



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR – LOCAL SERVICES

Paul Jones

Proposed 30 MPH Speed Limit Extension – C109 High Hauxley

Cabinet Member: Councillor John Riddle

17 January 2023

Purpose of Report

This report sets out the background to the proposed extension of the 30 MPH speed limit on the C109 road at High Hauxley.

Recommendations

It is recommended that the extension of the 30 MPH speed limit on the C109 at High Hauxley is introduced as proposed.

Link to Corporate Plan

Living - “We want you to feel safe, healthy and cared for”

Enjoying - “We want you to love where you live”

Key Issues

1. Northumberland County Council (NCC) has received traffic speed concerns on the C109 road entering High Hauxley in both directions.
2. A new housing development with planning approval adjacent to the C109 means that the existing speed limits no longer reflect the needs of the surrounding area and could present a road safety problem.
3. Representatives from NCC have been working closely with the local County Councillor, Hauxley Parish Council and the developer to establish and process the proposals.
4. The scheme will be partly funded through the Local Transport Plan (LTP) 2022/23 programme, the Members’ Local Improvement Schemes (MLIS) budget and the cost of the Traffic Regulation Order (TRO) will be met by the developer as part of the overall capital investment being used

Delegated Decision

to construct the development as part of the current planning conditions imposed.

Background

The C109 road is a single carriageway which flows through High Hauxley and is primarily rural in nature with narrow bends, limited traffic calming features and lacks street lighting in most of its areas. An existing 30 MPH maximum speed limit is in operation within the built-up area of High Hauxley, however this begins directly where residential properties are located, with the National Speed Limit applying beyond it.



Fig. 1: Existing 30 MPH speed limit gateway signs on the C109 road at High Hauxley

On the westbound approach to High Hauxley the restriction begins on a bend, affording motorists minimal opportunity to recognise the speed limit and pedestrians are therefore vulnerable at this location. In addition, a new housing development is to be constructed just south of this restriction as outlined in Figure 2, with the site access proposed where the National Speed Limit applies.



Fig. 2: Location of new development access adjacent to existing 30 MPH speed limit

When approaching High Hauxley from the east, the 30 MPH speed limit on Hauxley Lane begins directly at its junction with the access to Kirkwell Cottages, so there is scope for the restriction to be extended from both directions in order to improve road safety.

Proposals

It is intended to extend the current 30 MPH speed limit at both entrances to High Hauxley, which would cover the location of the new development access at the east and provide motorists with advanced notice to slow speeds when entering the area. Reducing the speed limit from National Speed Limit to 30 MPH is acceptable for use in rural locations on approaches to or on the outskirts of areas such as High Hauxley. The extents of the proposed new speed limits are outlined by the plan in Figure 3.

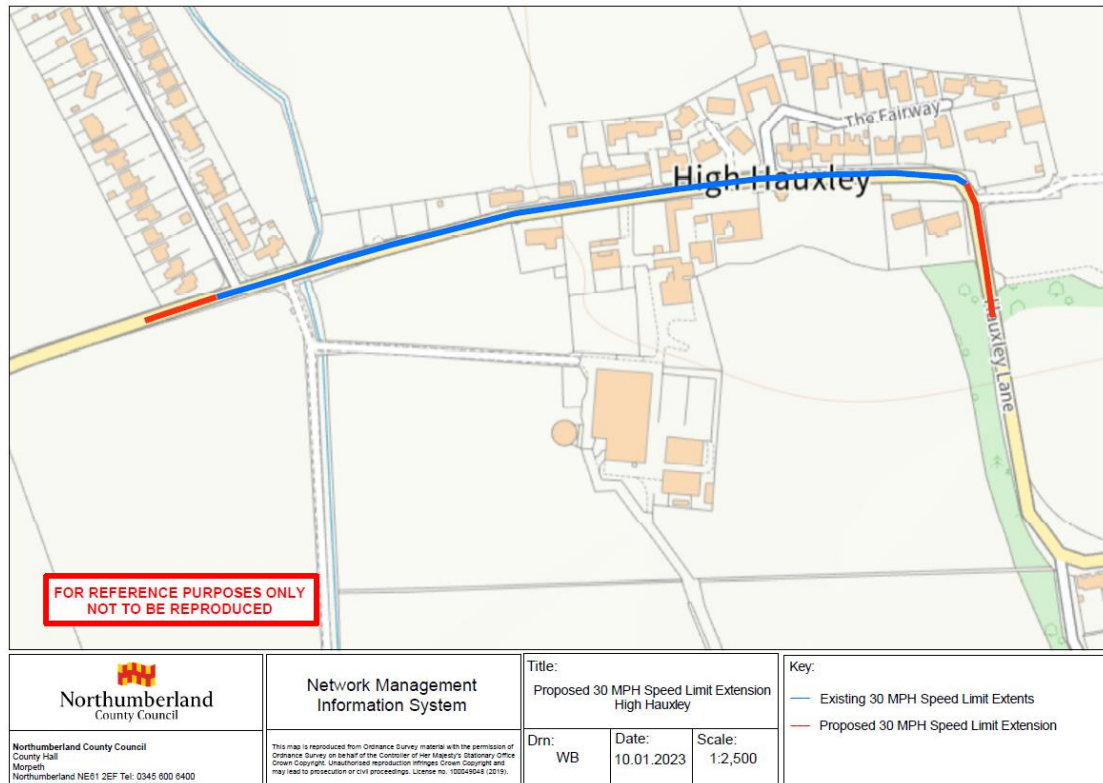


Fig. 3: Proposed extension of 30 MPH speed limit on the C109 road at High Hauxley

New traffic calming features will incorporate new speed limit signs and road markings in the form of speed limit roundels on the ground to inform motorists of the new restrictions, along with warning signs to advise of pedestrians walking on the carriageway due to no footways on certain sections of the road.

It is expected that the speed limit reduction measures will promote slower traffic speeds in High Hauxley where increased footfall, traffic flows and vehicle turning movements are expected.

Details of the proposals are shown on the plans in Appendix A. Northumbria Police, other emergency services and relevant statutory consultees will be notified of these amendments as part of the process for making the permanent Orders.

Delegated Decision

Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	Scheme will be partly financed through the LTP 2022/23 programme, MLIS budget and by the developer
Legal	Motorists will be required to comply with the Traffic Regulation Order
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	None
Crime & Disorder	Regulations in place to carry out enforcement
Customer Consideration	A reduction in speed will lead to a safer environment for all road users
Carbon reduction	Speed reduction assists with carbon reduction
Wards	Amble

Delegated Decision

Background Papers:

File reference –

S:\Highways\PROJECT\21\HF Local Safety Schemes\Rural Road Schemes\HF214114D - C109 Hauxley

Appendix A – Scheme Layout

Author

Report Author **William Binks, Programme Officer**

Delegated Decision

DECISION TAKEN

Title of Officer: Service Director, Local Services

Subject: Proposed 30 MPH speed limit extension on the C109 road at High Hauxley

Consultation: Not required for extension of a 30 MPH speed limit restriction at this location, however statutory consultees will be informed.

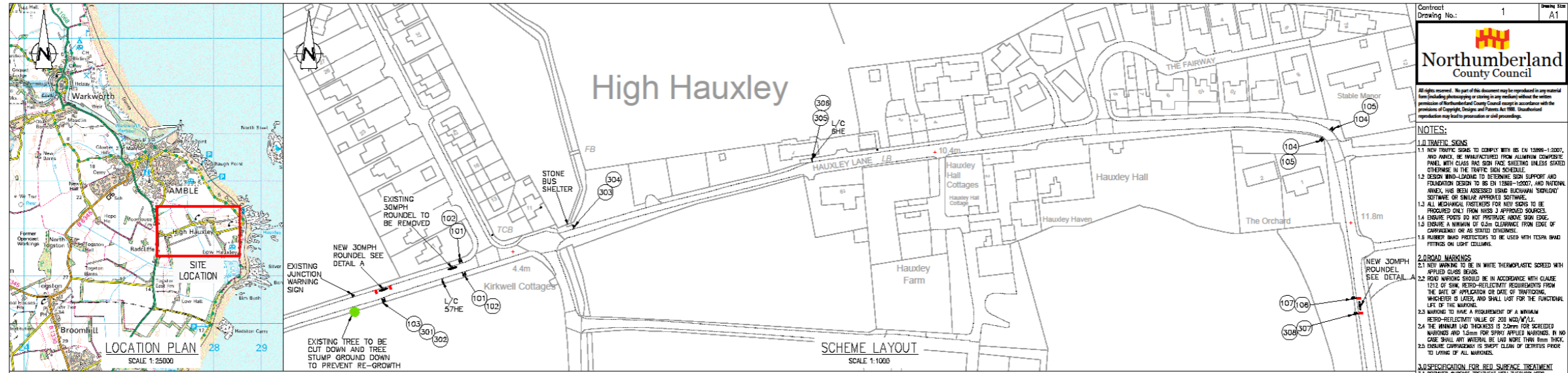
Decision Taken: To introduce an extension to the 30 MPH speed limit restriction along the C109 road at High Hauxley.

Signature of Director



Date
08.03.23

Appendix A

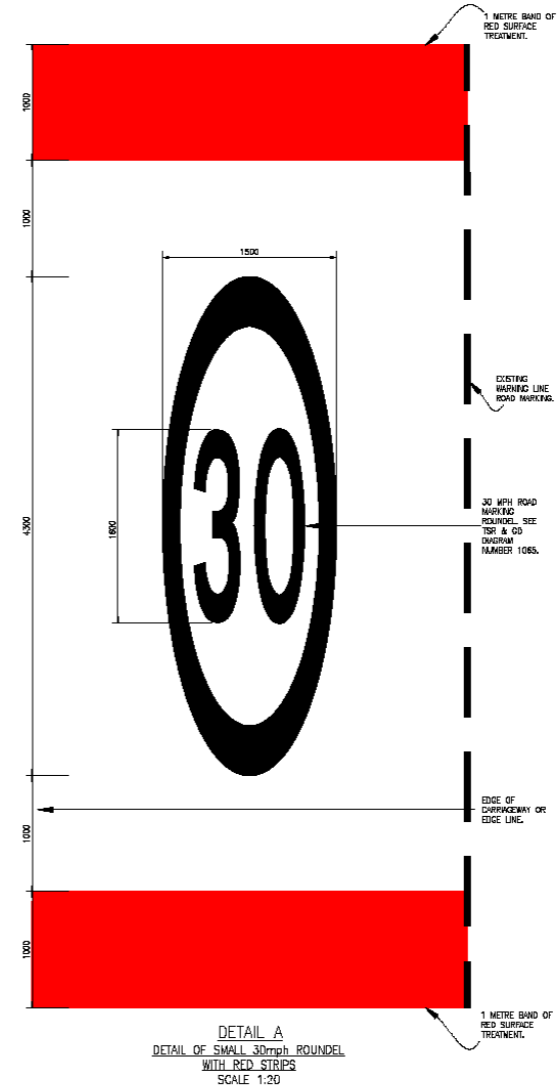


EXISTING TRAFFIC SIGNS TO BE TAKEN DOWN AND REMOVED TO ENGINEERS STORE (100 Series)									
REF	TSR&GD 2016 DIAG No.	'x' HEIGHT (mm)	LEGEND	No. OF F	SURFACE	APPRX SIZE (m)	POSTS/SIGNS DIA (mm) LENGTH (m) no	MOUNTING HEIGHT (m)	REMARKS
100	30			2	CLASS R2	0.72 x 0.72	- - -	-	TO BE TAKEN DOWN TOGETHER WITH POSTS AND REMOVED TO ENGINEERS STORE.
101				2	CLASS R2	0.8	- - -	-	TO BE TAKEN DOWN AND REMOVED TO ENGINEERS STORE.
102			HIGH HAUXLEY Please drive carefully	1	CLASS R2	1.335 x 0.395	- - -	-	TO BE TAKEN DOWN TOGETHER WITH POSTS AND REMOVED TO ENGINEERS STORE.
103	30			2	CLASS R2	0.72 x 0.72	- - -	-	TO BE TAKEN DOWN AND REMOVED TO ENGINEERS STORE INCLUDING ONE POST.
104				2	CLASS R2	0.8	- - -	-	TO BE TAKEN DOWN AND REMOVED TO ENGINEERS STORE.
105			HIGH HAUXLEY Please drive carefully	1	CLASS R2	1.335 x 0.395	- - -	-	TO BE TAKEN DOWN TOGETHER WITH POSTS AND REMOVED TO ENGINEERS STORE.
107			Broadband Sign	1	CLASS R2	0.19 x 0.6	- - -	-	TO BE TAKEN DOWN AND REMOVED TO ENGINEERS STORE.

NEW TRAFFIC SIGNS (300 SERIES)									
SIG N RE F No.	TSR&GD 2016 DIAG No.	'x' HEIGHT	LEGEND	No. OF F	SURFACE	APPRX SIZE (m)	POSTS/SIGN DIA (mm) LENGTH (m) No. OFF	MOUNTING HEIGHT (m)	REMARKS
100	Schedule 10 Part 2 Item 1 Diag. 670	75/37.5		1	CLASS R2	0.8	76 3.5 2	1.5	TO REPLACE SIGN REF 103 AT THE SAME LOCATION ON 2 NEW POSTS FACING EASTBOUND TRAFFIC. ENSURE 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY.
101	Schedule 11 Part 2 Item 81 Diag. 2402.1		HIGH HAUXLEY Please drive carefully	1	CLASS R2	0.925 x 0.665			OVERALL SIZE OF YELLOW BACKING 300x150mm x 1.445m.
102	Schedule 10 Part 2 Item 2 Diag. 671			1	CLASS R2	0.6		2.1	TO BE MOUNTED BACK TO BACK WITH SIGN REF 301 ON POST NEAREST TO CARRIAGEWAY FACING WESTBOUND TRAFFIC.

NEW TRAFFIC SIGNS (300 SERIES)									
SIG N RE F No.	TSR&GD 2016 DIAG No.	'x' HEIGHT	LEGEND	No. OF F	SURFACE	APPRX SIZE (m)	POSTS/SIGN DIA (mm) LENGTH (m) No. OFF	MOUNTING HEIGHT (m)	REMARKS
103	Schedule 2 Part 2 Item 23 Diag. 544.1			1	CLASS R2	0.6	76 3.5 1	2.4	TO BE MOUNTED IMMEDIATELY EAST OF EXISTING BUS SHELTER IN GRASS VERGE FACING EASTBOUND TRAFFIC. ENSURE 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY.
104	Schedule 2 Part 2 Item 23 Diag. 544.1	50	No footway for 150 yds	1	CLASS R2	0.66 x 0.29	- - -	2.1	TO BE MOUNTED BELOW SIGN REF 303 ON EXISTING 76mm DIAMETER POST FACING EASTBOUND TRAFFIC.
105	Schedule 2 Part 2 Item 23 Diag. 544.1			1	CLASS R2	0.6	- - -	2.4	TO BE MOUNTED ON EXISTING 76mm DIAMETER LIGHTING COLUMN 6M FACING WESTBOUND TRAFFIC.
106	Schedule 2 Part 2 Item 23 Diag. 544.1	50	No footway for 150 yds	1	CLASS R2	0.66 x 0.29	- - -	2.1	TO BE MOUNTED BELOW SIGN REF 305 ON EXISTING 76mm DIAMETER LIGHTING COLUMN 6M FACING WESTBOUND TRAFFIC.
107	Schedule 10 Part 2 Item 1 Diag. 670	75/37.5		1	CLASS R2	0.8	76 3.5 2	1.5	TO BE MOUNTED 5m SOUTH OF SIGN REF 106 IN GRASS VERGE FACING NORTHBOUND TRAFFIC. ENSURE 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY.
108	Schedule 11 Part 2 Item 81 Diag. 2402.1		HIGH HAUXLEY Please drive carefully	1	CLASS R2	0.925 x 0.665			OVERALL SIZE OF YELLOW BACKING 300x150mm x 1.445m.
109	Schedule 10 Part 2 Item 2 Diag. 671			1	CLASS R2	0.6	- - -	2.1	TO BE MOUNTED BACK TO BACK WITH SIGN REF 307 ON POST NEAREST TO CARRIAGEWAY FACING SOUTHBOUND TRAFFIC.

NEW ROAD MARKING SCHEDULE						
REF	DIAG No.	MARK (m)	DEP (m)	WIDTH (mm)	ROAD STUDS	USE
A	Schedule 10 Part 2 Item 9 Diag. 1085	4.3	-	1500	-	30MPH ROUNDAL WITH RED STRIPS



Contract Drawing No. 1 A1

Northumberland County Council

Technical Services

DATE: NOV/22

DRAWING NUMBER: HF2141140/00/C109/01/01

DRAWING TITLE: C109 HIGH HAUXLEY

30MPH SPEED LIMIT EXTENSION

SCALE: 1:1000

DETAIL A
DETAIL OF SMALL 30MPH ROUNDAL WITH RED STRIPS
SCALE 1:20

NOTES:

- TRAFFIC SIGNS**
 - NEW TRAFFIC SIGNS TO COMPLY WITH BS EN 12899-1:2007, AND MUST BE MANUFACTURED FROM ALUMINUM COMPOSITE PANEL WITH CLASS R2 SURFACE UNLESS OTHERWISE STATED OTHERWISE IN THE TRAFFIC SIGN SCHEDULE.
 - DESIGN WHO-LONG TO DETERMINE SIGN SUPPORT AND FOUNDATION DESIGN TO BE BY 12899-1:2007, AND NATIONAL ANEX, HAS BEEN ASSESSED USING BUCHANAN 'SOLIDITY' SOFTWARE OR SIMILAR APPROVED SOFTWARE.
 - ALL MECHANICAL FASTENERS FOR NEW SIGNS TO BE PROVIDED ONLY FROM HISS J APPROVED SOURCES.
 - ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN EDGE.
 - ENSURE A MINIMUM OF 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY OR AS STATED OTHERWISE.
 - FLUORESCENT ROAD PROTECTORS TO BE USED WITH TRIPRA ROAD FITTINGS ON LIGHT COLUMNS.
- ROAD MARKINGS**
 - NEW MARKING TO BE IN WHITE THERMOPLASTIC SCREEN WITH APPLIED RUBBER BEADS.
 - ROAD MARKING SHOULD BE IN ACCORDANCE WITH CLAUSE 1213 OF SIKM RESURFACING REQUIREMENTS FROM THE DATE OF APPLICATION OR DATE OF TRAFFIC SIGNING, WHICHEVER IS LATER, AND SHALL LAST FOR THE FUNCTIONAL LIFE OF THE MARKING.
 - MARKING TO HAVE A REFLECTIVITY OF A MINIMUM RESURFACING VALUE OF 200 MCD/M²/LX.
 - THE MINIMUM LAY THICKNESS IS 20mm FOR SCREENED MARKINGS AND 15mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAY MORE THAN 10mm THICK.
 - ENSURE CARRIAGEWAY IS SHEET CLEAN OF DEBRIS PRIOR TO LAYING OF ALL MARKINGS.
- SPECIFICATION FOR RED SURFACE TREATMENT**
 - PROPOSED SURFACE TREATMENT WITH POLYURETHANE RESIN-ESTER BINDER POWDERED RED. IT SHOULD CONTAIN 50% OF 15 RED QUARTZITE AGGREGATE WITH A MINIMUM FINN OF 80 AND A MINIMUM TOTAL DEPTH OF 1.55mm INCLUDING THE SAND FILLING TEXT. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 5750.
- VEGETATION**
 - SHOULD VEGETATION CLEARANCE TAKE PLACE BETWEEN 1st MARCH - 31st AUGUST THE LOCATIONS MUST BE FULLY INSPECTED BY A QUALIFIED PERSON TO CONFIRM THAT NO NESTING BIRDS ARE PRESENT. IF SUCH A CHECK CANNOT BE MADE THEN THE VEGETATION CLEARANCE MUST TAKE PLACE BETWEEN 1st SEPTEMBER AND 31st FEBRUARY ONLY.
 - VEGETATION TO BE CLEARED TO ENSURE SIGNS ARE CONSPICUOUS. CLEARANCE TO BE STRONG ENOUGH TO TAKE INTO ACCOUNT SEASONAL GROWTH.
- GENERAL**
 - ALL WORKS TO BE AGREED ON SITE WITH ENGINEER PRIOR TO COMMENCEMENT OF WORKS.
 - ANY QUERIES PLEASE CONTACT KEVIN BROWN, COUNTY HALL, TEL: 01661 824111 OR EMAIL: KEVIN.BROWN@NORTHUMBERLAND.COUNCIL