

**Traffic Assets Section  
Proposed Removal of Street Lighting  
Road Safety Review**

**Report No 271B**

<b>Street Lighting Section Unique Reference:</b>	No. 271B
<b>Reviewer:</b>	Ellie Briggs, BEng (Hons) CEng MICE
<b>Highway Classification / Number</b>	Classified / C60
<b>Road / Street Name:</b>	None
<b>District / Settlement:</b>	Easington / Haswell Plough
<b>Street Lighting Environmental Zone Ref.</b>	E2 / E3
<b>Description of Site Terminal Points:</b>	From a point 136m south of Winsor Terrace midpoint, in a southerly direction for 412m.
<b>Lamp Columns I.D Marks:</b>	No's 865-876
<b>Site Survey Day + Date:</b>	Friday 27/03/15
<b>Site Survey Time</b>	0955 to 1040
<b>Weather Conditions:</b>	Sunny / dry / windy

The following documents were provided to the Reviewer by the Street Lighting Section:

<b>Document No.</b>	<b>Rev.</b>	<b>Description</b>	<b>Date</b>
Risk Assessment RA271 of Site Proposed Street Lighting Removal of Lighting Columns	-	Risk assessment for street lighting removal at site 271	05/04/2014
RA 271 Location Drawing	-	Location Plan	-
RA 271 L/C 865-876, Drawing 1 of 2, Church Street Haswell	-	Numbered Lighting Column Plan: C60	-
RA 271 Column 803-804 drawing 2 of 2	-	Numbered Lighting Column Plan: Durham Lane	-

Footnotes:

- (A) The street lighting columns referred to above were selected for possible removal on the basis of the council's street lighting policy and British Standard 5489 / CEN 13201 to determine whether the installation of street lighting is justified using current criteria; and
- (B) Crime statistics are not considered as part of this Road Safety Review. These will be dealt with by the Street Lighting Section.

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**Site Specific Highway Details**

**Description of character of the highway:**

The C60 is a short section of carriageway, less than 1km in length, linking the village of Haswell in the north with the village of Haswell Plough and the B1283 Durham Lane in the south.

The C60 is a single carriageway 6.3m wide, with one lane in either direction. A 1.7m wide continuous footway provision is located to the east of the carriageway.

The horizontal alignment of the C60 is relatively straight, extending from northeast to the southwest and comprising of a right-hand bend and a left-hand bend. The vertical alignment comprises of a downhill gradient extending from the north to a low point at Low Row Farm, where the vertical gradient extending south flattens out.

The site is subject to a 40mph speed limit.

There are two bus stops located within the area identified for street lighting removal.

The traffic signs on this section of the B1280 Salters Lane are in a serviceable condition. The road markings on this section of the B1280 are worn.

The street lighting lanterns are attached to the overhead electrical power cable posts.

**Description of environment of the highway:**

The land to the west of the highway is rural / agricultural. The land to the east of the highway is rural / agricultural with residential properties located at the southern end of the site.

**Specific / local knowledge comments relating to site and its environment:**

Information provided by Senior Engineer:

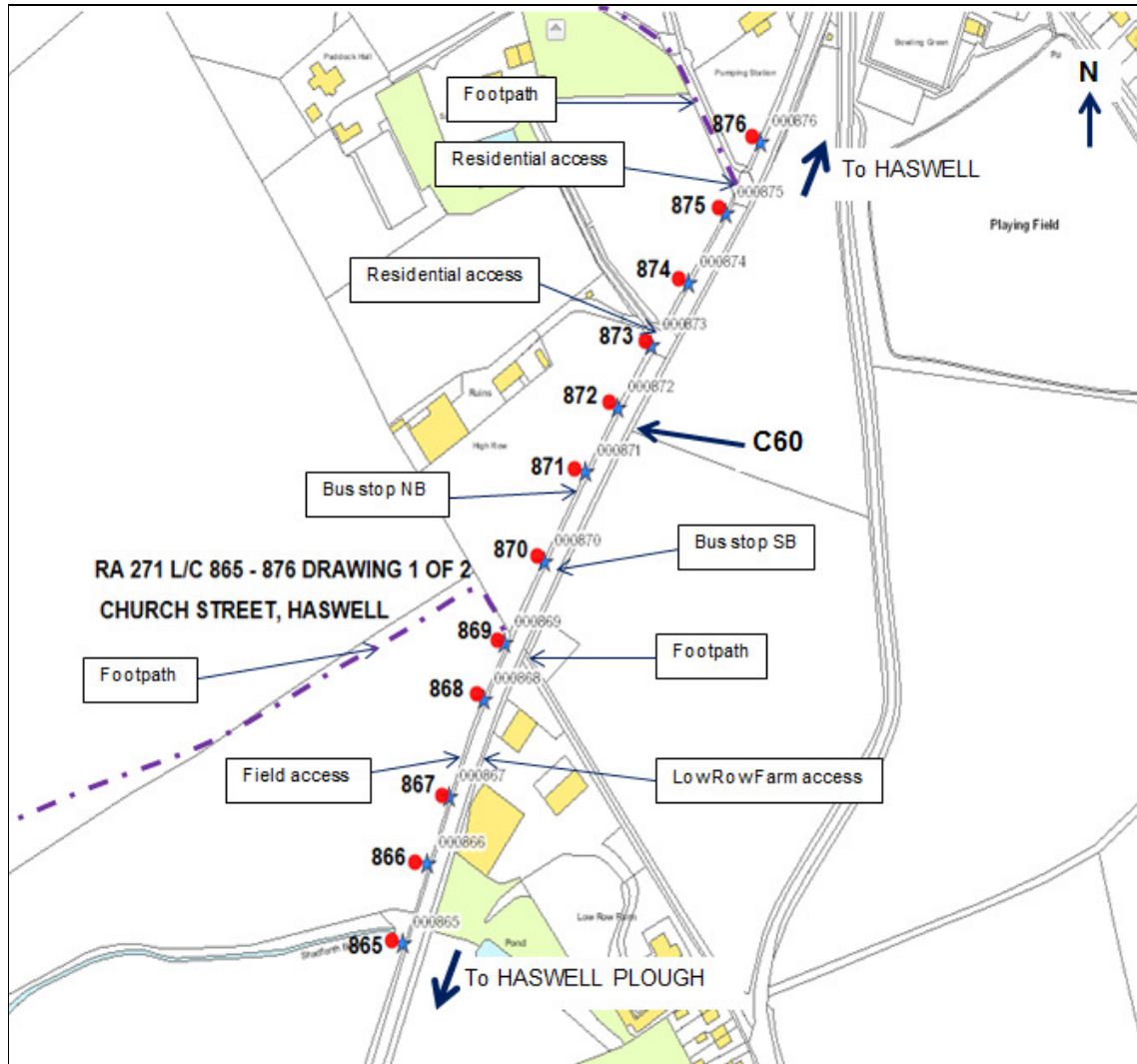
- Due to the close proximity to the coast, the site is prone to coastal mist/fog.

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*Copy of plans supplied by Street Lighting Section for Road Safety Review*

**Plan 1 LC's 865-876**



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### Personal Injury Accident Data

- The PIA data is extracted from the Stats 19 records compiled by Durham Constabulary. These are validated by the county council. Durham Constabulary forwards a copy of the validated data to Gateshead Council for use by the Regional Road Safety Resource and Traffic Accident and Data Unit (TADU). The data is stored and disseminated by use of the CIRTAS computer system developed and maintained by the TADU.
- The time period for the PIA data is the last 5 years available from 1/12/2009 to 30/11/2014
- The scope of the PIA data reviewed is the extents of the street lighting earmarked for removal; plus a further 50 metres either side of the site except where this would be within 50metres of an adjacent junction.

Number of PIA's within scope of study:		
Fatal Number: <i>Nil</i>	Serious Number: <i>Nil</i>	Slight Number: <i>Nil</i>

Number of PIA's during the hours of darkness:		
Fatal Number; <i>Nil</i>	Serious Number; <i>Nil</i>	Slight Number: <i>Nil</i>

Number of "Darkness" PIA's after the screening of incidents involving causation factors such as drink/drugs/speeding:		
Fatal Number: <i>Nil</i>	Serious Number: <i>Nil</i>	Slight Number: <i>Nil</i>


Details of "During the hours of Darkness" Screened PIA's:			
Ref No	Type	Stats 19 Ref	Details of Accident
-	-	-	<i>None within scope of study.</i>


Fatal Injury Accident Data Previous 10 years:			
Ref No	Type	Stats 19 Ref	Details of Accident
1	Fatal	BE056205	<i>Car heading northeast on C60 hit pedestrian lying in the carriageway. Driver distracted by other pedestrians on the roadside. Accident occurred on 09/02/2005 at 21:01, during the hours of darkness. The weather conditions were fine and dry. Reason for pedestrian lying in the carriageway unknown.</i>

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### Items Resulting from the Road Safety Review

<b>Item:</b>	1	
<b>Location:</b>	C60, western verge 4m south of LC 871 Northbound bus stop	
<b>Description:</b>		
<p>The northbound bus stop situated approximately 135m north of the Low Row Farm access road midpoint has no footway provision. Consequently, pedestrians using the northbound bus stop have to cross the carriageway at this location to access the footway provision on the opposite side of the road. The proposed removal of street lighting on this section of carriageway will increase the likelihood of pedestrian related accidents occurring at this location during the hours of darkness.</p>		
<b>Recommendation:</b>		
<p>Erect warning signs on the approaches to the northbound bus stop to provide a warning to drivers that pedestrians could be crossing the road ahead.</p>		

<b>Item:</b>	2	
<b>Location:</b>	C60, scheme length	
<b>Description:</b>		
<p>The existing road markings are worn; the proposed removal of street lighting will reduce the conspicuousness of the road marking further during the hours of darkness.</p>		
<b>Recommendation:</b>		
<p>Refresh existing road markings.</p>		

# Traffic Assets Section

## Proposed Removal of Street Lighting

### Road Safety Review

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### Appendix A Removal of Street Lighting Road Safety Review Checklist

General	RSR Report Ref.
Are there any known climatic conditions applicable to this site?	Y
Are there any known NMU routes along / across the road?	Y
Do agricultural vehicles use road to move between adjacent fields?	Y
Does vegetation obscure signs or sight lines?	N
Is the visibility to / from side roads adequate?	N/A
Are the accesses of adequate length to ensure all vehicles clear the main carriageway?	N/A
Is the restraint system adequate? <i>(Does the safety fence have wooden posts? Is it from a visual inspection in a good state of repair?)</i>	N/A
Do traffic signs and / or road markings need to be installed / amended / removed in respect of Speed limit Traffic Regulation Orders?	N
Does proposal affect CCTV / ANPR images?	N
Parking on Road?	N
Info from Knockdown records Council?	N
Sudden changes between light to dark over short lengths of road?	N
Any known history of Animals on Carriageway?	N
Any known history of Fly Tipping on highway?	N
Illegal Parking of HGV's & LGV's?	N
"Privately" owned signs on lamp columns	N
Still relevant?	
Condition?	
Owner wish to pay for replacement?	
Impact on traffic sign(s) currently illuminated using street lighting considered for removal	N
Relevance / appropriate?	
Sign to current standard?	
Retroreflectivity?	
Condition / state of repair / cleanliness?	
Height from adjacent ground level?	
Marker posts on bends?	N
Traffic calming features required for illumination?	N/A
Illumination of pedestrian refuges?	N/A
Future developments which will impact on use of road?	N
Permanent ATC sites taking power supply street lighting?	N
Speed Visor units?	N
Subway / Tunnel?	N
Police comments / incident attendance?	N
Abnormal Load route?	N
Bus route / bus stops / crossing points? Will pedestrians cross road on unit road but viewed by motorist from lit road?	Y
Use of Intelligent Road Studs (use in areas prone to fog + mist)? (LED solar powered do not rely on illumination from headlights) Installed in Durham A1 (A1m) on HA roads? COST! May be considered in exceptional circumstances?	N
Construction of Traffic signs BS EN 1463-2:2000 (Replaces BS877) including Retroreflectivity	Y
<b>Local Alignment</b>	
Are the sight lines clear of obstruction?	N
Is there a need for additional traffic signs and / or road markings / studs?	N
<b>Junctions</b>	
Are all visibility splays clear of obstructions?	Y
Do the carriageway markings clearly define routes and priorities?	Y
Have all superseded road markings and studs been removed adequately?	N/A
Can the junction be seen from appropriate distances and is the signing adequate?	N/A
Can the traffic signals be seen from appropriate distances?	N/A
Does this impact upon the operation of a railway level crossing?	N
Are priorities clearly defined?	N/A
Is signing adequate?	Y
Will junction(s) be adequately illuminated after LC removal on approach road(s)?	N/A
<b>Non-Motorised User Provision</b>	
Has suitable fencing been provided to retain livestock in field?	N/A
Are the following adequate for each type of crossing (bridges, subways, at grade)?	
1. visibility	N/A
2. signs	N/A
3. surfacing	N/A
Do the following provide sufficient levels of road safety for cyclists on, or crossing the road?	
1. visibility	Y
2. signs	Y
5. surfacing	Y
Do the following provide sufficient levels of road safety for equestrians?	
1. visibility	N/A
2. signs	N/A
<b>Traffic Signs and Carriageway Markings</b>	
Are the visibility, locations and legibility of all signs (during daylight and darkness) adequate in terms of cleanliness and reflectivity?	Y
Are signposts protected from vehicle impact?	N
Will signposts impede or a potential hazard the safe and convenient passage of pedestrians and cyclists during the hours of darkness?	N
Have warning signs been provided where necessary?	Y
Does proposed affect power to VSM signs?	N
Are all road markings/studs clear and appropriate for their location?	Y

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**Reviewer: Ellie Briggs, BEng (Hons) CEng MICE**



Signature:

Date: 09/09/2015

**Traffic Assets Manager's Comments**

*Comments based upon content of Road Safety Review report and reference to Google Street View*

Name: Keith Jameson

Designation: Traffic Assets Manager



Signature:

Date: 09/09/2015

**Strategic Highways Manager**

Name: Brian Buckley

Designation: Strategic Highways Manager



Signature:

Date: 19/01/2016

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Appendix B**

**Summary of  
Schedule of Lamp Columns and Illuminated Traffic Signs to be Removed  
and  
Traffic Management Mitigation Measures**

**SUMMARY**

1. Remove LCs 865 - 876 (12 units);
2. Supply and erect 1no. new 750mm high hazard warning sign 'other danger ahead' to TSRGD no. 562, 1no. supplementary plate 'Pedestrians Crossing 120 yards' to TSRGD no. 563 and grey backing board, on 2no. new 76mm dia. 4400mm long posts, to be located on west verge 1m north of Haswell village sign (4m south of LC 873), facing southbound traffic;
3. Supply and erect 1no. new 750mm hazard warning sign 'other danger ahead' to TSRGD no. 562, 1no. supplementary plate 'Pedestrians Crossing 120 yards' to TSRGD no. 563 and grey backing board, on 2no. new 76mm dia. 4400mm long posts, to be located 100m south of the existing northbound bus stop in the western verge, facing northbound traffic;
4. Take down and remove to tip off site 1no. existing 300mm dia. 40mph speed limit repeater roundel sign and 1no. post located at back of footway opposite LC 864;
5. Supply and erect 2no. new 300mm dia. 40mph speed limit repeater roundels to TSRGD no. 670 mounted back to back on 1no. new 76mm OCHS 3275mm long post, located in west verge 10m south of LC 864;
6. Take down and remove to tip off site 2no. existing 300mm dia. 40mph speed limit repeater roundels, located 14m south of the existing Haswell village sign at the back of the footway east of the carriageway and retaining the existing post;
7. Supply and erect 2no. new 300mm dia. 40mph speed limit repeater roundels to TSRGD no.670 mounted back to back on 1no. existing 70mm wide square post, located 14m south of the existing Haswell village sign at the back of the footway east of the carriageway;
8. Renew edge of carriageway road marking to TSRGD no. 1012.1 (continuous white line 100mm wide) on either side of carriageway, between the 30/40mph speed limit terminal gateway and LC 864 (498m, area = 2 x 49.8m<sup>2</sup>);
9. Renew edge of carriageway road marking to TSRGD no.1010 (white intermittent line: mark 1000mm, gap 1000mm and 100mm wide) at access points (northbound 22m, area = 1.1m<sup>2</sup> and southbound 14m, area = 0.7m<sup>2</sup>, total area = 2m<sup>2</sup>);
10. Renew central warning line to TSRGD no. 1004 (white intermittent line: mark 4000mm, gap 2000mm and width 100mm) between the 30/40mph speed limit terminal gateway and LC 864, over a length of 512m (area = 34m<sup>2</sup>).



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**Plan 1 LC's 865-876 to be removed (12 units)**

