Safety Hazard: Drivers &amp; passengers using cars parked adjacent to guard rail are forced to walk in the road to end of guard rail.</li> <li>3. Reduces width of footway on Clyde Terrace.</li> </ol>	Provision of guard rail recommended in Safety Audit report due to risks associated with lack of controlled crossing point on Clyde Terrace.
		<b>This option NOT SUPPORTED by Safety Audit Report</b>	