



Highways Committee

Date Friday 9 November 2012
Time 10.00 am
Venue Council Chamber, County Hall, Durham

Business

Part A

1. Minutes of the meeting held on 3 September 2012 (Pages 1 - 4)
2. Declarations of Interest, if any
3. C135 Durham Road, Wingate - Traffic Calming - Report of Corporate Director, Neighbourhood Services (Pages 5 - 12)
4. C5 / C94 Newfield - Proposed Traffic Calming & Speed Limit - Report of Corporate Director, Neighbourhood Services (Pages 13 - 30)
5. Unc.27.1 Tail Upon End Lane (Henry Avenue), Bowburn - Proposed Traffic Calming Scheme - Report of Corporate Director, Neighbourhood Services (Pages 31 - 36)
6. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Colette Longbottom
Head of Legal and Democratic Services

County Hall
Durham
1 November 2012

To: **The Members of the Highways Committee**

Councillor G Bleasdale (Chair)
Councillor J Robinson (Vice-Chair)

Councillors B Arthur, A Bainbridge, D Burn, N Foster, D Hancock,
S Hugill, D Marshall, J Maslin, A Naylor, J Shiell, P Stradling,
T Taylor, L Thomson, R Todd, E Tomlinson, J Turnbull, C Woods,
A Wright and R Young

Contact: Michael Turnbull

Tel: 0191 383 3861

This page is intentionally left blank

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Monday 3 September 2012 at 10.00 am**

Present:

Councillor G Bleasdale in the Chair

Members of the Committee:

Councillors J Robinson (Vice-Chair), B Arthur, A Bainbridge, D Burn, N Foster, S Hugill, D Marshall, A Naylor, J Shiell, P Stradling, T Taylor, L Thomson, R Todd, E Tomlinson, C Woods, A Wright and R Young.

Apologies:

Apologies for absence were received from Councillors D Hancock, J Maslin and J Turnbull.

Also Present:

Councillors J Blakey and O Temple.

1 Minutes

The minutes of the meetings held on 22 June and 12 July were confirmed as a correct record and signed by the Chairman.

2 Declarations of interest

There were no declarations of interest in relation to any items on the agenda.

3 Application for Village Green Registration - Belle Vue, Consett

The Committee considered a report of the Head of Legal and Democratic Services regarding an ongoing application for village green registration for land at Belle Vue, Consett (for copy see file of Minutes).

The Planning and Development Solicitor informed the Committee of the history to the application which had been submitted to the County Council in 2009. The Council objected to the application at the time and the necessary steps were taken to appoint an inspector and hold a public inquiry, which took place in July 2010.

Following the completion of the public inquiry a report was produced by the inspector which recommended that the application be refused, which the Highways Committee duly considered in April 2011 and resolved to refuse.

Following the decision made by the Highways Committee, a member of Consett Green Spaces Group successfully challenged the decision through the High Court who quashed

the decision on the grounds that inspectors reasoning and decision had been made on the misunderstanding effects in case law (the Beresford case) and was sufficient to render the Council's decision as being flawed. The decision by the High Court meant that the County Council (as the commons registration authority) would need to re-determine the application.

The Council had a number of options available to it in terms of the re-determination of the application which were outlined by the Planning and Development Solicitor. The Committee were informed that the most appropriate option would be to instruct the original inspector, Mr Simpson, to reconsider the application and to issue a further supplementary report setting out his conclusions in light of the findings of the High Court. The Planning and Development Solicitor added that there was no reason as to why Mr Simpson should not be asked to advise on the issue and offered the best way forward in bringing the complex legal debate over the village green application and future location of Consett Academy to a timely conclusion.

Consultation had taken place with Consett Green Spaces Group and the County Council who both indicated their support to instruct Mr Simpson to reconsider the application and to issue a further supplementary report.

Councillor Temple, one of the local members for the area and a Member of Consett Green Spaces Group commented that he completely supported the reasoning and recommendations contained in the report, having spent four days at the public inquiry at Consett where he had found the Inspector to be courteous, careful and unbiased and in his opinion, the correct person to provide advice on this occasion.

Resolved:

That the recommendation contained in the report be agreed.

4 Bus Shelter - 10 Foster Terrace, Croxdale

The Committee considered a report of the Corporate Director, Regeneration and Economic Development which proposed the erection of a bus shelter outside a property at Foster Terrace, Croxdale (for copy see file of Minutes).

The Business Manager informed the Committee that Foster Terrace was located to the south of Croxdale on the A167 which formed part of a major bus route. Requests for a bus shelter to be erected at the location, which had a bus stop but no shelter had been made by local residents through representations to their local councillor. The bus operators had confirmed that buses stopped frequently at the location, roughly about four times per hour.

Eighteen properties had been consulted on the proposed erection of a fully glazed shelter at the location. A total of five objections had been received from one resident which the proposed bus shelter would be erected partly outside of. The objections to the proposed bus shelter were summarised and a response was provided to each objection.

Councillor Woods commented that it would have been helpful if the numbers of requests made to the local member had been made available.

The Committee were informed that it was not unusual for bus shelters to be erected outside properties and there were example of this throughout the County. The bus stop itself was in a well used location and it was not unusual for people to wait in the bus shelter on the opposite side of the road to shelter from adverse weather. This often resulted in people attempting to cross the busy carriageway on sighting the bus and did raise safety issues.

Councillor Marshall commented that similar requests had been received in his Electoral Division and on balance, felt that the request was reasonable, given the well used location, the public safety element and the weather conditions experienced through the summer and winter months.

Resolved:

That the recommendation contained in the report be agreed.

This page is intentionally left blank

Highways Committee

9 November 2012

**C135 Durham Road, Wingate
Traffic Calming**



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of a representations received to the proposed traffic calming measures for the C135 Durham Road, Wingate
- 2 It is recommended that the Committee endorse the proposal having considered the representations and proceed with the implementation of the advertised traffic calming cushions along the C135 Durham Road, Wingate as per the plan in Appendix 2

Background

- 3 Following a number of ongoing complaints from local residents, Parish Council and the local County Councillor regarding speeding vehicles along Durham Road funding was identified for a possible traffic calming scheme.
- 4 Further investigations showed that the stretch of road does have an ongoing speed complaint profile which would benefit from the implementation of traffic calming measures.
- 5 The last speed survey undertaken showed that 36% of vehicles were travelling above the posted 30 mph speed limit. This equating to approximately 750 vehicles of the 2000 average daily flow Monday to Friday. The pattern is also the same on a weekend. The mean speed is 29 mph.

Proposals

- 6 The proposed scheme includes for the provision of 5 sets of triple cushions as per the plans in Appendix 2.

Consultation

- 7 Informal consultation occurred with the affected residents and statutory consultees from the 28th July 2010 to the 18th August 2010.
- 8 Out of the 85 letters sent to affected residents 36 responses were received. 28 were in favour of the proposals and 8 were against. The remaining consultees who did not respond are deemed to have no preference.

- 9 Representation 1
“Traffic calming is unnecessary”
Two Residents stated this reason

Response: The necessity or otherwise of a traffic calming scheme is somewhat subjective although those who have raised concerns regarding vehicle speed would probably welcome such measures. However, the County Council is confident that, if it is implemented, vehicle speeds will be reduced which will be an improvement in road safety terms, especially for pedestrians and other vulnerable road users

- 10 Representation 2
“A waste of money” or “money could be better spent”
Two Residents stated this reason

Response: The national average cost of an accident is over £70k and a fatal accident can be £1.8 million. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be established as having been cost effective.

- 11 Representation 3
“introduce a lower limit and enforce it”
Three Residents stated this reason

Response: The entirety of the scheme is currently within an existing 30mph limit which is considered as the appropriate limit for the road. Whilst the Police are responsible for enforcement of the speed limit, their resources are deployed based upon force priorities. It would be difficult to justify the level of deployment of resource necessary to cover the periods throughout the day when abuse of the limit occurs.

- 12 Representation 4
“Traffic Calming measures will increase noise, emission and vibration from vehicles”
Two Residents stated this reason

Response: Research has also shown that if motorists maintain a constant lower speed through a traffic calming scheme, then vehicle pollution will actually decrease. The spacing of the cushions is designed to encourage a constant speed to be maintained. Speed cushions also generate the least noise and vibration effect of all vertical traffic calming measures.

- 13 Representation 5
“The road be made into a No Through Road and close the exit to the A181 at the far end”
One Resident stated this reason

Response: Durham Road already operates with reduced traffic as access from the A181 is currently restricted by a No Entry system. This suggestion would require vehicles heading west to undertake a right turn onto the A181 from the north which is a much more dangerous manoeuvre than the current left turn.

- 14 *Representation 6*
“No Entry sign should be enforced more by reducing access road to one lane”
Three Residents stated this reason
- Response: While it is agreed that the lane reduction measures could be beneficial, the current financial restraints limit the amount of works to be carried out. Whilst a reduction in width could deter most vehicles it would also create difficulties for larger vehicles making a legitimate manoeuvre. Durham Constabulary have been made aware of concerns regarding the abuse of the No Entry restriction.*
- 15 *Representation 7*
‘Five Sets of Speed Cushions is too excessive’
One Resident stated this reason
- Response: The scheme was designed in accordance with the national regulations for the design of traffic calming. Consistently spaced road cushions are found to achieve the best result in constant speed reduction.*
- 16 *Representation 8*
“Cushion No.1 is near the Master Bedroom”
One Resident stated this reason
- Response: The proposed speed cushions were positioned in the most appropriate places that also took account of the many constraints along the road, such as driveways, junctions and bends. The spacing of the cushions is also within the tolerances permitted within the relevant legislation to best accommodate the locality.*
- 17 *Representation 9*
‘The construction of speed cushions is a concern for Motor Cyclist’
One Resident stated this reason
- Response: Speed cushions allow for heavy goods vehicles, emergency vehicles and buses to straddle them whilst motor cyclists / cyclists can ride between the cushions therefore only smaller vehicles are generally affected.*
- 18 *Representation 10*
‘The use of Pinch Points will be a better solution than speed cushions’
One Resident stated this reason
- Response: For pinch points to work effectively they require a constant flow of traffic in both directions which is not the situation on this road with its predominantly single direction flow.*
- 19 *Representation 11*
‘The entrance to the walkway remains in the national speed limit, remove the national speed limit’
Three Residents raised this point
- Response: The scheme does not propose to change the speed limits and traffic calming measures are only provided within 30mph zones. The national*

speed limit is the correct speed limit for the remaining length of road which is predominantly rural in aspect. The traffic calming measures should reduce vehicle speeds which will be beneficial to those pedestrians who use the walkway.

Statutory Representations

- 20 The Statutory Notice for the implementation of the road cushions was advertised between the 8th September 2011 and the 30th September 2011.
- 21 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their full support of the proposals.

Local Member Consultation

- 22 Both local Members, Councillors Len O'Donnell and Joan Maslin are in support of the proposals.

Recommendations and reasons

- 23 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the traffic calming measures on C135 Durham Road, Wingate as per the plan in Appendix 2

Background papers

- 24 Correspondence on Office File

Contact: [David Battensby] Tel: 03000 263681

Appendix 1: Implications

Finance – Local elected Member’s LAMA

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – Reduction in excessive speed

Human Rights – None

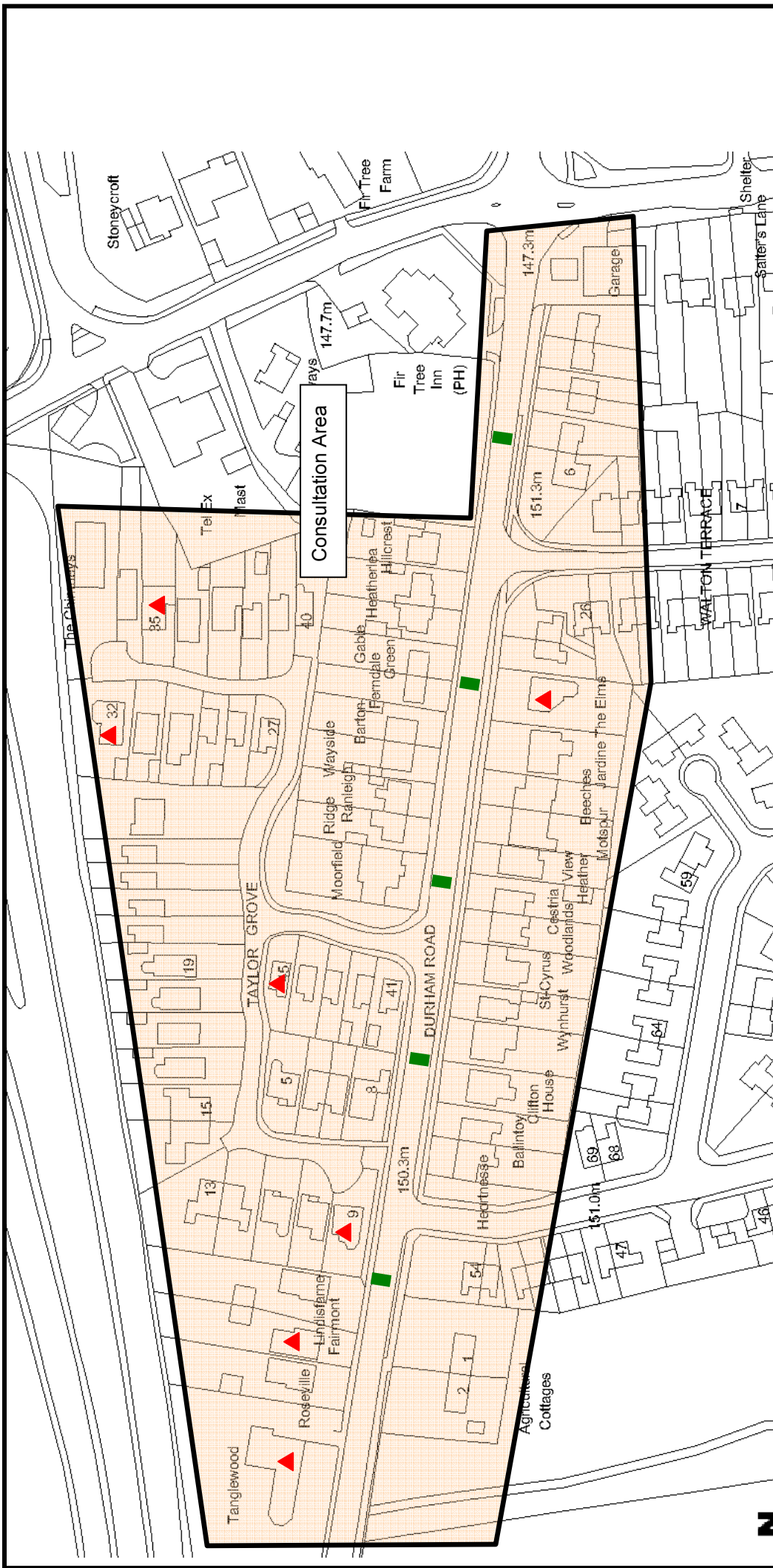
Consultation – As described in the report


Procurement – Works to be delivered by Highway Operations

Disability Issues – A reduction in vehicle speeds will assist those with disabilities

Legal Implications – The measures are being introduced in accordance with the current legislation

This page is intentionally left blank



 <p>Traffic & Community Engagement Neighbourhood Services</p>		
Scale: N.T.S.	Project: C135 Durham Road, Wingate	Project No:
Drawing: Consultation Plan		Drawing No: -----

Making a difference where you live

LEGEND

- ▲ Objecting to Proposal
1 objector not identified
- Location of proposed speed cushions

© Crown Copyright and database right 2012. Ordnance Survey 100019955



This page is intentionally left blank

Highways Committee

9 November 2012

C5 / C94 Newfield

Proposed Traffic Calming & Speed Limit



Report of Terry Collins, Corporate Director, Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of the representations received with regard to a Traffic Calming Scheme for C5/C94 Newfield.
- 2 It is recommended that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Traffic Calming Scheme.

Background

- 3 Reason for scheme is that local residents & Councillors raised concerns regarding vehicle speeds along the C5 and C94 in Newfield. Concerns were also raised regarding a large housing development within the village and the associated extra traffic near the two village schools.

Proposal

- 4 A number of options have been considered (working with the Newfield Road Safety Group which includes the residents association, local schools, local members and DCC representatives) however the best solution to the issues raised was decided to be 4 sets of 3 speed cushions, 3 sets of 4 speed cushions, two gateway features and a speed reduction from the national speed limit to 40mph on the C5 between the villages of Newfield and Grange Villa.
- 5 The scheme was split into two phases with phase 1 being completed earlier in the year and comprised footpath widening, pedestrian guardrail and build-out to assist the primary school and crossing patrol. Phase 2 comprises the traffic calming and speed limit change along with other works to address issues raised during the development of the scheme.

Consultation

- 6 A consultation was undertaken with Residents of Newfield between 3rd of May 2011 and the 30th of May 2011 and included an exhibition and drop-in session at the Newfield pub where residents were able to discuss the proposals with a Council officer.

Consultation letters were hand delivered to all properties in the village of Newfield. Only 64 responses were received and out of these replies 6 (9%) were against the proposed scheme and 58 (91%) were in favour. The remaining consultees who did not respond are deemed to have no preference.

- 7 The location of two sets of speed cushions were raised as a concern, these comments were taken on board and the necessary changes were made to the locations. A small consultation of 4 residents was then completed between 30/1/12 and 20/2/12. 4 responses were received, out of these 3 were against the new proposed locations.
- 8 The proposals were formally advertised from 9 August 2012 to 30 August 2012 and one objection was received, which was from a resident who had objected on the previous two consultations.

Public Representations

- 9 One representation was that traffic calming is unnecessary .

Response: The necessity or otherwise of a traffic calming scheme is somewhat subjective although those who have raised concerns regarding vehicle speed would probably welcome such measures. However, the County Council is confident that, if it is implemented, vehicle speeds will be reduced which will be an improvement in road safety terms, especially for pedestrians and other vulnerable road users

- 10 Two representations were the scheme is a waste of money

Response: The national average cost of an accident is over £70k and a fatal accident can be £1.8 million. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be established as having been cost effective. The community of Newfield through the Residents Association have been requesting traffic calming measures for a number of years. The project is being funded by £60k secured from Persimmon Homes associated with the development in the village. Other works already completed have been funded by the local County Councillor's budget and Local Area Programme.

- 11 One representation was that speed cushions cause damage to vehicles

Response: The Highway Code advises in Rule 153 that motorists should reduce their speed when approaching traffic calming features that are

intended to slow them down Therefore the principle applies that if the speed cushions are negotiated at a reasonable speed, then they will not cause discomfort, damage or constitute a danger to any road user. The proposals are based upon national guidance for traffic calming measures and these take into account all types of vehicles likely to encounter these features.

- 12 Four representations were the proposals are in the wrong place

Response: The proposed speed cushions were positioned in the most appropriate places that also took account of the many constraints along the road, such as driveways, junctions and bends.

- 13 One representation suggested providing traffic lights

Response: Traffic lights whether for a pedestrian crossing or for the junction could not be justified due to the low volumes of traffic and pedestrian movements throughout the day. Where there is low usage by pedestrians, a signalised or formalised crossing is not recommended by national guidance.

Statutory Representations

- 14 From the statutory consultees list, responses of support were received from the North East Ambulance Service and Durham Constabulary

Local Member Consultation

- 15 The County Council Members, Councillor Jim Cordon and Councillor Peter May have all been consulted and are minded to support the proposal.

Recommendations and reasons

- 16 It is recommended that the Committee endorse the proposal having considered the representation and proceed with the implementation of the traffic calming scheme.

Background Papers

- 17 Correspondence on Office File

Contact: [David Battensby] Tel: 03000 263681

Appendix 1: Implications

Finance – Funds secured through Section 106 associated with the adjacent housing development

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – Reduction in excessive speed

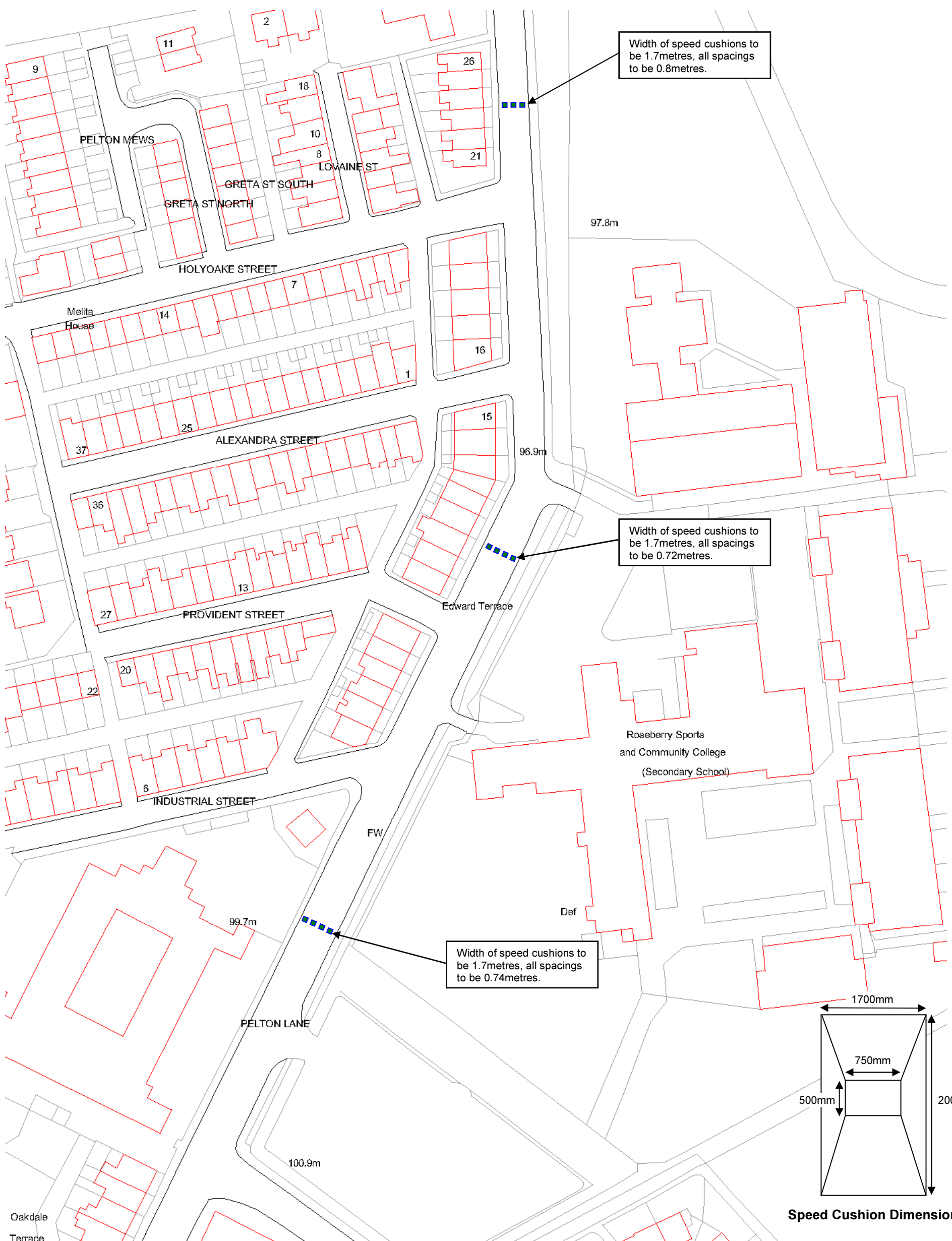
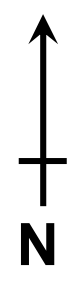
Human Rights – None

Consultation – As described in the report

Procurement – Works to be delivered by Highway Operations

Disability Issues – A reduction in vehicle speeds will assist those with disabilities

Legal Implications – The measures are being introduced in accordance with the current legislation

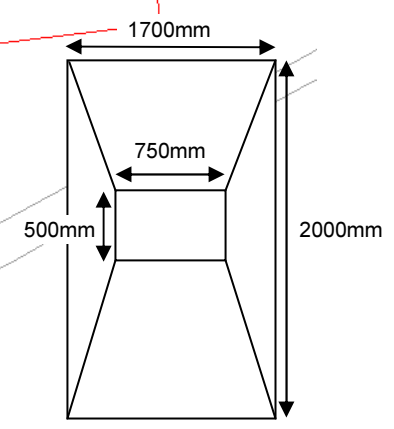


Width of speed cushions to be 1.7metres, all spacings to be 0.8metres.

Width of speed cushions to be 1.7metres, all spacings to be 0.72metres.

Width of speed cushions to be 1.7metres, all spacings to be 0.74metres.

Width of speed cushions to be 1.7metres, all spacings to be 0.66metres.



Speed Cushion Dimensions



© Crown Copyright and database right 2012. Ordnance Survey LA 100049055

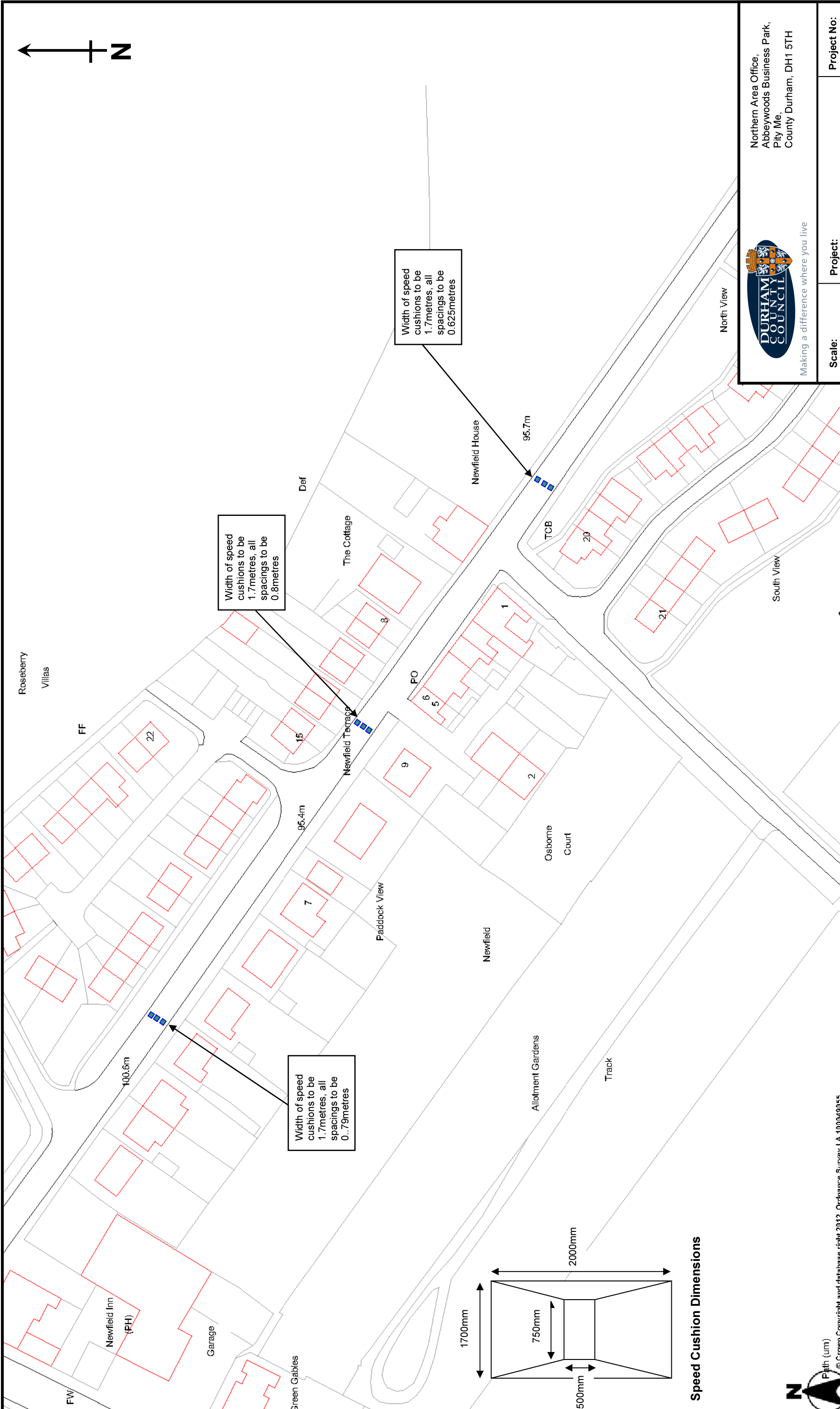
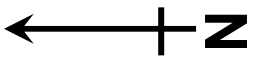


Making a difference where you live

Northern Area Office,
Abbeywoods Business Park,
Pity Me,
County Durham, DH1 5TH

Scale: N.T.S.	Project: C84 Newfield Traffic Calming – Phase 2	Project No: T26050
	Drawing: Speed Cushion Location - A	Drawing No: 3
		Page 17

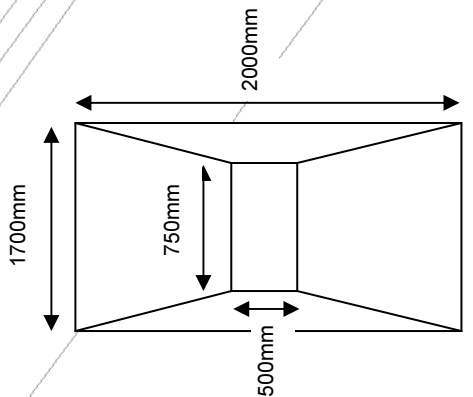
This page is intentionally left blank




Width of speed cushions to be 1.7metres, all spacings to be 0.8metres

Width of speed cushions to be 1.7metres, all spacings to be 0.625metres

Width of speed cushions to be 1.7metres, all spacings to be 0.79metres



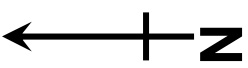
Speed Cushion Dimensions

 <p>Northern Area Office, Abbeywoods Business Park, Pity Me, County Durham, DH1 5TH</p> <p>Making a difference where you live</p>	<p>Scale: N.T.S</p>	<p>Project: C84 Newfield Traffic Calming – Phase 2</p>	<p>Project No: T26050</p>
	<p>Drawing: Speed Cushion Location - B</p>	<p>Drawing No: 4</p>	





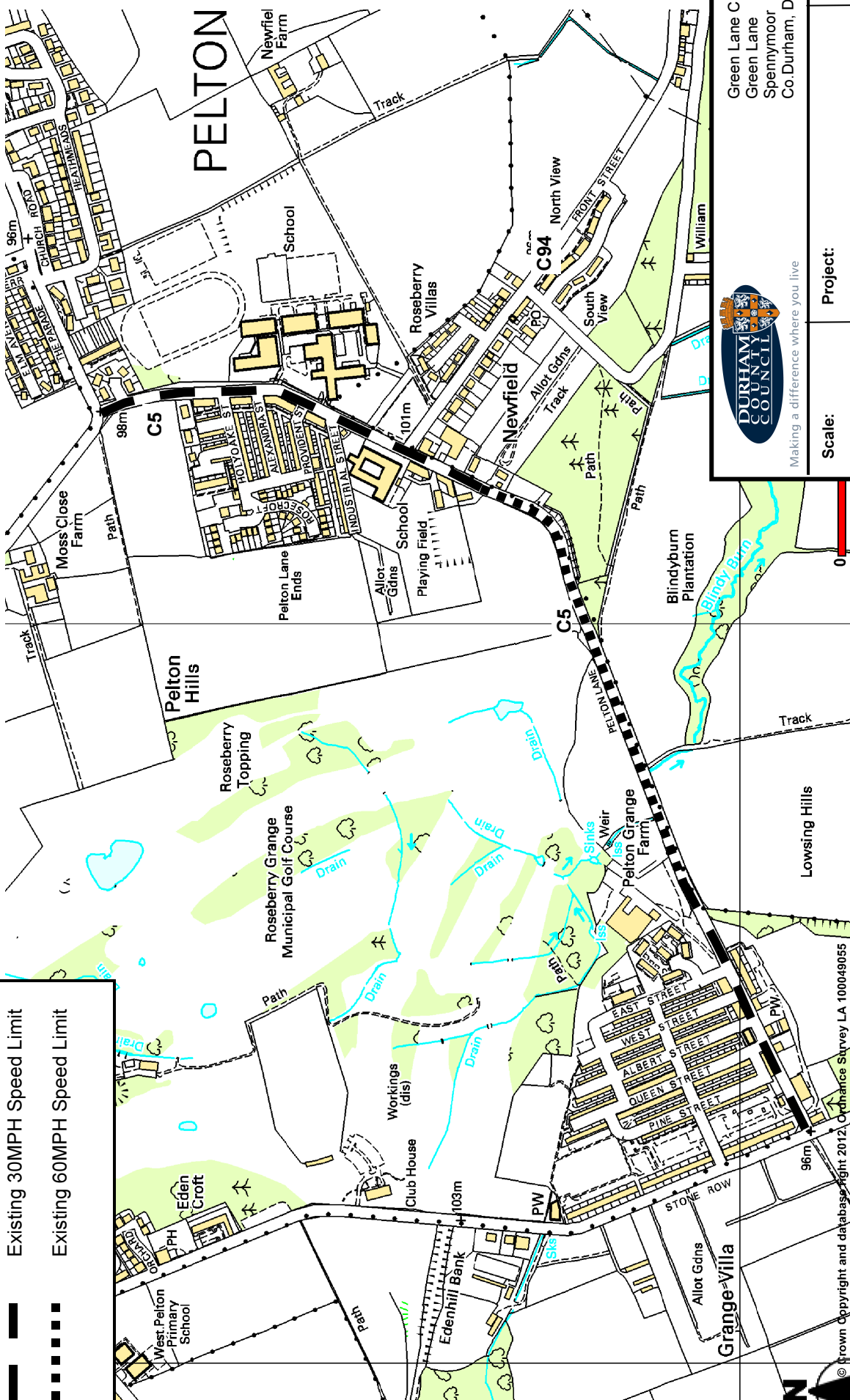
Path (um)
© Crown Copyright and database right 2012. Ordnance Survey LA 100049055

This page is intentionally left blank



LEGEND

-  Existing 30MPH Speed Limit
-  Existing 60MPH Speed Limit

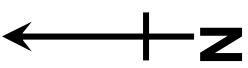


Green Lane Council Offices Green Lane Spennymoor Co. Durham, DL16 6JQ	
Scale: N.T.S.	Project: C5 / C94 Newfield
Project No: T26050	Drawing No: Existing Speed Limits 3



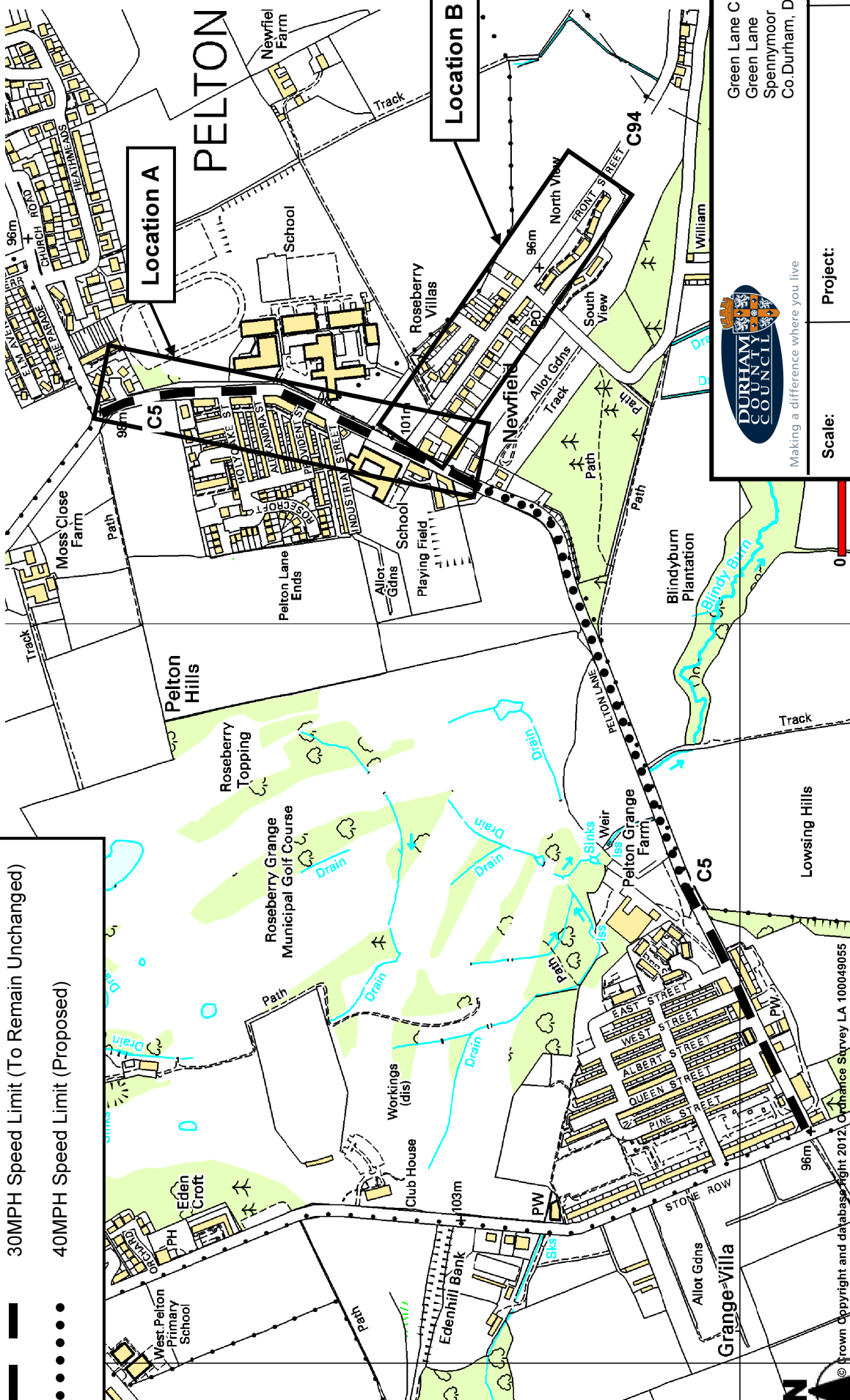
© Crown copyright and database right 2012, Ordnance Survey LA 100049055

This page is intentionally left blank



LEGEND

- 30MPH Speed Limit (To Remain Unchanged)
- 40MPH Speed Limit (Proposed)

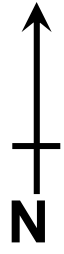
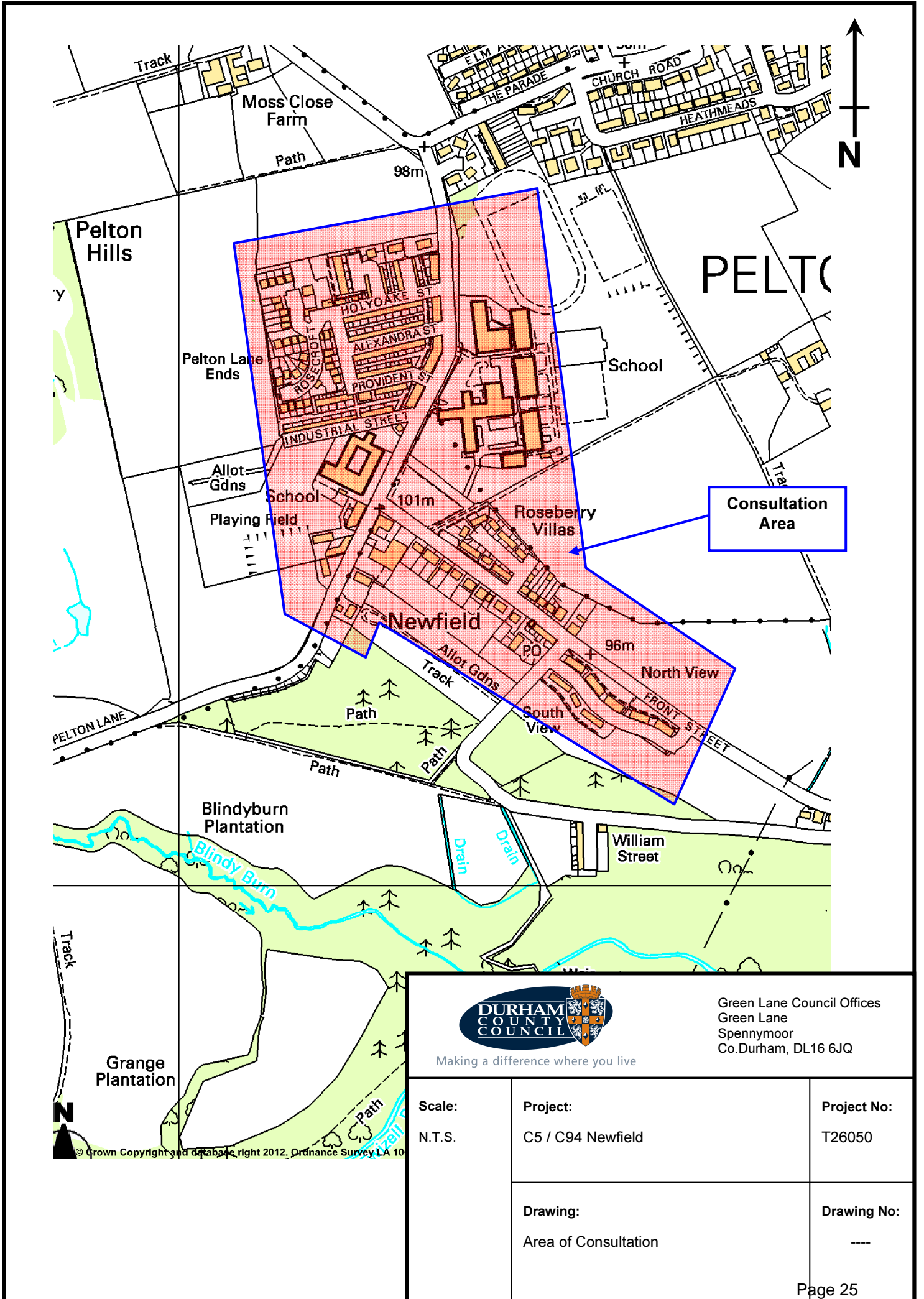


Green Lane Council Offices
Green Lane
Spennymoor
Co. Durham, DL16 6JQ

Scale: N.T.S.	Project: C5 / C94 Newfield	Project No.: T26050
Drawing: Proposed Speed Limits		Drawing No.: 4

© Crown copyright and database right 2012, Ordnance Survey LA 100049055

This page is intentionally left blank



Consultation Area



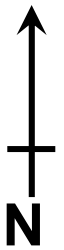
Making a difference where you live

Green Lane Council Offices
Green Lane
Spennymoor
Co. Durham, DL16 6JQ

Scale: N.T.S.	Project: C5 / C94 Newfield	Project No: T26050
	Drawing: Area of Consultation	Drawing No: ----

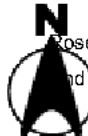
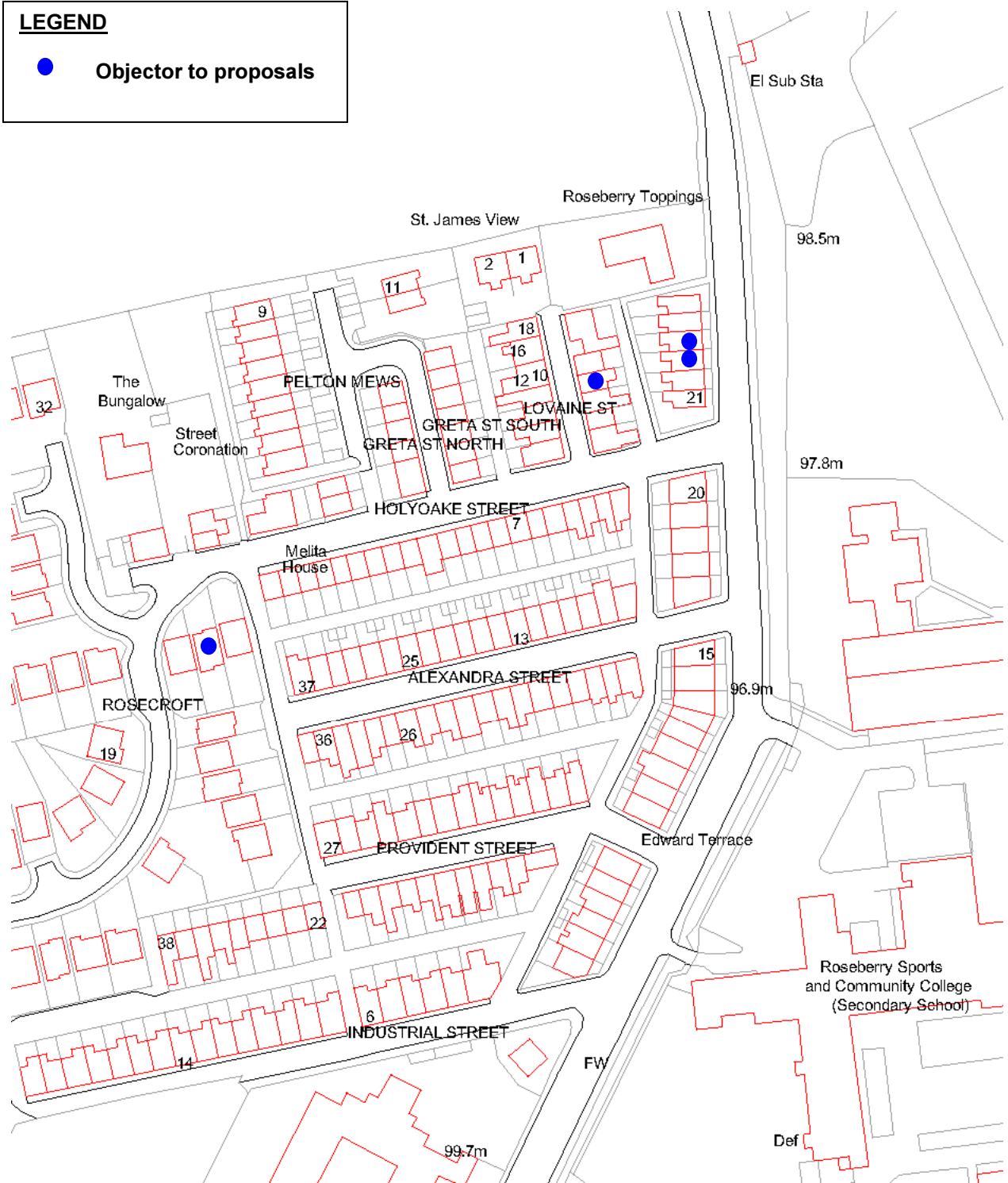
© Crown Copyright and database right 2012, Ordnance Survey, LA 10

This page is intentionally left blank



LEGEND

● Objector to proposals



Roseberry Primary
and Nursery School

© Crown Copyright and database right 2012. Ordnance Survey LA 1

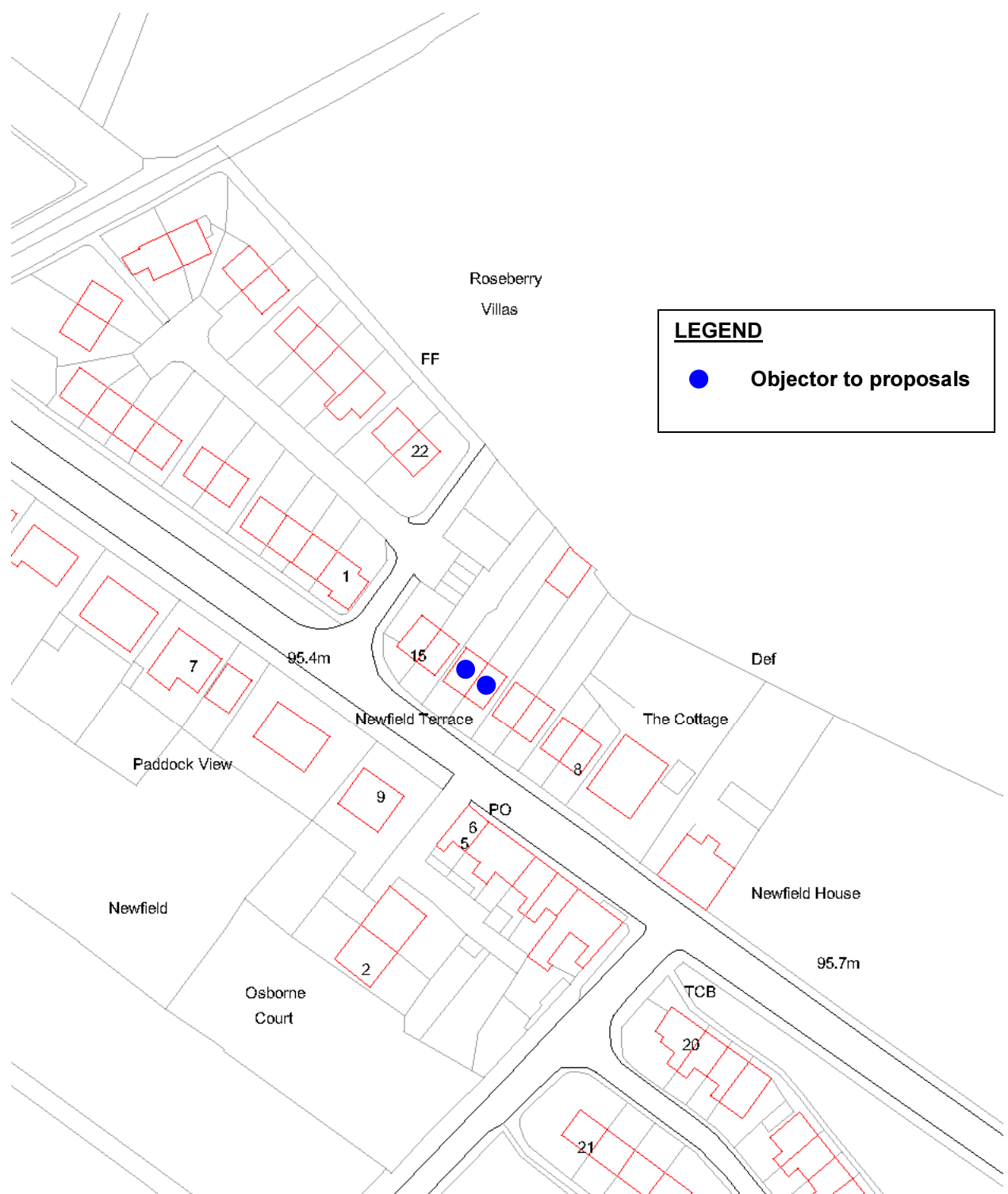
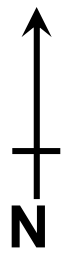


Making a difference where you live

Green Lane Council Offices
Green Lane
Spennymoor
Co. Durham, DL16 6JQ

Scale: N.T.S.	Project: C5 / C94 Newfield	Project No: T26050
	Drawing: Location of Objectors - A	Drawing No: ----

This page is intentionally left blank



LEGEND

● Objector to proposals



© Crown Copyright and database right 2012. Ordnance Survey LA 1



Making a difference where you live

Green Lane Council Offices
Green Lane
Spennymoor
Co. Durham, DL16 6JQ

Scale: N.T.S.	Project: C5 / C94 Newfield	Project No: T26050
	Drawing: Location of Objectors - B	Drawing No: ----

This page is intentionally left blank

Highways Committee

09 November 2012



**Unc.27.1 Tail Upon End Lane (Henry Avenue), Bowburn
Proposed Traffic Calming Scheme**

Report of Terry Collins, Corporate Director of Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of the representations received with regard to the proposed traffic calming scheme for Unc.27.1 Tail Upon End Lane, Bowburn
- 2 It is recommended that the Committee endorse the proposal having considered the objections and proceed with the implementation of the advertised traffic calming scheme.

Background

- 3 Reason for traffic calming scheme is that a number of issues have been raised by the local residents & Councillors regarding speeding and road safety along Tail Upon End Lane. There have been a number of incidents where vehicles have left the road on a tight bend and complaints regarding inappropriate speed of vehicles negotiating the bend.

Proposal

- 4 A number of options have been considered however the best solution to the issues raised was decided to be three sets of two speed cushions and a chicane in the area between 32 and 34 Henry Avenue.

Consultation

- 5 A consultation was undertaken with 52 Residents between the 25th April 2012 and the 18th May.

Out of 37 letters sent out only 13 responses were received. Out of these 13 replies 3 were against the proposed restrictions. The remaining consultees who did not respond are deemed to have no preference. Each of these comments were carefully considered with regards to our proposals but it was ultimately decided that the scheme should proceed to statutory consultation.

- 6 The proposals were formally advertised from 9 August 2012 to 30 August 2012 and no objections were received.

Public Representations

- 7 One representation was that traffic calming is unnecessary.

Response: The necessity or otherwise of a traffic calming scheme is somewhat subjective although those who have raised concerns regarding vehicle speed would probably welcome such measures. However, the County Council is confident that, if it is implemented, vehicle speeds will be reduced which will be an improvement in road safety terms, especially for pedestrians and other vulnerable road users

- 8 Two representations were the scheme is a waste of money

Response: The national average cost of an accident is over £70k and a fatal accident can be £1.8 million. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be established as having been cost effective. The £15k scheme is being funded by the local County Councillors from their local area budget.

- 9 One representation was that speed cameras would be more of a deterrent

Response: It is not Durham Constabulary's policy to use fixed speed cameras – the mobile safety camera is used where there is a history of a large number speed related accidents or where speed enforcement campaigns are carried out, subject to safe location being available. In addition speed cameras are only effective for a very short distance.

- 10 One representation were the proposals are in the wrong place

Response: The speed cushions were positioned in the most appropriate places that also took account of the many constraints along the road, such as driveways, junctions, visibility and bends. The spacing of the cushions is also within the tolerances permitted within the relevant legislation to best accommodate the locality and maintain reduced vehicle speeds. The chicane is placed to provide the necessary visibility whilst acting as a speed reducing feature.

Statutory Representations

- 11 From the statutory consultees list, responses of support were received from the North East Ambulance Service and Durham Constabulary

Local Member Consultation

- 12 The County Council Members, Councillor Mac Williams and Councillor Jan Blakey have been consulted and are minded to support the proposal.

Recommendations and reasons

- 13 It is recommended that the Committee endorse the proposal having considered the representation and proceed with the implementation of the Traffic Calming Scheme.

Background Papers

- 14 Correspondence on Office File

Contact: [David Battensby] Tel: 03000 263681

Appendix 1: Implications

Finance – Local elected Member’s Neighbourhoods Budget

Staffing – None

Risk – None

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – Reduction in excessive speed

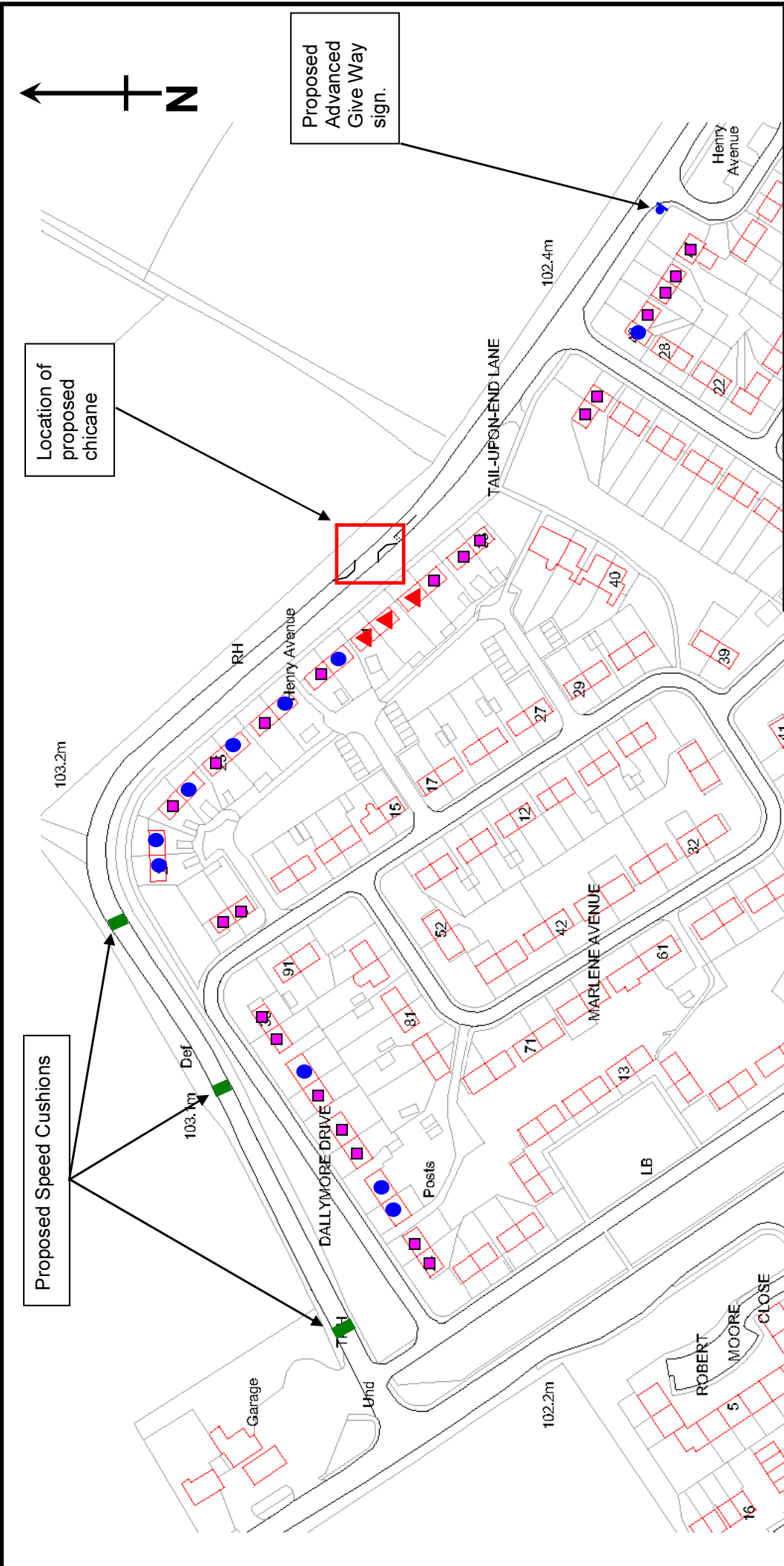
Human Rights – None

Consultation – As described in the report

Procurement – Works to be delivered by Highway Operations

Disability Issues – A reduction in vehicle speeds will assist those with disabilities


Legal Implications – The measures are being introduced in accordance with the current legislation



Location of proposed chicane

Proposed Advanced Give Way sign.

Proposed Speed Cushions

 <p>DURHAM COUNCIL Making a difference where you live</p>		<p>Northern Area Office, Abbeywoods Business Park, Pity Me, County Durham, DH1 5TH</p>	
<p>Scale: N.T.S.</p>	<p>Project: Unc 27.10 Tail Upon End Lane, Bowburn</p>	<p>Project No: T26140</p>	<p>Drawing No: -----</p>
		<p>Drawing: Consultation Plan</p>	

<p>LEGEND</p>	
▲	Objecting to Proposal
●	In Favour of Proposal
■	Other Properties Consulted but no Response

© Durham Council and database rights reserved. Street Survey LA 100049055

This page is intentionally left blank