
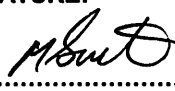


**DELEGATED DECISION FRONT SHEET**

**DEVELOPMENT AND NEIGHBOURHOOD SERVICES**

**OFFICER KEY DECISION/OFFICER IN CONSULTATION WITH CABINET MEMBER(S)**

<b>OFFICER:</b> Richard McGuckin	<b>SERVICE AREA FUNCTION:</b> Technical Services Environmental Policy	<b>DATE/INITIALS</b> 4 September 2012 JK
<b>DECISION NO:</b> TS.E.60.12	<b>DELEGATION POWER AND PAGE OF CONSTITUTION</b> 207, Page 142	<b>CHECKS &amp; BALANCES:</b> In consultation with Cabinet Member.
<b>DETAILS OF DECISION:</b> That the consultation responses, and subsequent scheme amendments, on a proposal for traffic calming and an estate wide 20mph limit on Spitalfields, the Larun Beat and surrounding roads are noted and that permission be given to carry out statutory consultation. See attached report.	<b>IS IT A KEY DECISION?</b> No	<b>IS DECISION IN THE FORWARD PLAN?</b> No
<b>IF NOT IN FORWARD PLAN, IS GENERAL EXCEPTION PROCEDURE TO BE APPLIED?</b> N/A	<b>IF GENERAL EXCEPTION PROCEDURE NOT TO BE APPLIED, HAS MEMBER CONSENT BEEN OBTAINED IN ACCORDANCE WITH SPECIAL URGENCY PROCEDURE?</b> N/A	
<b>REASONS FOR DECISION:</b> <p>This report presents the findings of detailed public consultation on the proposal to introduce traffic calming and a 20mph limit on The Larun Beat, Spitalfields, Spital Gate, Blackfriars, Clayton Lee, The Royd, Sideling Tails, The Brookes, The Slayde, Limpton Gate, Thornton Garth and The Rigg.</p> <p>The measures proposed will bring road safety benefits and reduce vehicle speeds in the area surrounding Yarm Primary. This should reduce the potential for accidents or the severity of any accidents which do occur. By reducing speeds around the schools the schemes will make the environment more attractive for active travel to school.</p>		
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b> Yes		
<b>ANY CONFLICT OF INTEREST DECLARED BY ANY CABINET MEMBER CONSULTED</b> No		
<b>ANY DISPENSATION GRANTED BY STANDARDS COMMITTEE IN RESPECT OF ANY DECLARED CONFLICT OF INTEREST</b> N/A		
<b>REPORT/BACKGROUND PAPERS (matters which are not exempt or confidential):</b> N/A		
<b>ANY FURTHER ACTION REQUIRED:</b> No		
<b>CABINET MEMBER(S) CONSULTED:</b> Councillor M Smith – Cabinet Member, Regeneration & Transport		
<b>FINANCE MANAGER CONSULTED (for acceptance of contracts only):</b>		

SIGNATURE:  ..... OFFICER	DATE: 4/9/2012 .....	SIGNATURE:  ..... CABINET MEMBER	DATE: 04 Sep 12 .....
SIGNATURE: ..... OFFICER	DATE: .....	SIGNATURE: ..... CABINET MEMBER	DATE: .....
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## **OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER**

**Scheme of Delegation No:** 207, Page 142

**Officer:** Richard McGuckin

### **SCHOOL ZONES 2011/2012 – YARM PRIMARY SCHOOL**

#### **SUMMARY**

This report presents the results of the consultation exercise carried out to determine a public consensus for the introduction of a School Zone at Yarm Primary School.

It also seeks to confirm your approval for the scheme to be implemented, with amendments (removal of the road humps).

#### **RECOMMENDATIONS**

It is recommended that:

1. The results of the consultation exercise be noted.
2. Approval is given to the introduction of a School Zone for Yarm Primary School, without the inclusion of road humps.
3. The Director of Law and Democracy be authorised to process the necessary Traffic Regulation Order and Notice of Works to implement the measures on The Larun Beat, Spitalfields, Spital Gate, Blackfriars, Clayton Lee, The Royd, Sideling Tails, The Brookes, The Slayde, Limpton Gate, Thornton Garth and The Rigg and receive any objections at the appropriate time.
4. Residents and Yarm Ward Councillors are informed of your decision.

#### **DETAIL**

##### **Background**

1. The School Zone project has been brought forward as part of Stockton Borough Council's Sustainable Travel Strategy that includes a policy to implement a 20mph speed limit outside every school in the Borough. The Government are actively encouraging local authorities to develop 20mph zones within residential areas, and particularly around schools, for both road safety and active travel reasons. We want to encourage parents, children and all local residents to travel by more sustainable and active modes of transport, such as walking and cycling.
2. Ten schools have been identified for the introduction of School Zones within the Borough during the 2011/2012 period. Details of the measures proposed at each of the ten schools are shown in Table 1.

**Table 1: Measures Identified by School**

School	Road(s)	Measure(s)
Oxbridge Primary	Oxbridge Lane	Part-time advisory 20mph speed limit
Hartburn Primary	Adelaide Grove Brisbane Grove Perth Grove Canberra Grove Queensland Grove Queen Anne Terrace	Permanent 20mph speed limit
Fairfield Primary / St Patrick's RC Primary	Fairfield Road	Part-time advisory 20mph speed limit
Pentland Primary	Pentland Avenue	Permanent 20mph speed limit with 4no speed humps
	Grampian Road	Permanent 20mph speed limit
St Paul's RC Primary	Sandy Lane West Thames Road	Part-time advisory 20mph speed limit
Layfield Primary	Everingham Road	Part-time advisory 20mph speed limit
Yarm Primary	The Larun Beat	Permanent 20mph speed limit with school zone and school zone with 4no speed humps
	Spitalfields Spital Gate Blackfriars Clayton Lee The Royd Sideling Tails The Brookes The Slayde Limpton Gate Thornton Garth The Rigg	Permanent 20mph speed limit and School Zone
Levendale Primary	Mount Leven Road Lingfield Road Glaisdale Road	School Zone
Bader Primary	Thornaby Road	Part-time advisory 20mph speed limit
	Kintyre Drive Cromore Close Bute Close Arran Close	Permanent 20mph speed limit
Thornaby C of E Primary / St Patricks RC College / Thornaby Academy	Baysdale Road	Part-time advisory 20mph speed limit

3. Due to the non-controversial nature of the majority of the proposals, a public consultation exercise was not required at the following schools:

- ❖ Oxbridge Primary;
  - ❖ Hartburn Primary;
  - ❖ Fairfield Primary / St Patrick's RC Primary;
  - ❖ St Paul's RC Primary;
  - ❖ Layfield Primary;
  - ❖ Levensdale Primary;
  - ❖ Bader Primary; and
  - ❖ Thornaby C of E Primary / St Patricks RC College / Thornaby Academy.
4. The measures at these schools are currently being installed.
  5. However, as the initial proposals for Pentland Primary School and Yarm Primary School include traffic calming measures, consultation was required with local residents living on the affected roads.
  6. The approach detailed in paragraphs 3 to 5 above was approved in January 2012 (Scheme of Delegation Report TS.E.87.11).
  7. This report details the results of the public consultation exercise undertaken for Yarm Primary School. A separate report has been prepared for Pentland Primary School.
  8. Details of the measures initially proposed and consulted on at Yarm Primary School are described in further detail in paragraphs 9 to 14.

#### **YARM PRIMARY SCHOOL**

9. Yarm Primary School is located on Spitalfields in the south of Yarm in a residential area. Access to the school is from Spitalfields Road with several footpaths giving access from the estate roads to the south and west via Thornton Garth and The Brookes.

#### **Accidents**

10. Details of one injury accident in the last three years were examined when considering the placement of the speed limit; however no specific accident influence on the scheme was noted.
11. A slight accident occurred at the junction of Spitalfields and The Spital when a car turned right across the path of another car.

#### **Public Transport**

12. Thirsk Road is served by bus service 507. This road would not be affected by the implementation of the permanent 20mph speed limit.

#### **Site observations**

13. Whilst the area around the main school access on Spitalfields is congested keeping speeds low, The Larun Beat is fairly straight in the vicinity of the junction of the Brooks and whilst bendy has good forward visibility in the vicinity of Thornton Garth. As such it could reasonably be expected that some drivers would exceed the proposed speed limit. It was therefore considered appropriate to implement self enforcing traffic calming measures in the vicinity

of both of these side roads (and paths to the school) in the form of road humps.

### **Proposed Measures**

14. The measures initially proposed for Yarm Primary School are shown on the attached drawing C.950.G.007 and listed below:
  - ❖ A full-time 20mph speed limit to be introduced over The Larun Beat, Spitalfields, Spital Gate, Blackfriars, Clayton Lee, The Royd, Sideling Tails, The Brookes, The Slayde, Limpton Gate, Thornton Garth and The Rigg requiring the erection of terminal speed limit / 'School Zone' signing on four new posts at the junctions with Thirsk Road, plus 17 pairs of repeater roundels to be fixed to existing lamp columns.
  - ❖ Four new road humps and associated signing (in addition to the four previously proposed) are proposed for The Larun Beat either side of the junctions with The Brookes and Thornton Garth.

### **Response to Consultation**

15. Letters were delivered to frontages on all the affected roads enclosing a plan, questionnaire and pre-paid envelope to seek the resident's views with respect to the proposals. A total of 461 letters were delivered.
16. A summary of the comments received on the reply forms, with a response, can be seen in **Appendix 1**.
17. 132 questionnaire responses were received, 53 (40%) of which supported the proposals and 70 (53%) did not support the proposals. 9 responses provided comment only.
18. The responses show that many local residents had concerns regarding the installation of road humps on The Larun Beat noting that a number of factors, including parked cars and congestion at school start and finish times, already maintain vehicle speeds at low levels.
19. Road humps were proposed on The Larun Beat as they are an effective measure to reduce vehicle speeds where vehicles have the greatest ability to gather speed – Larun Beat is a straight and long section of road making it possible to gather speed to 30mph. The scheme was therefore designed to reduce the build up of speed along this section. Furthermore, all residential estates constructed since 1993 have had traffic calming measures built in and the proposed scheme would therefore bring the Spitalfields estate in line with modern estates with regards to road safety and the encouragement of active travel modes.
20. However, following the objections from local residents, it was considered necessary to undertake a speed survey to verify average speeds on The Larun Beat throughout the day.
21. The speed survey recorded speeds at two locations on The Larun Beat:
  1. West of Limpton Gate; and
  2. North of Sideling Tails

22. The results of the survey are contained in **Appendix 2** and Table 2 summarises the findings:

**Table 2: Speed Survey Results**

	West of Limpton Gate		North of Sideling Tails	
	Northbound	Southbound	Northbound	Southbound
85 <sup>th</sup> percentile speed	27.9 mph	31.2 mph	29.5 mph	29.6 mph
Average speed	23.1 mph	25.6 mph	23.1 mph	24.1 mph

23. Department for Transport guidance for 20mph speed limits notes that 20mph speed limits, without traffic calming measures, are only suitable in areas where average vehicle speeds are 24 mph or below.
24. The results in Table 2 indicate that average vehicle speeds are approximate to 24 mph at three of the four surveyed locations. Even West of Limpton Gate (southbound) the average speed is only 1.6mph above this 24mph threshold. It is therefore proposed that the traffic calming measures are removed from the scheme. A speed survey will be repeated one year after introduction of the scheme to monitor the effectiveness of the School Zone signs alone in reducing vehicular speeds to comply with the speed limit.
25. In addition to the concerns raised regarding the road humps, many residents responded with objections regarding the number of signs proposed advising drivers of the 20mph speed limit.
26. The number and location of signs informing users of the 20mph speed limit is governed by the Traffic Signs Manual (TSM), published by the Department for Transport. However, in light of the comments received regarding the number of signs, the criterion will be reviewed at detailed design stage to see if the placement of signs could be made more efficient whilst maintaining the requirements of the TSM.
27. We therefore propose to alter the scheme by removing the humps and reviewing the sign layout. The amended scheme is shown on the attached Drawing C.950.G.007a and is as described below:
- ❖ A full-time 20mph speed limit to be introduced over The Larun Beat, Spitalfields, Spital Gate, Blackfriars, Clayton Lee, The Royd, Sideling Tails, The Brookes, The Slayde, Limpton Gate, Thornton Garth and The Rigg requiring the erection of terminal speed limit / 'School Zone' signing on four new posts at the junctions with Thirsk Road, plus repeater roundels to be fixed to existing lamp columns – exact number and location of signs to be confirmed. Road humps will not be provided.

## **Discussion**

28. The consultation results indicated that 53% of respondents did not support the scheme. The main reason given by the majority of respondents was that the proposed road humps were unnecessary. The road humps were proposed on sections of route where it was felt that it may be difficult to impose a 20 mph speed limit without physical measures because the road geometry facilitated higher vehicle speeds. However, having undertaken a speed survey, we are satisfied that average speeds are below the existing 30 mph limit and within the DfT thresholds for introducing a 20 mph limit without

additional traffic calming measures. The 4 proposed road humps have therefore been removed from the scheme.

29. Some residents also objected to the number of signs proposed to indicate the extent of the School Zone. The number of signs is governed by the Traffic Signs Manual, published by the Department for Transport and all signs have been placed in accordance with the criterion. However, when taking the scheme through to detailed design the number of signs will have been reassessed to see if any efficiencies can be made whilst maintaining the requirements of the TSM. The number of repeater signs has been reduced from 34 to 25 which is the absolute minimum while meeting the requirements of TSM.
30. 40% of residents supported the scheme, noting that a speed limit reduction around the school was required.
31. Having altered the scheme to remove the road humps, which were the focus of 51% (67) of objections. This would take support for the scheme up to 91%. It is considered that the level of support for the scheme, in its revised form, justifies its progression.

## **FINANCIAL IMPLICATIONS**

The cost of the proposed measures, as detailed in paragraph 27, is estimated at £7,500.

## **POLICY CONTENT**

Improvements to road safety / reducing traffic speeds is a key objective of the Area Transport Strategy Steering Groups. Reducing the number of children (aged under 16 yrs) killed or seriously injured in road traffic accidents is a key performance indicator for Local Transport Plan 3 (2011-2016).

## **CONSULTATION**

Ward councillor's Comments:

Email received from Councillor Sherris 8<sup>th</sup> August 2012 stating thanks for draft report.

No further Ward Councillor comments received.

No comments received from the Town Council.

Public and school consultation as detailed in paragraphs 15 to 27 above.

Support has been obtained from Officers' Traffic Group.

## **CONCLUSIONS**

The consultation exercise to introduce a School Zone and associated traffic calming measures at Yarm Primary School indicated that whilst some residents were supportive of the School Zone scheme, 51% opposed the scheme largely because they did not support the introduction of road humps as a traffic calming measure. A speed survey has been undertaken and the average speeds recorded are currently



at a level whereby a 20mph speed limit can be introduced without physical measures.

It is therefore proposed to alter the scheme to remove the road humps and to review the scheme with a view to minimising the number of signs advising drivers of the 20 mph speed limit.

The scheme should therefore be taken forward with the amendments and as detailed in paragraph 27 above.

**Corporate Director of Development and Neighbourhood Services**

**Contact Officer** : **jonathan kibble**  
**Tel No** : **01642 526735**  
**E-mail** : **jonathan.kibble@stockton.gov.uk**

Environmental Implications

The scheme should improve road safety on the treated length of roads at each of the schools, thus ensuring that the Borough continues to be a safe, healthy and attractive place in which to live and work.

Community Safety Implications

Addresses road safety concerns and provides improved accessibility for school children at each of the schools.

Background Papers

None.

Education Related Item?

No.

Ward(s) and Ward Councillors

Yarm ward – Councillor M Chatburn, Councillor B Houchen and Councillor A Sherris

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Signed by the Delegated Officer



Date

4/9/2012

Richard McGuckin  
Head of Technical Services



## Appendix 1

### COMMENTS FROM THOSE IN SUPPORT

<b>COMMENT</b>	<b>RESPONSE</b>
1. 20 mph speed limit.	The scheme will reduce the speed limit by introducing a full-time 20mph speed limit on The Larun Beat, Spitalfields, Spital Gate, Blackfriars, Clayton Lee, The Royd, Sideling Tails, The Brookes, The Slayde, Limpton Gate, Thornton Garth and The Rigg
2. Signs	Noted
3. Long overdue / about time	Noted

### GENERAL OBJECTIONS

<b>COMMENT</b>	<b>RESPONSE</b>
4. Speed bumps not necessary as speeding not a problem in the area.	Road humps were initially proposed on sections of the Larun Beat where vehicles have the greatest ability to gather speed. To enforce a 20mph it was considered necessary to apply measures, in line with other residential estates, on these routes to encourage compliance with the 20mph speed limit. However, feedback from residents indicated that road humps would not be necessary because despite the straight geometry of the route, other factors such as parked cars and vehicle congestion, already maintained low vehicle speeds. Consequently, a speed survey was undertaken and the results indicate that at three of the four survey locations, average vehicle speeds are 25mph or less. As a result, a decision has been taken not to proceed with the traffic calming measures.
5. Road humps may result in irritating and aggravating drivers which is not conducive to safe driving.	See response to point 4.
6. Appearance and amount of signs a concern as it will look cluttered / littering an attractive estate with 49 new signs / signs and road humps will be an eyesore / signs are a visual hazard	The number and location of signs informing all users of the 20mph speed limit is governed by the Traffic Signs Manual published by the Department for Transport. The proposed layout is in accordance with the requirements of the

COMMENT	RESPONSE
	Traffic Signs Manual. However, in light of comments received regarding the number of signs, the criterion is currently being reviewed to see if the placement of signs could be made more efficient whilst maintaining the requirements of the TSM.
7. [Speed humps] will cause damage to cars and the road.	If a driver reduces their vehicle speed accordingly on approach to a road hump then no damage to the vehicle should occur. However the humps have been removed from the proposals – see response to point 4.
8. Waste of time and money / not a value for money proposal.	The funding for the School Zone is derived from the budget allocated to the Western Area Transport Strategy Board who selected Yarm Primary and Layfield Primary schools as their two schemes to be progressed using their budget for sustainable travel interventions. All schemes under consideration are scored to determine whether they meet strategic objectives, the objectives for the Western Area Transport Board, and the wider Local transport Plan aims. This scheme achieved those aims and a decision was therefore taken forward to implement sustainable travel interventions.
9. Will cause inconvenience and unsightliness to a quiet residential area / road humps will inconvenience residents more than visitors.	See response to point 4.
10. No records of previous accidents.	Thankfully, there have been no accidents involving school pupils within the vicinity of the school within the last three years. Whilst maintaining this good road safety record, the scheme aims to reduce vehicle speeds within the estate at all times to encourage walking and cycling.
11. Dangerous parking in area but no speeding	The addition of signs informing all road users of the presence of a School Zone should increase the awareness of school children in the area and encourage better parking.
12. 4 humps is too many	See response to point 4.
13. Concern for the effect road humps have on parking	See response to point 4.
14. Speed humps at two entrances but not on the main entrance	Road humps were initially proposed on sections of the Larun Beat where vehicles

COMMENT	RESPONSE
	have the greatest ability to gather speed.
15. Too many signs and road humps will bring the area down, housing prices will fall give the area the look of a sink estate / over the top, will spoil a pleasant estate	The number and location of signs informing all users of the 20mph speed limit is governed by the Traffic Signs Manual (TSM), published by the Department for Transport. However, in light of comments received regarding the number of signs, the criterion is currently being reviewed to see if the placement of signs could be made more efficient whilst maintaining the requirements of the TSM.
16. There is no through traffic, the estate is a closed loop	Noted – however measures are still required to reduce the speed of vehicles within the estate to 20mph in accordance with the School Zone
17. Parking is more of a concern than speeding / speed humps will not solve chaotic parking congestion	We note comments regarding traffic congestion and the high volume of parked cars at school start and finish times on local streets. A key objective of the School Zone is to encourage more parents and pupils to walk and cycle to school which should reduce the volume of traffic and ease the traffic congestion problems in the longer term. However, rather than enforce additional restrictions, we will first engage with the school to encourage parents who continue to drive to the school to park more responsibly.
18. Concern for vibrations from the cars going over the road humps	See response to point 4.
19. Danger associated with obstructions in the road and excessive signage	See response to point 4 and 6.
20. Humps are a danger to motorists, cyclists and pedestrians	See response to point 4.
21. Too many cars are reversing in the area at pick up times and children are obscured from view	See response to point 17.
22. Speed bumps can give people bad backs or discomfort to people with bladder / stomach conditions	See response to point 4.
23. It will lead to an increase in road maintenance bills	See response to point 4.
24. One of the speed humps is on a hill – this will cause problems in icy conditions / increased risk of skidding and losing control of the vehicle in icy conditions	See response to point 4.

<b>COMMENT</b>	<b>RESPONSE</b>
25. Positioning of speed humps may affect turning in and out of drive	The road hump locations were determined following site observations and as such, would not obstruct driveways. However, see response to point 4.
26. Visibility reduced due to so many parked cars along with moving cars	See response to point 17.

### **GENERAL SUGGESTIONS**

<b>COMMENT</b>	<b>RESPONSE</b>
27. Use the sport field area on Green Lane and provide shuttle bus service into the school.	The School Zone scheme hopes to encourage walking and cycling. No public transport measures are addressed as part of the scheme.
28. Introduce flashing lights to indicate when the school is operative or the signs entering the estate from Thirsk Road	The 20mph limit will apply at all times and therefore school operating times are not applicable.
29. Restrict the 20mph zone to the Larun Beat near the school entrances and limit the enforcement times	The other routes form an integral part of the local street network which school children may use when they walk / cycle to school. Guidance recommends that 20mph zones in the vicinity of schools should be imposed over an area consisting of several roads. Area wide traffic management is required to create conditions in which drivers naturally drive at around 20mph because of the nature of the location.
30. Spend the money filling in pot hole and improving road surfaces at the entrance to the estate	The funding is provided for the introduction of sustainable travel interventions
31. Zone should be enforced, monitored / policed	Noted
32. Provide accident statistics and results of traffic speed surveys.	Thankfully, there have been no accidents involving school pupils within the vicinity of the school within the last three years. Whilst maintaining this good road safety record, the scheme aims to reduce vehicle speeds within the estate at all times to encourage walking and cycling. Speed survey results are attached as Appendix 2.
33. Replace footpaths, they are a disgrace and dangerous in parts.	Noted, however this scheme is specifically focussed on providing the School Zone
34. Have parking signs up.	Noted, however there is not considered to be a requirement at this time to enforce parking restrictions. See response to point 17.

COMMENT	RESPONSE
35. Paint the word 'slow' on the roads or a time specific speed limit.	Carriageway markings are not proposed
36. Spend the money on a lollipop lady.	The scheme is not only focussed on reducing traffic speeds at school start and finish times but also on the wider local area to make the roads a safer environment for all users and thereby promote active travel choices.
37. Council to compensate vehicles or property damage.	See response to point 4.
38. Speed bumps along Spital Fields as well as the Larun Beat.	See response to point 4.
39. Make parking restrictions on the narrower parts of the roads.	See response to point 17 and point 34.
40. Introduce resident's permits.	See response to point 17.
41. Extended yellow lines around the school vicinity.	See response to point 17 and point 34.
42. Install an electronic speed device similar to that on Thirsk Road.	Electronic speed devices are not currently proposed as part of the scheme.
43. Better road access and parking to the main entrance.	See response to point 17.
44. Use electronic speed indicators.	See response to point 42.
45. Council to meet the cost of repair bills to the foundations and/or structure housing.	The road surface will be inspected as part of the Council's regular highway inspections programme and any necessary repairs made in due course.
46. Extend the 20mph limit on Thirsk Road to before pedestrian crossing.	Noted – the scheme will be monitored and extended if considered necessary.
47. A zebra crossing would highlight the children crossing.	The reduced traffic speeds should provide a safer environment for pedestrians to cross without the need for a formal pedestrian crossing.
48. Grit Larun Beat during winter months	Noted
49. Maximise opportunities for walking and cycling to school.	A key objective of the School Zone is to encourage more parents and pupils to walk and cycle to school. The Scheme Zone will reduce the speed of traffic and therefore facilitate a more pleasant walking and cycling environment.
50. Attach signs to existing lampposts and have coloured road surface.	The location of signs will be reviewed prior to implementation.
51. Road humps should be on Spitalfields also.	See response to point 4.
52. Larger font on street map.	Noted
53. Speed indicator sign should be located at the south crossing lights.	See response to point 50.

COMMENT	RESPONSE
54. Police presence/speed cameras.	There are no proposals to include speed cameras however the 20mph speed limit will be enforceable by the Police.
55. Inform all parents at the school.	All parents will be advised of the School Zone.
56. More than 4 humps to combat speeding motorists.	See response to point 4.
57. Parking situation needs to be resolved.	See response to point 17.
58. Locations of signs needs to be reassessed.	See response to point 50.
59. Relocate the warning sign as it is positioned at the end of a driveway.	The sign locations were determined following site observations and as such, should not obstruct driveways. The location of signs will be reviewed prior to implementation.



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**Key:**

H+ Proposed sign

**Notes:**

1. The presence of overhead / underground statutory underwriting equipment should be anticipated. NO work should commence until the completion of any necessary equipment in the overhead / underground that holes may be required to locate services
2. All signs to be mounted on new posts shall be positioned a minimum of 450mm from the nearest kerbline
3. Refer to Designer's Risk Register for abnormal risks and mitigation measures
4. Refer to drawings C 950 G 012, 014, 015 & 016 for sign face, mounting and foundation details

Issue	Date	By	Checked	App'd
P3	16/07/12	SR	CvL	SW
Road Names added				
P2	09/07/12	JW	CvL	SW
P1	22/12/11	SR	CvL	SW



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**Stockton-on-Tees**  
 BOROUGH COUNCIL  
 Job Title  
**SBC School Zones**

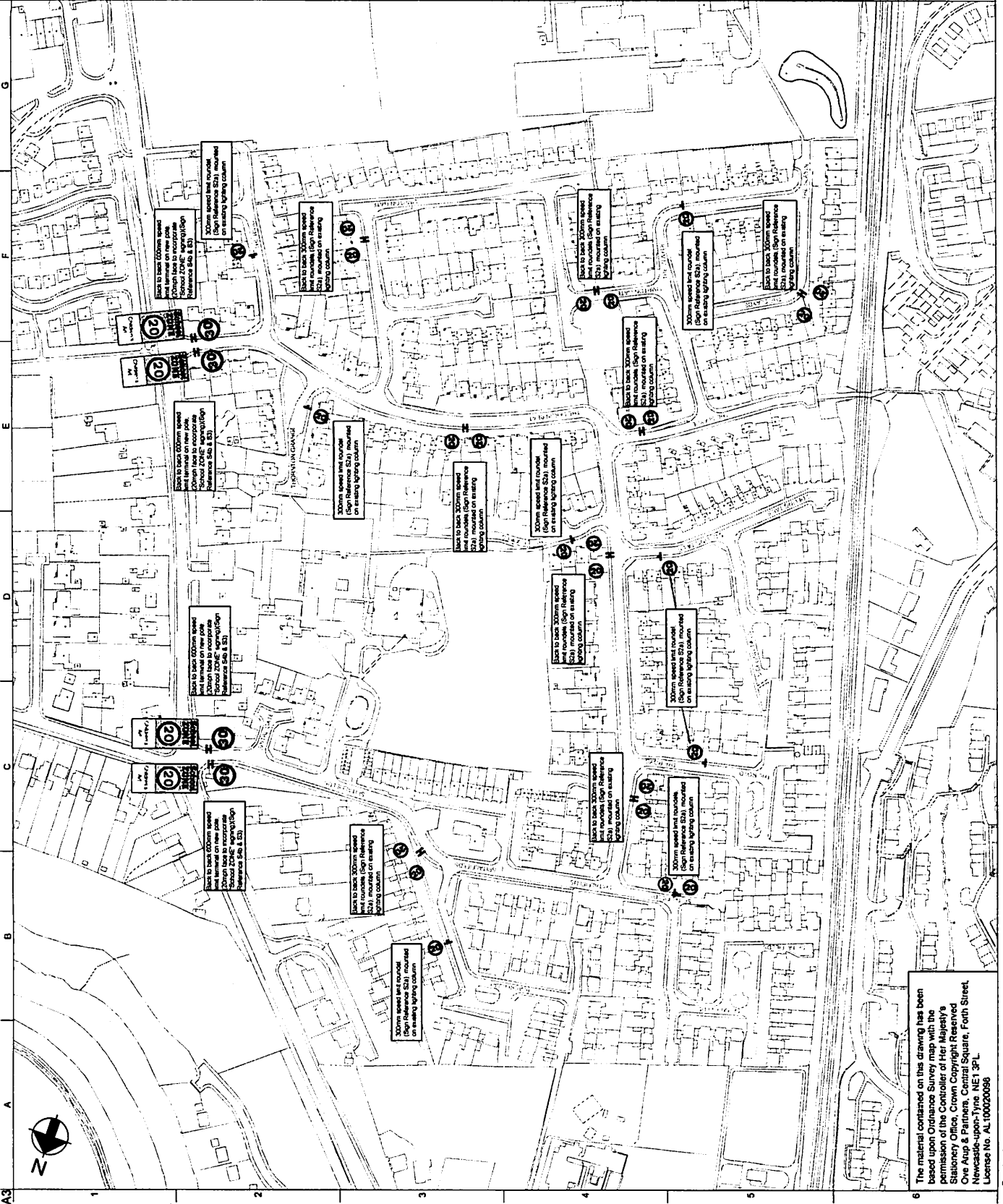
Drawing Title  
**Yarm Primary**

Scale at A3 1:2500

Discipline **Civils**

Drawing Status

For information  
 Job No  
**125435-61**  
 Drawing No  
**C.950.G.007**  
 Issue  
**P3**



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