



Highways Committee

Date Thursday 3 December 2015

Time 9.30 am

Venue Committee Room 2, County Hall, Durham

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the meeting held on 8 October 2015 (Pages 1 - 4)
4. Declarations of Interest, if any
5. Chester-le-Street Parking and Waiting Restrictions Order 2015 - Report of Corporate Director, Regeneration and Economic Development (Pages 5 - 10)
6. Bishop Auckland - Parking and Waiting Restrictions Order 2015 - Report of Corporate Director, Regeneration and Economic Development (Pages 11 - 18)
7. Langley Park - Parking and Waiting Restrictions Order 2015 - Report of Corporate Director, Regeneration and Economic Development (Pages 19 - 22)
8. 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
25 November 2015

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

Councillor G Bleasdale (Chairman)
Councillor C Kay (Vice-Chairman)

Councillors J Allen, B Armstrong, D Bell, H Bennett, I Geldard,
O Gunn, D Hall, D Hicks, K Hopper, O Milburn, S Morrison,
R Ormerod, J Robinson, J Rowlandson, P Stradling, F Tinsley,
J Turnbull, M Wilkes and R Young

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Committee Room 2, County Hall, Durham on **Thursday 8 October 2015 at 9.30 a.m.**

Present:

Councillor G Bleasdale in the Chair

Members of the Committee:

Councillors B Armstrong, D Bell, H Bennett, R Ormerod, F Tinsley, J Turnbull and R Young.

Also Present:

Councillors K Davidson and K Henig.

1 Apologies for Absence

Apologies for absence were received from Councillors J Allen, I Geldard, O Gunn, D Hicks, K Hopper, O Milburn, S Morrison, J Robinson, J Rowlandson and P Stradling.

2 Substitute Members

There were no substitute members.

3 Minutes

The minutes of the meetings held on 5 June and 24 July 2015 were agreed as correct record and signed by the Chairman.

4 Declarations of interest

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

5 A689 Rose Terrace, Stanhope

The Committee noted a report of the Corporate Director, Neighbourhood Services which updated the Committee since changes to the speed limit were made to the A689 Western approach to Stanhope which the Committee had endorsed at a meeting held on 21 November 2014 (for copy see file of Minutes).

The Committee received a presentation detailing the speed limit changes, before and after photographs of the areas in question and the following speed limit changes that had been observed during recent speed surveys, namely:

- A689 Allerton Bridge (was 30mph now 40mph)

- A689 at the Town Hall (within 30mph limit)
- B6278 at the Community Hospital (was 30mph now 40mph)
- B6278 at the speed limit (was 30mph now 40mph)

The Strategic Highways Manager informed the Committee that the scheme had worked extremely well and by increasing the speed limit from 30mph to 40mph had created a more credible speed limit for the area in question, which motorists had been more inclined to adhere to.

In response to a question from Councillor Tinsley, the Strategic Highways Manager informed the Committee that Highways Officers worked closely with the Police and take incidents and concerns into account in looking for the best solution for each area.

The Strategic Highways Manager informed the Committee that no further correspondence with objectors had been received following the introduction of the scheme.

6 C91 Waldridge Village and Waldridge Link Road, Chester le Street - Various Speed Limits

The Committee considered a report of the Corporate Director, Neighbourhood Services regarding objections received to a number of proposed speed limit changes around Waldridge Village and Waldridge Link Road (for copy see file of Minutes).

The Committee then received a presentation which detailed the location, the proposal, with supporting maps and the objections raised (for copy of presentation see file of Minutes).

The Strategic Highways Manager informed the Committee that traffic speeds on the C91 through Waldridge Village had been raised as a concern by local Councillors, the local Parish Council and residents of Waldridge Village. Requests had been made to both the County Council and Durham Constabulary to consider reducing the speed limit in the areas outlined in the report and presentation which sought three changes;

- i. to reduce the speed limit through Waldridge Village from 40mph to 30mph;
- ii. increase the speed limit on the Waldridge link road from 30mph to 40mph which currently did not comply with Department for Transport guidelines and was not credible. Speed surveys had supported this theory which had been raised by Durham Constabulary as a concern; and
- iii. to reduce the speed limits on the Waldridge Park Estate and Meadow Drive Estate from 30mph to a 20mph zone.

Consultation on all of the proposals took place between 3 June and 3 July 2015 to gauge the initial views of stakeholders. 25 responses had been received. 14 were in favour of the proposals whilst 11 were against. A further letter was then sent to those who were opposed to the proposals as a means of clarifying and answering questions that had been raised. Following this further consultation, 19 people were in now favour of the proposals and 6 remained opposed to the proposal. The statutory consultation process took place between 2 and 24 July 2015.

The Strategic Highways Manager informed the Committee that a 110 signature petition had also been passed to him prior to the meeting in support of the 20 mph zones in both housing estates and support for a 30mph speed limit through Waldridge Village.

Councillor K Henig, one of the local Members for the area explained that Waldridge Village had a history of multiple cases of cars leaving the road. Residents and users of the village hall had experienced real difficulties exiting the area due to the speed of vehicles in the area. 80% of residents were in favour of the 20 mph was in line with council policy and Department for Transport guidance. Councillor Henig also referred to guidance issued by the Royal Society for the Prevention of Accidents which stated that local authorities were responsible for determining where 20mph zones and limits should be introduced and should take advantage of opportunities to introduce them where they are needed.

Councillor K Davidson, also a local Member for the Waldridge area supported the comments expressed by Councillor Henig and added that despite the small number of objections, it was felt that the proposals had widespread support from the local community.

The Committee then heard from four objectors to the scheme, whose representations are summarised as follows:

Objector one:

- appreciated the 20 mph speed limit and suggested that the current traffic calming measures had been introduced over a period of time and not been in place since the development was constructed, as had previously been stated;
- there were numerous estates in the immediate area where a 20 mph zone was not being proposed and queried why; and
- felt that there was not enough compelling evidence querying accident rates and the closeness of the nearby school.

The Strategic Highways Manager explained that the layout of the area was not being changed. However, the installation of six 20 mph signs would be placed at the entrances of the estate. This would remind drivers to keep to those speed limits. It was accepted that vehicle speeds were low however the idea was to reinforce to motorists that they were entering a 20 mph, traffic calmed zone.

The Committee then heard from a second objector who felt that the proposed increase of the speed limit on the link road from 30 mph to 40 mph lacked any evidence for change. The objector felt that the current 30 mph speed limit should remain unchanged. The objector also commented that the following factors were key considerations and had not been outlined:

- a crash map detailed three serious incidents on the road which had not been referred to in the report;
- 'changing circumstances' had not been explained;
- There was no evidence of other road users being consulted; and
- police statistics for deployment on road prosecutions had not been included.

Referring to the issues raised by the objector, the Strategic Highways Manager had researched incidents that had taken place on the road and explained to the Committee that one incident, which may have appeared to look serious involved no personal injuries.

Two drink driving alcohol related incidents had occurred and one incident involved a vehicle which had overtaken a cyclist and collided with one of the central islands. None of the incidents were speed related.

Objector Three explained that the long straight nature of the road encouraged vehicles to travel at speed and felt that there was a strong argument to reduce the speed in the more built up areas. The objector queried how a motorist travelling from a proposed 40 mph zone into a 20 mph zone would give due consideration to other road users such as cyclists, walkers and horse riders. The objector claimed that peoples pets had been run over, road furniture had been demolished and there had been a number of accidents, albeit not fatal. The objector felt that these issues needed to be taken into account and monitored and felt that the Council had ignored vulnerable road users.

The Traffic Asset Manager informed the Committee that vehicles would naturally be slowing down for the junction mouth from the 40 mph to the 20 mph zone. The installation of 20 mph signs would help influence lower vehicle speeds and a road safety culture which would in-turn encourage more walkers and cycling.

The County Council took the concerns of Durham Constabulary very seriously and the proposed speed limit was credible, explaining that the lower speeds wouldn't increase and the higher, top-end speeds would decrease. From past schemes in other areas of the County there was no evidence to indicate that vehicle speeds would increase making reference to the earlier A689 Stanhope presentation to the Committee.

The final objector explained that one of the key elements of the proposal fell within 600 metres of the Hermitage Academy and highlighted a number of roads on a map within the same distance that were not being proposed as 20 mph zones. The objector felt that the solution to this problem centred around a link access road which had not been built upon the completion of the development and exacerbated the problems in the area.

Councillor B Armstrong agreed with the proposals detailed in the report.

Councillor Tinsley explained that the 20 mph signs would reinforce the message to motorists in Waldridge Village and had studied the photos of the estate. He felt that the surveys conducted by officers had been positive, despite the relatively low turnout and felt that the scheme was credible.

Resolved

That the Committee endorse the proposal detailed in the report having considered the objections and representations to the scheme.

Highways Committee

3 December 2015

**Chester le Street
Parking and Waiting Restrictions
Order 2015**



Report of Ian Thompson, Corporate Director, Regeneration and Economic Development
Councillor Neil Foster, Portfolio Holder Regeneration and Economic Development

1. Purpose

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Chester Le Street.
- 1.2. To request that members consider the objection made during the consultation period.

2. Background

- 2.1 Following the successful implementation of Civil Parking Enforcement in Durham District in 2008 it was introduced into the former Northern Districts (Derwentside, Easington and Chester le Street) of the County in 2010. Enforcement of all waiting restrictions within this area was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 In February 2014, residents of Bullion Lane, Chester Le Street (See Image 1) were consulted with regards to introducing a Resident Permit Parking Scheme which would operate Monday – Saturday, 10-11am and 2-3pm. These time frames would not prevent motorists parking for short periods of time to visit the town centre shops, but would prevent all-day commuter parking.
- 2.4 At this time the majority of residents were in favour of introducing the permit parking scheme, but there were objections raised by commuters at the formal advertising stage. The permit scheme was progressed to Highways Committee where the objections were upheld and the permit parking scheme did not progress.

- 2.5 Early in 2015, Chester le Street Train Station introduced parking charges in its car park where prior to this point, parking at this location had been free. Around this time, an increased number of commuters were found to be parking in the surrounding residential streets, particularly Bullion Lane.
- 2.6 Residents of Bullion Lane have off-street parking facilities for one vehicle and dropped kerbs to access the off-street parking facilities. There are white keep clear markings across the dropped kerbs but unfortunately these are regularly ignored.
- 2.7 On 16 June, 2015 an initial consultation was carried out with residents of Bullion Lane proposing to introduce a resident permit parking scheme on the residential side of Bullion Lane only. This would leave the other side of the road unrestricted, suitable for commuter parking. At this point, one resident objected to the proposals on the basis of having to pay for the permits (DfT Guidance advises that resident permit schemes must be self-funded). All other residents that responded were in favour of the scheme and all statutory Consultees that responded were in favour of the scheme.
- 2.8 Whilst the consultation was on-going, a DCC officer was in discussions with a member of the Leasehold Team at Cestria Homes to discuss the former garage site on Bullion Lane. This site is owned by Cestria but the County Council have been investigating the possibility of developing it as a free car park which could be used by commuters. At present, motorists can park in this area but the surface is unmade and there is no formal drainage or lighting. Improvements would be required to the surface, drainage and lighting should this area be promoted as a formal parking area. These discussions have stalled but we are continuing to contact Cestria with a view to progressing the works.
- 2.9 As part of this consultation, it was proposed to introduce waiting restrictions on the junctions of Bullion Lane to improve visibility in the area. There have been no objections to the introduction of these proposals.
- 2.10 At the formal advertising stage we received one objection to the introduction of a permit parking scheme that would prevent all day parking.

3 Objection 1

- 3.1 The objector is a commuter that would normally have parked in the train station car park. Unfortunately, since parking charges were introduced into this area, they and many other commuters have started parking in the adjacent residential streets. The objector believes that residents of Bullion Lane bought their houses knowing that it was next to a train station and should have been aware of commuter parking in the area.
- 3.2 The objector feels DCC should do more for commuters and believes that Chester Le Street would be a viable area for a Park and Ride to Durham and to Newcastle as it links to the A1 and is a mid-point between both locations.

3.3 Response

- 3.4 The objector was advised that DCC were trying to acquire the former garage land at the bottom of Bullion Lane to formalise into a free parking area for up to 20 vehicles. The objector advised that they would remove their objection to the permit parking scheme if the parking area on the former garage area was to go ahead.
- 3.5 The discussions with Cestria Homes had stalled so DCC could not confirm that the parking area would go ahead at this time. On 31/10/2015 and 10/11/2015 emails were sent to the objector to clarify if they still wished to object, but there was no response on either occasion. It is the opinion of Legal Services to proceed to Highways Committee as there was a formal objection in writing that had not been fully resolved.

4 Local member consultation

The Local Members have been consulted and offer no objection to the proposals.

5 Recommendation

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Chester Le Street: Waiting and Parking Restrictions. Order 2015.

6 Background Papers

Correspondence and documentation in Traffic Office File and in member's library.

Contact: Rachael Smith **Tel:** 03000 263587

Appendix 1: Implications

Finance – LTP Capital (Approx. cost - £2000)

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

Equality and Diversity – It is considered that there are no Equality and Diversity issues to be addressed.

Accommodation - No impact on staffing

Crime and Disorder - This TRO will allow effective management of traffic to reduce congestion and improve road safety.

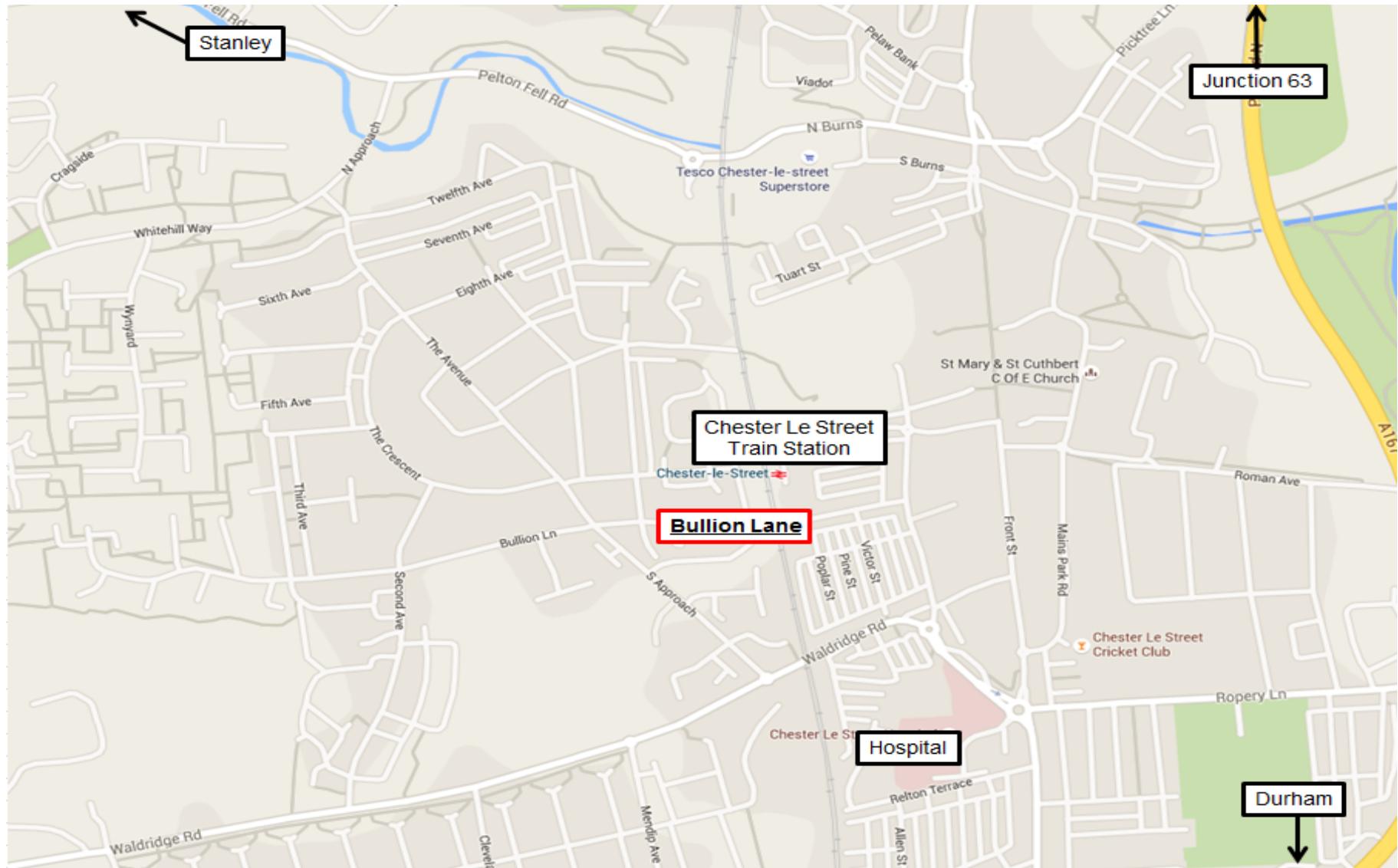
Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489

Procurement – Operations, DCC.

Disability Issues - None

Legal Implications: All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.



(Image 1 – Chester Le Street – Location Plan)

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Highways Committee

3 December 2015

**Bishop Auckland
Parking and Waiting Restrictions
Amendment Order 2015**



**Report of Ian Thompson, Corporate Director, Regeneration and Economic Development
Councillor Neil Foster, Portfolio Holder Regeneration and Economic Development**

1 Purpose

- 1.1 To advise Members of an objection and support received during the consultation concerning the introduction of two parking bays in James Street, Bishop Auckland.
- 1.2 To advise Members of an objection and support received during the consultation concerning the introduction of Residents Parking (Mon-Sat, 10-11am & 2-3pm) on High Bondgate.
- 1.3 To request that Members consider both the reasons for and those against introducing parking bays in James Street and residents parking in High Bondgate, that were made during the consultation period.

2 Background

- 2.1 Civil Parking Enforcement was introduced in Bishop Auckland in June 2013. There is a commitment to improving and developing parking in the town and a review was undertaken to identify where parking restrictions could be changed or removed.

JAMES STREET

- 2.2 During the consultation on some of the proposed changes, we received a letter from the owner of a newsagent that was preparing to extend the business to include a subsidiary branch of the Post Office. As the new Post Office location would be situated in a predominantly residential area, the owner was concerned that there would be no available parking space for customers and asked if DCC would consider introducing parking bays next to their premises.
- 2.3 After discussion with the owner of the proposed Post Office, DCC Traffic Section agreed to initiate a consultation with nearby businesses and residences. Initially the proposal would be to introduce two disabled bays adjacent to the Post Office to assist disabled badge holders to access the

facilities, as there was rarely any kerb space nearby to park. This would effectively replace 12 metres of unrestricted parking with two new restricted bays.

- 2.4 As a result of the consultation we received one objection from the neighbouring Off Licence/Convenience Store.
- 2.5 An effort was made to try and resolve the objection and after discussion with all parties, the proposal was modified to parking bays with a maximum 1 hour stay. The new proposal was formally advertised on street and in the press in July 2015.
- 2.6 The Off Licence owner responded to the notice and objected to the proposal to introduce parking bays.

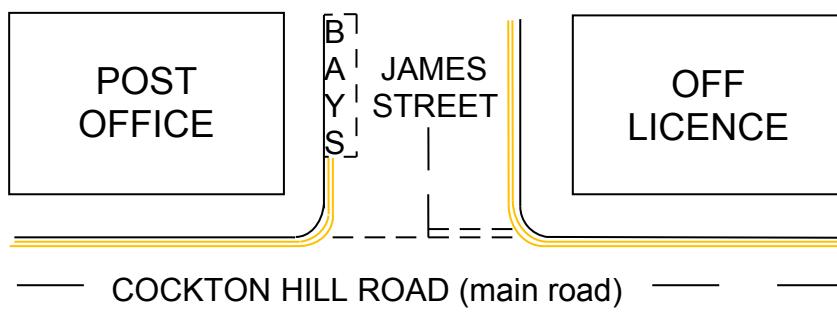
HIGH BONDGATE

- 2.7 High Bondgate is a residential street located close to the town centre in Bishop Auckland. In November 2013, consultation was undertaken regarding the introduction of a Residents Parking Zone. At this time, 9 responses were received from the 16 properties with 5 of the replies being in favour. In light of these responses, the scheme was not progressed at this time.
- 2.8 Since this consultation, the County Council have been contacted several times by the High Bondgate residents asking that we re-consult on the introduction of a Residents Parking Zone. We responded by noting that we would look to do this when we were next making changes to the restrictions in Bishop Auckland.
- 2.9 Earlier this year, consultation was once again undertaken with all residents of High Bondgate regarding the proposed introduction of a Residents Parking Zone. An initial consultation letter was sent out on 23rd July 2015 and 12 replies were received, 11 in favour and 1 opposed.

3 Location

JAMES STREET

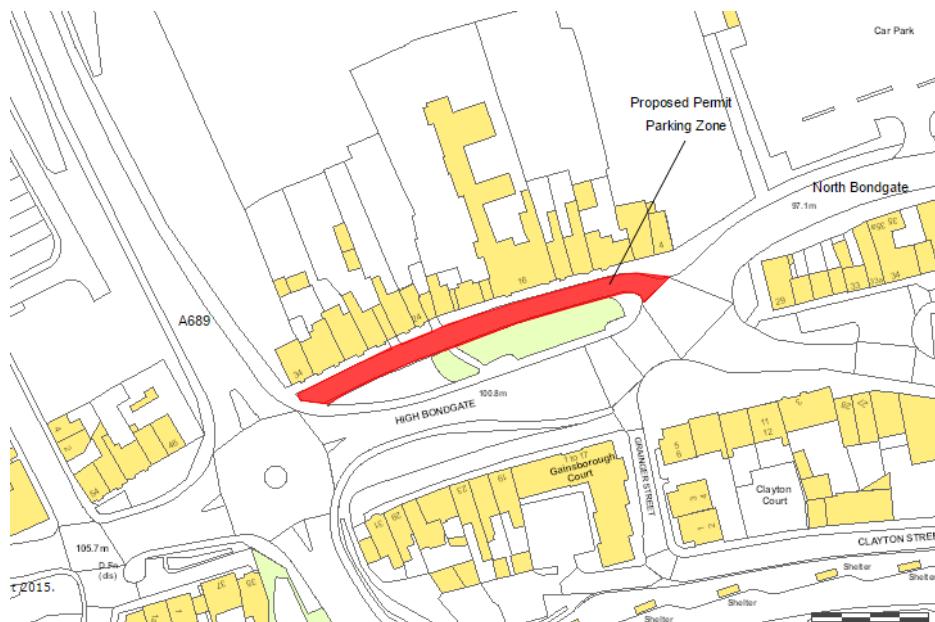
- 3.1 For clarity, the location of the proposed parking bays and existing premises are as follows;



- 3.2 The current parking restrictions (double yellow lines) are shown in yellow. It would not be appropriate to remove the yellow line adjacent to the Off Licence as it facilitates vehicles being able pass one another while vehicles wait to exit at this busy junction.

HIGH BONDGATE

- 3.3 The location of the proposed Resident Parking zone is shown below:



4 Formal Consultation

JAMES STREET

- 4.1 Objection received:

The owner of the Off Licence objected to the introduction of any parking bays adjacent to the Post Office. He stated that he parks his vehicle in the location of the proposed bays and has done for a number of years and that this security camera watches over this area. He also added that blue badge holders already pull up on the yellow lines adjacent to his premises and that as disabled drivers can legitimately park on yellow lines, there is no benefit restricting both sides.

- 4.2 Support received:

The Post Office has now been operational for over 10 months and the owner has been regularly requesting the introduction of parking bays. He says their customers often complain about there not being any available parking close by. He says it is particularly his elderly customers and those with mobility problems that complain as they have to park away from the premises in the

residential streets. The owner states the parking bays will benefit everyone, including customers of the Off Licence.

- 4.3 Both parties have legitimate arguments and were therefore both advised separately that it would be best reasoned and concluded at Highways Committee.

HIGH BONDGATE

- 4.4 Objection received:

The objector lives at 30 High Bondgate and offers a number of reasons for opposing the scheme. They object on the following grounds:

- scheme does not guarantee a parking space.
- scheme does not cover evenings and weekends.
- scheme is inconvenient.
- various permits required for different users, eg visitors, tradesmen etc
- parking is managed adequately by residents at present, permits therefore not required.

- 4.5 Support received:

As mentioned previously 11 of the 16 properties on High Bondgate support the scheme and a number of these have actively campaigned for its introduction since it was rejected 2 years ago.

- 4.6 The objector is correct when they note that the scheme will not guarantee them a parking space outside of their home. The scheme will however guarantee that the area is clear of non-residents vehicles between 10-11am and 2-3pm, Monday to Saturday.
- 4.7 The majority of on street parking restrictions in Bishop Auckland are only active 8am – 6pm, Monday to Saturday. It is therefore anticipated that the demand for parking in areas like High Bondgate will subside outside of these hours.
- 4.8 The scheme will not address everyone's needs although it should deter parking in the area by non-residents. Parking surveys have indicated that the area is used for prolonged periods throughout the day by non-residents. Permits will be required should the residents have visitors or tradesmen who wish to leave vehicles in the area during restricted times.
- 4.9 Finally, it should be reiterated that the scheme has been progressed following several months of correspondence with residents of the street who are desperate for a scheme of this nature to proceed.

5 Local Member Consultation

- 5.1 The local members were included in the Amendment Order consultation but did not submit any comments.

6 Costs

- 6.1 James Street is estimated at around £400 for signage and road marking installation.
- 6.2 High Bondgate is estimated at £800 for signage, road marking installation and distribution of permits.

7 Options

- 7.1 The options available for James Street are;

- 1) Do nothing, leaving the area as it is now
- 2) Introduce two parking places, one restricted to blue badge holders only (to address issues for the elderly) and one space with a short stay (1 hour) parking restriction.

- 7.2 The options available for High Bondgate are to either introduce a residents parking area restriction or leave the area as it is.

8 Recommendations

- 8.1 The Committee should take all parties reasoning in to consideration before deciding which option to take forward.
- 8.2 It is RECOMMENDED that the Committee endorse the proposal to introduce two short stay parking places on James Street.
- 8.3 It is RECOMMENDED that the Committee endorse the proposal to introduce a Resident Parking Zone on High Bondgate.

9 Background Papers

- 9.1 Correspondence and documentation on Traffic Office File and in member's library.

Contact: Jon Hogarth Tel: 03000 263581

Appendix 1: Photographs

JAMES STREET

The photograph below shows a street view of the area and was taken in May 2015.



HIGH BONDGATE

The photographs below show High Bondgate.



Appendix 2: Implications

Finance – LTP Capital, works costs are estimated at £1200

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

Equality and Diversity – It is considered that there are no Equality and Diversity issues to be addressed.

Accommodation - No impact on staffing

Crime and Disorder – If bays were introduced on James Street, the Off Licence owner would not be able to park below his security camera.

Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489

Procurement – Operations, DCC.

Disability Issues – Blue badge holders can park on the double yellow lines so long as they are 10m away from the junction. Short stay bays could offer better access to the local services, though there is no guarantee of one being available.

Legal Implications: All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

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Highways Committee

3 December 2015

Langley Park Parking and Waiting Restrictions Order 2015



Report of Ian Thompson: Corporate Director, Regeneration and Economic Development.

Neil Foster, Cabinet Portfolio Holder, Regeneration and Economic Development

1. Purpose

- 1.1. To advise Members of objections received to the consultation concerning changes to the proposed traffic regulation order in Langley Park.
- 1.2. To request that members consider the objections made during the consultation period.

2. Background

- 2.1 Following the successful implementation of Civil Parking Enforcement in Durham District in 2008 it was introduced into the former Northern Districts (Derwentside, Easington and Chester le Street) of the County in 2010. Enforcement of all waiting restrictions within the settlement was undertaken by the County Council from this time.
- 2.2 The County Council are committed to regularly reviewing traffic regulation orders to ensure that the restrictions held within them are relevant and appropriate.
- 2.3 In June 2015 an initial consultation event was carried out in Langley Park (See Image 1) with regard to removing a loading facility from outside No 31 Front Street. Some of the nearby business owners had approached their Local Councillor to advise that the loading facility was no longer required and the kerb space would be better utilised as an unrestricted parking bay.
- 2.4 A number of public meetings including those of the Area Action Partnership (AAP) are held in the Institute Building just off Low Moor Road / Front Street. The AAP coordinator advised that large vehicles are parking on the junction to load/unload and this is blocking visibility and accessibility. It is therefore proposed to introduce no waiting/no loading at any time on this junction and introduce a loading facility on the opposite side of Front Street where there are currently unrestricted purpose built lay-bys.

- 2.5 Church Street (side), Langley Park is a narrow street which leads to a residential area and a doctor's surgery. Complaints were raised by residents at an AAP meeting asking for junction parking to be addressed as the manner of parking was impeding visibility for motorists. It is therefore proposed to introduce no waiting at any time restrictions to address this issue.
- 2.6 As part of this order it is also proposed to convert and merge all of the written Traffic Regulation Orders (TRO) for all school keep clear markings in Langley Park into the Map Based Schedules. There will be no physical changes to the school keep clear markings or signs.

3 Objection 1

- 3.1 The objector feels that there are no problems with junction parking on Church Street (side) and if there were any problems, they could be better addressed with white keep clear markings. The objector also believes parking on Low Moor Road helps to reduce the speed of vehicles in the area, therefore making the area safer for pedestrians and other road users. The objector believes a wider range of addresses should be used when carrying out initial consultation to get a wider perspective of ongoing issues.

3.2 Response

The proposed introduction of waiting restrictions had been requested by local businesses and residents and there were no objections received from the initial consultation period. The objector was advised that DCC would not pursue restrictions that were unwarranted and that these restrictions would address visibility issues. The objector was also advised that consultation has been carried out to frontages that were directly affected by the proposals in accordance with consultation guidance.

4 Local member consultation

The Local Members have been consulted and offer no objection to the proposals.

5 Recommendation

It is RECOMMENDED that the Committee endorse the proposal having considered the objections and proceed with the implementation of the Langley Park and Lanchester: Waiting and Parking Restrictions.

6 Background Papers

Correspondence and documentation in Traffic Office File and in member's library.

Appendix 1: Implications

Finance – LTP Capital (Approximate cost - £100)

Staffing – Carried out by Strategic Traffic

Risk – Not Applicable

Equality and Diversity – It is considered that there are no Equality and Diversity issues to be addressed.

Accommodation - No impact on staffing

Crime and Disorder - This TRO will allow effective management of traffic to reduce congestion and improve road safety

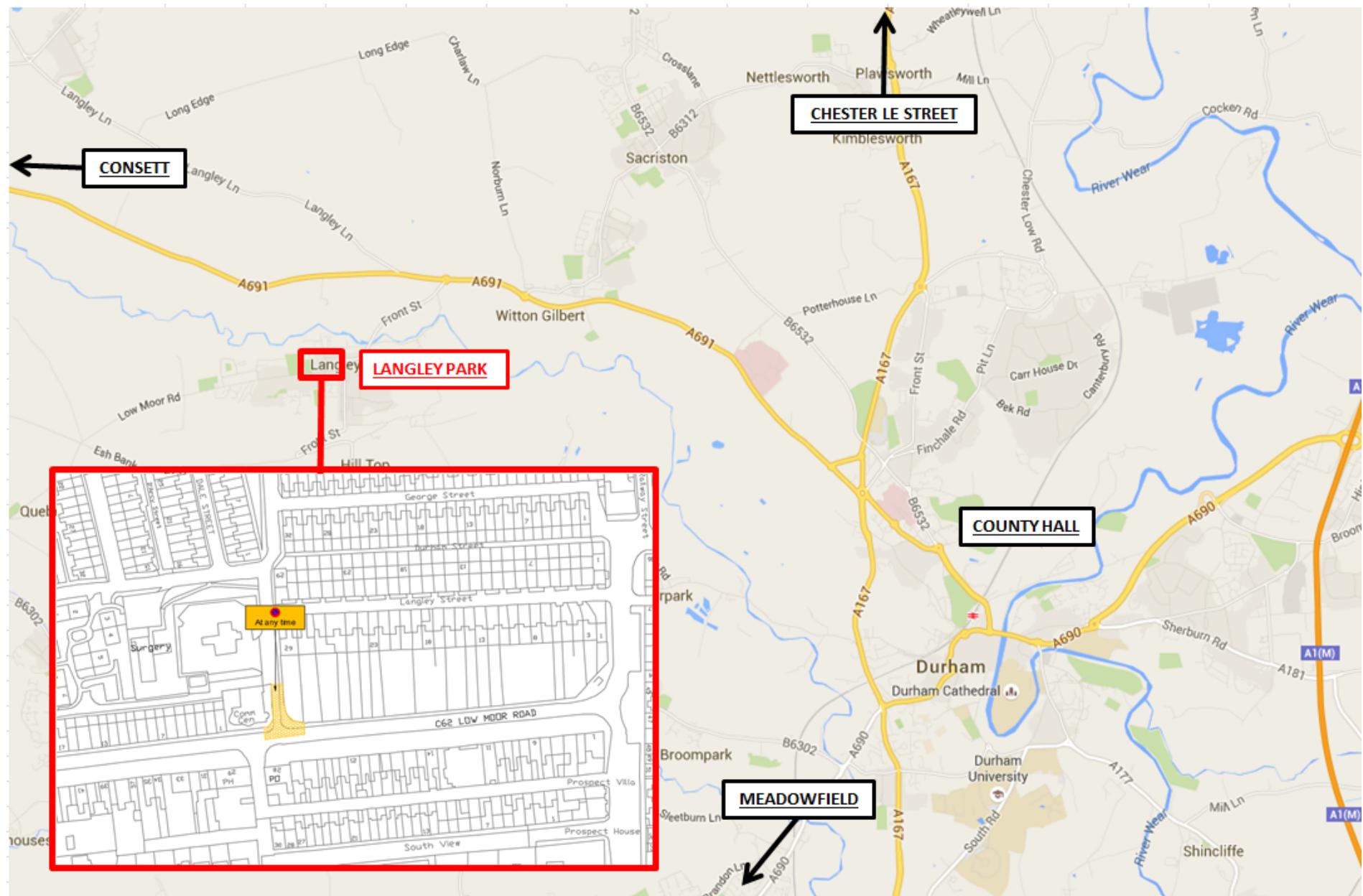
Human Rights - No impact on human rights

Consultation – Is in accordance with SI:2489

Procurement – Operations, DCC.

Disability Issues - None

Legal Implications: All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.



(Image 1 – Langley Park: Overview and proposed restrictions)