

## Highways Committee

15<sup>th</sup> April 2025

Ash Crescent, Seaham

**Proposed One-Way System/No Entry &  
Traffic Calming**

**Ordinary Decision/Key Decision No.**



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### Report of Corporate Management Team

**Alan Patrickson, Corporate Director for Neighbourhoods and  
Climate Change**

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

#### **Electoral division(s) affected:**

Dawdon

#### **1 Purpose of the Report**

- 1.1 To advise Members of the objections received to the proposed introduction of a Traffic Calming and road safety scheme including a One-Way System/No Entry with associated Road Hump Notice on Ash Crescent, Seaham.
- 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 One-Way System/No Entry TRO with associated Road Hump Notice, 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 A representation has been received in relation to a proposed road safety scheme on Ash Crescent, Seaham.

- 2.2 The response from Statutory Consultees was in support of the proposals.
- 2.3 Having considered the points raised in the objection, Officers have responded to the resident, however, they have requested that their objection is formally recognised.
- 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	26.07.24	17.07.24
Formal Consultation	14.02.25	07.03.25

### 3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to introduce the Traffic Calming and road safety scheme including a One-Way System/No Entry TRO with associated Road Hump Notice on Ash Crescent, Seaham 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 scheme that received objections during consultation is detailed below.

- 4.2 **Location – Ash Crescent, Seaham** (to introduce a One-Way System/No Entry TRO and Road Hump Notice).

- 4.3 Proposal Background

Seaham is located northeast of Durham. Ash Crescent is in the Parkside area, south of Seaham. Ash Crescent has been subject to multiple complaints regarding road safety due to an increased level of on-street parking which has contributed to a reduced carriageway width, thus leading to multiple incidents of direct conflict between vehicular traffic.

Durham County Council investigated concerns and feedback provided by members of the public and locally elected members to provide the most effective design solution for issues raised.

The proposals will see the introduction of a one-way system/no entry restriction throughout Ash Crescent. The proposed One-Way System/No Entry restriction will be supported by the introduction of 6no. speed humps to contribute to an improved level of road safety and reduce vehicular speed throughout this residential area. Associated signage and enhanced road markings will also be implemented as part of the scheme.

To confirm, discussions between DCC and Durham Constabulary have taken place throughout the design phase and the proposals have the full support of Durham Constabulary.

#### 4.4 Informal Consultation:

We directly consulted with our list of statutory consultees and there are no outstanding objections to the scheme.

#### 4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
14.02.25 – 07.03.25	0	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:

- “I object to the planned roadworks in Ash Crescent, I fail to see the necessity or any reason to implement a one-way system.”
- “I also object to speed cushions being implemented as these are likely to increase the dangers, the noise and the pollution on this road. They will reduce the parking space currently available.”
- “I believe there has never been a collision here or road safety issue and therefore no extra road safety measures need to be implemented. The road safety initiatives proposed here will be actively detrimental to overall road safety.”

- “I also believe this is a waste of money whereby the money could be better used by improving the state of this road, filling in the cracks, potholes or even resurfacing the road”.
- “Are you able to state reason or cause and why these measures have been considered? Have any surveys been conducted recently or is there a cause of concern that I am unaware of?”

#### 4.8 Initial DCC Response:

The proposed scheme was originated by local members following multiple issues of vehicle and pedestrian conflict due to an increase of parked cars throughout Ash Crescent.

Unfortunately, the introduction of One-Way systems are known to contribute to an increase in vehicular speeds due to the absence of opposing traffic flow, therefore, to satisfy this issue, it is necessary to incorporate physical traffic calming measures as part of the scheme to improve road safety for all users.

#### 4.9 *Further correspondence from the resident objecting following my initial response.*

- “I fail to see how introducing a one-way system will alleviate any issues mentioned. The introduction of speed humps to alleviate a problem actively caused by introducing a one-way system defies belief. It is generally accepted that speed humps in any form cause vehicles to slow down to then increase speed, the problems with a narrow road like Ash Crescent are increased. The pollution, the noise, and the aforementioned dangers will be increased and there will be a bigger chance of potential fatality.”
- “I do object to the traffic calming measures proposed and suggest there are alternative measures that could be introduced that will have less impact on a quiet street and be more effective.”
- “Are you able to disclose when these supposed multiple issues originated and from how many local members. Is this one person complaining frequently?”

#### 4.10 *Further DCC response to residents' extra comments.*

The introduction of the one-way system should alleviate the original issue of vehicle conflict due to the removal for any traffic to meet head on in an area of reduced carriageway width due to parked cars. When introducing a one-way system, physical measures are included to reduce the vehicular speeds as we know these increase if no physical measures are included due to the absence of opposing vehicular travel, therefore, both elements of the scheme compliment each other in terms of improving road safety.

The conflict noted has contributed to anti-social driving behaviours increasing in the area which is why local members have brought this to our attention and the subsequent scheme proposed.

This has been an ongoing issue which was brought to us in the last few years, and we are now at the point where the scheme can be implemented following this legal process.

#### *Additional DCC comments relative to the report and objection.*

The scheme is designed to national standards and should not contribute to noise and pollution but should assist overall by maintaining lower consistent speeds.

The introduction of physical traffic calming measures does not remove roadside parking provision as you can park over these measures.

It is correct that there have been no accidents in this area however, this does not confirm there has been no road safety issues at this location.

Highway defects such as potholes should be reported for investigation and if action is required this will be covered under routine maintenance and not through the funding designated to addressing the issues highlighted as part of this proposed scheme.

#### 4.9 See appendix 3 for full details of the objection.

## **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.
- 5.2 It is therefore recommended that Members agree in principle to endorse the proposal to proceed with the implementation of the One-Way System/No Entry TRO and supporting Road Hump Notice 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

### **Author(s)**

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## **Appendix 1: Implications**

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### **Legal Implications**

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

### **Finance**

Internal (REG – Traffic Neighbourhood Parking & Circulation)

### **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.

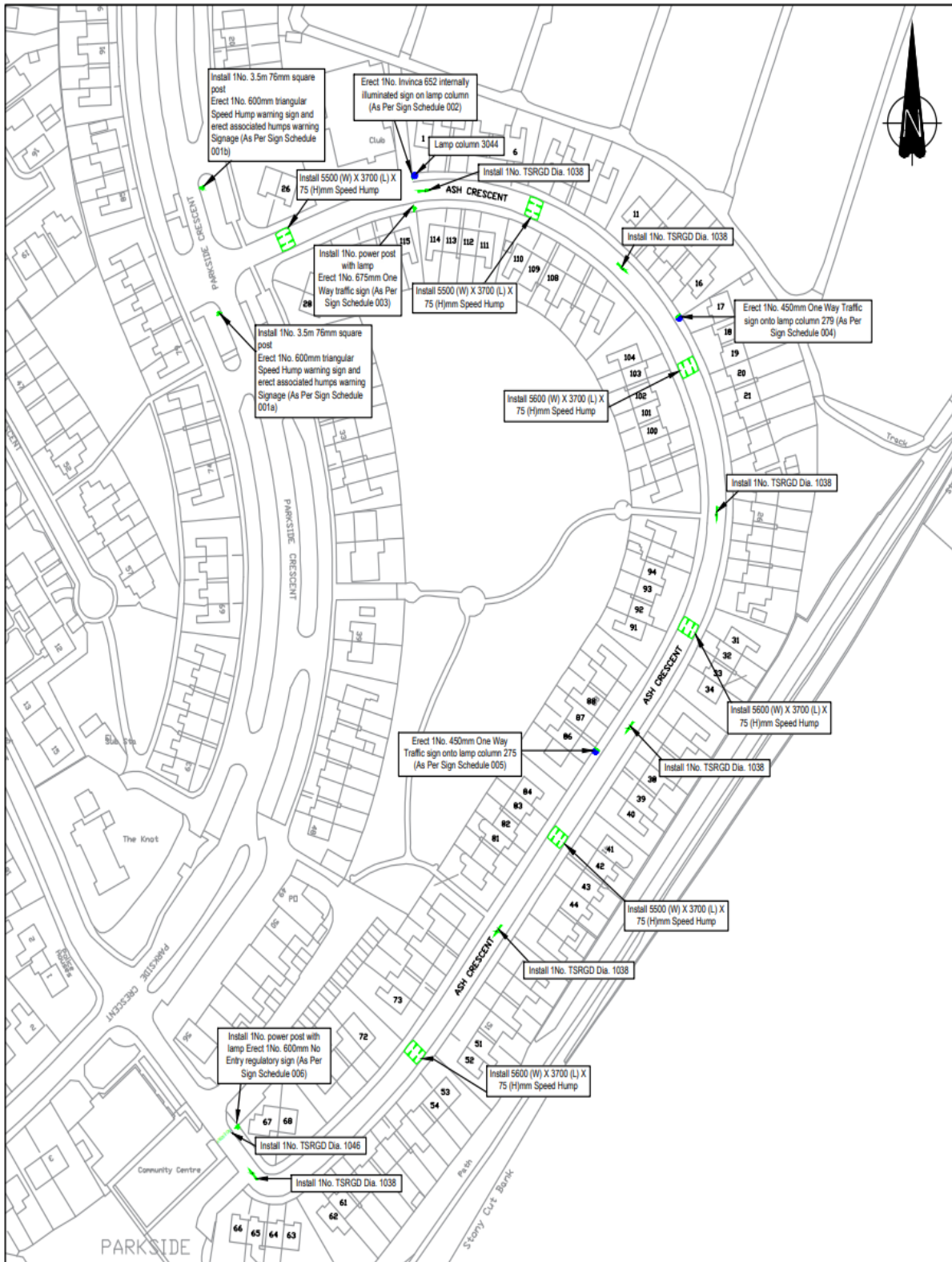
### **Risk**

Not Applicable.

### **Procurement**

Operations, DCC.

## Appendix 2: Location of Proposals





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## Appendix 3: Objection Details

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### Location: Ash Crescent, Seaham

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I object to the planned roadworks in Ash Crescent, I fail to see the necessity or any reason to implement a one way system.

I also object to speed cushions being implemented as these are likely to increase the dangers, the noise and the pollution on this road. They will reduce the parking space currently available.


I believe there has never been a collision here or road safety issue and therefore no extra road safety measures need to be implemented. The road safety initiatives proposed here will be actively detrimental to overall road safety.

I also believe this is a waste of money whereby the money could be better used by improving the state of this road, filling in the cracks, pot holes or even resurfacing the road.

Are you able to state reason or cause and why these measures have been considered? Have any surveys been conducted recently or is there a cause of concern that I am unaware of?

To Scott Wallace

Wed 26/02/2025 12:59

 You replied to this message on 26/02/2025 13:59.  
If there are problems with how this message is displayed, [click here to view it in a web browser.](#)

Hi Scott,

I fail to see how introducing a one-way system will alleviate any issues mentioned. The introduction of speed humps to alleviate a problem actively caused by introducing a one way system defies belief. It is generally accepted that speed humps in any form cause vehicles to slow down to then increase speed, the problems with a narrow road like Ash Crescent are increased. The pollution, the noise, and the aforementioned dangers will be increased and there will be a bigger chance of potential fatality.

I do object to the traffic calming measures proposed and suggest there are alternative measures that could be introduced that will have less impact on a quiet street and be more effective.

Are you able to disclose when these supposed multiple issues originated and from how many local members. Is this one person complaining frequently?

Many Thanks