

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

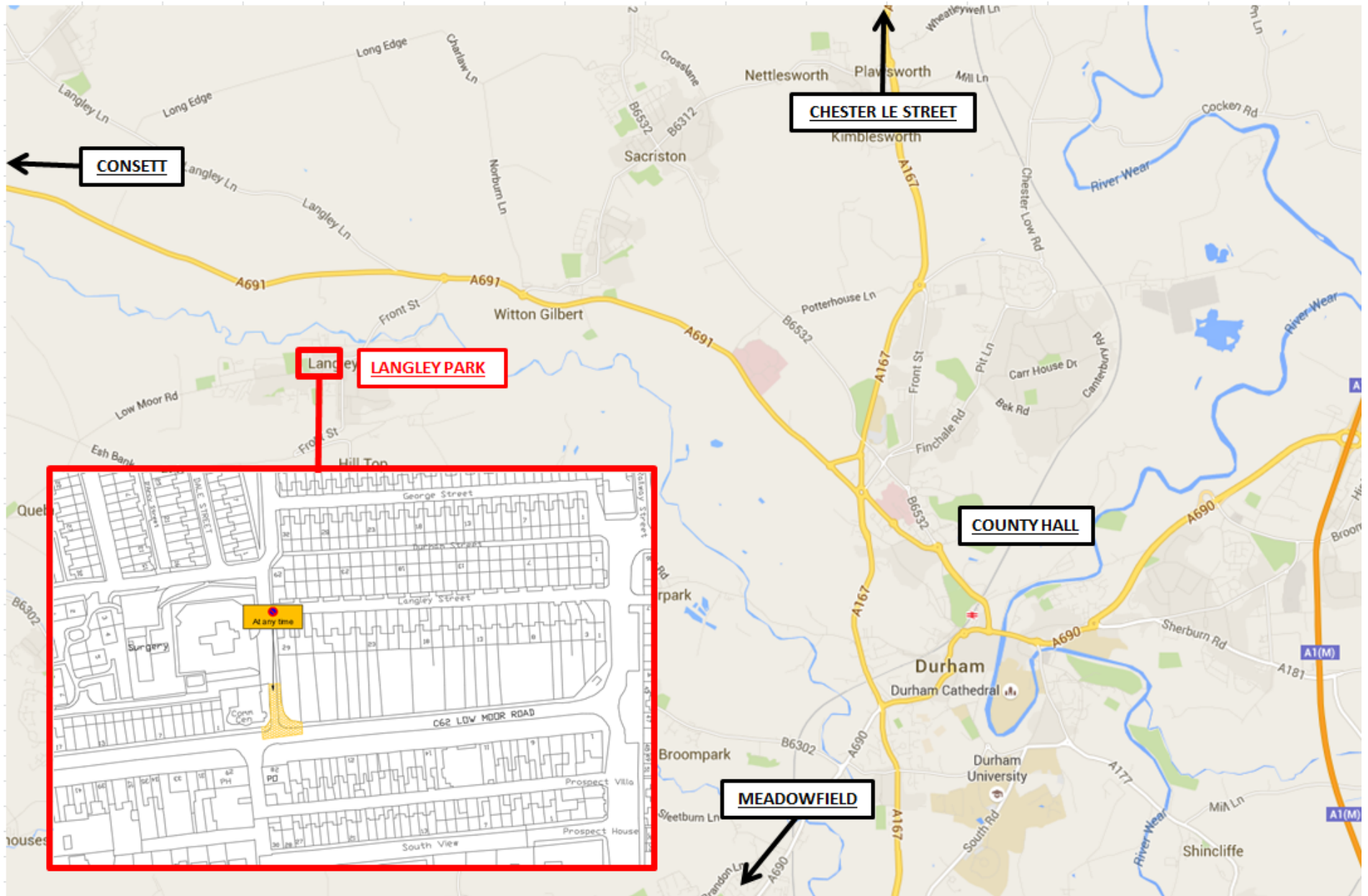
Human Rights - No impact on human rights

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)