



AGENDA

92. ACCEPTANCE, OR OTHERWISE, OF APOLOGIES

None to date

93. DECLARATIONS OF INTEREST

In accordance with this Council's adopted Constitution (Members' Code of Conduct) (Minute 12/May/17 refers), Members will be asked whether they have any personal or prejudicial interests in any matter on the agenda and, if so, to declare those interests at this point of the meeting. Members are reminded that a declaration can be given later in the meeting if a need arises during discussion.

94. PLANNING COMMITTEE MEETING – 23 APRIL 2018 – MINUTES (ENCLOSED)

Recommendation – That the Minutes be approved as a correct record.

95. PLANNING APPLICATIONS FOR CONSIDERATION

- (i) DM/18/01146/FPA– **59 Green Lane** – Two storey side extension, single storey rear extension and porch to front (plans enclosed).

The application is for proposed kitchen extension with bedrooms over, utility room & porch.

96. SPEED LIMIT CONSULTATION – A67 BOWES ROAD (plans enclosed)

Pursuant to Minute 85/Apr/18 and Minute 91/Apr/18, further information has been received from Durham County Council Traffic Asset Team. In an email dated 27 April, it was clarified that:

"I have attached the two plans which show what we are looking to do at the 40mph and the 30mph gateways. As you will see on the plans the proposal is to widen the carriageway to accommodate two traffic islands, the benefit is that we will be able to physically erect a sign in the centre of the carriageway, at present the signs are sited on the verges which aren't that visible and one can easily be masked if a HGV is passing.

The benefit of the islands is that the motorist will always see at least two speed limit signs which will hopefully reduce traffic speeds.

The reason why we can't keep the 40mph signs where they are or move them further out is that the verge width is minimum and we then can't widen the carriageway to construct the island and have the additional signs.

The reason why we can't keep the 30mph signs where they are or move them further out is that the further we move them the less credible the speed limit becomes, and research has shown the less credible a speed limit the more likely that motorists will ignore the speed limit and travel through an area at excess speed which would create the police and enforcement burden.

We believe that the proposals of constructing the islands and creating gateways will reduce vehicular speed, and to be honest if we can't construct the islands with an aim to reducing speeds then we may as well leave the speed limits as they are but we don't believe this is an option and we would prefer to see an overall speed reduction.

By simply creating a 20mph speed limit or by extending the 30mph speed limit isn't going to reduce speeds and may become more dangerous to motorists and pedestrians, where pedestrians and motorists leaving the side roads may believe that the approaching vehicle will be doing 20 or 30mph but in reality the vehicle will be doing well in excess of that and they may make an incorrect judgement and increase the likelihood of an accident.

Similarities can be brought to the A67 Darlington Road (from the new Taylor Wimpey Development down to the Garage) which is a 30mph speed limit, but our speed surveys have shown that motorists are travelling closer to 38mph.

Could you please let me know whether your members are willing to consider their objection..."

All applications can be viewed on line via Durham County Council's Planning Application System:
<http://publicaccess.durham.gov.uk/online-applications/>