

Highways Committee

8th December 2023

Framwellgate Moor

Proposed Traffic Calming

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

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

Electoral division(s) affected:

Framwellgate & Newton Hall

1 Purpose of the Report

- 1.1 To request approval to progress the introduction of Traffic Calming to effect a 20mph zone.
- 1.2 To request that members consider the objection 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 TRO, which will then guide the Corporate Director of Regeneration, Economy and Growth 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 A representation has been received in relation to a proposed traffic calming scheme on Front Street, Framwellgate Moor.
- 2.2 Having considered the points raised in the objection, Officers have responded to the resident, however, they have requested that their objection is formally recognised. Overall, the scheme has been well

received when discussed as part of public engagement on the wider highway improvement scheme. The traffic element of the scheme aims to improve road safety and discourage non-local through traffic. It is therefore proposed to provide this traffic calming to support the existing 20mph speed limit and create a 20mph zone.

2.3 All Local Members and Durham Constabulary have been consulted and there are no outstanding objections to the proposals.

2.4 Consultation Period:

	From	To
Statutory Consultees/Informal Consultation	24.05.23	14.06.23
Formal Consultation	28.09.23	19.10.23

3 Recommendation(s)

3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the traffic calming scheme on Front Street, Framwellgate Moor to effect a 20mph zone 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 the consultation stages are detailed below.

4.2 **Location – Front Street, Framwellgate Moor** (to introduce traffic calming to effect a 20mph zone).

4.3 **Proposal Background**

Framwellgate Moor is located northwest of Durham. The area predominately consists of local businesses as well as being a bus route with on-street parking available. In June 2022, officers from Durham County Council held a community event to discuss proposed new Traffic arrangements on Framwellgate Moor Front Street, to address concerns raised by the public regarding pedestrian safety and to support improvements to formalise the permanent 20mph zone (introduced initially as part of the Emergency Active Travel Project

during Covid), to lower speed limits in this busy parade, alongside public realm improvements and streetscape enhancements.

Durham County Council investigated concerns and feedback provided by members of public and in consultation with the Durham Constabulary, Strategic Highways, and Integrated Passenger Transport colleagues to adapt the proposals to reflect the best solutions to the issues raised.

The proposals include an initial speed table between Bridgemere Drive and Alexander Close to mark the speed limit change from 30mph coming from Pity Me into the 20mph zone of the Front Street. An additional speed table and 7 no. speed cushions are also proposed. The proposed works will lead to an enhancement of the retail area with improvements to the public realm, which will see raised speed tables and the formal introduction of the 20mph zone alongside other works including new bollards and carriageway resurfacing.

4.4 Informal Consultation:

As the traffic works were part of a wider regeneration and floor scaping scheme, there had been public engagement with residents, stakeholders, and businesses. We directly consulted with our list of statutory consultees and although comments were forwarded, there are no outstanding objections to the scheme.

4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.09.23 – 19.10.23	2	1

4.6 Summarised objections & responses:

4.7 Objections:

1 resident has objected to this proposal at the formal consultation stage and the reasons for their objection have been summarised below:

- “The current speed ramps appear to be effective at slowing down traffic & I have noted that to avoid damage to my car springs I need to go over them at about 15mph.”

- “The installation of a further 7 speed bumps over that distance would mean negotiating 1 every 35 or so metres, which seems excessive. (& impact even more on our car springs!!)”
- “The additional ones will in my opinion force local traffic to go back to Arnison roundabout & go along the A690 bypass. That will increase fuel usage & emissions and will make that mini roundabout by Merlin Coach Works busier (there have been numerous collisions there) plus that huge Arnison roundabout is already busy and is a nightmare to navigate and there has also been a number of accidents on it!!”
- “All these are reasonable concerns by local residents whose direct route from their home to Durham is currently along front street.”
- “Surely if the proposals are to prevent none locals using the route as a short cut, the installation of ‘local traffic only’ could be tried first. At least I would ask if the 7 installations could be reduced in numbers.”

4.8 DCC Response:

As well as constructing road humps to design standards, all motor vehicles are built to `Construction and Use` Government Guidelines by their manufacturers. The `Construction and Use` guidelines take into account 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 road humps 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.

It is preferred that non local through traffic use the routes described by the objector as a more even distribution of traffic across alternative route should further assist in maintain lower traffic speeds and reduced volume of traffic in this location where there is more pedestrian activity. While not the primary aim of the scheme, discouraging this through traffic is desirable and the alternative route is of a similar

distance. There is no reason that this scheme would increase traffic at the mini roundabout.

The features are greater than 35m apart and are spaced such that they offer a consistent maintenance of speed when travelling through the Front Street. The layout of the features is in accordance with current design guidance and is aimed at assisting with compliance to the legal speed limit of 20mph.

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

5 Conclusion

5.1 Having considered the points raised within the objection, it is not considered that the introduction of the proposed traffic calming measures would be likely to result in damage to vehicles or result in an excessive number of measures. Officers have offered a substantive response to all the points. Accordingly, Officers remain of the view that it is necessary to introduce the proposals to enhance road safety for all users and support the existing 20mph in this location. It is therefore recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the Traffic Calming TRO 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:

[\\duch-3900\Environment\ENV-SYS2\Strategic Highways\Traffic Assets\101 - Traffic Calming Schemes\Front Street, Framwellgate Moor\Documents](#)

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

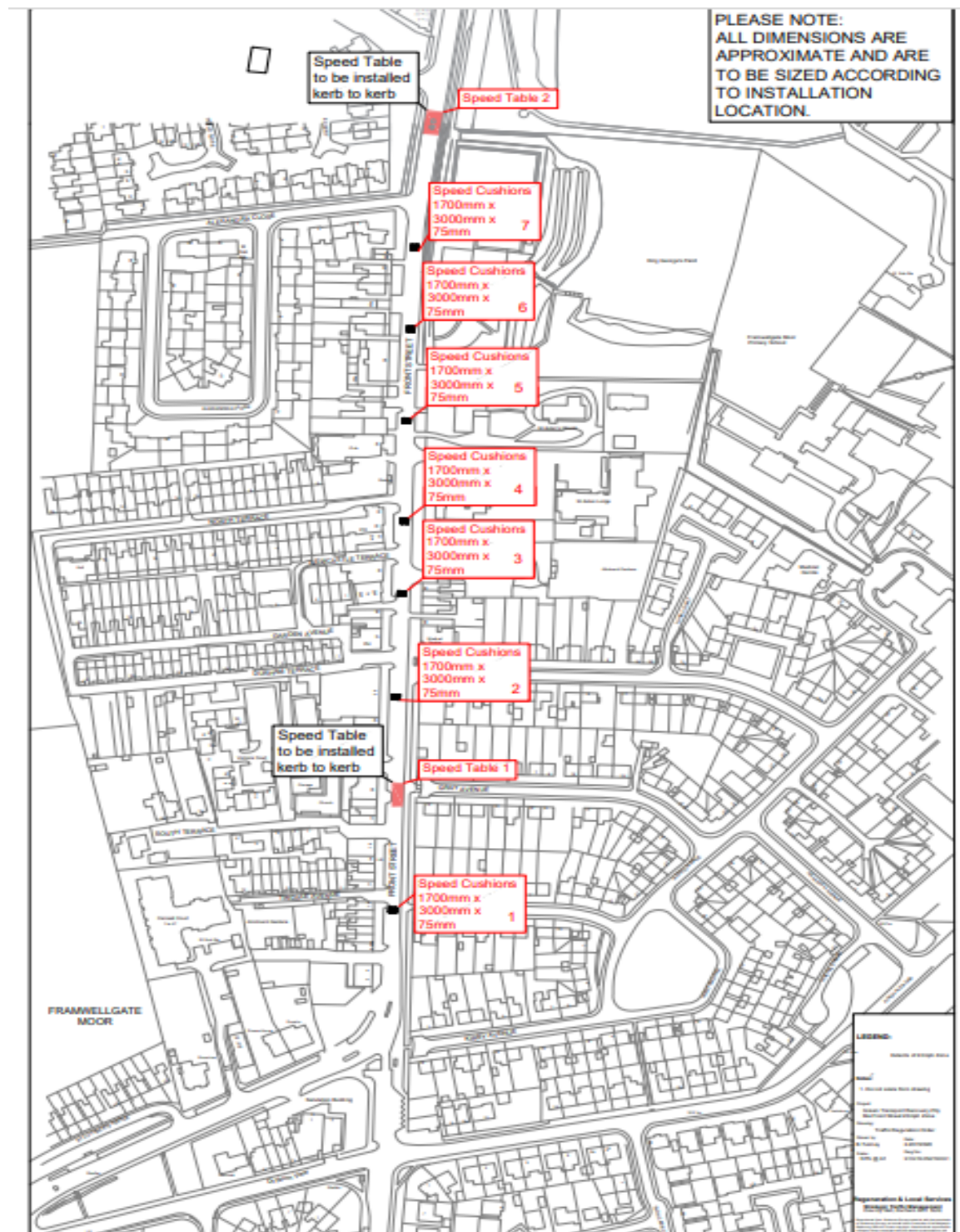
No impact.

Risk

Not Applicable.

Procurement

Operations, DCC.



Appendix 3: Objection Details

Location: Front Street, Framwellgate Moor

FW: [EXTERNAL]:ref 2907092 (VAROUS STREETS, FRAMWELLGATE MOOR) 20mph



Sharon Renwick
To: Scott Wallace

You forwarded this message on 19/10/2023 13:18.
We removed extra line breaks from this message.

Reply Reply All Forward

Tue 10/10/2023 15:46

-----Original Message-----

From: Elaine Carey <elaine-carey@hotmail.co.uk>

Sent: 03 October 2023 19:49

To: Sharon Renwick <sharon.renwick@durham.gov.uk>

Subject: [EXTERNAL]:ref 2907092 (VAROUS STREETS, FRAMWELLGATE MOOR) 20mph

[You don't often get email from elaine-carey@hotmail.co.uk. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I wish to voice my concerns / objection regarding the proposed additional speed bumps in front street as per above reference.

The current speed ramps appear to be effective at slowing down traffic & I have noted that to avoid damage to my car springs I need to go over them at about 15mph.

The installation of a further 7 speed bumps over that distance would mean negotiating 1 every 35 or so metres, which seems excessive. (& impact even more on our car springs!!) The additional ones will in my opinion force local traffic to go back to Arnison roundabout & go along the A690 bypass. That will increase fuel usage & emissions and will make that mini roundabout by Merlin Coach Works busier (there have been numerous collisions there) plus that huge Arnison roundabout is already busy and is a nightmare to navigate and there has also been a number of accidents on it!!

All these are reasonable concerns by local residents whose direct route from their home to Durham is currently along front street.

Surely if the proposals are to prevent none locals using the route as a short cut, the installation of 'local traffic only' could be tried first. At least I would ask if the 7 installations could be reduced in numbers.

Sincerely

Elaine Carey

Sent from my iPhone
Tel. 07712 204503