

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)-

[Regan Parker-Platt]

Tel: 03000 266236

[Michelle McIntosh]

Tel: 03000 263685

[Kieron Moralee]

Tel: 03000 263368

[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

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.

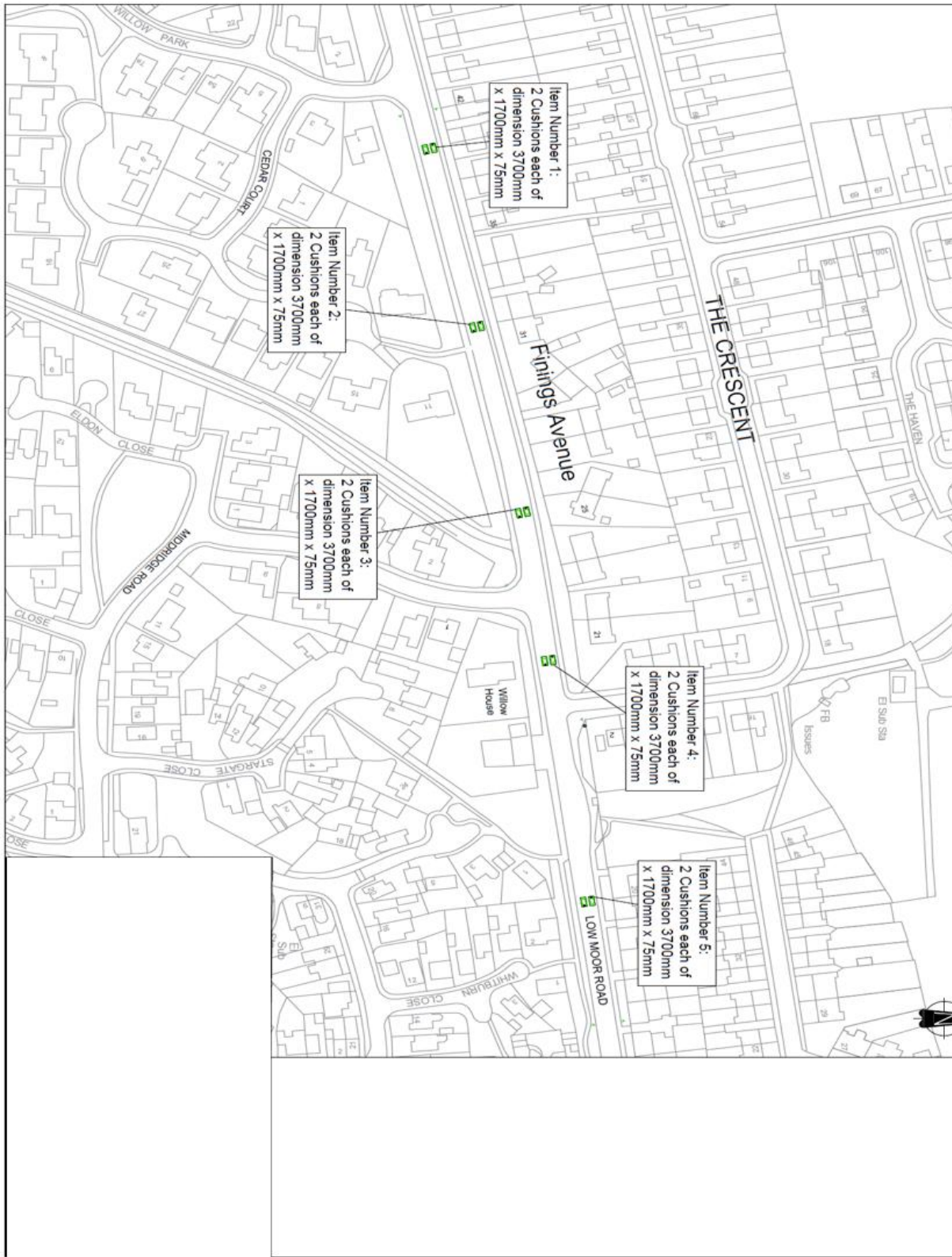
Risk

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.