



Northumberland County Council

**RECORD OF DECISION TAKEN BY
SERVICE DIRECTOR - LOCAL SERVICES**

Paul Jones

**Proposal to reduce the speed limit in the Ulgham and
Ulgham Grange Area, Morpeth**

5th February 2018

Purpose of Report

To consider the reduction of the national speed limit on the B1337 north and south of Ulgham Village, Morpeth and the introduction of a 30 mph limit on the C120 and C119 Ulgham Grange, Morpeth.

Recommendations

It is recommended that:

1. The speed limit to the south of the village be changed from 60mph to 40mph on the B1337
2. The 30mph limit in Ulgham Village be extended north to the Lyne bridge on the B1337
3. The 30mph limit be extended from Ulgham Village on the C120 through Ulgham Grange.
4. A 30mph be introduced from Ulgham Grange on the C119 to Widdrington Station.

Key Issues

1. This area has been the subject of traffic safety concerns over a period of time with the speed of traffic raising concerns with residents, the local Councillor and the Parish Council.
2. The scheme is funded and supported by the local ward member, Councillor David Towns.

Background

1. Safety concerns have been identified to Councillor Towns by residents and the Parish Council on a number of occasions with regard to speeding traffic in the area.
2. The Parish Council and Residents have regularly requested speed calming measures and extensions to the 30mph speed limit via the NCC Directory of Requests 11 times between 1993 and 2016.
3. In order to help improve traffic safety for local residents and road users of Ulgham village and Ulgham Grange, Morpeth, Councillor Towns asked officers to consult on the introduction of reduced speed limits.

Consultation

1. On 15th September 2017 a consultation letter was delivered to 184 properties and 25 statutory consultees, including the emergency services and various disabled and transport associations/organisations. A copy of the consultation letter together with a plan showing the proposals is attached at Appendix A.
2. The consultation exercise ended on 13th October 2017 and responses were received from 31 consultees, with 13 in favour, 7 against and 11 neither for nor against the proposal. A summary of the responses is attached as Appendix B.

Comments

1. Although the majority of residents were in favour of some elements of the proposal, it was clear from the responses that modifications were needed to the design. During the consultation a number of useful suggestions were made and these were discussed with Councillor Towns. Following analysis of the feedback received, a revised proposal incorporating many of these suggestions was prepared and is attached as Appendix C.
2. A speed survey(TS/17/74) which was commissioned in August 2017 and conducted between the 14th and 21st December 2017, showed that, on average motorists were adhering to the 30mph speed limit through Ulgham Village. An extract of the results is attached as Appendix C.
3. The results of the speed survey confirmed the comments received from the consultation in so much as, reducing the speed limit from 30mph to 20mph through Ulgham village as originally proposed was not needed and could not be justified.
4. The amended proposals have been agreed between County Councillor Towns, officers of the County Council with the full support of Ulgham Parish Council. See Appendix E.
5. With the support of the Parish Council, it is believed that a second consultation is unnecessary, as residents will have the opportunity to

comment on the amended proposals via the legal process for the introduction of a new Traffic Regulation Order.

6. Councillor Towns confirms that he wishes to proceed with the revised version of the proposal and this will be funded through his allocation in the Members' Local Improvements Programme

Recommendations

1. It is recommended to introduce the new speed limits in the Ulgham area as shown in the plan see Appendix D.
2. The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might 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 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.

File References

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Appendix Index

Appendix A - Consultation Letter and Plan
Appendix B - Consultation Results
Appendix C - Speed Survey Results (Extract)
Appendix D - Amended Plan
Appendix E - Supporting correspondence

Implications Arising out of the Report

Policy	None
Finance and value for money	Funded through the Member's Local Improvement Programme allocation for Councillor David Towns
Legal	Preparation of Traffic Regulation Orders (TRO)
Procurement	
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
Risk Assessment	Introduction of the 40 mph / 30mph speed limits and associated road markings and signage
Crime & Disorder	Traffic safety concerns i.e. Speeding traffic
Customer Consideration	Scheme is anticipated to improve road safety for residents in the area
Carbon reduction	
Wards	Pegswood

Background papers:

None

Report sign off.

Authors must ensure that relevant officers and members have agreed the content of the report:

	initials
Finance Officer	
Monitoring Officer/Legal	
Human Resources	
Procurement	
I.T.	
Director	
Portfolio Holder(s)	

Author and Contact Details

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DECISION TAKEN

Title of Officer(s) and Portfolio Holder Service Director - Local Services

Subject: Proposed introduction of 30mph and 40mph speed limit restriction to the B1337, C119 and C120 around Ulgham.

Consultation

31 Responses
13 For
7 Against
11 Neither for nor against

Decision Taken: Introduce speed restrictions as proposed.

Signature of Director



Date

28/3/18

NORTHUMBERLAND

Northumberland County Council

County Hall • Morpeth • Northumberland • NE61 2EF
• Web: www.northumberland.gov.uk

Our Ref: 2017/002
Your Ref:
Contact: Mr A Walker
Direct Line: 01670 620420

E-mail: HighwaysProgramme@northumberland.gov.uk
Friday 15th September 2017

Dear Sir/Madam

Proposed Speed Limit Reductions B1337 Ulgham Village and C120 Ulgham Grange

Residents have raised concerns with Local County Councillor Towns, regarding vehicles being driven at excessive speeds in Ulgham Village and Ulgham Grange, Northumberland, causing a traffic safety issue. Councillor Towns with the support of The Parish Council has therefore requested that a speed limit of 20mph be introduced through the village of Ulgham and that a speed limit of 40mph be introduced on the C120 Through Ulgham Grange in order to alleviate these concerns.

I am therefore writing in accordance with Regulation 5 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1998 (as amended) to formally advise you on the proposed introduction of 20mph speed restrictions on the B1337 Main Road Ulgham Village / C124 Ulgham Lane and 40mph speed restrictions on the C120 Ulgham Grange as shown on the attached plan.

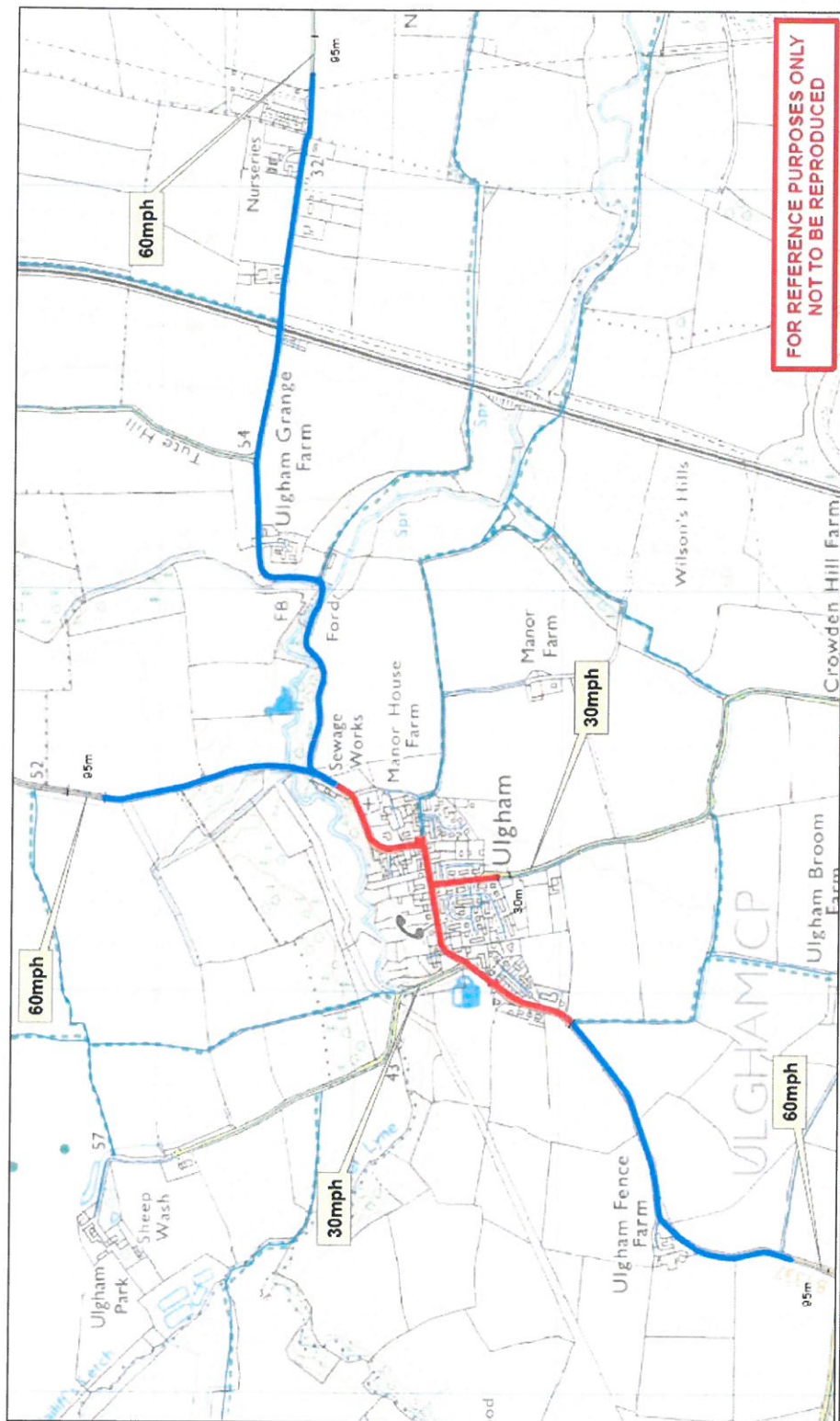
If you have any comments or observations regarding this proposal please can you email or write to Highways Programme, County Hall, Morpeth NE61 2EF before the 13th October 2017

Yours faithfully



Andy Walker
Technical Assistant (Members Small Schemes)





20 mph

40 mph Buffer Zone

<p>Northumberland Northumberland County Council</p> <p>Northumberland County Council County Hall Nessburn Northumberland NE61 2EF Tel: 01670 533000</p>	<p>Network Management Information System</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey. It is reproduced by permission of the Ordnance Survey. Crown Copyright. Unauthorised reproduction may lead to prosecution or civil proceedings. Licence no. 100045604 2020.</small></p>	<p>Title: Proposed Speed Limit Reduction Ulgham / Ulgham Grange</p> <table border="1"> <tr> <td>Dm: AW</td><td>Date: Sept 17</td><td>Scale: NTS</td></tr> </table>	Dm: AW	Date: Sept 17	Scale: NTS
Dm: AW	Date: Sept 17	Scale: NTS			

Appendix B

Consultation Results 1 of 6

F O R	A G A I N S T	N E I T H E R	
			Other Relevant Comments
1			I received a letter from today from NCC concerning proposals to introduce a speed limit of 20 mph on the B1337 main road through Ulgham village. As one of the residents who complained about vehicles driving at excessive speeds through the village, I strongly support this proposal and look forward to it being implemented.
	1		I received a letter today about the proposed 20mph speed limit for Ulgham Village. Personally I think that this is unnecessary and that the 30mph speed limit is sufficient and if you are driving through the village at up to 30 mph this is a safe speed. The letter references people driving at excessive speeds and if there are people driving well above 30 mph then this is the issue that should be addressed rather than the current speed limit which is not being followed. For those who do follow the 30mph speed limit, to now try to crawl through the village at 20mph or below does not seem necessary. Those who currently do not mind breaking the speed limit will continue to do so.
		1	Thank you for your letter of 15th September advising me of the proposed introduction of a reduced speed limit of 20 mph on the main road in Ulgham. However, I am interested to know how you propose to make drivers travel at 20 mph when they already exceed the 30mph limit. I look forward to hearing from you.
		1	I am replying in response to the letter received today regarding the reduced speed limit. Whilst, I AGREE that speeding through the village is a serious and dangerous matter, I DO NOT AGREE that this will solve the problem. The whole idea is flawed. If the speeding motorists do not adhere to the present 30 mph speed limit, what makes you think they will stick to a 20 mph one? The traffic speeding through the bends in the village is frightening, as they are going so fast, they often veer across to the wrong side of the road. The bend between the WI hut and The Forge Inn is also dangerous, as cars speed round this corner where there is a very narrow path which tilts towards the road. It is only a matter of time until there is an accident. If it is to work, the speed limit needs to be policed regularly and at peak times. Alternatively, maybe speed cameras or a chicane similar to that in Longhirst.
	1		Your Reference 2017/002 Further to the above referenced letter, we support the suggested speed restrictions around the village. There are far too many road traffic accidents in the approaches to the village and therefore the lowering of the speed limits is a responsible and sensible action to drive safety.
		1	I refer to your letter of 15th September regarding proposed changes to speed limits in Ulgham. I strongly object to this proposal because it will cause inconvenience to residents of the village and other road users and will be ineffective in improving road safety. You say that "residents have raised concerns" regarding excessive speeds through the villages. Could you tell me how many residents and confirm that they are indeed residents of Ulgham? I have lived in Ulgham for almost 30 years and I have never been aware of a speeding problem through the village. The sharp bends in the village seem to slow the traffic naturally together with the current speed limit signs. Could you please provide details of the number and frequency of accidents that have happened in the village? If indeed there is a problem with speeding motorists, despite the 30mph limit, could you please explain how reducing the limit to 20mph will make them slow down. If they are willing to ignore a 30 limit I see no logical reason why they would observe a 20 limit. The only people that are likely to observe a lower speed limit are those that already observe the 30 limit. A speed limit of 30mph in built up areas has been thought adequate and practical for decades. What evidence do you have that a lower limit is justified or that it will be effective? Speed limits are only effective if they are enforced. Why have the authorities not enforced the 30mph limit? If they had there would be no speeding problem as is alleged. Why should we expect the 20mph limit to be enforced when experience has shown us that the current limit is not. I believe that making this proposal, carrying out the consultation and probably changing road signs etc is a complete waste of Council employees' time, Council resources and taxpayers' money. If adopted it will not contribute at all to improving road safety.
	1		1) 30mph from Widdrington Road to beyond the nursery to the Linton Road. 2) install 40mph limit

Consultation Results 2 of 6

1	<p>I suggest all of the estate roads are made 20mph too plus the Road to Ulgham Park</p> <p>Have a number of observations. ENFORCEMENT. The police in the period I have resided have done little in enforcing the present limit and doubt if they will enforce new restrictions. I have only seen them once with a speed camera which I recall was purchased by Ulgham Parish Council and several other neighbouring parish councils, seemingly now lost. I have serious reservations that the proposed speed limits will have any effect. If Northumbria Police have not been consulted, can I suggest they be given the opportunity and effectively get them to admit they are not in the position to enforce the speed limit.</p> <p>CONSULTATION.</p> <p>As far as I am aware there has been little or no consultation at all on this matter, merely rumours.</p> <p>This proposal is not on the village web site and has not been mentioned in the Village Newsletter.</p> <p>I do know individuals who live on the main road who were unaware of this subject until they received your letter.</p> <p>TRAFFIC VOLUMES.</p> <p>I do appreciate the problem but wonder if we have been able to establish how big it is.</p> <p>We need to confirm the scale of the problem with conclusive evidence rather than a knee jerk reaction to complaints from "how many individuals" Has Councillor Towns provided you with details? Has Councillor Towns provided you with correspondence from the Parish Council on volume of complaints?</p> <p>Have we ever used monitoring equipment (if it exists) to measure the volume of traffic and time?</p> <p>SIGNAGE.</p> <p>If I remember correctly the Government have issued guidelines to limit the plethora of road signs.</p> <p>This proposal will fly in the face of their suggestion.</p> <p>All the roads marked blue will require signs and posts. New sign and posts required where blue roads meet green.</p> <p>Roads off the B1337 will require 30 and 20 mph signs and probably posts.</p> <p>For example when I leave the estate to go to Morpeth there will be warning signs indicating 20 MPH.</p> <p>When I return from Morpeth to turn into the estate there should be signs indicating speed limit 30 MPH</p> <p>There numerous other roads off the B1337 where the same problem arises.</p> <p>I am aware that I have seen signage in both Pegswood and Morpeth where this applies.</p> <p>Is there a budget for all this extra signage? I dread to think how many signs will be needed.</p> <p>STRATEGY</p> <p>Speeding traffic through villages is not just a regional problem but national.</p> <p>It is my view that this Council should have a consistent approach to the subject thereby providing guidelines to parish councils on what services they will provide.</p> <p>Either traffic calming systems or warning lights are the answer. I cannot see how adopting either is the answer (or both)</p> <p>SOLUTION.</p> <p>I am of the view that the proposed speed limit reductions will be unenforceable and will have any or little effect</p> <p>I believe an overall speed limit in the village of 20 MPH is not the solution.</p> <p>My suggestion is that providing we have sufficient evidence which proves there is a problem the answer is a road calming layout as there is on the Mile Road in Widdrington Station and approaching Longhirst on the road to Morpeth</p> <p>Further to my recent email concerning above I would like to add that if the issue is</p>
1	<p>With reference to the proposed speed limit reduction on B1337 I have a few reservations. I have lived in Ulgham for 35 years and strongly feel the existing 30mph limit is appropriate. A limit of 20mph is an unrealistic speed. A better move would be to monitor the 30mph limit effectively. I also think more road markings and an earlier 30mph sign is needed on the bends coming into Ulgham from Morpeth. Cars speed here and often cars can be seen in the ditch.</p>
1	<p>Thank you for the letter and map; both admirably clear. I totally support the speed reductions in both cases but feel strongly that the speed limit for C120, Ulgham Grange, is not enough and will not alleviate problems on this road which is well used by dog-walkers, horse riders, children and cyclists.</p> <p>I lived at Ulgham Grange farm (top of the hill after the ford) for 23 years, during which time I have witnessed the evidence of a number of accidents and have learnt the only reliably safe speed for me to drive is 20 mph. It was unsafe for my children when cycling and remains so for many pedestrians and animals.</p> <p>Can you consider extending the speed limit through the village as far as the railway crossing at least?</p>

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1	<p>Subsequent to my talk with Andy Walker yesterday this is to confirm that the Proposals have my full support as a private individual and as a Parish Councillor.</p> <p>Since the Parish will be giving their own slant on this I wish to make the following points from a purely personal standpoint.</p> <p>1 This initiative is long overdue and welcome to try to alleviate the speeding through Ulgham which has gone on for at least the last 30 /40 years.</p> <p>2 Since Northumbria Police have been unable over many years to provide the training for monitoring speeding with equipment purchased and provided by a consortium of Parish Councils some years ago , this is a viable alternative. Neither have they , by the way , provided the monitoring of speeding during peak periods which parishioners might reasonably expect as a safety measure.</p> <p>3. In conjunction with updated speeding signs in the village of which we have two at present this should help to address , if not alleviate , this problem</p> <p>4 A particular concern regarding the proposals is that , as discussed with Mr Walker yesterday where , within the village 20 mph limit , the access roads to the four estates are not addressed in the letter. I would suggest that the only solution to this would be to make all roads including those within the estates also 20mph limits .This would obviate the necessity to provide double headed signs with 20 on one side exiting estates and 30 on the other on entering the estates .It would seem reasonable therefore to restrict speed to 20 within the confines of the village.</p> <p>5. In conjunction with 4 , I suggest the road to Ulgham Park is included in the 20 mph limit since this is a very narrow country lane where two vehicles of the size loved by residents of these converted farm properties cannot pass whilst remaining on the paved surface. In addition this road is prone to icing and flooding in inclement weather during winter with the downhill approach to the ford an additional hazard at speed.</p> <p>I believe this proposal is worthy of further investigation and will I am sure have the support of those living on , or close to , the main B 1337 where it is only luck that nobody has been killed or badly injured in the past .</p> <p>Finally I would make the point that , at both ends on the "main drag " through the village , vehicles have finished up in gardens or walls adjacent to the bends purely on account of excess speed.</p>
1	<p>I'm writing to express my opinion on the proposed speed limit reductions to the B1337 through Ulgham Village, and the C120 through Ulgham Grange. Having been a resident in Ulgham Village for sixteen years I honestly do not believe that there is an excessive speed problem through the village itself. I am in the car a lot and travel through Ulgham every day numerous times a day, and late at night when I return from work at around midnight, have not come across other drivers at excessive speeds in the village, using the B1337.</p> <p>I understand that there must be some drivers who do not abide to the 30 mph speed limit through Ulgham, and have been witnessed by residents, however, I find it hard to believe that the number is high enough to justify altering the speed limit to 20 mph and introduce a 40 mph buffering zone either end of Ulgham village. In addition, if the speed limit was lowered as proposed, the speeding drivers who were ignorant of a 30 mph limit, are going to be just as ignorant of a 20 mph and 40 mph speed limit. I think that carrying out the speed limit reductions would just be a huge waste of money, by replacing old and installing new sign posts the costs would be high, and for those few people who were breaking the speed limit to just continue doing so on the B1337.</p> <p>Alternatively, I think if there is action to be taken to stop speeding through Ulgham village, maintaining the speed limits as they are and introduce a speed camera would be a far more sensible use of the money that would actually combat those who choose to break the speed limit. Those who choose to speed would be caught and held accountable thanks to the camera, and speed camera sign posts at the start of the 30 mph limit at either end of Ulgham would deter those from speeding in the first place. This system works well for other villages such as Longhorsley and Longframlington, which are also far more busy in terms of pedestrian traffic. Ulgham is generally a quiet village in terms of pedestrians so I cannot justify a 20 mph speed limit when busy villages like Longhorsley and Longfram do not have a speeding problem simply by installing a speed camera.</p> <p>However, with regards to the proposed changes to the limit on the C120, I am in agreement, as I think that people do drive fast down that road because they can with it being a 60 mph road. Drivers are often ignorant of the fact that the C120 has houses immediately off the road. There have often been occasions where I have driven down that road and children or loose pets have run out in front of my car, and I have been able to stop in good time, as I used to commute to my horses livery yard down this road several times a day and knew that this would often happen and I would drive cautiously, but it would worry me that people who I'd seen driving nearer to 60 mph on a regular basis, could hit either a person or an animal. So with that I am in agreement with the proposed changes to the C120 becoming a 40 mph.</p> <p>In summary, I don't think that the B1337 should have the 40 mph buffering zone at both ends of Ulgham and a 20 mph speed limit throughout the village, instead, if people feel strongly about the speed at which people are travelling at through the village, a speed camera should be introduced on the long straight stretch after the bend past The Forge in heading through Ulgham in the direction of Widdrington. This would mean that people who speed through Ulgham are caught and it would also deter those from speeding in the first place, and it also means that sensible drivers can continue driving at a sensible speed of 30 mph instead of 20 mph. This system works in Longhorsley and Longframlington, so there is no reason that it would not work in Ulgham. And I agree with the speed limit proposition for the C120, as a 60 mph limit is too high for a rural road with houses either side, this stretch of road should be lowered to 40 mph.</p> <p>Thank you for taking the time to read through my concerns for the proposed speed reductions on the B1337 and the C120.</p>

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		<p>Sir I write in response to your letter of 15-09-2017. I feel that the proposed speed limit of 40mph on the C120 through Ulgham Grange is inadequate & should be reduced to 30mph as a maximum & possibly 20mph the same as Ulgham itself.</p> <p>Factors I feel you should consider are:-</p> <ol style="list-style-type: none"> 1) Almost all of the entrances to the properties in Ulgham grange are blind or restricted vision 2) There are no footpaths in Ulgham grange 3) Roadside maintenance (verge & hedge cutting) by the council is almost non-existent 4) Apart from vehicular traffic the road is used by pedestrians, cyclists, joggers, dog walkers, horse riders & horses & carts 5) The road through Ulgham, where you are reducing the speed limit to 20mph, has footpaths & is wide enough for buses & lorries to pass whilst there is barely enough space for 2 cars to pass on the road through Ulgham Grange
1		<p>I am writing to support the proposed speed limit reduction through Ulgham Village and the 40 mph on the surrounding roads to the village. I live at Ulgham Broom farm and our family own the land on both sides of the B1337 south of the village travelling from Morpeth/ Longhirst. This past year we have numerous cars (last count 21) in the ditch and through our fences and hedge. This causes great inconvenience to our farming business; fence repairs and livestock not able to graze the fields where damage has occurred. I personally believe that it is only a matter of time until there will be a fatal accident on this stretch of road. I think that a 20 mph limit through Ulgham village would greatly reduce the risk of accidents and improve the safety of residents. I regularly use the Ulgham Grange road visiting friends who live on Ulgham Lane. In my opinion vehicle's travel too fast on this country road and I would welcome speed restrictions on this road too.</p> <p>I applaud Councillor David Towns in his efforts to reduce the speeding traffic in this area and I hope to see the speed limits in force soon.</p>
1		<p>Good morning, I received plans to alter the road speed limits in and around Ulgham. I farm both sides of the road on the west side of the village, we have had a serious problem with road vehicles leaving the road and ending up through our hedge and into either our garden or fields, in the past 6 months there has been one in my garden, two in the field and nine in the ditch (even two in the same day can you believe). This obviously raises massive safety concerns for I have a young family and the prospect of a car ending up in my garden when they are playing does not bare thinking about, I therefore fully support the proposals to reduce the speed limit in the hope that it makes these bends safer and discourages the dangerous driving currently taking place.</p>
1		<p>I have some thoughts on the proposed speed limits for Ulgham. In principle I have no objection to speed limits being adjusted from the normal 30mph etc. if they serve a purpose to solve a problem. I don't see a problem in Ulgham.</p> <ol style="list-style-type: none"> 1. I have lived in Ulgham for 29+ years and to my knowledge there has never been a FATAL accident due to speeding on the roads through the village. That should be the overriding reason for a speed reduction. 2. The accidents I am aware of have not been fatal and I am willing to bet were drink related. People putting their cars in the ditch particularly on the bends by Ulgham Fence Farm probably are going too fast. Imposing a speed limit will not stop drivers who are going to speed whatever. 3. Imposing a 20mph limit through the village will frustrate drivers who can see no good reason for it so they will disregard it. 20 mph on certain city/town streets outside schools etc drivers can understand. 4. Which brings me to to policing. Unless the new limit is policed and imposed rigorously it will not be obeyed. Northumbria Police might turn up with a radar gun a couple of times in the month or so after the limit has been imposed to remind drivers of the new limit, but after that I feel that they will feel that they have more important things to do given the funding constraints they are under at the moment. 5. How much will the signage cost to install and maintain. I think Highways budget can be better spent.
1		<p>Congratulations to the new County administration and to Councillor David Towns for bringing forward the long overdue speed reductions in Ulgham Village.</p> <p>Anyone who has waited for public transport at the bus stop cannot but agree that these proposals are justified with vehicles overtaking on the straight through the village at speeds exceeding 50 miles an hour. Also to be welcomed is the restriction entering the village coming from Longhirst and encountering dangerous bends where the number of vehicles overturned on these bends is already in double figures this year. Given that the village has blind bends at each end, residents feel that these restrictions will make living in Ulgham a safer place and we fully endorse this proposal.</p>
1		<p>I have received your letter of 15th September regarding proposed changes to speed limits in Ulgham.</p> <p>I strongly object to this proposal because it will not improve road safety.</p> <p>I have lived in Ulgham for many years and I have not been aware of a speeding problem in the village. Could you please tell me how many accidents there have been in the village in recent years?</p> <p>If people ignore a 30 mph limit I do not think that they will observe a 20 mph limit. The only people who will observe a lower speed limit are those who already stick to the 30 mph limit.</p>
1		<p>My wife and I have recently moved to Ulgham. It appears to us that the majority of motorists and motorcyclists using the B1337 generally comply with or travel at speeds close to the current 30 mph limit. There are relatively sharp bends at both end of the village which I am sure contribute to reducing the speed of vehicles passing through. From our limited observation a 20 mph speed limit is not necessary. We have no experience of the conduct of drivers using the C120.</p>

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		I refer to the letter dated 15th September 2017 concerning the proposed speed reduction in the village of Ulgham. We live at Latrigg, on the bend of the B1337 and heartily applaud the proposed 20mph limit. We have lived here for 17 years and I know that the residents and the Parish Council have been trying to make changes to reduce the speed of traffic travelling through the village since I arrived. Putting bollards up in front of our wall has meant that no further damage has been done. The 30mph warning sign on the green opposite the house does not appear to have made any difference to people driving on the bend or the straight part of the B1337. We hear cars coming through the village at great speeds late at night. We only hope that we have some means of monitoring the speed of cars. We understand that a number of the local villages, including Ulgham, had paid for the use of a laser gun to monitor car speeds through the village. However, we do not remember seeing it being used in the village for many years.
1		Would like to see 20 mile zone all the way along Ulgham Grange Farm Road to turn off to Linton. The road is narrow and we have cars speeding along at 60 miles per hour where horses, dogs and pedestrians are walking along the road.
1		We wish to support the proposal to introduce these restrictions through our village. There have been a number of near miss incidents involving pedestrians crossing the main street in Ulgham because of speeding vehicles. There have also been some appalling examples of drivers overtaking at speed and causing other vehicles to brake suddenly. There have also been a number of vehicles sliding into the hedges at the end of the village on bends that, when slippery or icy are very dangerous. This happens because they have been driving too fast on the straight main street and failed to adjust their speed in time.
1		Cycling UK supports this.
		Thank you for your letter dated 15th September 2017 in which you invite us to offer our comments on the above proposal. I would inform you that as 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 outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.
1		Further to your letter of the 15th of September 2017 outlining your proposals to reduce vehicular speeding through the village. I enclose for your information a copy of my response to Councillor Towns who also wrote to the village residents with details of the proposal. I am very concerned that you are considering a 20 mph limit through the village on the main B1337 road, such a limit on this type of road with large traffic volumes is most unusual and normally used for high density urban housing estate or road works. As stated in my letter to Councillor Towns, it is unlikely to be adhered to by the motorists who already have little regard to the existing 30 mph limit and the problem of policing such a scheme would be difficult and expensive. I should be grateful if you note my observation accordingly. I welcome your initiative to address the problem of vehicles speeding through the village. Having lived on the main road frontage through the village for more than 50 years I am well aware of the problem. The B1337 road from Morpeth has had no significant improvements during the last 60 years other than the Whorral Bank and a hedge realigned at Fawdon House. During this time traffic volumes have massively increased as a result of substantial housing development at Widdrington Station, Hadson, Amble, Warkworth and all along the coastal tourist route to Alnwick. A bypass for the village was planned more than 50 years ago and about 25 years ago it managed to get on the 10 year programme only to be knocked out 2 years later presumably to finance schemes in Wansbeck and Blyth Valley. I have concerns about the condition and strength of the road bridge at the north end of the village which must be carrying loads far in excess of the original design criteria. The proposals prepared by the Council's Highways Officers may make a difference to the minor roads in the scheme but would not work on the main road through the village because of the inability of the authorities to police the scheme. Over the years we have asked for a police presence to catch the speeding vehicles and it results in 2 police officers in high visibility jackets standing by their police car on the car park of The Forge public house with a hand detector. The frequency of the operation could be one month or three months and not usually carried out during peak commuting times and always in fine weather, the duration of the speed check rarely exceeded 30 minutes before they moved to another site outside the village. On one occasion I asked an officer if they had caught anyone and he said that they had stopped one vehicle and given the driver a warning. I have only seen the camera van in use in the village on one occasion and I believe that there is not a suitable safe location for the van in the village. Existing checks in the village have not been successful because motorists flash their lights to warn oncoming traffic of the police presence. It is most unlikely that The Chief Constable will be prepared to carry out additional policing in view of financial constraints and manpower reductions affecting the police service. Without a strong police presence the same people who disregard the current 30 mph will in my opinion undoubtedly exceed the proposed 20 mph limit. A 20 mph limit has had some effect in high density urban locations but would be a disaster on such a busy tourist route through the eastern part of the county. As the speeding occurs with vehicles entering both ends of the village the obvious answer would be the provision of two average speed cameras located at the entrance and exit of the village. This system proved very effective when the Gateshead Western bypass was recently improved and traffic is still beyond your Members small schemes allowance but there is a need to press for provision for a workable scheme to be included in the annual estimates. Other villages have cameras such as Pegswood, Longhorsley, Longframlington and many others, these cameras have had a very noticeable effect on village speeding. Please don't give up on your efforts to reduce the speeding hazard, we've waited more than 50 years for a safe workable scheme, if we accept less at this stage it will probably be another 50 years before we can have safety for the village residents. If you have the opportunity to pass through the village, stop and have a look at the very narrow footpaths and you will understand why the residents are so concerned.

Consultation Results 6 of 6

		<p>I refer to your letter of 15 September. Insofar as the proposals affect the B1337 through Ulgham Village I consider them to be totally unnecessary and in practice likely to be ineffective. As a local resident of some years I do not agree that there is a problem of vehicles being driven at excessive speeds through the village, quite the contrary from my own driving experience and observations. I think this is an issue probably raised by a very small number of people with the receptive ear of a newly-elected Councillor and the Parish Council. Is there any hard evidence of excessive speeding, or even accidents, from surveys or statistics? Or is the view entirely anecdotal and accepted without investigation? This is a significant B class road linking the A1 and Morpeth with the coastal route A1068 and surely there are highway criteria governing the imposition of speed limits on such roads, bearing in mind there are no schools or children's playgrounds or old people's homes or other pedestrian safety issues on the congested areas or housing estates and reinforced by physical obstructions and neither apply here. If there is actually any credible hard evidence of speeding, the imposition of a 20 mph limit is unlikely to have any practical effect without adequate enforcement. Drivers will inevitably make their own judgement of a safe speed on a straight road without any obvious hazards and 20 mph is not an easy speed to keep to for no apparent reason on the length of road involved. In several years I have never seen any attempt at enforcement of the existing 30 mph limit by mobile police radar, and I would suggest that as a first step the random presence of the relevant police van would both clarify the speeding issue as well as deter any habitual speeders. There would also be considerable cost saving if no order had to be made and signage etc erected. Of course another possibility is a permanent speed camera to enforce the existing 30 mph limit. I am not even sure that the present speed activated signs actually work. Turning now to the proposed 40 mph buffer zones on the B1337, I would have thought the northern approach is more than adequate to slow down vehicles with the climb from the river and the immediate bends. The southern approach is equally slowed by the bends adjacent to Ulgham Fence Farm and the objection to a 40 mph limit on a very open country road is again that drivers will fail to see its point and ignore it. I accept there have been accidents on this stretch of road (2 I believe in recent years and not the numerous traffic accidents at Ulgham Fence Farm lately claimed by Councillor Towns in a somewhat misleading document circulated with the village newsletter). This document also claims "there are two footpaths either side" of the main road rather than one either side, but this is perhaps only poor expression. Anyway, it is more than likely that these accidents were caused by poor driving rather than any inherent danger in a fairly normal open country road. On a wider basis it seems to me that the argument for a 20 mph limit (if valid) should logically apply also to Longhirst and to Widdrington Station, as the majority of through traffic will also pass through both villages. Is this also being proposed or is it assumed that the alleged problem is unique to Ulgham? There is, of course, already a partial traffic scheme in Longhirst with a chicane at the northern end of the village, but oddly there is no corresponding physical obstruction for motorists approaching from the south. If a chicane system is thought to work, would not this be a solution also for Ulgham? There are, however, two genuine traffic issues relating to Ulgham. First, the left hand bend at the junction of the B1337 with Manor Farm is highly dangerous for vehicles turning into Manor Farm. It is a blind corner made worse by an unkempt garden hedge on the inside and various potted plants on the grass verge which together obscure the sight line. Previously a car was also parked regularly on the pavement at this point, but now happily at present only occasionally. Complaints to the police and parish council failed to elicit any obvious action. There is a mirror here which is useful at night when lights are visible but is inaccurately set and untrustworthy in daylight as it is convex and distorts the speed and distance of oncoming vehicles. Second, there is a parking issue relating to the WI Hall. This has no dedicated parking and functions result in cars being parked along the B1337 part on and part off the pavement for some distance and over the adjacent bus stop markings on the road. No doubt there is also parking on the estate road at the rear. There is no obvious solution to this nuisance unless some arrangement can be made with the largely unused car park at the Forge Inn. Finally, I have no views on the proposals for the C120 at Ulgham Grange other than to say that they do not appear unreasonable in view of the properties in the area and the narrowness and condition of the road.</p>
1		<p>I write to support the proposed speed limit reductions B1337 and C120 Ulgham Grange.</p> <p>I believe the 40mph sections shown on plan are essential road safety speed reductions that will also help to reduce the speed of traffic entering Ulgham village.</p> <p>At the present time many vehicles enter the village and the current 30mph limit at speeds well in excess of 30mph failing to slow down sufficiently from the current 60mph limit.</p> <p>I believe similar schemes in other villages such as Longhirst and Pegswood would also be welcomed.</p>
1		<p>I'd like to express my concern at the proposed speed limit on the road through Ulgham Grange being 40mph. As a charity we often have people walking dogs along that road, and some times the traffic pay no regard to such potential hazards being there. Also there is so many driveways leading onto that road. I would suggest that a limit of 20mph would be a far safer option for everyone.</p> <p>Thank you and I look forward to hearing back from you regarding this matter.</p>
1		<p>Dear Richard after our conversation at last night's meeting I would like to confirm that I am in favour of the proposed 40 mph buffer zones approaching the village, but would prefer the existing 30 mph limit to remain.</p>
1		<p>Thank you for your letter dated 15th September. I recognise I am sending this just outside of your deadline for responses but have very recently just returned from an extended holiday, overlapping with the communication and closing.</p> <p>As a resident of Ulgham (Noble Firs, located on the main village road), your letter was most welcomed. The speed of traffic approaching, leaving and travelling through the village has been of concern for some considerable time.</p> <p>I therefore am very supportive of the introduction of the speed reductions. I would however like to understand why there are to be no physical restrictions, notably chicanes like our neighbouring village Longhirst.</p> <p>My concern relates to the adherence to the much needed speed reductions. With pressures on wider public services it is unlikely there will be much of a proactive police presence with a mobile speed camera and in light of this, I would support the introduction of a physical restriction too.</p> <p>Many thanks for taking this forward. I am sure the village, its residents and the wider public will benefit.</p>
13	7	11

Appendix C



Additional Information:

 <p>Northumberland County Council</p>	<h2 style="text-align: center;">Network Management Information System</h2> <p>The new 'Network Management Information System' will be the first of its kind in the UK. It will be a 'one-stop' for all the information needed to manage the network. It will be a 'one-stop' for all the information needed to manage the network. It will be a 'one-stop' for all the information needed to manage the network.</p>			
<p>Northumberland County Council</p>	<table><tr><td>Title: Speed Survey B1337 Main Road Ullingham</td><td>Drn: CLS</td><td>Date: Aug 17 Scale: NTS</td></tr></table>	Title: Speed Survey B1337 Main Road Ullingham	Drn: CLS	Date: Aug 17 Scale: NTS
Title: Speed Survey B1337 Main Road Ullingham	Drn: CLS	Date: Aug 17 Scale: NTS		

Site No: 00004167
B1337 Ulgham

Site Reference: 423205592310

Speed Summary (Mon to Fri)-Limit 30 Mph

From 14/12/2017 To 21/12/2017

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave	Std. Dev.	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46
0:00	0.00	5 -	29.4	7.2	0	1	1	1	2	1	1
1:00	1.00	1 -	31 -		0	0	0	0	0	0	0
2:00	2.00	2 -	32.3 -		0	0	0	0	0	1	0
3:00	3.00	0 -	23.5 -		0	0	0	0	0	0	0
4:00	4.00	1 -	28.5 -		0	0	0	0	0	0	0
5:00	5.00	4 -	29.2	4.3	0	0	0	1	2	1	0
6:00	6.00	15	28.5	5.2	0	0	1	3	7	3	1
7:00	7.00	51	27.9	5.2	1	2	12	22	22	11	2
8:00	8.00	73	30.8	6.8	11	5	19	27	27	8	2
9:00	9.00	79	30.2	7.7	24	6	17	23	23	8	1
10:00	10.00	90	30.2	7.6	27	5	20	29	29	9	1
11:00	11.00	97	29.8	7.2	25	8	23	34	34	6	1
12:00	12.00	103	30.1	7.4	28	7	20	39	39	8	1
13:00	13.00	107	30.1	7.4	30	11	21	35	35	10	0
14:00	14.00	116	30.1	7.3	28	11	26	42	42	9	0
15:00	15.00	141	29.7	6.2	23	10	53	44	44	9	0
16:00	16.00	156	29.7	4.7	4	21	65	58	58	8	1
17:00	17.00	138	30.4	4.3	2	7	48	69	69	11	1
18:00	18.00	107	30.9	4.5	1	6	35	49	49	14	1
19:00	19.00	67	31.3	27.3	1	2	22	32	32	10	1
20:00	20.00	58	32.4	27.8	0	2	16	27	27	10	2
21:00	21.00	29	32.6	28.2	0	1	7	14	14	4	2
22:00	22.00	26	33.6	28.2	1	1	7	10	10	6	1
23:00	23.00	14	31.8	28.4	0	1	3	7	7	2	0
12H.7-19	1258	30.3	24.3	6.5	204	99	359	471	471	111	14
16H.6-22	1427	30.5	24.7	6.4	205	105	407	551	551	138	20
18H.6-24	1467	30.5	24.8	6.4	206	107	417	568	568	146	21
24H.0-24	1480	30.6	24.8	6.4	206	108	419	572	572	149	22
Am Peak	11:00 - 97 -		2.00 - 32.3 -		10:00 27	11:00 8	11:00 23	11:00 34	11:00 7	8:00 11	5:00 2
Pm Peak	16:00 156	22:00 33.6	23:00 28.4	12:00 7.4	13:00 30	16:00 21	16:00 65	17:00 69	18:00 14	20:00 2	21:00 0

Site No: 00004167

B1337 Ulgham

Site Reference: 423205592310

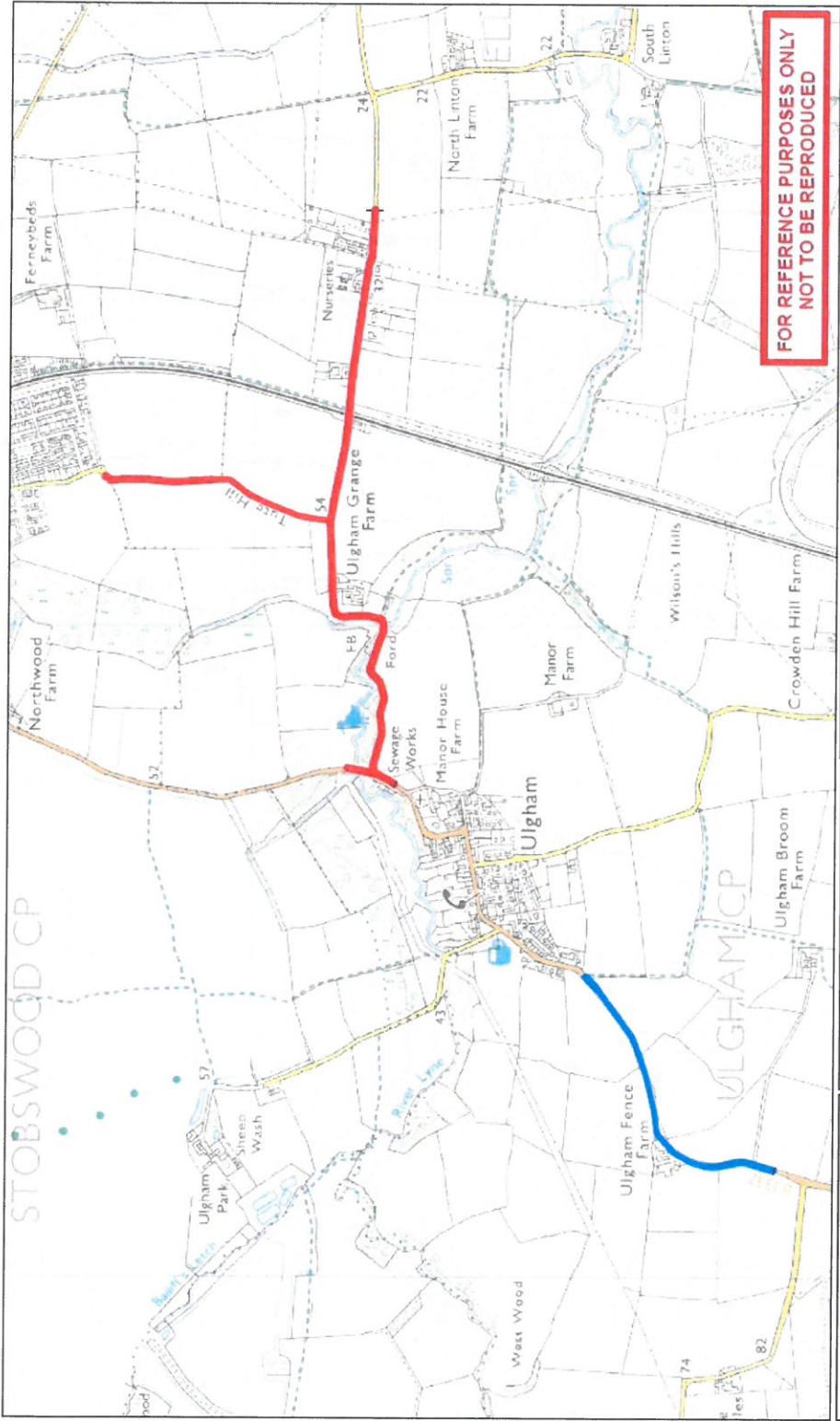
Speed Summary (Mon to Fri)-Limit 30 Mph

From 14/12/2017 To 21/12/2017

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	
0:00		2 -	31.4		0	0	0	0	1	1	0	0
1:00		0 -	31 -		0	0	0	0	0	0	0	0
2:00		1 -	30.5 -		0	0	0	0	0	0	0	0
3:00		1 -	28.5 -		0	0	0	0	0	0	0	0
4:00		2 -	31.2		0	0	0	0	1	1	0	0
5:00		10 -	30.4		0	0	1	1	3	4	1	0
6:00		58	28.6		1	1	2	13	24	14	4	0
7:00		110	31.1		2	2	6	36	50	15	3	0
8:00		174	30.7		6	6	10	54	83	19	3	0
9:00		130	29.5	24	13	18	18	52	40	7	1	0
10:00		124	29.3	22.9	21	21	21	40	34	7	1	0
11:00		115	29.6	23.7	15	18	18	39	36	7	1	0
12:00		111	30	24.7	11	8	8	45	37	9	1	0
13:00		112	29.9	23.9	14	14	14	44	29	9	2	0
14:00		121	29.8	24.1	12	16	16	46	37	9	1	0
15:00		110	30.2	24.8	9	14	14	37	38	9	2	0
16:00		91	31.6	25.9	7	10	10	25	33	13	2	0
17:00		78	33.2	28.2	2	2	2	19	37	15	4	0
18:00		57	33.1	28.1	1	2	2	15	27	11	3	0
19:00		42	32.6	28.1	0	2	2	10	21	7	2	0
20:00		24	33.3	27.9	0	2	2	6	9	6	1	0
21:00		17	34.9	29.9	0	0	0	4	5	6	1	0
22:00		13	34.8	29.2	0	0	0	4	5	2	2	0
23:00		7 -	29.1		0	0	0	1	3	1	1	0
12H.7-19	1333		30.5	25.1	5.8	113	139	452	481	130	24	0
16H.6-22	1474		30.7	25.4	5.9	114	145	485	540	163	32	0
18H.6-24	1494		30.8	25.5	5.9	114	145	490	548	166	35	0
24H.0-24	1510		30.8	25.5	5.9	114	146	491	553	172	36	0

Appendix D



Northumberland Northumberland County Council	Network Management Information System		Title: HO176306 Ulgham Area Proposed Speed Limit Changes	
	Northumberland County Council County Hall Wardle Road Newcastle NE1 2EF Tel: 01670 533000		Drn: AW Date: Dec 17	Scale: NTS

- Proposed New 30 mph Limit
- Proposed New 40 mph Limit

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Appendix E

1/30/2018

Northumberland County Council Mail - Re: HO176306 Ulgham Area speed reduction



Andy Walker <andy.walker@northumberland.gov.uk>

Re: HO176306 Ulgham Area speed reduction

1 message

Kathleen Mavin <ulghamparishcouncil@gmail.com>

30 January 2018 at 09:08

To: David Towns <david.towns@northumberland.gov.uk>, andy.walker@northumberland.gov.uk

Dear David

Thanks for your e mail. I can confirm that the amended plans were discussed at a meeting of the Parish Council held on 18 December 2017 and the Parish Council confirmed their support for the amended scheme and agreed to make a contribution of £2000 to the scheme - Minute 53/17 (ii) refers.

Best wishes

Kath