

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 244</p> <p>The White House, Peterlee - Halt demolition and enter into full consultation regarding the future of the building</p> <p>No. of signatures – 86 Petition received 31.10.14</p>	<p>S Timmiss, Head of Planning and Assets, Regeneration and Economic Development</p>	<p>Petition requesting the Council to Halt demolition and enter into full consultation regarding the future of the building.</p> <p>Following a meeting with ward members a decision has been made to review this, acknowledging the concerns expressed by parts of the community. The review will include discussions with local groups who have expressed an interest in the building to understand if there is a viable option to retain the building. We need to ensure that the building has a sustainable future going forward and that the full costs of retaining this building are understood. If the group can demonstrate that they have the necessary funding in place and that the building has a long term future the council will reconsider the decision.</p> <p>Proposed demolition halted and property on the market until June 2016.</p>	<p>Petition CLOSED</p>
<p>Petition 274</p> <p>West Auckland Village Green</p> <p>No. of signatures – 14 Petition received – 30.11.15</p>	<p>S Timmiss, Head of Planning and Assets, Regeneration and Economic Development</p>	<p>Petition asking the Council to resolve a matter about a property on West Auckland Village Green back to a grassed area.</p> <p>Petitioner informed that the Asset Management Team were considering the issues raised and were in discussions with the owner of the garden to which the petition refers.</p>	<p>Update sent 25.1.16</p>
<p>Petition 277</p> <p>Request for Parking Bays at Biscop Crescent, Newton Aycliffe</p> <p>No. of signatures – 15 Petition received – 4.2.16</p>	<p>Dave Wafer Strategic Traffic Manager</p>	<p>Petition requesting parking bays at Biscop Crescent, Newton Aycliffe.</p> <p>Petitioner advised that as car ownership was increasing nationally at unsustainable levels and this is typically giving rise to the problems highlighted there is no legal right for any person to be able to park outside of their property and as such, parking on the public highway is allocated on a “first come – first served” basis providing the manner of parking does not cause</p>	<p>Petition CLOSED</p>

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		<p>obstruction to other road users. Any vehicles that were parking causing obstruction should be reported directly to Durham Constabulary using their '101' contact number.</p> <p>Much of the grassed area in question is 'open space amenity land' and the car parking bay areas are in the ownership of 'Livin' and therefore do not form part of the adopted public highway.</p>	
<p>Petition 278</p> <p>Request for Parking Spaces at Front Street West, Wingate</p> <p>No. of signatures – 20 Petition received – 10.2.16</p>	<p>Dave Wafer Strategic Traffic Manager</p>	<p>Petition requesting the installation, maintenance and signposting of parking spaces at for the road from 40-47 Front Street West, Wingate.</p> <p>Petitioner advised that in relation to the suggested two possible remedies being the designation of parking spaces marked for individual cars and the conversion of the current pedestrian space to provide further parking, potentially designated for business use:-</p> <p>The suggestion that parking bays could be designated for particular uses such as the business is not something DCC would support as it removes the potential flexibility of the space, especially when the business need is predominantly during the evening. The other difficulty was that to be effective, any such restrictions would require a degree of enforcement. This is something DCC would be unable to provide, and therefore it is likely that the current issues would remain unsolved.</p> <p>With regard to the existing pedestrian area it was essential that the area immediately adjacent to the existing roads and in-front of the residential properties is retained for pedestrian use. This could potentially leave a small space which could accommodate perhaps two cars. However for the area to be of any use the road opposite would have to be kept clear of vehicles to allow access. Ultimately, this is unlikely to increase the number of spaces available.</p>	<p>Petition CLOSED</p>

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		<p>The alternative is that people visiting the business could use the space at the end of the Terrace, Pickering Street, and the area to the rear of your business, a very short distance to walk.</p> <p>In conclusion a potential solution lies with businesses persuading visitors to use the existing space which is only a very short walk from the street rather than by the County Council introducing designations and regulation or by making physical changes.</p>	
<p>Petition 279</p> <p>Save our Youth Services</p> <p>E-petition – Petition received 28.2.16 No. of signatures – 107</p>	<p>Carole Payne Head of Children’s Services, Children and Adults Services</p>	<p>DCC to host e-petition asking the Council to Scrap the proposals to reduce the one point budget and allow for the continuation of open access youth work. This would be dealt with as part of the ongoing consultation process and information to be passed to service before closing date</p> <p>e-petition ran from 28.2.16 – 25.4.16 for collection of signatures and closed with 107 signatures. Information passed to Service as part of their consultation.</p>	<p>Petition CLOSED</p>
<p>Petition 280</p> <p>Save Rookhope Primary</p> <p>E-petition – Petition received 5.3.16 No. of signatures - 110</p>	<p>Caroline O’Neil Head of Education</p>	<p>DCC to host e-petition asking the Council to Save Rookhope Primary School. Once the consultation starts the lead petitioner would be informed that this would be dealt with as part of the consultation process and information would be passed to the service.</p> <p>E-petition ran from 5.3.16 – 5.5.16 and closed at the request of the lead petitioner with 110 signatures. This was following the announcement made on 4.5.16 that the school would remain open.</p>	<p>Petition CLOSED</p>

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<p>Petition 282</p> <p>Keep Forest in Teesdale School open</p> <p>E-petition – Petition received 11.3.16 No. of signatures – 124</p>	<p>Caroline O’Neil Head of Education</p>	<p>DCC to host e-petition asking the Council to keep Forest in Teesdale School open. Once the consultation starts the lead petitioner would be informed that this would be dealt with as part of the consultation process and information would be passed to the service.</p> <p>e-petition ran from 11.3.16 – 22.4.16 for collection of signatures and closed with 124 signatures. Announcement made on 4.5.16 that the school would remain open.</p>	<p>Petition CLOSED</p>
<p>Petition 283</p> <p>Stop installing Dangerous Street Lighting to Residential Areas</p> <p>E-Petition Petition received 25.3.16 No. of signatures - 21</p>	<p>Brian Buckley Strategic Highways Manager</p>	<p>Petitioner asking the Council to stop installing dangerous street lighting to residential areas and remove the ones already replaced.</p> <p>e-petition ran from 25.3.16 - 6.5.16 for collection of signatures and closed with 21 signatures.</p> <p>Street Lighting Energy Reduction Project The new LED street lights are part of the Councils “invest to save” Street Lighting Energy Reduction Project which involves the retrofit of existing street lights with more energy efficient LEDs. The project was approved by the Council’s Cabinet on 12 December 2012. Link to the report:</p> <p>Street Lighting Policy Cabinet approved the updated Street Lighting Policy on 20 November 2013 following extensive public consultation. The majority of consultation responses were supportive of the updated policy. Link to the report:</p> <p>LED retrofits commenced in June 2013 under the authority of the previous Street Lighting Policy which was approved by Cabinet in May 2010 following public consultation.</p>	<p>Petition CLOSED</p>

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		<p>Lighting Levels</p> <p>The new LED street lighting is professionally designed to comply with British Standard BS5489-1:2013. Designers use a range of LEDs to meet the British Standard and if it is not possible to meet the British Standard then DCC do not proceed with new LED street lighting.</p> <p>The Council has the power but not the duty to light the adopted highway under the Highways Act 1980. There are British Standards in respect of street lighting but these have no statutory basis and are advisory only. The updated street lighting policy voluntarily lights residential areas to the minimum British Standard. The rationale for this is that DCC believe that the British Standard provides a good quality of lighting and that following British Standards provides the Council with an objective, robust and defensible standard of lighting. Adopting the minimum British Standard balances the following objectives:</p> <ul style="list-style-type: none"> • Provide an adequate and fit for purpose level of lighting where needed; • Use the highways budget effectively as possible recognising the pressures on all budgets and the growing highway maintenance backlog; and • Reduce carbon emissions. <p>In normal residential areas DCC have adopted P6 as the minimum British Standard. However, it should be noted that in many cases P6 cannot be technically achieved with current LEDs due to the spacings between lighting points. Therefore, to maintain the commitment to light to minimum British Standards DCC are lighting to the higher P5 and P4 standards in these areas. In high crime residential areas and on bus routes DCC have adopted P4 as the minimum British Standard. The exact same policy applies for adoptions.</p>	

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		<p>Where the street lighting equipment installed allows, lighting levels are dimmed as follows:</p> <ul style="list-style-type: none"> • 10.00 p.m. to 12.00 a.m. - 25% downwards; and • 12.00 a.m. to 5.00 a.m. - 50% downwards. <p>The above reflects the reduction in highway users late in the evening and early in the morning. However, it still provides a reasonable level of lighting and the dimming is generally not perceptible to the human eye.</p> <p>DCC can confirm that lighting levels are effectively fixed at the design stage based on our Street Lighting Policy. They do not vary based on actual traffic levels.</p> <p>Light Spillage</p> <p>It is important to note that street lighting is only supposed to light the road and footway and the new LED street lights achieve this objective very well due to the enhanced control provided by LED technology. The old street lights had poor control and provided what DCC call “light spillage” outside of the road and footway onto verges, gardens and houses, etc. Over time some people get used to the light spillage and miss it when it is eliminated by new street lights. This issue is replicated countrywide and experience tells us that most people are reassured when it is explained that the new street lights are only supposed to light the road and footway and they get used to the new street lights quickly. If residents continue to miss the light spillage on their properties then they can of course install their own security lighting on their property.</p> <p>Research</p> <p>A recent study led by the London School of Hygiene & Tropical Medicine has concluded that there is no evidence of an association between reduced street lighting (i.e.: retrofits, removals and dimming) and:</p>	

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		<ul style="list-style-type: none"> • Increased crime; and • Night time road traffic collisions. <p>This is in line with previous research commissioned by the Department for Transport and helps reinforce that the measures introduced as part of the Street Lighting Energy Reduction Project are safe.</p>	
<p>Petition 284</p> <p>Request for a car park at Alderdene Close, Ushaw Moor & declare cul-de-sac a designated Residents Only area for parking purposes</p> <p>Petition received 7.4.16 No. of signatures - 16</p>	<p>Dave Wafer Strategic Traffic Manager</p>	<p>Petition requesting a car park at the Broompark end near Alderdene Close, Ushaw Moor & declare cul-de-sac a designated Residents Only area for parking purposes</p> <p>Residents only parking restrictions can be helpful in some circumstances. However, to be effective, this type of restriction requires a level of enforcement that would place an unrealistic demand on the Council’s limited resources. The DCC policy states that “residents only” type parking restriction would be considered when residential areas become saturated with long stay parking, such as can occur in our town and city centres or adjacent to transport hubs. Unfortunately, DCC are unable to commit to this type of restriction to tackle the many residential areas across the County that experience regular but shorter term parking issues such as those associated with a play area.</p> <p>In terms of creating additional carpark this would not be an appropriate use of resources, potentially encouraging more parents to travel to the local play area by car.</p>	<p>Petition CLOSED</p>
<p>Petition 286</p> <p>Eden Lane Traffic Calming (Peterlee)</p> <p>Petition received 21.4.16 No. of signatures – 96</p>	<p>John Reed, Head of Technical Services</p>	<p>Petition asking for the installation of speed humps or other suitable traffic calming measures on Eden Lane, Peterlee to ensure the safety of all road users</p> <p>Traffic Calming The Council receives more requests for road safety schemes than they are to fund from limited road safety budgets.</p>	<p>Petition CLOSED</p>

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		<p>Therefore the Council prioritise limited budgets at locations where there are proven issues with serious personal injury accidents. 1 recorded ‘personal injury’ accident on Eden Lane in the past four years has been recorded, this being the standard search criteria. The accident occurred at the junction with Robson Avenue when an unsupervised child entered the road on a scooter and into the path of a vehicle. There was no suggestion of excessive or inappropriate speed on the part of the motorist. Compared to many other locations, this represents a favourable accident record and the Council have to continue to prioritise it’s limited road safety budget at locations where there are proven issues with serious personal injury accidents.</p> <p>Speeding Notwithstanding the above, the Council do recognise the concerns about speeding. As part of the partnership approach to improving road safety, joint working with Durham Constabulary, has enabled the introduction of an initiative known as ‘Community Speed Watch’. This initiative has been very successful elsewhere in the County and nationally. Under the Community Speed Watch initiative, all speeding complaints are directed towards Durham Constabulary and their Police and Communities Together (PACT) meetings, enabling the appropriate level of intervention and action to be considered.</p>	
<p>Petition 288</p> <p>Alderdene, Lanchester – Provision of turning circle, street signage and condition of footway</p> <p>Petition received 4.5.16 No. of signatures – 45</p>	<p>Colin Hodgson Highway Inspection Manager</p>	<p>Petition asking the Council to consider the provision of a turning circle, street signage and to address the condition of the footway at Alderdene, Lanchester.</p> <p>Provision of a turning area Alderdene is typical of many residential streets where there is no formal turning head provision. There may be potential to convert the land at the end of the street into a turning area. However, this is likely to be costly due to the need to divert or protect underground public utility apparatus.</p>	<p>Petition CLOSED</p>

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		<p>Durham County Council is unable to fund this type of highway improvement. The limited road safety budgets have to be prioritised at schemes in locations with a proven record of serious personal injury accidents. If third party funding can be sourced then a scheme may be possible. Third party funding may come from residents, Parish Council or local County Councillor Neighbourhood Budgets.</p> <p>With regard to the removal of the off street parking area the Council are unable to comment on the actions of Derwentside Homes. They are entitled to carry out work on land within their ownership and can only suggest that any concerns are raised directly with them.</p> <p>Street Signage The street already has a large street nameplate on each side of the entrance with the cul-de-sac sign beneath the street name. As the street is already indicated as a cul-de-sac the Council would not normally provide a ‘no through road’ sign (white/red symbol on a blue background). This sign is prescribed in the Department for Transport’s Traffic Signs Regulations and General Directions (TSRGD) for use in the highway to denote a street is a ‘no through road for vehicular traffic’. There is no option for a supplementary plate so the wording “no turning point” cannot be added</p> <p>Condition of footways The footways in Alderdene are inspected annually as part of the Council’s Highway Safety Inspection regime. The last scheduled inspection was undertaken on 21st May 2015. The surfacing which was carried out in Alderdene is a 6mm footway surface applied treatment (FST) which improves the appearance of the footway and protects it from the ingress of water which is a major cause of structural deterioration. The work was inspected and found to be in a satisfactory condition. Inspection of footway to the west of 26 Alderdene which</p>	

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		connects to Newbiggen Lane, which was resurfaced in the last year, shows that weeds are growing through the surface. These weeds will be treated as soon as possible and the surfacing repaired as necessary.	
Petition 290 Save Startforth School E-petition – Petition received 21.5.16 No. of signatures – collecting until 24.6.16	Caroline O’Neil Head of Education	DCC to host e-petition asking the Council to save Startforth School. Final numbers would feed into the consultation process, running until 24 June 2016. e-petition live on website to collect signatures from 21.5.16 – 24.6.16	Acknowledged