

Highways Committee

5 June 2015

**Unc 12.31 Hustledown Road,
South Stanley
Traffic Calming**



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhood Services and Local Partnerships

Purpose of the Report

- 1 To advise the Committee on representations received to the proposed traffic calming measures on Hustledown Road, South Stanley.

Background

- 2 In 2014, the Council's Head of Technical Services was approached by Durham Constabulary with regard to the high speed of traffic using Hustledown Road. They requested a more permanent solution be found to this problem as resources would not allow a constant presence from themselves.
- 3 The land adjacent to the carriageway is very open with fields to one side and large grassed area to the other. There are no properties with direct access onto Hustledown Road along the section concerned within the proposals. These aspects make the area appear more open and may be considered as contributable to the speed of traffic. The current speed limit is 30mph and surveys indicate that more than half of all drivers using this road are currently exceeding the posted speed limit. The average speed is currently around 37mph.

Proposals

- 4 The proposed scheme includes the introduction of a kerbed promontory/build out to narrow the carriageway to one lane and a speed cushion adjacent to the promontory to effect a reduction in traffic speeds. This configuration is proposed at 3No. locations along Hustledown Road, as shown in Appendices 2 and 3 to this report.

Consultation

- 5 An informal consultation was carried out on 10 February 2015 to all necessary statutory consultees. As no properties are directly accessed from Hustledown Road no consultation letters were sent to residents.

- 6 3 responses were received from the statutory consultees, Durham Constabulary, North East Ambulance Service and the Road Haulage Association, all in favour of the proposals.
- 7 The statutory Traffic Regulation Order consultation took place between the 5th March 2015 and 26th March 2015. One formal objection was received during this period and the 3 points raised are considered below.

Representation and Responses

8 Representation 1

The fact that I only happened to see the laminated notice on a lamp post is frankly dire communication to the local general public who would not even be aware of the proposal.

Response: As no properties directly access this section of carriageway there is no requirement for Durham County Council to provide any communication other than the statutory notices that were erected on site. Several of these notices were posted along the length of the carriageway concerned.

9 Representation 2

I am appalled that money can be spent on road humps and not the upkeep of the road and its surroundings instead.

Response: The expenditure for this scheme is being funded from a budget that is specifically for Traffic Management Solutions and cannot be used for highway maintenance. The national average cost of an accident to the Highways Authority is over £65k. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be considered as having been cost effective.

10 Representation 3

There is great potential for our area to be improved but nothing materialises other than car destroying road humps. Would Durham County Council be prepared to reimburse road hump damage to locals' vehicles, I think not.

Response: The Highway Code advises in Rule 153 that motorists should reduce their speed when approaching traffic calming features that are intended to slow them down. Therefore the principle applies that if the speed humps are negotiated at a reasonable speed they will not cause discomfort or constitute a danger to any road user or damage vehicles. The proposals are based upon national guidance for traffic calming measures and these take into account all types of vehicles likely to encounter these features.

Statutory Representations

- 11 The Statutory Notice for the implementation of the traffic calming was advertised on site and in the local press between the 5th March 2015 and 26th March 2015.

- 12** As mentioned earlier in the report Durham Constabulary, the North East Ambulance Service and the Road Haulage Association responded to the consultation giving their support to the proposals.

Local Member Consultation

- 13** Local Councillors Mark Davinson and Carole Hampson have been consulted and have not commented on the scheme.

Recommendations and reasons

- 14** It is recommended that the Committee, having considered all the representations on this proposal, agree to the Corporate Director proceeding with the implementation of the traffic calming scheme, as per the plans in Appendix 2 & 3.

Background papers

- 15** Correspondence on Office File.

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Appendix 1: Implications

Finance – The scheme will be funded from the 2014/15 Technical Services Traffic Management Solutions Budget and the estimated cost of the scheme is £23,000.

Staffing – None.

Risk – None.

Equality and Diversity / Public Sector Equality Duty – None.

Accommodation – None.

Crime and Disorder – None.

Human Rights – None.

Consultation – As described in the report.

Procurement – Works to be delivered by Highway Services.

Disability Issues – None.

Legal Implications – None.