

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 274</p> <p>West Auckland Village Green</p> <p>No. of signatures – 14 Petition received – 30.11.15</p>	<p>Stuart Timmiss, Head of Planning and Assets</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 291</p> <p>Reduce Speed Limit on the highway to the front of Stanley Crook Primary School</p> <p>Petition received 22.6.16 No. of signatures – 90</p>	<p>John Reed, Head of Technical Services</p>	<p>Petition asking the Council to reduce the speed limit from 60 mph to 30 mph on the highway to the front of Stanley Crook Primary School.</p> <p>20mph Part-Time Speed Limit The Council recently reviewed its policy on 20mph speed limits and zones and this review was approved by our Cabinet on 17th December 2014. As part of the above review Cabinet approved the implementation of 20mph part-time speed limits around 33 schools within County Durham. All schools in County Durham were evaluated for inclusion in the project and the 33 schools with the highest accident rates were selected. The cost of the project was less than originally expected and this budget saving will be used to expand the scope of the project to an estimated further 33 schools countywide in 2017/18 and 2018/19.</p> <p>The additional 33 schools will be prioritised based on three risk factors:</p> <ul style="list-style-type: none"> ▪ Collision history; ▪ Measured PV² (being a measure of pedestrian risk); and 	<p>Petition CLOSED</p>

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		<ul style="list-style-type: none"> ▪ Measured speeds. <p>DCC are collecting the above data and expect to confirm the results by the end of this calendar year. Stanley Crook Primary School will be fully considered along with all other schools in County Durham using the above prioritisation criteria.</p> <p>The Council's policy on 20mph limits and zones is that they can be provided where:</p> <ul style="list-style-type: none"> • Department for Transport legislation and guidance is satisfied; and • Fully funded from third party sources such as Schools, Town/Parish Councils, local Councillor's Neighbourhood Budget and Area Action Partnerships. <p>Therefore, if third party funding was available a 20mph part-time speed limit for Stanley Crook Primary School at any time could be progressed.</p> <p>Permanent 30mph Speed Limit The Council is required to follow Department for Transport legislation and guidance to ensure that speed limits are credible with the aim that they become self-evident and enforcing by virtue of their surroundings. During the review process various factors and criteria are considered and evaluated such as:</p> <ul style="list-style-type: none"> • Existing vehicle speeds; • Nature of the road and its surroundings; 	

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		<ul style="list-style-type: none"> • Local needs; • Existing highway infrastructure; • Development; • Highway signs; • Road markings and street lighting; • The various road users; • The credibility of the speed limit; and • Accident history. <p>A speed limit which lacks credibility results in a significant proportion of motorists ignoring the limit and driving at even higher speeds, and can also lead to greater risk taking. The majority of drivers will travel at what they consider is a credible speed for their environment, with the mean average speed being a good indicator.</p> <p>A 7 day speed survey undertaken in June 2015 shows the average daily traffic flow recorded as 1,517 vehicles per day with the mean average speed recorded as 37.2mph. Unfortunately, a permanent 30mph speed limit is not justified at this location due to:</p> <ul style="list-style-type: none"> • The short length of sporadic frontage property development being much less than the recommended minimum distance of 600 metres for a permanent speed limit: • The mean average speed of 37.2mph. 	

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<p>Petition 292</p> <p>County Durham Plan</p> <p>E-petition – Petition received 13.7.16 No. of signatures – 165</p>	<p>Stuart Timmiss, Head of Planning and Assets</p>	<p>Petition asking the Council to consider that the options 1, 2 & 3 are inappropriate and that a more sustainable proposal would be a much improved Option 4 which protects the Greenbelt and the unique status of Durham City, whilst crucially ensuring that the whole county benefits from regeneration.</p>	<p>e-petition ran from 13.7.16 – 5.8.16 for collection of signatures and closed with 165 signatures. Information passed to the Service.</p>
<p>Petition 293</p> <p>County Plan</p> <p>E-petition – Petition received 20.7.16 No. of signatures – 0</p>	<p>Stuart Timmiss, Head of Planning and Assets</p>	<p>Petition asking the Council to carry option 4 of the County Durham Plan proposals.</p>	<p>e-petition ran from 20.7.16 – 5.8.16 for collection of signatures and closed with 0 signatures. Information passed to the Service.</p>
<p>Petition 294</p> <p>Reduce Speed Limit on the A688 through Evenwood Gate from 40mph to 30mph</p> <p>Petition received 22.9.16 No. of signatures – 334</p>	<p>John Reed, Head of Technical Services</p>	<p>Petition asking the Council to reduce the speed limit on the A688 through Evenwood Gate from 40mph to 30mph.</p> <p>The current 40mph speed limit was introduced in 2008, where previously the road was subject to the national speed limit. The 40mph speed limit is provided in accordance with the latest Department for Transport guidance and best practice relating to the setting of local speed limits.</p> <p>When carrying out speed limit reviews, DCC are obliged to use the guidance issued by the Department for Transport and local experience of implementing speed limits within</p>	<p>Petition CLOSED</p>

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		<p>the County. DCC also work closely with Durham Constabulary when revising speed limits.</p> <p>The Department for Transport guidance requires that speed limits are credible to motorists with the aim that they become self-evident and enforcing by virtue of their surroundings and road layout. When reviewing speed limits, many criteria and factors are considered and evaluated including but not limited to:</p> <ul style="list-style-type: none"> • Existing vehicle speeds, • Nature of the road and its surroundings, • Existing highway infrastructure, • Development, • Highway signs, • Road markings, • Street lighting, • Road users, • Credibility of the speed limit, and • Accident history <p>The setting of a lower speed limit that has no credibility will result in a high level of non-compliance by drivers that may potentially have a negative impact on road safety. The majority of drivers will travel at a speed which they consider is a credible speed for their environment which typically equates to the 'mean average speed', which in this particular case is recorded as 39.2mph from a speed survey conducted in May 2016.</p> <p>In the case of inter-urban roads, where there is little in the</p>	

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		<p>way of frontage property development, it is expected that the national speed limit would apply or in the case of Evenwood Gate, a 40mph limit is appropriate where properties are mainly located on one side of the road.</p> <p>The current 40mph speed limit is provided in accordance with the latest Department for Transport guidance and is appropriate and credible for the road environment and layout. Therefore, DCC cannot reduce the speed limit to 30 mph as requested</p>	
<p>Petition 295</p> <p>Implement speed restrictions in Hazel Drive, Hesleden</p> <p>Petition received 12.10.16</p> <p>No. of signatures – 63</p>	<p>John Reed, Head of Technical Services</p>	<p>Petition asking the Council to implement speed restrictions in Hazel Drive, Hesleden for the safety of local children playing on the central green.</p> <p>Speed Limits</p> <p>The Council is required to follow Department for Transport legislation and guidance to ensure that speed limits are credible with the aim that they become self-evident and enforcing by virtue of their surroundings.</p> <p>During the review process various factors and criteria are considered and evaluated such as:</p> <ul style="list-style-type: none"> • Existing vehicle speeds; • Nature of the road and its surroundings; • Local needs; • Existing highway infrastructure; • Development; • Highway signs; • Road markings and street lighting; • The various road users; • The credibility of the speed limit; and • Accident history. <p>The accident recording database shared with Durham</p>	<p>Petition CLOSED</p>

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		<p>Constabulary was checked and it has been confirmed that there has been no recorded ‘personal injury’ accidents in the vicinity, within the built up area of Hazel Drive in the past four years, this being the standard search criteria. Compared to many other locations, this represents a favourable accident record.</p> <p>A speed limit which lacks credibility results in a significant proportion of motorists ignoring the limit and driving at even higher speeds, and can also lead to greater risk taking. The majority of drivers will travel at what they consider is a credible speed for their environment, with the average speed being a good indicator. The current 30mph speed limit is the typical limit set in residential areas such as Hazel Drive and is considered a credible speed limit for this location.</p> <p>20mph Speed Limits and Zones</p> <p>The Council had reviewed its policy on 20mph speed limits and zones and this review was approved by our Cabinet on 17th December 2014. As part of the above review Cabinet approved the implementation of 20mph part-time speed limits around 33 schools within County Durham and this has subsequently been extended to a further 33 schools.</p> <p>The Council’s policy on 20mph limits and zones is that they can be provided where:</p> <ul style="list-style-type: none"> • Where meet Department for Transport legislation and guidance; and • Fully funded from third party sources such as Schools, Town/Parish Councils, local Councilor’s Neighbourhood Budget and Area 	

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		<p>Action Partnerships.</p> <p>Traffic Calming – Road Safety Budget The Council receives more requests for road safety schemes than they are able to fund from the limited road safety budgets. Therefore, schemes have to be prioritised where there are proven issues with serious accidents. The accident recording database shared with Durham Constabulary was checked and there have been no ‘personal injury’ accidents on the road in the past 4 years. Compared to many other locations within the county, this represents a favourable accident record and therefore DCC must continue to prioritise the limited road safety budgets at locations with a proven record of serious accidents.</p> <p>Traffic Calming - Neighbourhood Budget Local Councillors have a budget (Neighbourhood Budget) which they can spend on local priorities. Local Councillors have expressed an interest in funding a traffic calming scheme in this area and DCC are currently undertaking traffic surveys in the area. An assessment of the potential effectiveness of a traffic calming scheme and whether a scheme is feasible would be made.</p> <p>Community Speed Watch As part of the partnership approach to improving road safety, joint working with Durham Constabulary, has enabled DCC to introduce an initiative known as ‘Community Speed Watch’. This initiative has been very successful elsewhere in the County and nationally. Under</p>	

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		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.	
Petition 296 Weight Limit on Lowes Barn Bank E-Petition Petition received 11.11.16 No. of signatures –	Keith Jameson Traffic Asset Manager	Petition asking the Council to introduce a weight limit on traffic using Lowes Barn Bank.	e-petition made live on 21.11.16 and will run until 23 December 2016