

RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR
CORPORATE DIRECTOR OF LOCAL SERVICES – BARRY ROWLAND

PROPOSED 40MPH SPEED LIMIT – B6318 ONCE BREWED

PURPOSE OF REPORT

To consider the introduction of a new 40mph speed limit on a section of the B6318 at Once Brewed.

RECOMONDATIONS

It is recommended that:

In view of the consultation exercise, the proposal to introduce the 40mph speed limit on the B6318 at Once Brewed, should proceed as proposed.

KEY ISSUES

- 1) The scheme will be funded by Northumberland County Council
- 2) The scheme is supported by the Local Councillor, Parish Councils' and the residents/businesses who responded to the consultation.
- 3) The measures will assist in improving road safety in the area by reducing vehicular speeds.

Report Author

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BACKGROUND

INTRODUCTION

1. Following a number of public meetings and working in conjunction with Northumberland National Parks Authority on The Sill development, a review of the existing speed limit suggested reducing the current speed limit. A reduced speed limit of 40mph was suggested along this section of the B6318.
2. The proposed 40mph speed limit was the subject of a consultation letter to 14 households/businesses and approximately 30 statutory consultees, including the emergency services and various disabled and transport associations/organisations. A plan showing the proposals is attached together with a copy of the consultation documents (see Appendix 1)

CONSULTATION

3. The consultation exercise ended on 3rd February 2015. Responses were received from 16 consultees of which 13 were in favour of the proposals. No objections were made although 3 responses did not express a preference. A summary of the responses is attached as Appendix B.

IN FAVOUR

4. Whilst indicating their support of the proposals on the response form provided, consultees also made the following comments:
 - The extent of the 40mph limit should be extended
 - Additional signage required advising of possible encounters
5. With regard to the request to extend the 40mph speed limit, the proposed extent of the 40mph speed limit incorporates the main residential and business area. It is anticipated that the proposed 40mph speed limit will have a positive impact on driver behaviour in the area. However vehicle speeds will continue to be monitored once the new speed limit has been introduced.
6. With regard to the request for additional signage and road markings, additional signage and road markings deemed necessary to improve road safety in the area will be considered during the final design of the scheme.

CONCLUSION

7. From the outset, the County Council has endeavoured to respond positively to local concern over road safety in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. Following the consultation exercise it is clear that all residents who have responded are in favour of the proposals.
8. The Council has the power to hold a public inquiry before making any Traffic Regulation Order. Such an inquiry might be able to enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, Officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

9. Accordingly it is recommended that the Executive Director of Local Services agrees to proceed with the introduction of the 40MPH Speed Limit as proposed

APPENDIX INDEX

Appendix A – Consultation Letter and Plan

Appendix B – Summary of Consultation Responses

BACKGROUND PAPERS

Road Traffic Act 2004

Local Government Act 2000

File Ref: HF14158-06 & M/GEN/109

IMPLICATIONS ARISING OUT OF THE REPORT

Policy	None
Finance and value for money	The scheme design and implementation costs will be met by the County Council. To be financed from the LTP final scheme estimate to be confirmed once a final scheme has been designed fully.
Human Resources	None
Property	None
Equalities	A 40mph speed limit will improve road safety in the area
Risk Assessment	Tourism area, popular site for walkers, traffic manoeuvres and visibility issues.
Crime & Disorder	None
Customer Considerations	Proposals will reduce vehicular speed in the area. Motorists will be required to abide by the new speed limit. Residents will benefit from lower speeds
Sustainability	None
Consultation	Henshaw and Bardon Mill Parish Council's, the emergency services, all affected residents/businesses and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Humshaugh

DECISION TAKEN

Title of Executive Member or Officer(s):

Barry Rowland - Executive Director of Local Services

Subject:

PROPOSED 40MPH SPEED LIMIT – B6318 ONCE BREWED

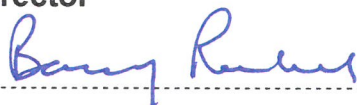
Consultation

16 Responses
13 For
0 Against
3 Neither

Decision Taken:

To approve the proposal for a 40mph speed limit - B6318 Once Brewed

Signature of Executive Director



Date

30/03/15

APPENDIX A



Northumberland County Council

County Hall • Morpeth • Northumberland • NE61 2EF
• Web:

The Occupier

Our Ref: M/GEN/109
Your Ref:
Contact: Mr Stuart McNaughton
Direct Line: 01670 624104
Fax: 01670 626136
E-mail: HighwaysDesign@northumberland.gov.uk
Monday 16th June 2014

Dear Sir/Madam,

Proposed 40mph Speed Limit – B6318 Once Brewed

I am writing in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1998 (as amended) to formally ask for the comments of your council / organisation on the following proposal:

To introduce a 40mph speed limit extension at the following location; (drawing attached).

B6318 Once Brewed.

The County Council is seeking your views on the proposals and a freepost response form is attached to facilitate the consultation process. It should be stressed that this is a genuine consultation and that all comments received will be carefully considered.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a report to the Planning and Environment Committee and may be available for public inspection. The closing date for any comments you may wish to make is shown on the response form. Please visit the following web address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond to this consultation online.

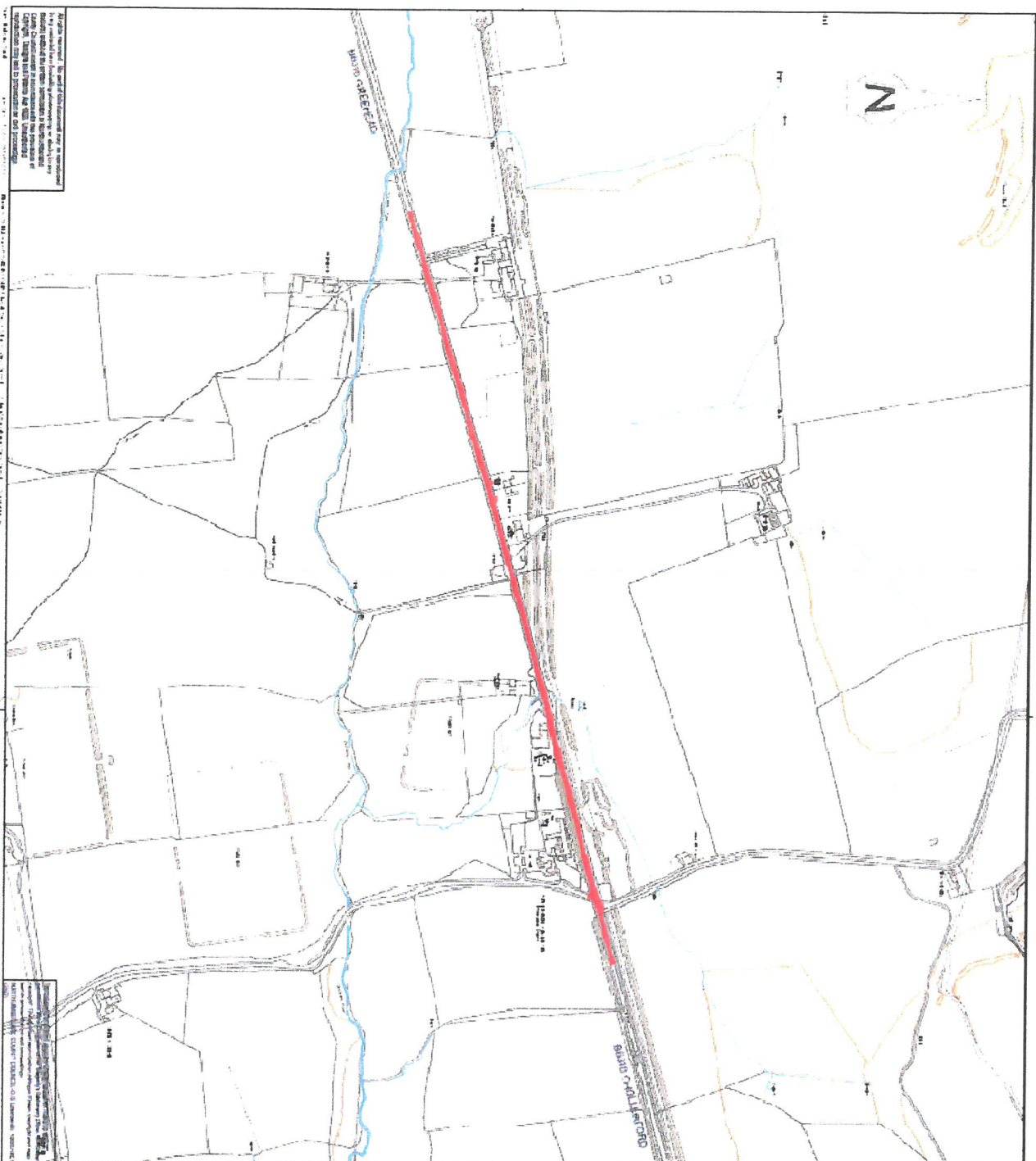
I would urge you to take the opportunity to comment on this important matter as any decision taken will be based upon the responses received from consultees who take time to return the consultation form.

I thank you for your assistance in this matter.

Yours sincerely

A handwritten signature in black ink, appearing to read "S McNaughton".

Stuart McNaughton
Strategic Transport Manager

[illegible]

APPENDIX B

FOR	AGAINST	NEITHER	Other Relevant Comments
1			<p>Thank you for your correspondence dated 16th June 2014 in which you invite us to offer our comments on the above proposal.</p> <p>I would inform you that as an Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I do appreciate however the need for restrictions to improve road safety.</p> <p>I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.</p>
1			<p>If the limit cannot start at low fields from the west it should start further west than proposed at the head of the dip before the camp site at Winsfields Farm. From the East the limit should start East of End Twice Brewed before the stile from the tood park onto the road. on such a narrow road imagine has to be implamented your line of site & any signage from the East has to allow for visability at the cross roads. The area of the 40MPH limit should have double while times. Living and working here since 1977 has meant a knowledge of many road accidents. The majority are caused by over taking along a strech of road will up to 14 possible turn on turn off points.</p>
1			<p>I fully support the proposal to limit traffic to 40MPH. At present traffic travels in excess of 60MPH which is extremely dangerous for pedestrians walking on the road which has no footpath. Also traffic trying to pull out of the road from the youth hostel onto the military road find it very dangerous as you can look right and the military road will be free from traffic approaching yet a second a car can appear travelling at high speed. There is also a road sign which obscures your view of the military road kooking right from the hostel/ Visitos centre road.</p>
1			<p>Double white lines to stop overtaking should be done. 30miles per hour would be more suitable due to the amount of people on foot. The speed restriction speeds to be longer - including East twice brewed and past Winshields to the west. Enforcement it the new speed limit is vital - fixed speed camera. Signage - tractors, people, horses, should be erectid. Read up to steel rigg - need to be 20 miles per hour and signs - There are some very dangerous corners.</p>
1			<p>a 30MPH speed limit would be even more beneficial. There needs to be no overtaking allowed throughout the length of the proposed stretch of the B6318. The proposed area needs to be extended further East - up to and including east teice brewed. Enforcement of the new speed limit needs to be introduced - ie camera. Sufficient signage needs to be introduced. Signage to indicate farm traffic, horse riders, pedestrians needs to be introduced.</p>
1			
1			<p>The 40 mile per hour limit zone should be extended to beyond the buildings at East Twice Brewed including beyond the footpath which joins the B6318 just to the east of these buildings. Motorists will then be aware of the limit as they approach the severe dip from the east and should be slowing down before the footpath and the buildings. We also suggest that the full length of the 40 limit should also have double white lines to discourage overtaking. From experience as drivers, we know that if some drivers slow down to comply with the limit, others will see it as an opportunity to overtake, particularly as this is a straight, although hazardous, stretch of road.</p>

1			Both Hershaw and Bradon Mill Parish Councils support the proposed 40MPH speed restriction. The councillors do feel that the Eastern Boundary should be extended to start at Craws Nest. Tourists use the B6318 to walk to the twice brewed and once brewed from various accomodation sites along this stretch of road. Many return to their accomodation at dusk. the once brewed junction is a busy junction with poor visibility for traffic joining from the south. The councillors feel that there is as much need for further calming measures on this eastern side as there is from Whinshields farm in the west.
1			The introduction of a lower speed limit on the Military Road through the hamlet of Once Brewed will be a major benefit to the local community and visitors alike. YHA has operated from Once Brewed for nearly 75 years. Over time there has been a significant increase in the proportion of young people that stay either in a group (Schools, Scouts, Guides, etc), with their families or as a group of friends. Nearly 60% of all current guests are under 18 years of age; this is expected to grow on completion of the development of the Sill project. These young people are vulnerable particularly when away from their home environment finding themselves often for the first time in a deeply rural area with no pavements or street lighting. Visitors often find themselves walking along the road which at night is particularly hazardous. The safety and security of these young people is of paramount importance to YHA. Risk assessments developed by visiting groups reference the speed of passing vehicles as a high risk which could lead to a major incident with serious consequences. Any steps taken to reduce this risk would be welcomed by YHA. Nearly all guests take the opportunity whilst staying to cross the road and walk up to Steel Rigg to experience Hadrian's Wall. Crossing the road with a large group is always a challenge and at times can be very hazardous. Having reviewed the proposed area for the 40 mph speed limit YHA is of the view the Western extent close to Whin Sheilds is appropriate, but the present Eastern extent should be extended further east towards East Twice Brewed to create an equidistant buffer zone. Because of the undulating nature of the road when approaching from the east lines of sight are not as good as when coming from the west, extending the area of the 40 mph zone will reduce this risk. YHA would also welcome the adjustment of the road junction where the minor road from Vindolanda joins the B 6318 at Once Brewed. Many professional drivers coming to YHA Once Brewed comment on poor sight lines when emerging from the junction onto the military road.
		1	Turning into this minor road also presents problems with a wide arch to be taken by longer vehicles at slow speed causing vehicles in both directions on the military road to slow rapidly. The introduction of a wider 40mph speed limit will not only improve the safety of pedestrians, cyclists and other road users but it will enhance this iconic location in Northumberland.
		1	I refer to your email of the 30 June 2014 and at a meeting on Wednesday evening, concern was expressed about the proposed 40mph sign being placed at the junction coming from the east Both Parish Councils and the National Park Authority feel that the sign should be placed at East Twice Brewed where the houses are because if the sign is to near the junction traffic will be travelling too fast. I would be grateful if you would look into this matter further and you will be receiving comments from other people regarding the same issue.

1		<p>In principle the proposals mark a real improvement for the hamlet of Twice Brewed which is the site of popular tourism infrastructure including B&Bs, Camping Site, 79 bed Youth Hostel, National Park centre including a tourist information centre. This hamlet is also at the intersection of the cross roads to the best and most iconic view point of Hadrian's Wall at Steel Rigg to the north. This junction is also the turning in point for the Hadrian's Wall Bus on its daily visits to Once Brewed Visitor Centre and Vindolanda Museum. The junction is on the national cycle trail route 68 'The Pennine Cycle Way'. We are also led to believe that this is the main route car borne visitors use to access the Vindolanda Museum.</p> <p>The proposal is based upon 2013 / 2014 traffic speed research and as such it is consistent with the current Hadrian's Wall World heritage Site management Plan which states:</p> <p>6.10.82 Further research is needed to update the Transport Strategy to fully understand trends in traffic volume and speed, and the routes by which most car-using visitors access the (Hadrian's Wall World Heritage) Site from the A69 road, and to draw up and implement a 'route action plan' specifically for the Military Road The proposed 40 mph speed limit will bring benefits to the area, e.g. by calming traffic, increasing the sense of place, reducing noise and assisting drivers that are unfamiliar with the area, including the many overseas drivers that visit the area. The recent traffic survey show that 15% of vehicles exceed the 60mph limit with average speeds being notably higher on the east of Once Brewed compared to the west. The proposal to site the start of the speed limit on the western side at Whin Shields is fully supported. This is a logical choice of site because it is on a rise in the landscape so cars travelling into the speed limit from the west will have long sight lines and plenty of notice of the impending speed limit. Likewise those travelling from the east out of the speed limit will be confronted with a straight road, wide open vistas and an absence of tourism brown road signs and other road directional signs.</p>
1		<p>This is a once in a generation opportunity to make a lasting improvement to the area. In its present state the proposal looks about 60% complete. We therefore believe that the speed limit should start at East Twice Brewed and carry on as proposed to the Whin Shields Camping Site. Siting a speed reduction sign at the first houses in the settlement seems a logical way in which to alert drivers of the need to reduce speed. Between the first house at East Twice Brewed and the Steel Rigg junction there are 12 brown and directional signs (see attached) whose impact would be enhanced by a slower speed limit. This suggested amendment would create a 40mph speed limit equidistant from the main Steel Rigg and Once Brewed junction in both easterly and westerly directions. Conclusion The proposal should be amended to make a more lasting improvement. Tourism is an important economic driver for Northumberland. Once amended the speed limit will enhance the tourist experience. Tranquility is a key special quality of the national park and a reduced speed limit will decrease the traffic noise thus enhancing the special qualities of the national park for those who live, work and visit the area. In addition, the UNESCO endorsed current Hadrian's Wall World Heritage Site Management Plan supports the approach of monitoring traffic speed and volumes and acting accordingly. This proposal would probably be the first traffic speed measure to address the aims of the Management Plan in relation to traffic speeds and the impact on the setting of the World Heritage Site.</p>

		1	Thank you for your correspondence dated 13th January 2015 in which you invite us to offer our comments on the above proposal. I would inform you that as an Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I do appreciate however the need for restrictions to improve road safety. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme.
1			I'm guessing that the current speed limit on this section of road is 60 mph. If so, CTC would definitely support a 40 mph speed limit (or even a 30 mph speed limit).
1			Thank you for your letter dated 13th January 2015 in respect of the above. I have been asked by the Parish Council to confirm that they support the proposals but they have requested that the 40MPH speed limit be extended further east along the B6318 to include the junction into Stoneacre Barn, I attach a copy of the plan to show approximate extended roadway.
13	0	3	