

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>Petition 322</p> <p>Skatepark for Ushaw Moor</p> <p>E-Petition No. of signatures – Petition received – 18.11.17</p>	<p>Stephen Howell Head of Culture and Sport</p>	<p>Petition asking the Council to build a skatepark for the residents of Ushaw Moor.</p> <p>e-petition to run from 18.11.17 – 1.6.18</p>	<p>E-Petition live</p>
<p>Petition 323</p> <p>Rats in Shotton Colliery</p> <p>Petition received – 15.12.17 No. of signatures – 106</p>	<p>Joanne Waller Head of Environment, Health & Cons. Prot, / Oliver Sherratt Head of Direct Services</p>	<p>Petition asking the Council to address the rat problem in Shotton Colliery. Officers from Neighbourhood Protection and Environmental Health and Consumer Protection are arranging to meet to discuss the issues and to carry out a survey for the area.</p>	<p>Petition ongoing</p>
<p>Petition 325</p> <p>Traffic Calming Measures outside of Langley Moor Primary School</p> <p>Petition received – 19.12.17 No. of signatures – 146</p>	<p>Michelle Shearer Senior Engineer Traffic Assets</p>	<p>Petition asking the Council to introduce further traffic calming measures outside of Langley Moor Primary School.</p> <p>Schools 20mph Part-Time Speed Limits Project The Council has reviewed its policy on 20mph speed limits and zones and this review was approved by Cabinet on 17th December 2014.</p> <p>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 and part-time limits 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, 	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>Town /Parish Councils, local Councillor’s Neighbourhood Budget and Area Action Partnerships.</p> <p>20mph Part-time Speed Limit Following on-going concerns about the speed of traffic using the road in the vicinity of the Primary School, especially at the start and end of the school day, a 20mph Part-Time Speed Limit Scheme on Brandon Lane and Black Road was implemented in March 2017. The scheme was funded by local Councillors. The scheme also included the installation of a speed visor on Brandon Lane for eastbound traffic, as it was known that speeds were higher when travelling from the Brandon direction.</p> <p>Speed Surveys Following the introduction of the School 20mph Part-Time Speed Limit Scheme and speed visor, further traffic surveys have been undertaken on Brandon Lane either side of the Black Road junction. This has allowed us to assess the effectiveness of the new measures by enabling comparisons to be made between the new traffic data and the traffic data preceding the introduction of these measures.</p> <p>The most recent surveys in January 2018 show that the ‘mean average speed’ over a 7 day / 24 hour period to be 26.2mph compared to 29.2mph prior to the measures. Additionally, driver compliance with the posted speed limit has improved with an average 22% reduction in drivers exceeding 30mph on Brandon Lane in the vicinity of the school.</p> <p>During the periods when the School 20mph Part-Time Speed Limit is functioning, at the start and end of the school day, traffic speeds on Brandon Lane in the vicinity of the School are also further lowered to approximately 23.7mph. This further reduction in speed is a combination of the on-street parking at these times together with the benefits of introducing the School 20 mph Part-</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>Time Speed Limit Scheme.</p> <p>Road Safety Schemes The Council receives more requests for road safety schemes than they can fund from the limited road safety budgets. Therefore, schemes are prioritised where there are proven issues with serious personal injury accidents.</p> <p>The accident recording database shared with Durham Constabulary reported one recorded ‘personal injury’ road accident in the vicinity of Langley Moor Primary School in the last 4 years; this being our standard search criteria. The accident that occurred on 14th January 2017 was attributable to ‘driver error’ in relation to a turning manoeuvre at the junction of North Brancepeth Close. Compared to many other locations within the county, this represents a favourable accident record and we must continue to prioritise our limited road safety budgets at locations with a proven record of personal injury accidents.</p> <p>Traffic Calming The provision of physical traffic calming measures has been investigated but they are not feasible due to the following design constraints;</p> <ul style="list-style-type: none"> • This being a bus route; • The proximity of side road entrances; • Bus stops; and • On street parking associated with the school. <p>The traffic surveys carried out recently confirmed that the School 20mph Part-Time Speed Limit Scheme and speed visor have successfully reduced overall traffic speeds.</p>	

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<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.</p> <p>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 326</p> <p>Inadequate Broadband Services at Mount Oswald Estate</p> <p>Petition received – 10.1.18 No. of signatures – 96</p>	<p>Steve Hodgson Technical Services Manager</p>	<p>Petition asking the Council to address the inadequate broadband on the Mount Oswald Estate.</p> <p>Discussions had taken place with both Openreach and David Wilson Homes. David Wilson Homes had confirmed that they had placed an order with Openreach to bring fibre broadband to all properties on the Mount Oswald estate. Barratts had advised that they would clarify the terms of the Openreach quotation to provide a fibre to the premise solution to the estate and programme of works once it is available. Durham County Council recognises the importance of high speed, reliable broadband which is now considered to be an essential part of everyday life; plans were being progressed to provide ultrafast broadband services to the Mount Oswald estate</p>	<p>Petition CLOSED</p>
<p>Petition 328</p> <p>TRO, Taxi Rank & Car Parking at Ferryhill</p> <p>E-Petition Petition received – 16.1.18</p>	<p>Lee Mowbray Major Projects Team leader</p>	<p>Petition asking the Council to amend the current TRO to include a 24 hour taxi rank and to review all parking within the same locality in Ferryhill Town Centre.</p> <p>E-petition ran from 22.1.18 – 27.2.18 and closed with 17 signatures. In addition, a paper petition with 480 signatures was received on</p>	<p>Petition CLOSED</p>

Petition Table – Active Petitions

Appendix 2

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
<p>No. of signatures – 17</p> <p>Paper petition Received – 23.2.18 No. of signatures – 480</p>		<p>23.2.18.</p> <p>The County Council regularly review Traffic Regulation Orders and changes will be proposed if circumstances or traffic patterns change. Provisional plans to provide a 24 hour taxi rank on Market Street have been drafted and this was shared with the public via the Town Council at a public meeting in Ferryhill on the 8th February. Feedback on the proposals were generally favourable but a couple of additional areas for investigation were highlighted. The Strategic Traffic team are currently looking into these suggestions to see if they can form part of the proposal going forward.</p> <p>All statutory consultees and affected adjacent premises will be consulted in due course.</p>	
<p>Petition 330</p> <p>Keep our Sport Alive, Open Waste Land for off Road Motorbikes</p> <p>E-Petition Petition received – 16.2.18 No. of signatures –</p>	<p>Barrie Alderson Outdoor Facilities Co- ordinator</p>	<p>Petition asking the Council to provide waste land for off road motorbikes</p> <p>To run until 30 June 2018.</p>	<p>E-Petition live</p>
<p>Petition 332</p> <p>Removal of Street Lighting</p> <p>Petition received – 16.2.18 No. of signatures – 80</p>	<p>John Reed Head of Technical Services</p>	<p>Petition received asking the Council to reconsider the removal of street lighting on A182 Seaham.</p> <p>Street Lighting Energy Reduction Project The street lighting removals were part of the ongoing Street Lighting Energy Reduction Project which was approved by the Council’s Cabinet on 12 December 2012.</p> <p>This “invest to save” project involved the removal of street lights</p>	<p>Petition CLOSED</p>

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>which were not required by British Standards where it was considered safe to do so.</p> <p>The project is achieving significant savings in energy and maintenance costs that will help to meet the unprecedented reductions in central government funding. The project will also contribute to a reduction in the Council’s carbon emissions.</p> <p>The project originally planned 7,000 removals based on a high level desktop assessment. However, following more detailed analysis including risk assessments less than 3,000 street lights will be removed.</p> <p>This demonstrates the Council’s commitment to only removing street lights where it is considered safe to do so.</p> <p>An update was provided to the Council’s Cabinet on 21st October 2015.</p> <p>Street Lighting Policy The Street Lighting Policy which facilitates these removals, was approved by the Council’s Cabinet on 20th November 2013 following extensive public consultation.</p> <p>The report states “Where there is existing street lighting that is not specifically required by the Street Lighting Policy then this will be removed where it is safe to do so, based on a risk assessment of road safety and the fear of crime and following consultation with local Elected Members, Town and Parish Councils where applicable”.</p> <p>No street lights will be removed in residential areas, roundabouts, major junctions or where there are proven road safety and crime issues under this policy.</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>The policy aligns the provision of street lighting in County Durham with British Standards in line with most other Councils in the United Kingdom.</p> <p>The areas where street lighting has been removed comprises areas that are of low brightness, predominately open land with sporadic or few dwellings. As defined in the Council's Street Lighting policy, on roads between villages and settlements in Environmental Zone E2 areas, lighting will only be provided where there is a known night-time road safety problem that cannot be controlled by other methods such as improvements to the carriageway delineation by reflective road studs, carriageway markings and improved signing.</p> <p>At these locations, the mitigation includes the installation of two number back-to-back 50 mph speed limit repeater signs.</p> <p>Road Safety Risk Assessment The Council has commissioned independent road safety auditors to carry out robust and detailed road safety risk assessments at each site where street lighting has been proposed for removal in accordance with the above policy.</p> <p>The risk assessment includes a detailed analysis of all Personal Injury Accidents (PIA's) which have been recorded by Durham Constabulary covering a five year period. In addition, details of fatal road traffic collisions are analysed covering a ten-year period.</p> <p>The risk assessment process includes visiting the site and walking the route allowing for a detailed assessment of the character of the road, its environment, the condition of the existing traffic signs and road markings. The risk assessment</p>	

Nature of Petition	Appropriate Service/Officer	Summary of Information	Status of Petition
		<p>identifies any potential hazards to highway users and considers if these can be mitigated.</p> <p>The risk assessment also includes, where appropriate, the road safety auditor liaising with various teams within the Council in respect to observations relating to walking routes to schools, cycling and public rights of way.</p> <p>A continuous footpath exists along the western extent of East Shore Road with the crossing point immediately south of the Edith street roundabout remaining illuminated. Similarly, there is a continuous footpath along the eastern extent of George Elmy Lifeboat Way, with the crossing point and bus stops immediately north of the Edith Street roundabout remaining illuminated. Both footpaths are of adequate width and condition.</p> <p>Service Level Agreement The only way to retain street lights approved for removal following the risk assessment process is if a third party such as the Town Council is able to fully fund a Service Level Agreement. We have offered a Service Level Agreement to the Town Council and we are pleased to confirm that this was accepted following discussion at Seaham Town Council's meeting on 6th March 2018.</p>	
<p>Petition 335</p> <p>Vigo Lane Improvements to Highway</p> <p>Petition received 29.3.18</p> <p>No. of signatures - 56</p>	<p>Stuart Timmiss/ John Reed/ Adrian White/ Regeneration & Local Services</p>	<p>Petition asking the Council to address the highways infrastructure and install a crossing on Vigo Lane, Chester-le-Street.</p>	<p>Awaiting response</p>