



Highways Committee

Date **Friday 21 March 2025**
Time **9.30 am**
Venue **Council Chamber, County Hall, Durham**

Business

Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 18 February 2025 (Pages 3 - 6)
4. Declarations of Interest, if any
5. Durham City (Road User Charge), Durham City North East (Parking & Waiting Restrictions), Durham City (No Entry) Traffic Regulation Amendment Order 2025 (Pages 7 - 32)
6. C62 Low Moor Road, Langley Park - Proposed Traffic Calming (Pages 33 - 48)
7. Such other business, as in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Bradley
Director of Legal and Democratic Services

County Hall
Durham
13 March 2025

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

Councillor R Ormerod (Chair)
Councillor G Hutchinson (Vice-Chair)

Councillors M Abley, D Boyes, T Duffy, O Gunn, P Heaviside,
J Higgins, C Kay, L Maddison, R Manchester, E Mavin,
D Oliver, K Robson, A Simpson, G Smith, A Sterling, M Wilson
and D Wood

Contact: Michelle Lagar

Tel: 03000 269 701

DURHAM COUNTY COUNCIL

At a Meeting of **Highways Committee** held in Council Chamber, County Hall, Durham on **Tuesday 18 February 2025 at 9.30 am**

Present:

Councillor R Ormerod (Chair)

Members of the Committee:

Councillors G Hutchinson (Vice-Chair), P Heaviside, R Manchester, E Mavin, K Robson, D Wood and L Mavin (substitute for A Simpson)

1 Apologies for Absence

Apologies for absence were received from Councillors O Gunn, J Higgins, D Oliver, A Simpson, A Sterling and M Wilson.

2 Substitute Members

Councillor L Mavin was substitute Member for Councillor A Simpson.

3 Minutes of the Meeting

The minutes of the meeting held on 16 December 2024 were confirmed as a correct record and signed by the Chair.

4 Declarations of Interest

There were no declarations of interest.

5 Durham City South East Parking & Waiting Restrictions Traffic Regulation Amendment Order 2024

The Committee considered a report of the Corporate Director of Neighbourhoods & Climate Change and Cabinet Portfolio Holder for Economy & Partnerships regarding objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City's South-East division to introduce parking and waiting restrictions (for copy see file of minutes).

The Strategic Traffic Manager, Dave Lewin provided a detailed presentation which included a site location plan, junction photographs, photographs of the site at the junction of the Whinney Hill, roundabout with Hallgarth Street and the A177 and details of the proposal. The application which had been proposed following

concerns raised by local members and residents have received 3 objections to the informal consultation with no objections to formal consultations.

There were no comments from Members. Councillor E Mavin **Moved** the motion and Councillor K Robson **Seconded**.

Upon a vote being taken the Committee unanimously:

Resolved: That the Committee endorsed the proposal, in principle, to introduce the Durham City (South-East) (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

6 Durham City South West Parking & Waiting Restrictions Traffic Regulation Amendment Order 2024

The Committee considered a report of the Corporate Director of Neighbourhoods & Climate Change and Cabinet Portfolio Holder for Economy & Partnerships regarding objections received to the consultation concerning proposed changes to the Traffic Regulation Order (TRO) in Durham City's South-West division to introduce parking and waiting (for copy see file of minutes).

The Strategic Traffic Manager provided a detailed presentation which included a site location plans, ariel photographs and details of the proposal relating to 3 locations.

Location 1 Coupland Way (A690 South) (Stone Bridge Inn) reports had been received from residents regarding customers visiting the Stone Bridge Inn parking along the road. This had caused restrictions to the footway and restricted visibility for vehicles leaving the A690. The proposal to introduce no waiting at any time would prevent parking immediately at the junction and would improve visibility and access. Following informal consultations 1 objection had been received and no objections to formal consultations.

Location 2 Faraday Court had received reports by residents that vehicles parking at the junction of Faraday Court and the access to Neville House were causing access and visibility issues. The proposal of no waiting at any time restrictions of double yellow lines enforcing highway code 243 which restricted parking within 10 meters of a junction. There were 2 responses received in favour and 1 opposed following the informal consultation stage and no expressions received to formal consultations.

Location 3 Park House Road/ Merryoaks Community Hall a proposal to address concerns raised by local Member and prevent future issues a no waiting at any time restriction had been proposed. The restriction directly to the west of the entrance to Merryoaks Community Hall car park would maintain traffic flow and visibility. There

were 3 responses received in favour and 1 opposed following the informal consultation stage and no expressions received to formal consultations.

Councillor Ormerod noted that Park House Road was a popular area before the construction of the Community Hall with traffic cutting through to avoid the traffic lights at the Duke of Wellington junction. The Strategic Traffic Manager added that a 20-mph speed limit restriction and traffic calming measures were in place on the route.

Councillor Wood highlighted that minor traffic items with no formal objections could be condensed less frequently which would leave Highways Committee to focus on larger traffic issues for which objections had been raised. The Chair invited a response from Officers. The Legal Officer (Planning and Highways), Laura Ackermann responded that a consultation review would be required to consider the scope of items that came to Committee where there were no formal objections at the legal consultation stage. Laura Ackermann told members that if this was something they felt strongly about they could raise their concerns with the Legal Director.

Councillor Wood **Moved** the motion and Councillor E Mavin **Seconded**.

Upon a vote being taken the Committee unanimously:

Resolved: That the Committee endorsed the proposal, in principle, to introduce the Durham City (South-West) (Parking & Waiting Restrictions) Traffic Regulation Amendment Order 2024, with the final decision to be made by the Corporate Director under delegated powers.

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Highways Committee

21st March 2025

**Durham City (Road User Charge),
Durham City North East (Parking &
Waiting Restrictions), Durham City (No
Entry) Traffic Regulation Amendment
Order 2025**



Ordinary Decision/Key Decision No.

Report of Corporate Management Team

Alan Patrickson Corporate Director of Neighbourhoods and Climate Change.

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Durham

1 Purpose of the Report

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Orders (TROs) in Durham.
- 1.2 To request that Members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether the TROs should be made, which will then guide the Corporate Director of Neighbourhoods and Climate Change in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2 Executive Summary

- 2.1 The Council are committed to regularly reviewing Traffic Regulation Orders to ensure that the restrictions held within them are relevant and appropriate.

- 2.2 Representations have been received requesting a review of existing, and provision of additional, restrictions in Durham.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving pedestrian/road safety and reducing congestion. It is therefore proposed to amend the current Durham North East (Parking and Waiting Restrictions), Durham City (Road User Charge) TROs and introduce Durham City (No Entry) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	12-Sept-23	4-Oct-23
Informal Consultation	19-Oct-24 & 01-Nov-24	09-Nov-24 & 26-Nov-24
Formal Consultation	28-Nov-24 & 19-Feb-25	19-Dec-24 & 12-Mar-25

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Durham City North East (Parking and Waiting Restrictions) Order 2014 and the Durham City (Road User Charge) Order 2014 by way of Traffic Regulation Amendment Order and to introduce the Durham City (No Entry) Traffic Regulation Order 2025, with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

- 4.1 The proposed locations for the TROs that received objections during the consultation stages are detailed below.
- 4.2 **Location 1 – Saddler Street** (to increase the current Road User Charge (RUC) from £2 to £5)

4.3 Proposal Background

Saddler Street runs adjacent to the Market Place and serves as the main access into the Durham peninsula and is lined with various amenities such as shops, bars, and restaurants. Due to this, the area is subject to heavy pedestrian footfall from locals and visitors to the city which extends from early morning to late in the evening.

It is also subject to high volumes of traffic throughout the day undertaking a range of activities. This includes, residents accessing their properties, businesses within the peninsula loading and unloading, delivery vehicles, parents collecting and dropping off students at the Chorister school and tourists / visitors to the area. A local bus service also operates in this area.

Concerns have been raised from the Parish Council, Durham Constabulary, and visitors to the city regarding the large volume of vehicles using the Market Place during hours where pedestrian levels are high.

It is therefore proposed to increase the Road User Charge, extend its operating hours and to require the charge to be paid in addition to any penalty charge issued.

It is anticipated that these amendments will improve pedestrian road safety and visibility whilst managing volume levels of vehicles within the peninsula and as such, reducing congestion issues.

4.4 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
620	22	54

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.11.24 – 19.12.24 & 19.02.25 – 12.03.25	1	26

4.6 Summarised objections & responses:

4.7 Objections:

80 objections have been received to this proposal from the informal and formal consultation stage, the reasons for their objections have been summarised below:

- These proposals will have a negative financial effect on –
 - Durham Chorister School operations (including pick up/drop off arrangements)
 - Residents within the peninsula
 - Delivery companies/services
 - Businesses
 - Church goers
- These proposals will raise safety concerns for school children walking an increased distance in poor weather conditions and/or darkness.

4.8 DCC Response:

- Whilst it is recognised that the Market Place is a central point to gain access to numerous adjoining streets within the peninsula (Saddler Street, Elvet Bridge, North Bailey, South Bailey, Owengate and Silver Street), current vehicle volumes are causing congestion issues leading to concerns associated with pedestrian safety.
- The amendment to the Road User Charge will encourage drivers to consider their method of travel when accessing the peninsula.
- It is anticipated the increase in the Road User Charge will see a reduction in the number of vehicles accessing the peninsula which will in turn reduce congestion and provide a safer area for pedestrians to navigate more freely.

4.9 See appendix 3 for objection chart.

4.10 Location 2 – Durham Market Place and Elvet Bridge (to increase the Pedestrian Zone times to 10am-4pm and 10pm-4am (Durham Market Place), 10am-4pm and 10pm-4am (Silver Street) and 10am-2am” (Elvet Bridge)).

4.11 Proposal Background

Durham Market Place and Elvet Bridge is lined with various amenities such as bars, shops and restaurants. Due to this, it is subject to high volumes of traffic (both pedestrian and vehicular) throughout the day and into the night.

The Parish Council, Durham Constabulary and visitors to the city have raised concerns regarding large volumes of vehicles using the Market Place and Elvet Bridge once the current Pedestrian Zone restriction times have elapsed.

The current Pedestrian Zone restrictions allow for unrestricted access between 4pm – 10am which was intended to accommodate loading/unloading. However, this loading/unloading period is currently being abused by vehicles who are now using the Market Place and Elvet Bridge for overnight parking.

It is therefore proposed to amend the existing Pedestrian Zone times to 10am – 4pm and 10pm – 4am within the Market Place and Silver Street and 2am – 10am on Elvet Bridge which will further restrict vehicle access within both locations by preventing overnight stays and ensuring the safety of pedestrian movement whilst still allowing for loading/unloading at reasonable times.

4.12 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
620	18	23

4.13 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.11.24 – 19.12.24 & 19.02.25 – 12.03.25	1	3

4.14 Summarised objections & responses:

4.15 Objections:

26 objections have been received to this proposal from the informal and formal consultation stage and the reasons have been summarised below:

- The proposed exemptions for loading will not sufficiently accommodate delivery needs.
- This will negatively impact residents within the peninsula.
- “The 4 proposed new signs ones would add further visually intrusive clutter going against the emerging Conservation Area Management Plan with one of the management aims being to declutter such key historic spaces and streets”. (Comment from DCCs Conservation Team)

4.16 DCC Response:

- Vehicles will still be permitted to load within the peninsula between the hours of:
 - 4am – 10am & 4pm – 10pm for Durham Market Place/Silver Street.
 - 2am – 10am for Elvet Bridge.
- By controlling the times in which vehicles use this space, we can minimise the risks for pedestrians.
- The amended pedestrian zone exemption times will see a reduction in the number of vehicles accessing the peninsula, as such, this will reduce vehicle volumes within the area and provide a safer area for pedestrians to navigate more freely.
- Whilst Durham County Council acknowledge the introduction of additional posts and signage in a Conservation Area is not supported by Durham County Councils Conservation Team, it is considered that the current abuse of parking within the Market Place and Elvet Bridge to continue poses a greater threat of

damage to its historic nature and therefore on balance the additional signage is acceptable.

4.17 See appendix 3 for objection chart.

4.18 Location 3 – Durham Market Place (to introduce a No Entry restriction)

4.19 Proposal Background

Concerns have been raised regarding the volume of vehicles using the Market Place during times when pedestrian footfall is high.

The Parish Council, Durham Constabulary, and visitors to the city have also raised concerns regarding volumes of vehicles within the area. Whilst an informal one-way system is in place for vehicles accessing the Market Place, this is often not adhered to with vehicles entering at various locations and directions from Saddler Street. This causes concern for pedestrian safety who are unaware vehicles may enter the Market Place from numerous directions.

It is therefore proposed to introduce a 'No Entry' restriction adjacent to St Nicholas Church to formalise the existing one-way system, thereby improving road and pedestrian safety whilst improving traffic flow.

4.20 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
620	16	12

4.21 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.11.24 – 19.12.24 & 19.02.25 – 12.03.25	1	1

4.22 Summarised objections & responses:

4.23 Objections:

13 objections have been received to this proposal from the informal and formal consultation stage and the reasons for their objections have been summarised below:

- “The 4 proposed new signs ones would add further visually intrusive clutter going against the emerging Conservation Area Management Plan with one of the management aims being to declutter such key historic spaces and streets”. (Comment from DCCs Conservation Team)

4.24 DCC Response:

- Whilst Durham County Council (DCC) acknowledge the introduction of additional posts and signage in a conservation area is not recommended by DCCs Conservation Team it is considered that allowing the current abuse of parking within the Market Place to continue poses a greater threat of damage to its historic nature and therefore on balance, the signage is considered acceptable.

4.25 See appendix 3 for objection chart.

5 Conclusion

5.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the amendments to the Durham City (Parking & Waiting Restrictions) Order 2014, the Durham City (Road User Charge) Order 2014 and to introduce the Durham City (No Entry) Traffic Regulation Order 2025, with the final decision to be made by the Corporate Director under delegated powers.

6 Background papers

6.1 Available on request.

Author(s)

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[Dave Lewin]

Tel: 03000 263582

Appendix 1: Implications

Legal Implications

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

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

The Council has a duty pursuant to section 149 of the Equality Act 2010 when exercising its functions to have regard to the need to a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Equality Act 2010; b) advance equality of opportunity between person who share a relevant protected characteristic and person who do not share it; and c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, disability, sex, race and religion.

In this instance, officers have assessed all relevant factors and do not consider that any equality impacts have been identified by objectors.

Climate Change

It is considered that there are no Climate Change issues to be addressed.

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

Crime and Disorder

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

Staffing

Carried out by Strategic Traffic.

Accommodation

No impact.

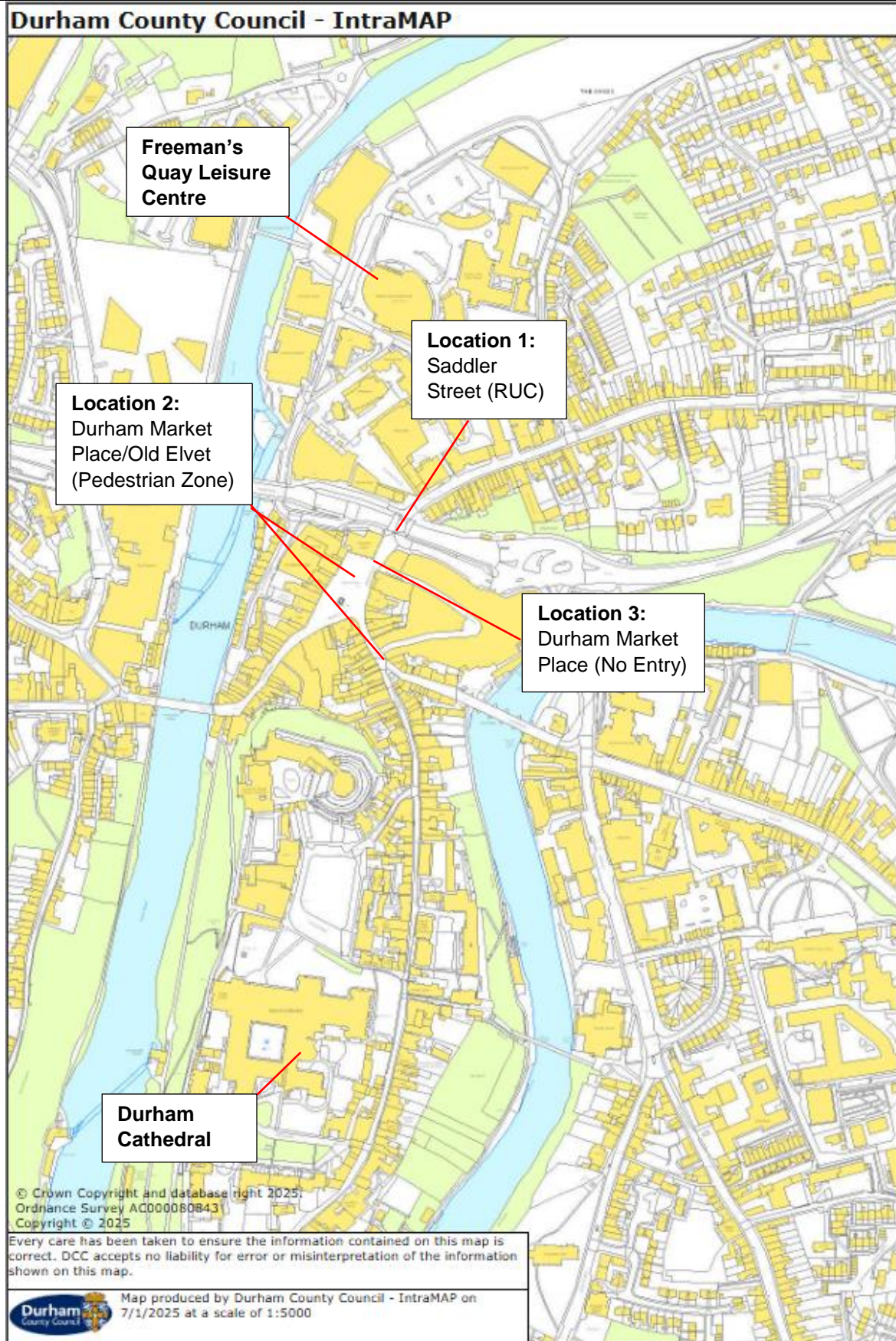
Risk

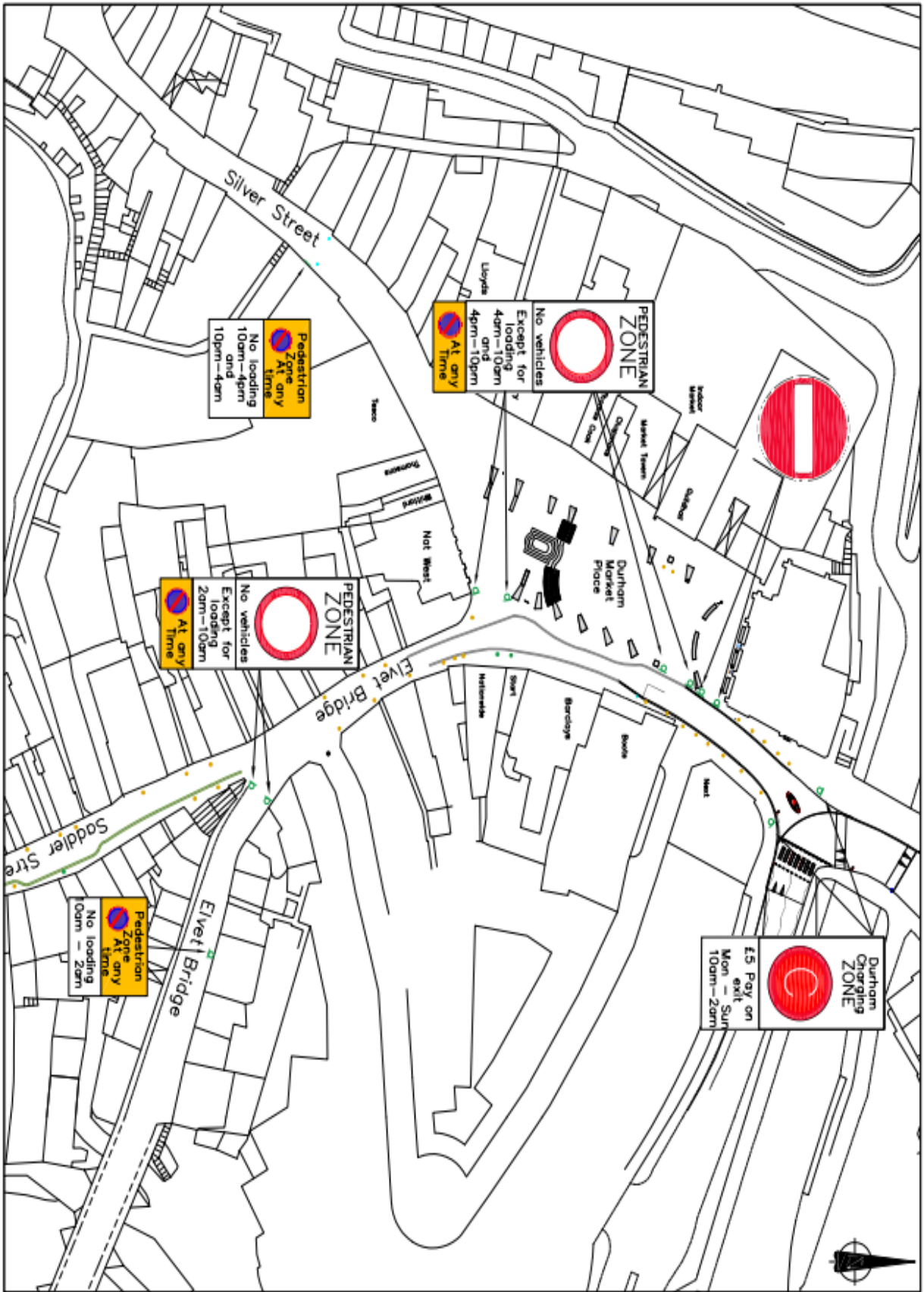
Not Applicable.







Procurement





Operations, DCC.

Appendix 2: Location of Proposals and Local Buildings



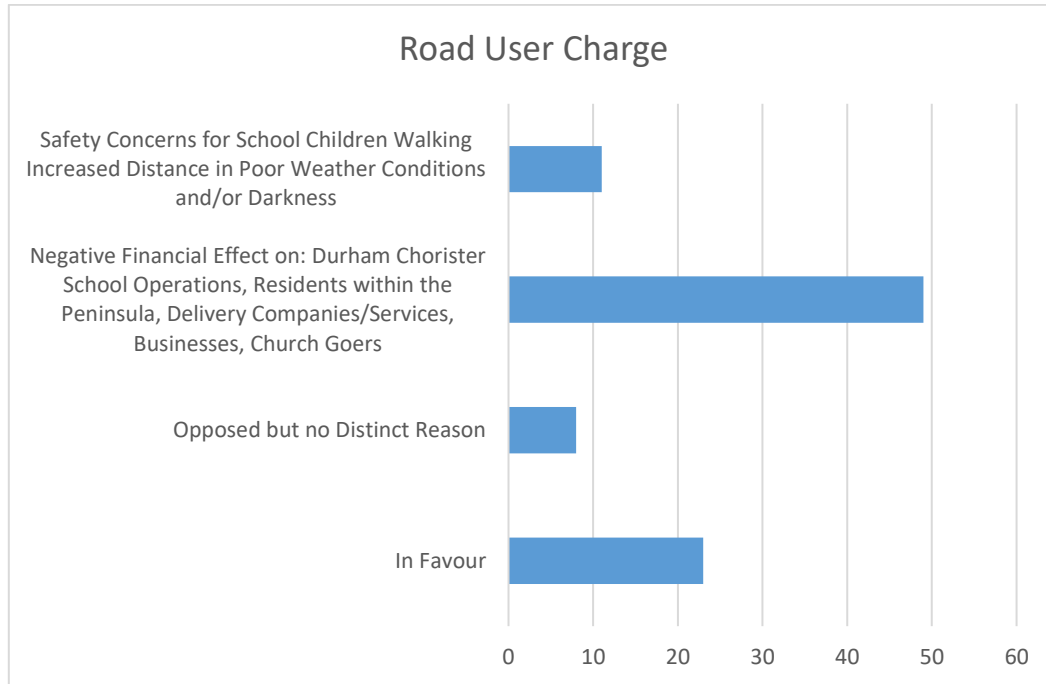


Location	Existing	Proposed
<p>Saddler Street (Road User Charge)</p>		
<p>Durham Market Place (Pedestrian Zone)</p>		
<p>Silver Street (Pedestrian Zone)</p>		

<p>Elvet Bridge (Pedestrian Zone)</p>	<div data-bbox="676 197 917 689"> <p>PEDESTRIAN ZONE</p>  <p>No vehicles</p> <p>Except for loading 6 pm - 10 am</p>  <p>At any time</p> </div>	<div data-bbox="1078 197 1319 689"> <p>PEDESTRIAN ZONE</p>  <p>No vehicles</p> <p>Except for loading 2 am - 10 am</p>  <p>At any time</p> </div>
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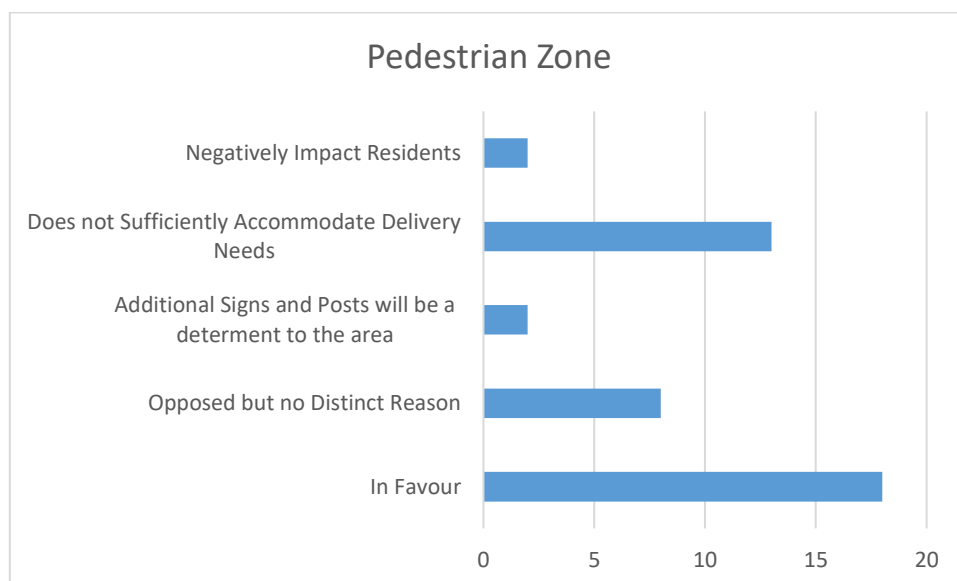
Appendix 3: Combined Consultation Responses

Location 1 – Saddler Street (to increase the current Road User Charge (RUC) from £2 to £5)



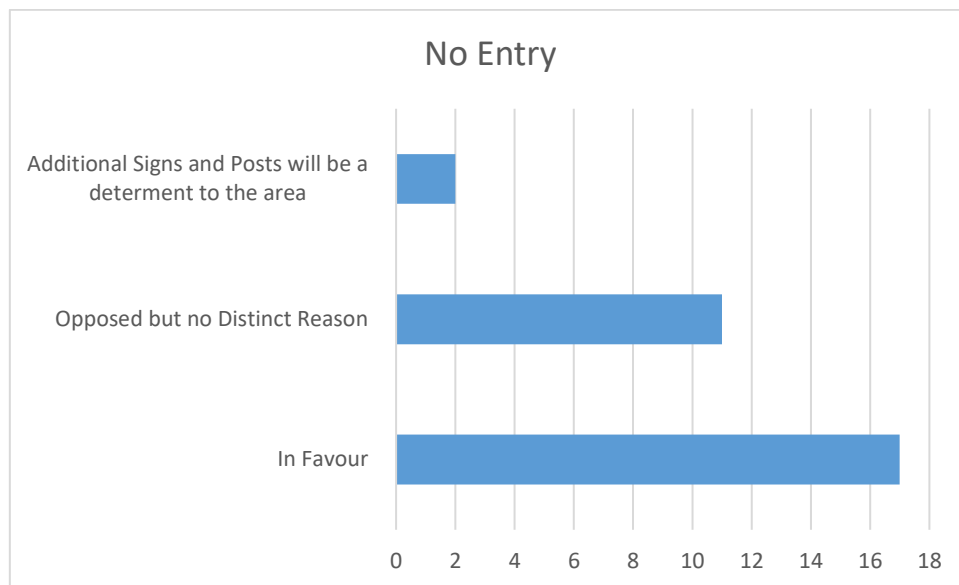
**Data shown represents all responses from all stages of consultation.*

Location 2 – Durham Market Place (to increase the Pedestrian Zone times to 10am-4pm and 10pm-4am (Durham Market Place), 10am-4pm and 10pm-4am (Silver Street) and 10am-2am (Old Elvet Bridge)).



**Data shown represents all responses from all stages of consultation.*

Location 3 – Durham Market Place (to introduce a No Entry restriction)



**Data shown represents all responses from all stages of consultation.*

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Durham City
Parking & Waiting Restrictions,
No Entry & Road User Charge
Traffic Regulation Order 2025

Highways Committee
21st March 2025



Restrictions

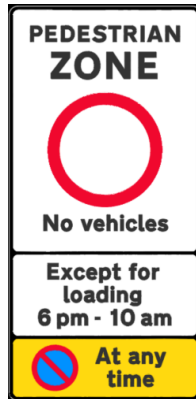
2. Market Place Pedestrian Zone



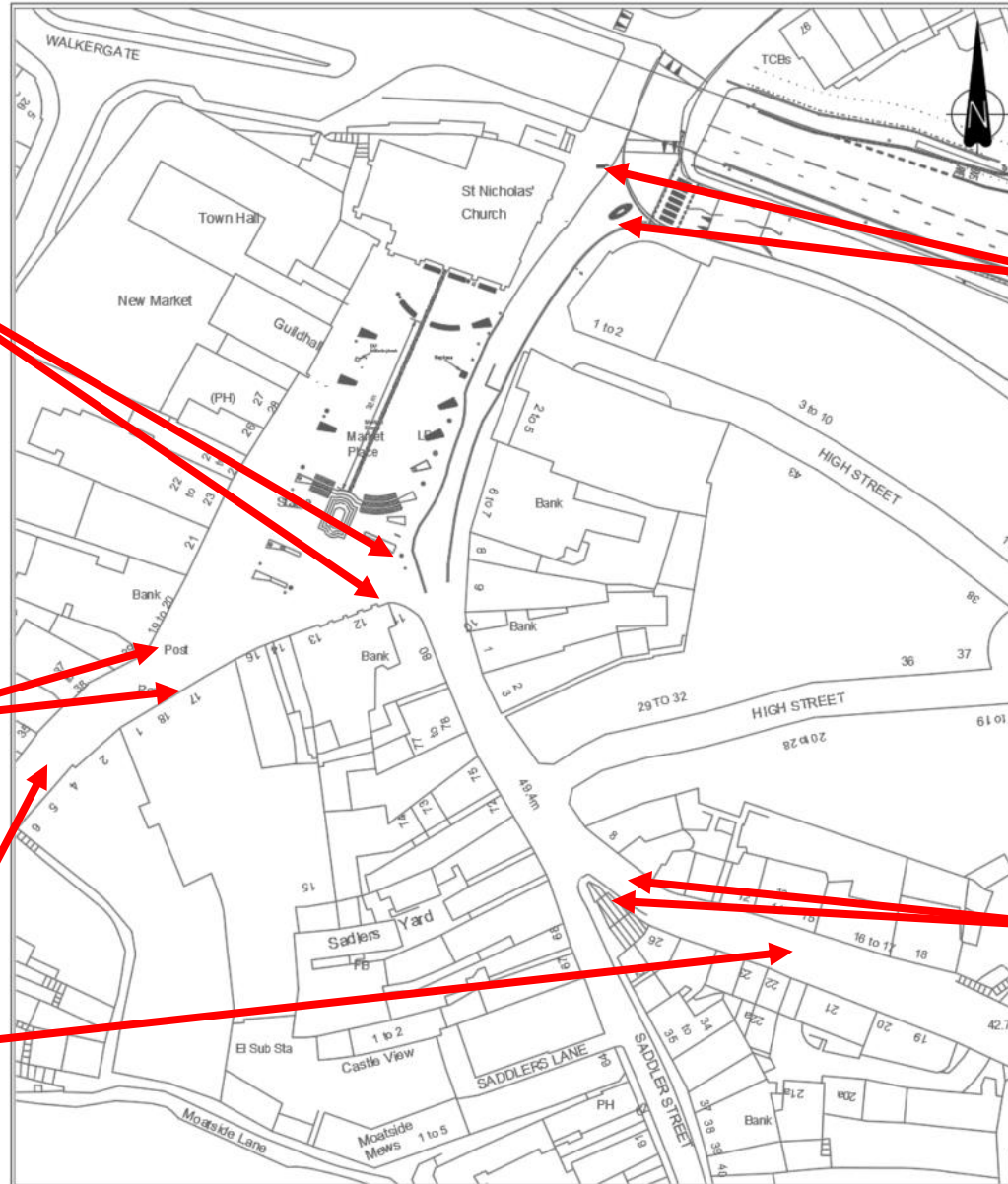
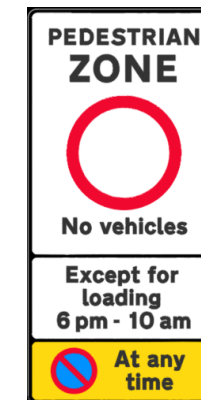
1. Road User Charge



3. Silver Street Pedestrian Zone



4. Elvet Bridge Pedestrian Zone



Road User Charge



1st October 2002



29th August 2011

Pedestrian Zones

Silver Street Pedestrian Zone



First Introduced 16th Dec 2009

Elvet Bridge Pedestrian Zone



First Introduced 16th Dec 2009

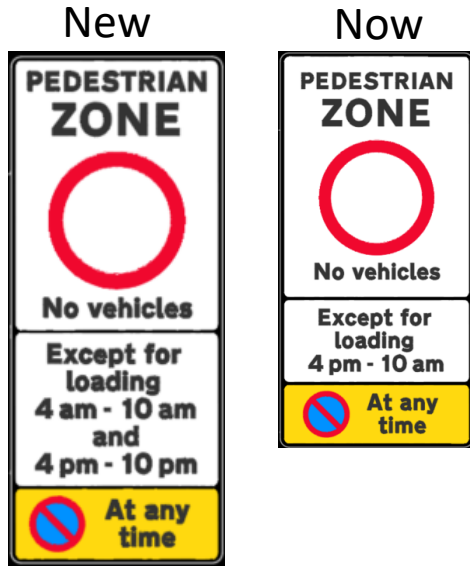
Market Place

Market Place Pedestrian Zone

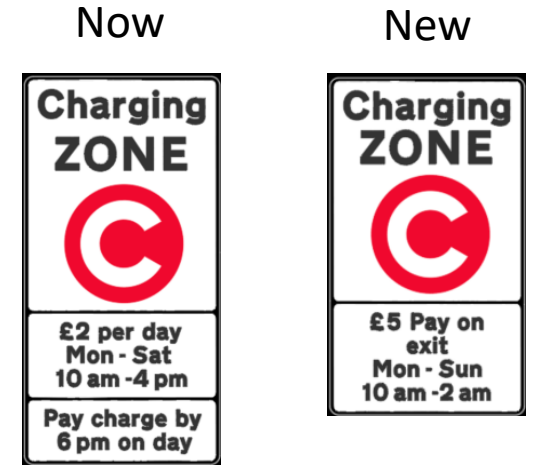


Restrictions

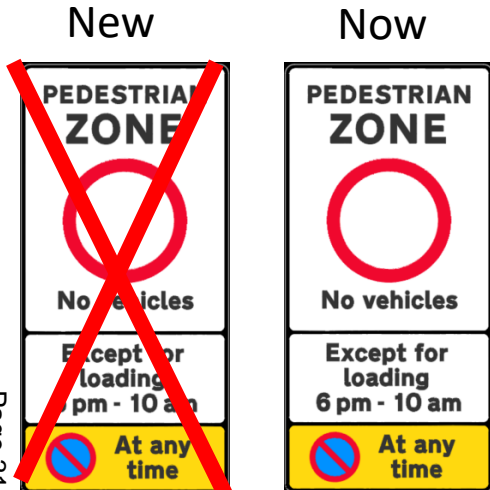
2. Market Place Pedestrian Zone



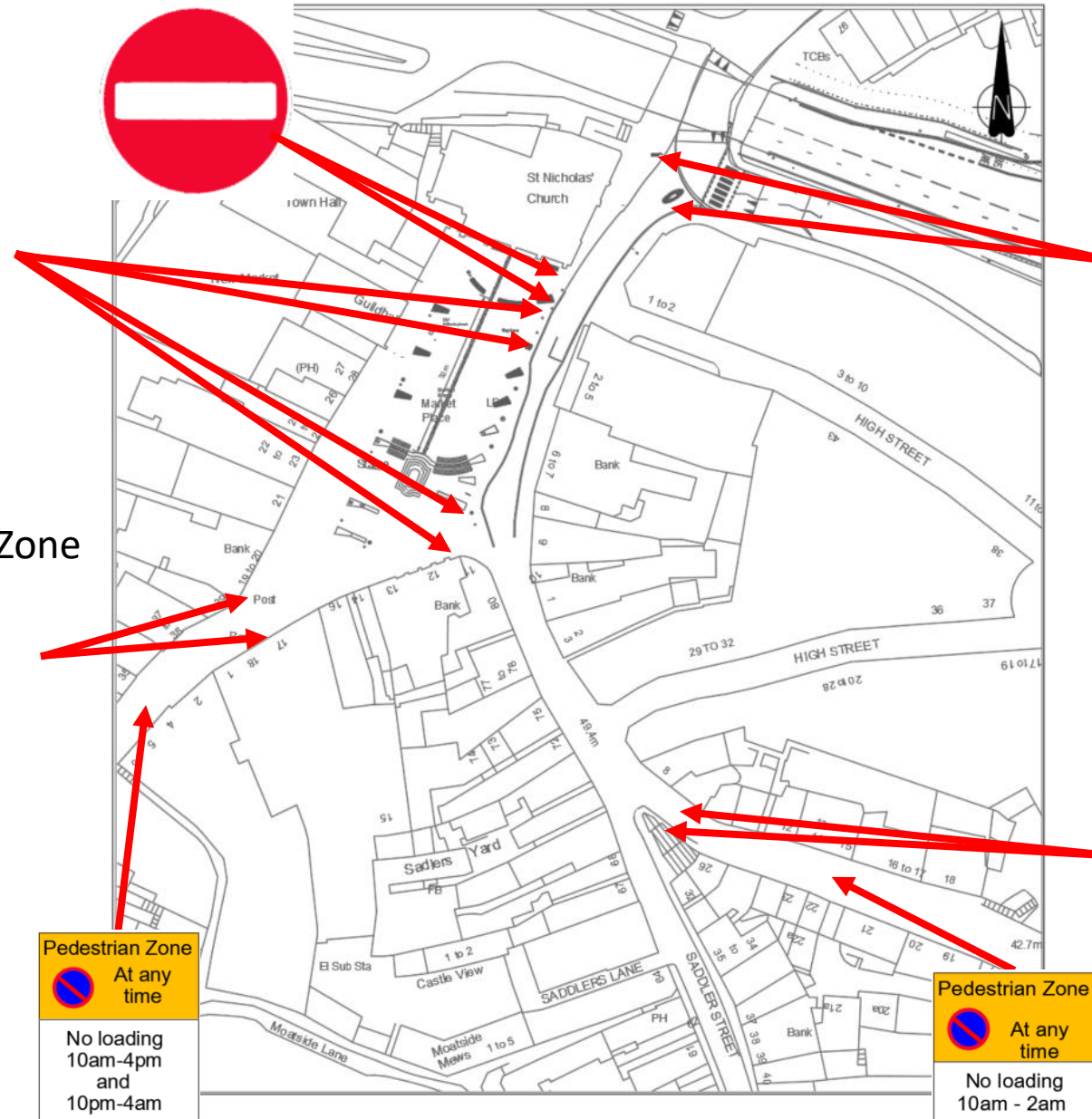
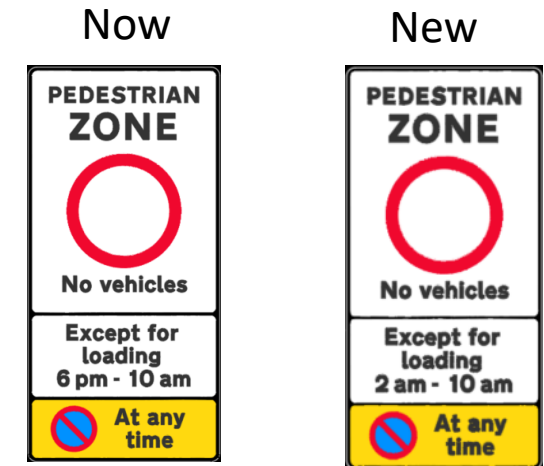
1. Road User Charge



3. Silver Street Pedestrian Zone



4. Elvet Bridge Pedestrian Zone



Road User Charge – To amend the current Road User Charge to £5 per day on All Days (except Christmas Day, Boxing Day and New Years Day) and extend the operating hours to 10am – 2am. This will improve road and pedestrian safety and reduce traffic volumes.

Durham Market Place/Elvet Bridge (Pedestrian Zone) - To amend the current Pedestrian Zone to prevent vehicle access:

Durham Market Place	between 10am-4pm & 10pm-4am
Silver Street	between 10am-4pm & 10pm-4am
Elvet Bridge	between 10am-2am

Location 3 – Durham Market Place (No Entry) – To introduce a ‘No Entry’ restriction adjacent to St Nicholas Church to ensure no vehicles can access the area without passing a restriction sign

Recommendation

Officers recommend that the Committee resolves to set aside the objection/s and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any Questions?

Highways Committee

21st March 2025

C62 Low Moor Road, Langley Park

Proposed Traffic Calming

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Alan Patrickson Corporate Director of Neighbourhoods and Climate Change

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Esh and Witton Gilbert

1 Purpose of the Report

- 1.1 To advise Members of the objections received to the proposed introduction of Traffic Calming features in the form of speed cushions between the chicane features of C62 Low Moor Road and Finings Avenue, Langley Park.
- 1.2 To request that Members consider the objections made during the formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether to proceed with the Traffic Calming Scheme, which will then guide the Corporate Director of Neighbourhoods and Climate Change in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

2 Executive Summary

- 2.1 Three representations have been received in relation to a proposed Scheme to introduce traffic calming measure at Langley Park.

The response from Statutory Consultees was fully in support of the proposals.

- 2.2 Having considered the points raised in the objections, Officers have responded to the residents, however, they have maintained their objections and requested that they are formally considered.
- 2.3 All Local Members and Durham Constabulary have been consulted and there are no outstanding objections from them to the proposals.
- 2.4 Consultation Period:

	From	To
Statutory Consultees/Informal Consultation	29/10/2024	30/10/2024
Formal Consultation	23/01/2025	13/02/2025

3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the traffic calming on Low Moor Road, Langley Park with the final decision to be made by the Corporate Director under delegated powers.

4 Proposal, Objections & Responses

- 4.1 The proposed location for the traffic calming that received objections during consultation is detailed below.

- 4.2 Location – C62, Low Moor Road, Langley Park (to introduce traffic calming)

- 4.3 Proposal Background

Langley Park is located Northwest of Durham. The area predominantly consists of local businesses, residential areas as well as being a bus route with on-street parking available. In May 2024, Officers from Durham County Council met with a Local Member to discuss the installation of traffic calming on Low Moor Road and Finings Avenue. Concerns were raised regarding the speeds of vehicles at this location and so a request was made for traffic calming measures to be installed to reduce the speed of vehicles. This scheme was proposed due to the initial priority give way feature introduced a few years back not achieving the driver compliance we had hoped for. At the time this was introduced it was acknowledged that it may be necessary to revisit this location in the future.

Officers investigated the concerns and agreed that there is a need for the proposed of traffic calming measures in the form of speed cushions to be installed at this location. The proposal reflects what is believed to be the most appropriate solution to the issues raised.

It is therefore proposed to introduce 5 pairs of speed cushions between the existing chicane features on C62 Low Moor Road and Finings Avenue, Langley Park.

4.4 Informal Consultation:

As the traffic works were part of a wider regeneration, there had been public engagement with residents, stakeholders, and businesses. We directly consulted with our list of statutory consultees and residents. The proposals were met with support from Durham Constabulary.

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
23/01/2025- 13/02/2025	0	3

4.6 Summarised objections & responses:

4.7 Objections:

3 residents have objected to this proposal at the formal consultation stage and the reasons for their objection have been summarised below:

- “Cushions are a danger to cyclists and motorcyclists and have limited effect on larger vehicles.”
- “The resulting slowing and accelerating between cushions will increase vehicle emissions.”
- “The cushions will produce greater noise and vibration and can create additional wear on vehicles.”
- “Cushions are not a good look and will spoil the look and drive on this stretch of road.”

- “The proposal is unnecessary. The road is not dangerous and does not require additional calming.”

4.8 DCC Response:

A new priority give way traffic feature was introduced a few years ago on Low Moor Road at the entrance to the village, which aimed to reduce approach speeds. A wider scheme was considered at this time however it was concluded that the stand-alone feature would initially be introduced with further measures considered at a later date if traffic speed remained a concern. As Members were still receiving complaints about vehicle speed between this feature and the other well-established priority give way further east on Low Moor Road, further discussions with Traffic Assets Team, police and Members concluded that in the interests of road safety additional measures should be proposed to address the ongoing concerns.

Summary of responses sent to residents:

‘Speed cushions are unlikely to affect two-wheeled vehicles and can be beneficial to cyclists but also means motorcycles may not reduce their speeds. The cushions are designed to not encourage drivers to ‘cut in’ as they approach the cushion as this can endanger cyclists.

Cushions are used on roads which form a bus route, so larger vehicles won’t be as affected by them as smaller vehicles. This is by design as to minimise discomfort to passengers on buses and to not compromise the speeds of fire appliances on this road.

Low speeds are generally associated with high rates of exhaust emissions because they usually involve a high proportion of acceleration and deceleration. However, smooth driving at a constant speed will result in relatively lower emissions. The emissions will depend on how the scheme influences the average speed of vehicles and speed variation. Noise can also be influenced by the installation of speed cushions. The reduction in vehicular speed can result in reduced noise levels but noise emissions are also affected by the way vehicles are driven.

All motor vehicles are built to `Construction and Use` Government Guidelines by their manufacturers. The `Construction and Use`

guidelines consider the various driving conditions which motor vehicles are likely to encounter during everyday use, such conditions include road humps and speed cushions. We are aware that springs on some makes, and model of vehicles are more prone to breaking than others, as many springs particularly those which have been replaced with non-manufacturer branded products may be made from cheaper steel or of a lesser quality.

Traffic calming in the form of Speed Cushions remain a recognised means of providing traffic calming in streets as an aid to improving road safety. Providing they are traversed at sensible speeds, there is no reason to suggest that such features lead to excessive wear on vehicle components beyond what would typically be encountered by motorists going about their daily business on the highway network.'

4.9 See appendix 3 for full details of the objection(s).

5 Conclusion

5.1 Having considered the evidence of excessive vehicle speeds in this location and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. With regard to the specific points raised within the objections, it is not considered that the introduction of traffic calming will result in damage to vehicles and provide a higher risk to two-wheeled vehicles. It is acknowledged that cushions can influence traffic noise levels and vehicle emissions. Lowering speeds may mean that there is a reduction in noise and emissions, but this is dependent on how vehicles are driven.

It is therefore recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Traffic Calming Scheme with the final decision to be made by the Corporate Director under delegated powers.

6 Background papers

6.1 Correspondence and documentation in Traffic Office File

[\\dch-3900\Environment\ENV-SYS2\Strategic Highways\Traffic Assets\101 - Traffic Calming Schemes\TA2275 - C62 Low Moor Road, Langley Park](#)

Author(s)-

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Appendix 1: Implications

Legal Implications

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

Finance

Regeneration

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

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

Climate Change

It is considered that there are no Climate Change issues to be addressed.

Human Rights

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

Crime and Disorder

No impact on Crime and Disorder.

Staffing

No impact on staffing.

Accommodation

No impact.

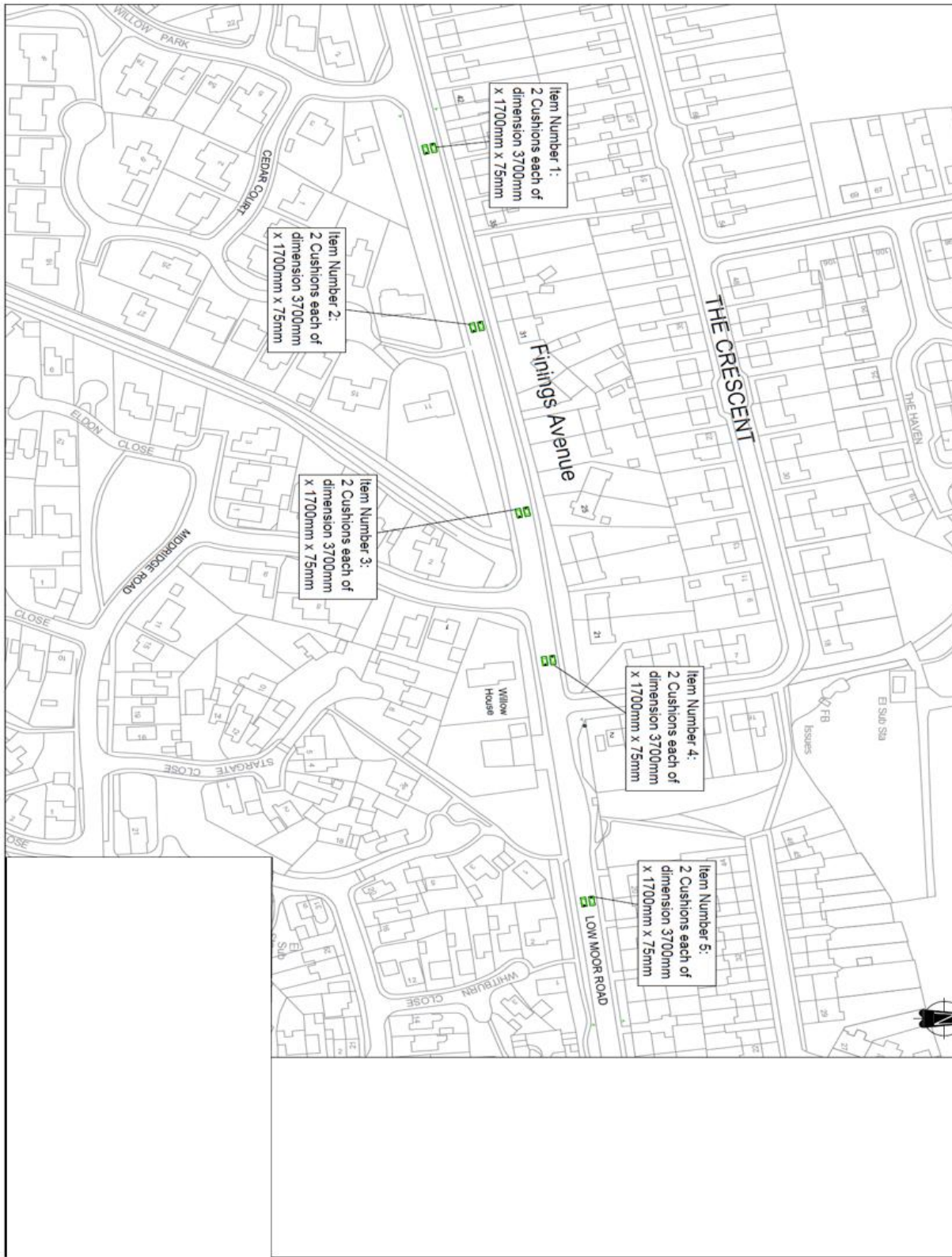
Risk

Not Applicable.

Procurement

Operations, DCC.

Appendix 2: Location of Proposals



Appendix 3: Objection Details

Resident 1:

Dear Sirs, I must object to the proposed speed cushion installation on C62, Low Moor Road, Langley Park.

I believe they are a danger to cyclists and motorcyclists, and they have limited effect on speed reduction as drivers of larger vehicles that can span the cushions can keep their speeds up anyway. Smaller lower vehicles get damaged by these.

I am a resident of Langley Park, but I do not think this is the answer.

Yours sincerely

Resident 2:

Dear Highways,

I would like to record my opposition to the proposed plans to install 5 sets of road cushions on C62 Low moor road, Langley Park

I feel that the proposal is unnecessary, the short stretch of road affected is already between two traffic calming devices and the traffic behaviour the majority of the time is not dangerous or requiring additional calming

I live in part of the estate served by Middridge road and can never say the volume or speed of traffic has made me feel like pulling out on to Low Moor Road a dangerous act, nor whilst walking up and down the pavements have, I felt the traffic poses a risk

I feel that the resulting increase in emissions from traffic slowing and accelerating between cushions, additional noise and vibration from the mixed traffic and the additional wear to local residents vehicles to be more detrimental than the minor affect these cushions may have to slow a minority of vehicles.

Resident 3:

We are very pleased to learn of the traffic calming measures proposed for Finings Avenue in Langley Park to address the excessive speeding, danger and noise.

However, we are very concerned in regard to the noise and vibration item number 2 (speed cushions) may cause as it is close to our bedroom in your proposal and therefore strongly object to this location. The proposal of 1.7m wide cushions we feel will not slow down vehicles larger than cars but only act as an uneven surface not unlike the poor road surface we experienced for years. (Photo attached).

We have lived with the poor road surface in this area adjacent to our property for years and I have complained to the council on many occasions regarding the noise and vibration we experienced in our home due to this.

Since September 2024 we are very pleased that the road resurfacing has reduced the noise considerably and has eliminated the vibration that disrupted our lives with thumping noise and shaking fittings in our home as vehicles passed from 4am to midnight and sometimes during the night.

Today we are once again enjoying our life (36 years) in this village as the noise and vibration has all but diminished and apart from high revving vehicles today we hardly notice the speeding.

Therefore, may I cordially suggest item 2 speed cushions are moved East a short distance just beyond the footpath that is exiting Cedar Court to Finings avenue as per the enclosed picture.

We think this is a fair suggestion as we have lived with the noise and vibration due to the poor road surface for years so are concerned speed cushions as you propose close to our bedroom will once again disrupt our well-being.

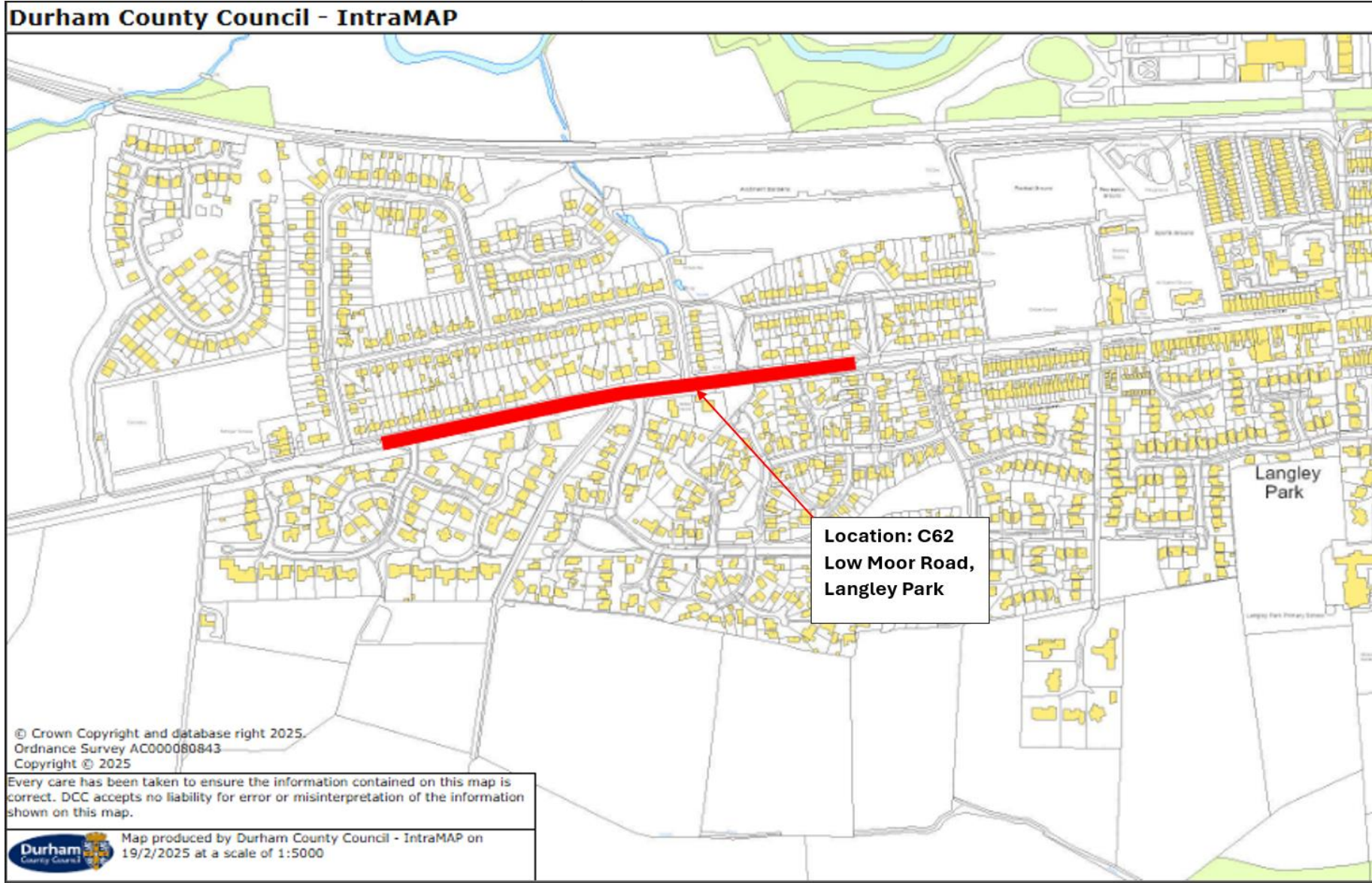
Already we have the large Beech Tree adjacent to our property and high sided vehicles sometime collide with the branches and in autumn leaves block our gutters which then have to be cleared several times. We accept the tree but feel we should not also suffer speed cushions close to our property that will create noise and vibration and negatively affect our well-being once again.

Attached are two pictures showing poor state of road before resurfacing and the proposed position for speed cushion No 2.

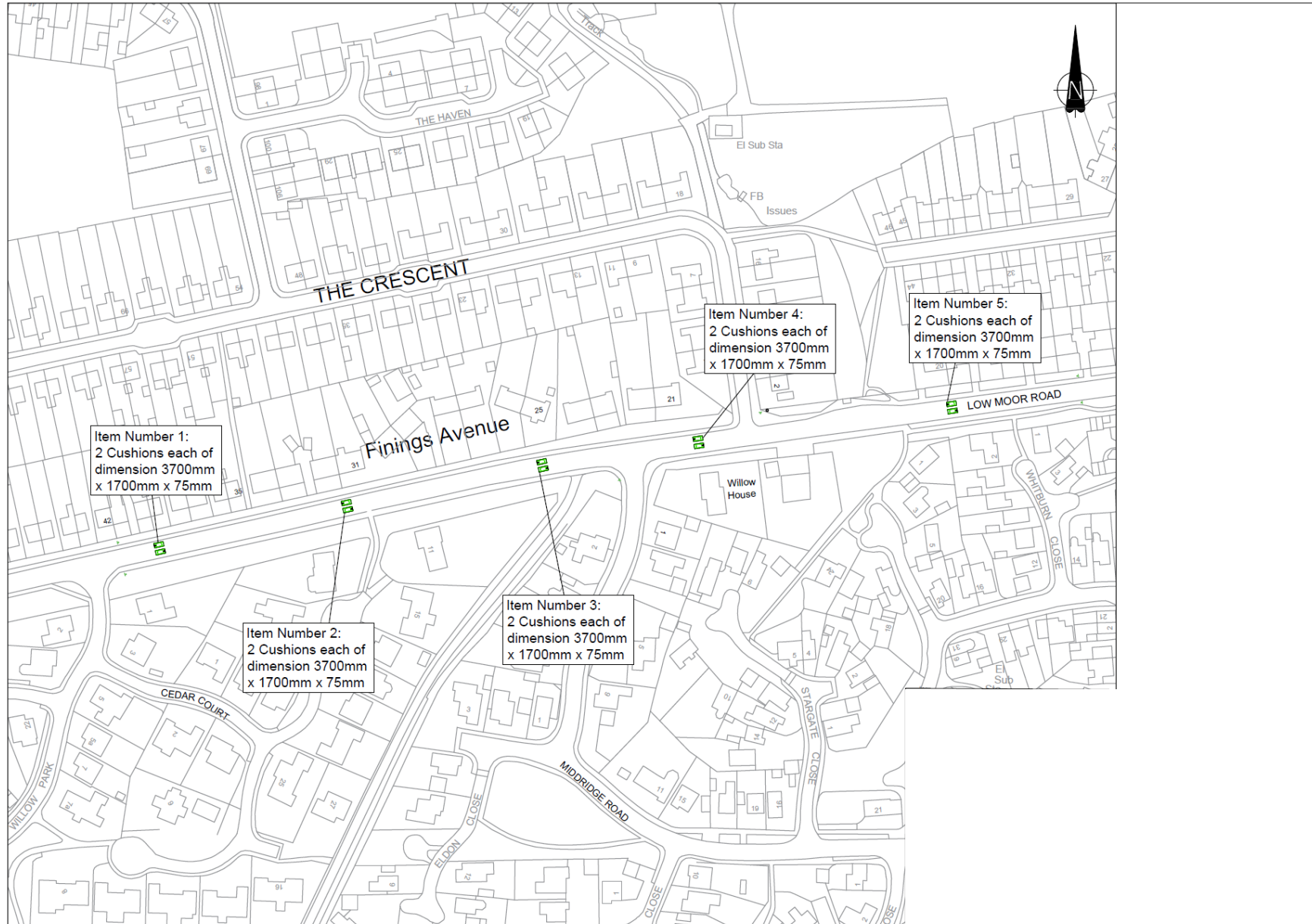
We would be most grateful if our suggestion was implemented.

C62 Low Moor Road, Langley
Park Proposed Traffic Calming
Highways Committee
21st March 2025

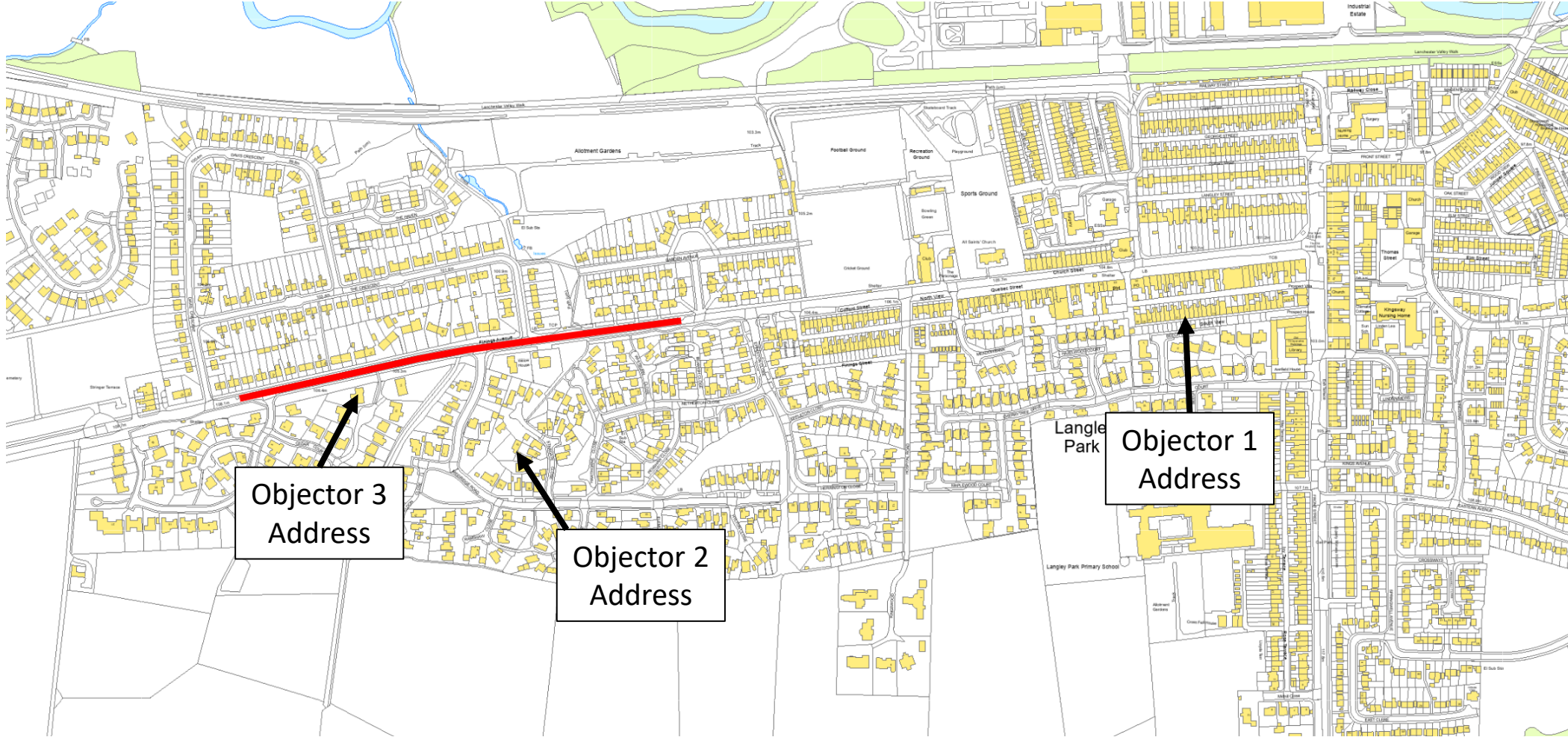
Location Plan of Proposals and Associated Buildings



Location – C62 Low Moor Road, Langley Park- Proposals Locations



Location – Delves Lane, Consett – Proposals & Objectors



Durham County Council - Summary

Location 1 – C62 Low Moor Road, Langley Park – It is proposed to introduce this traffic calming scheme in response to concerns raised of vehicles speeds in the area.

Recommendation

Officers recommend that the Committee resolves to set aside the objection and endorse the proposal, in principle, which will then guide the Corporate Director in the exercise of delegated decision making.

Any questions?

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