

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 – 98 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 ran from 18.11.17 – 1.6.18 and closed with 98 signatures</p> <p>The Council review of play provision which was approved by Cabinet on the 15th July 2015 places Ushaw Moor in category C' for play provision i.e.</p> <p><i>'Type 'C' - Children and young people numbers are within 501/999</i></p> <p><i>Items of equipment suitable for all ages to include teenage provision. These provide for social interaction as well as activities such as skateboarding, trim trails, BMX bikes and ball court space. In some cases they may consist solely of a 'youth shelter' in an appropriate open area. These areas do not include provision for motorised sports.</i></p> <p>Therefore the review would support the development of a skate park or similar provision for young people. Officers would need to work with Elected Members and the community in order to identify opportunities for funding the development which is likely to cost a minimum of £80,000. Whilst there is no guarantee that such levels of funding can be obtained the Council would be willing to offer up land and maintain a park built to the correct specifications.</p>	<p>Petition CLOSED</p>

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<p>Petition 341</p> <p>Give way chicanes on West Chilton Way</p> <p>E-Petition Petition received – 27.06.18 No. of signatures – 123</p>	<p>Keith Jameson Traffic and Streetworks Manager</p>	<p>Petition asking the Council to install give way chicanes on West Chilton Way to reduce speed on the road between Chilton Bypass Roundabout and St Aidan’s Church Roundabout.</p> <p>e-petition ran from 27 June 2018 to 8 August 2018 and collected 123 signatures</p> <p>The County Council receive more requests for traffic management solutions than it is able to fund from limited road safety budgets. Due to the need to concentrate resources on reducing casualty accidents, the Council is required to direct its limited funding towards addressing locations with the worst accident records.</p> <p>Having checked the accident recording database shared with Durham Constabulary, no recorded ‘personal injury’ accidents between the A167 Chilton Bypass Roundabout and St Aidan’s Church Roundabout in the past 4 years this being our standard search criteria. Compared to many other locations within the County, this represents a favourable accident record.</p> <p>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.</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 CLOSED</p>

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<p>Petition 343</p> <p>Speed restrictions on Ruddock Avenue, Bishop Auckland</p> <p>Petition received – 13.07.18</p> <p>No. of signatures - 37</p>	<p>Keith Jameson Traffic and Streetworks Manager</p>	<p>Petition asking the Council to address the speed restrictions on Ruddock Avenue, Bishop Auckland.</p> <p>Road Safety Scheme 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 personal injury accidents.</p> <p>Having checked the accident recording database shared with Durham Constabulary, no ‘personal injury’ accidents on the road in the past 4 years, this being the standard search criteria. Therefore, a road safety scheme at this location at this time cannot be justified.</p> <p>Compared to many other locations within the county, this represents a favourable accident record and therefore the limited road safety budgets at locations with a proven record of serious personal injury accidents would be prioritised.</p> <p>Speed Limit The current 30mph speed limit is the typical limit set in residential areas such as Ruddock Avenue and is considered a credible speed limit for this location. Ruddock Avenue is only 160 metres in length with on-street parking which helps to moderate vehicle speeds.</p> <p>Community Speed Watch 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.</p>	<p>Petition CLOSED</p>

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		<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 344 Pedestrian Crossing on A167 Chester Moor</p> <p>Petition received – 16.7.18 No. of signatures – 277</p>	<p>David Battensby Traffic Asset Senior Engineer</p>	<p>Petition asking the Council to provide a pedestrian crossing on A167 at Chester Moor.</p> <p>DCC understand that the community were concerned about the lack of crossing on the A167 at Chester Moor, and that as a consequence of large flows of traffic and platooning of vehicles it can be difficult to find opportunities to cross. It is acknowledged that the A167 has run through the settlement since the properties were constructed on the western side of the road and that pedestrians have to cross the road in order to access bus services. DCC have therefore taken this into account when carrying out our investigations and assessments of the potential to introduce a crossing.</p> <p>These concerns have been taken seriously and a comprehensive investigation had been undertaken, with a detailed report produced examining all the possible options and issues. The report has been expanded further to ensure it covers as far as practicable all the issues raised in the petition.</p> <p>The volume of pedestrians crossing at this location is low although it is accepted that some pedestrians may be deterred from crossing due to the lack of pedestrian crossing facilities.</p> <p>The accident record associated with pedestrian movements at Chester Moor is very good and significantly below a level which would justify the prioritisation of the Council’s limited road safety</p>	<p>Petition CLOSED</p>

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		<p>resources. Such resources are prioritised towards those locations which have proven existing accident issues where engineering measures will reduce the risk of accidents.</p> <p>The findings of the assessment for a formalised crossing are that a signalised crossing cannot be justified under Department for Transport guidance (regardless of available funding) at Chester Moor as it would be unsafe due to the low volume of pedestrians and the high speed of traffic.</p> <p>The provision of a formalised crossing that does not meet Department for Transport guidance would give pedestrians a false sense of security and expose them to an increased risk of a serious or fatal accident.</p> <p>A footbridge or subway crossing are both technically feasible. However, these options are very costly and there is no realistic prospect of obtaining funding for them. Therefore, unfortunately for the above reasons the Council is unable to provide a crossing at this location.</p>	
<p>Petition 345 Vandalism at Bishop Auckland Cemetery</p> <p>Petition received – 25.7.18 No. of signatures – 156</p>	<p>Ian Hoult Neighbourhood Protection Manager</p>	<p>Petition asking the Council to address vandalism at Bishop Auckland Cemetery.</p> <p>Update received from the Neighbourhood Protection Manager:-</p> <p>There have been works previously to improve the site following an incident in 2017 which included a new chain-link, post and rail, and wrought iron fencing; road resurfacing; new security chains; removal of large bushes; and several repairs to the cemetery’s water taps. The main gates are locked on a night to prevent vehicles accessing the cemetery.</p> <p>Over the past weeks there have been reports via local Councillors which the Police are investigating.</p>	<p>Ongoing</p>

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		<p>A meeting was held with representatives from the police and community to look at what practical options could be undertaken to prevent or reduce further incidents.</p> <p>It was agreed that collectively to:</p> <ul style="list-style-type: none"> - continue with Police and Neighbourhood Warden Patrols - carry out landscaping work, including alterations to bushes, lifting the crowns on trees - provide covers for bins. - meet with relatives in the cemetery to further discuss their concerns. - Durham Constabulary will carry out a crime prevention survey to provide advice for the group for their consideration (e.g. CCTV, fencing, locking gates etc) <p>DCC are continuing to take steps to try and prevent these acts in the cemetery, but at this stage it remains unclear who is carrying them out.</p>	
<p>Petition 346</p> <p>Traffic Management at Trimdon Station</p> <p>Petition received – 7.8.18</p> <p>No. of signatures – 110</p>	<p>David Battensby Traffic Asset Senior Engineer</p>	<p>Petition asking the Council to address traffic management issues at Trimdon Station, to install traffic calming measures in Thornley Road and Station Road.</p> <p>Road Safety Schemes The Council receives more requests for road safety schemes than are able to fund from our limited road safety budgets. Therefore, DCC have to prioritise schemes where there are proven issues with personal injury accidents.</p> <p>Having checked the accident recording database shared with Durham Constabulary, there has been 1 ‘personal injury’ accident on Thornley Road and Station Road in the past 4 years this being our standard search criteria. This incident was</p>	<p>Petition CLOSED</p>

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		<p>classed as slight injury (cuts and bruises) and occurred in September 2015 on Thornley Road. A vehicle was driven from the main road into the rear of Tobin Street and in doing so, turned right across the path of an approaching motorcycle which then swerved and collided with a parked vehicle. The driver of the vehicle turning into the rear street was deemed to be at fault with causation considered to be driver error and speed was not identified as a contributory factor in the incident.</p> <p>Compared to many other locations within the county, this represents a favourable accident record and therefore DCC must continue to prioritise our limited road safety budgets at locations with the worst proven record of personal injury accidents.</p> <p>Community Speed Watch 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.</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>	

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<p>Petition 348</p> <p>Protect grassed areas in South Hetton from unauthorised traveller encampments</p> <p>Petition received – 16.8.18 No. of signatures – 185</p>	<p>Louise Stokoe, GRT Interventions Co-ordinator</p>	<p>Petition asking the Council to protect grassed areas in South Hetton from unauthorised traveller encampments/</p> <p>Meetings have been held with the local councillors, parish council, Durham Constabulary and DCC officers to discuss actions.</p> <p>Response requested by 3 September</p>	<p>Awaiting response</p>