



Northumberland County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones
25 February 2021

Proposed Traffic Calming Measures – A1147 Stakeford/Bomarsund

Cabinet Member: Glen Sanderson – Leader of Council

Purpose of Report

To consider the introduction of Traffic Calming Measures on the A1147 through Stakeford and Bomarsund due to traffic safety concerns.

Recommendations

It is recommended that Traffic Calming Measures are introduced on the A1147 through Stakeford and Bomarsund.

Link to Corporate Plan

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

Enjoying - "We want you to love where you live"

Learning - "We want you to achieve and realise your potential"

Key Issues

1. Potentially serious accident occurred in October 2018 when a car lost control on the A1147 at the Lord Barrington Corner, causing significant damage to the property.
2. Several other damage only incidents are reported to have occurred at this location in recent years.
3. A previous local safety scheme has been carried out at the roundabout in recent
4. A number of personal injury collisions have occurred on the A1147 in Stakeford and Bomarsund in recent years.
5. Concerns have been raised by residents regarding excessive vehicle speeds on the A1147 at Stakeford and Bomarsund.

Delegated Decision

6. Drop in session was held on 12th February 2020 which was well attended by residents.
7. Regular meetings have taken place with NCC officers, Councillor Foster and Choppington Parish Council who are in full support of the scheme.
8. A comprehensive scheme has been designed to reduce traffic speeds and improve road safety.

Background

In October 2018 a potentially serious road traffic accident occurred when a car, travelling north, likely to have been at excessive speed, failed to negotiate the acute left hand bend adjacent to the Lord Barrington Public House. The car lost control resulting in the adjacent residential property at No.19 Half Moon Street being struck by the errant vehicle causing extensive damage.



Figure 1 - Aftermath of Accident

Following this incident, a meeting was arranged to discuss this issue and the wider road safety concerns along the A1147 through Stakeford and Bomarsund with representatives from Northumberland County Council as well as Councillor Foster, Choppington Parish Council and the resident affected by this incident.

Following the submission of a design brief to our Design Team, our experienced road safety design engineers were tasked with investigating the problems on this route and identifying potential solutions which as well as providing protection to the affected property, would address speeding concerns on the wider A1147. It should be noted that since this accident further “damage only” accidents have occurred in the same area, as well as further “personal injury collisions” on the wider A1147 in Stakeford and Bomarsund.



Figure 2 – Emergency services at an overturned car on the A1147 in Bomarsund, Bedlington (June 2019)

A feasibility report was prepared and the findings discussed with Councillor Foster and Choppington Parish Council. At this meeting, several potential solutions were discounted due to these being a likely eyesore, as well as being a possible contributory factor to anti-social behavior. It was agreed that we would prepare detailed designs for all potential solutions which would be available to view at a future drop in session with residents.

In the meantime, works were carried out by Textureblast in June 2019 at the Lord Barrington corner in order to retexture the road with the aim of improving skid resistance. We have completed some work on the bend in order to retexture the road.

A number of further meetings were held with Councillor Foster and Choppington Parish where amendments to proposals were frequently requested. This together with Purdah requirements in advance of the December 2019 General Election led to some delays in arranging the drop in session. Letters were sent to all affected residents on 3rd February 2020, inviting them to a drop in session. The letter informed residents that in response to ongoing road safety concerns on the A1147, we had been working closely with Councillor Foster and Choppington Parish Council on a number of potential solutions which may assist in alleviating these concerns. In the letter we stated that in our opinion, one of the primary matters to address is the excessive speed which is reported to be a regular issue and a possible contributory factor to this and the majority of subsequent incidents.

The drop in session took place between 3pm and 6pm on Wednesday 12th February 2020. The session was well attended and a number of residents put forward many useful comments and suggestions.

Delegated Decision

At the request of Councillor Foster and Choppington Parish Council, on 14th May 2020 we wrote to residents who had been invited to the drop in session to provide them with an update. We also wrote to nearby residents who hadn't been invited so they were made aware of the road safety improvements under consideration.

Residents were advised that having considered the feedback received and the ongoing road safety issues we were working on detailed designs which will see a series of speed cushions introduced throughout the A1147 from a suitable location north of Office Houses and south of Milburn Terrace. A priority build out feature would also be incorporated to highlight the "entry point" to these speed reducing features.

Alongside this residents were informed that we were also planning on introducing bollards, on a built out kerbline, at the front of the existing pedestrian guardrail, fronting Nos 19 & 18 Half Moon Street, at the Lord Barrington Corner.

As part of the design for the bollards we needed to carry out a detailed survey of services in the carriageway and footway. This required trial holes to be dug which required traffic management such as traffic lights and the Castle Morpeth Area Office enabled this work to go ahead safely under Covid-19 restrictions.

In the correspondence to residents we stated that the whole scheme would be subject to independent road safety audits which would ensure that what we are introducing does not have a detrimental impact on road safety.

Following this letter to residents, further meetings have taken place with Councillor Foster and Choppington Parish Council where they have requested that we look at extending the length of the speed cushions to a suitable location near the start of the 30mph at Bomarsund, following representations made by residents at the south end of the A1147. These requests were then considered further in design development.

Following further site investigations, detailed design and pricing, it was agreed that this additional work that was requested over the full length to the south was not feasible due to excessive costs. However we will be providing red count down road markings on the approach to the 30mph speed limit at Bomarsund. Nevertheless, the length of speed cushions has been extended as far as the existing A1147 Thornley Terrace fixed speed camera. Extending the measures to this location also means that we didn't need to provide a priority build out to create an "entry point" to the speed cushions, this is due to the fact that the existing speed camera and pedestrian refuge are classed as speed reducing features. This is helpful as the introduction of a priority chicane may in itself have introduced a potential safety hazard, should queues develop at the chicane during periods of higher traffic flows (the A1147 through Stakeford/Bomarsund carries approximately 9,500 vehicles per day with AM and PM peak).

Delegated Decision

The final draft scheme proposals were agreed with the Parish Council and local County Councillor on 21st January 2021. The following measures will therefore be introduced:-

- A total of 11 sets of 65mm high two / three abreast two piece, bolt down rubber speed cushions at various locations on the A1147 between the Lord Barrington bend and the A1147 Thornley Terrace fixed speed camera.
- The area of carriageway beneath, and around the speed cushions will also be resurfaced, after it was identified that the A1147 within this area is due to be resurfaced in the foreseeable future (this will remove the need for the speed cushions to be lifted and re-laid during future resurfacing works).
- 16 Glasdon Neopolitan 150 Guardsman type bollards, sited on a built out kerblineline, at the front of the existing pedestrian guardrail, fronting Nos 19 & 18 Half Moon Street, at the Lord Barrington Corner.
- Resurfacing of the carriageway around the A1147 at Lord Barrington corner with a high PSV value surfacing to improve skid resistance.
- Red “count down” road markings on the approach to the 30mph speed limit on the A1147 at Bomarsund.

If approved it is anticipated that the civils work, which includes the installation of the bollards on the built out kerblineline, will be carried out week commencing 15th March 2021. Due to extensive traffic management requirements it is anticipated that the resurfacing works will be carried out week commencing 10th May with the works to install the speed cushions beginning week commencing 31st May.

It is anticipated that the traffic calming measures will not be favored by everyone, however, we expect this scheme will provide a safer environment in this area for all road users and residents along the A1147 in Stakeford and Bomarsund.

A copy of the scheme drawings are attached to this report as Appendix A.

Consultation

Formal consultation has not taken place, however a “drop in session” was held on 12th February 2020. After numerous meetings with Councillor Foster and Choppington Parish Council the final scheme has been agreed taking into account any feedback they had received directly from residents.

It is recommended that this scheme is introduced in order to improve road safety in the area.

All relevant statutory consultees, including the emergency services and Arriva Buses will be notified about this scheme as part of the legal process for

Delegated Decision

Noticing of the Introduction Traffic Calming Measures and any feedback will be considered prior to the implementation of works.

Delegated Decision

Implications Arising out of the Report

Policy	None
Finance and value for money	Funded through LTP 2020/21 allocation for Local Safety Schemes
Legal	Notice of the Introduction Traffic Calming Measures (ref: NRH_004)
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	The scheme has been designed to improve road safety and to reduce vehicle speeds on the A1147 in Stakeford and Bomarsund.
Crime & Disorder	Traffic safety concerns i.e. speeding traffic
Customer Consideration	Scheme is anticipated to improve road safety for residents and road users in the area
Carbon reduction	Reduced speeds will contribute to carbon reduction
Wards	Stakeford

Delegated Decision

Background papers:

S:\Highways\PROJECT\19\HF Local Safety Schemes\HFD19502 A1147,
C403 Jcn (Barrington Corner) Stakeford

Appendix Index

Appendix A – Detailed scheme plans

Appendix B – Feasibility report

Author and Contact Details

Report Author **Neil Snowdon – Principal Programme Officer**

DECISION TAKEN

Title of Officer: Service Director, Local Services

Subject: Proposed Traffic Calming Measures – A1167
Stakeford and Bomarsund

Consultation: No formal consultation, however “drop in session” was held on 12th February 2020. Regular meetings have taken place with Councillor Foster and Choppington Parish Council which have taken into account any feedback they had received direct from residents.

Decision Taken: To introduce the Traffic Calming Measures as proposed

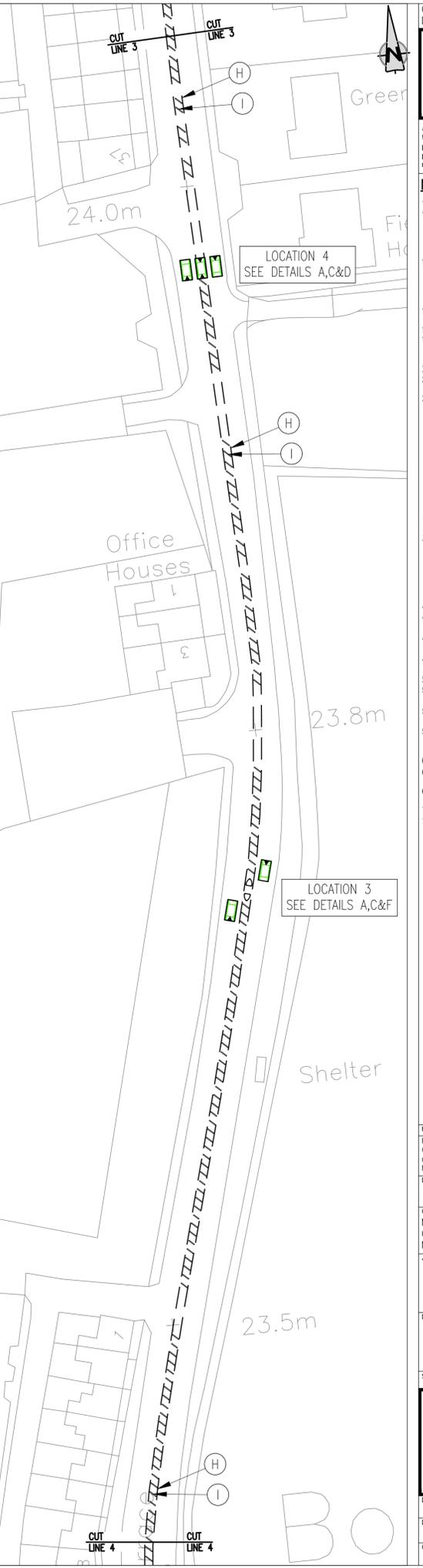
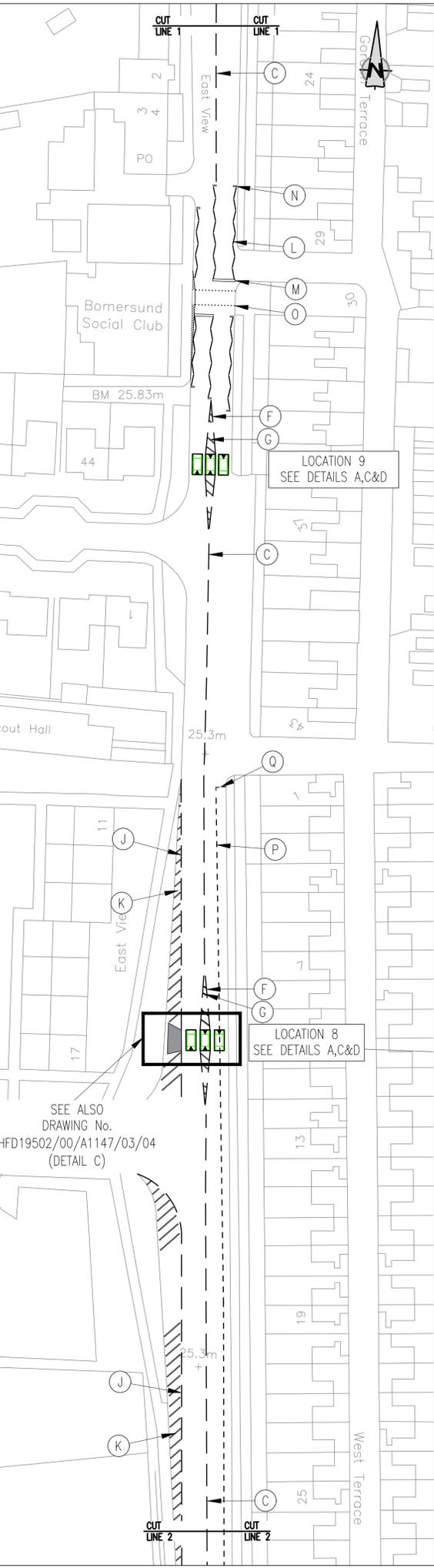
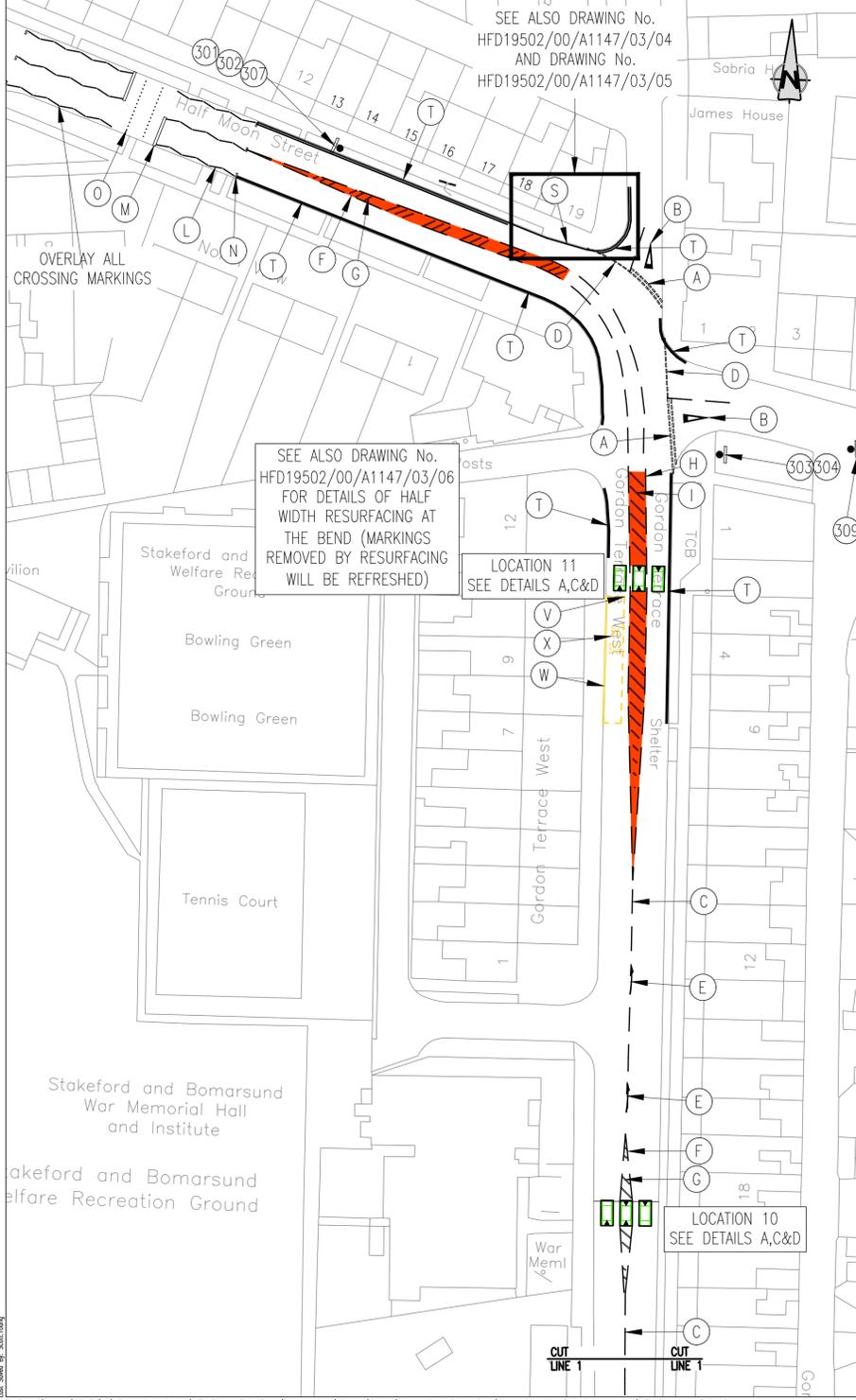
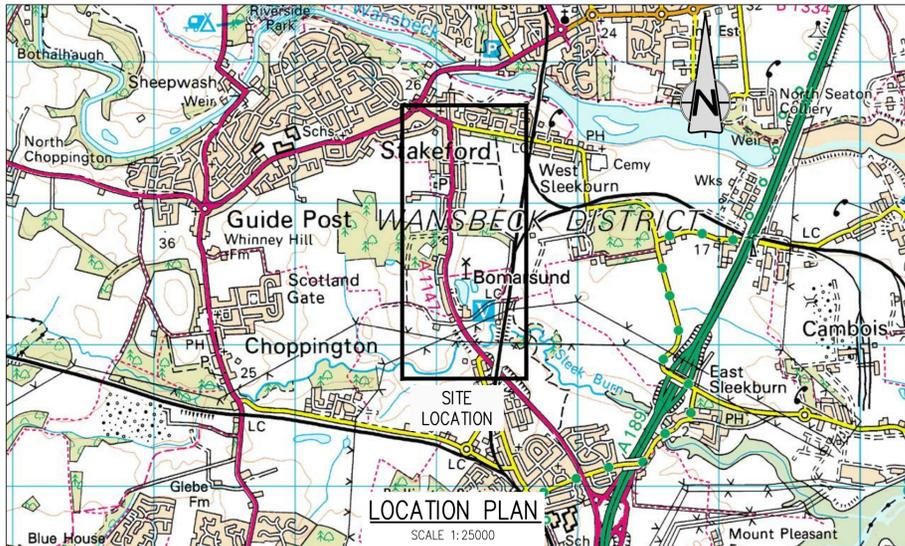
Signature of Director



Date
9th March 2021

Delegated Decision

Appendix A – Detailed Design Plans (see email PDFs)



Contract Drawing No.: 1 of 5 Drawing Size: A1

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NOTES:

- TRAFFIC SIGNS
 - NEW SIGNS TO COMPLY WITH BS EN 12899-1:2007 AND NATIONAL ANNEX, AND BE MANUFACTURED FROM ALUMINIUM COMPOSITE PANEL WITH APPROPRIATE SIGN FACE SHEETING TO CLASSIFICATION IDENTIFIED IN THE TRAFFIC SIGN SCHEDULE.
 - DESIGN WIND-LOADING TO DETERMINE SIGN SUPPORT AND FOUNDATION DESIGN TO BS EN 12899-1:2007, AND NATIONAL ANNEX, HAS BEEN ASSESSED USING BUCHANAN 'SIGNLOAD' SOFTWARE OR SIMILAR APPROVED SOFTWARE.
 - ALL MECHANICAL FASTENERS FOR NEW SIGNS TO BE PROVIDED ONLY FROM NIKES 3 APPROVED SOURCES. ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN EDGE.
 - ENSURE A MINIMUM 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY AND 1.2m ON HIGH SPEED DUAL CARRIAGEWAY.
- ROAD MARKINGS
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 - ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 1212 OF SHW. RETRO-REFLECTIVITY REQUIREMENTS COMMENCE FROM THE DATE OF APPLICATION OR DATE OF TRAFFICING, WHICHEVER IS LATER, AND SHALL LAST FOR THE FUNCTIONAL LIFE OF THE MARKING. MARKINGS TO HAVE A REQUIREMENT OF A MINIMUM RETRO-REFLECTIVITY VALUE OF 200 MCD/M²/X, THE MINIMUM LAID THICKNESS IS 2.0mm FOR SCAFFOLD MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAID MORE THAN 6mm THICK.
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- BOLLARDS
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 - BOTH WITH RED/WHITE REFLECTORS. RED REFLECTOR TO FACE ONCOMING TRAFFIC ON NEARSIDE OF ROAD.
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 - RUBBER KERB AREA TO BE FILLED WITH TYPE ST2 CONCRETE.
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 - ANY QUERIES PLEASE CONTACT JOHN MATHER, COUNTY HALL, TELEPHONE 01670 624131.

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Drawing Status: **CONSTRUCTION**

Client: NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL, MORPETH
NORTHUMBERLAND, NE61 2EF

Job Title: **A1147 STAKEFORD/BOMARSUND**

Drawing Title: **TRAFFIC CALMING MEASURES**

Scale(s): 1:500 & AS SHOWN

Northumberland County Council
Technical Services

Drawn	Date	Checked	Passed
SY	JAN'21	KB	GM

Drawing Number: **HFD19502/00/A1147/03/01**

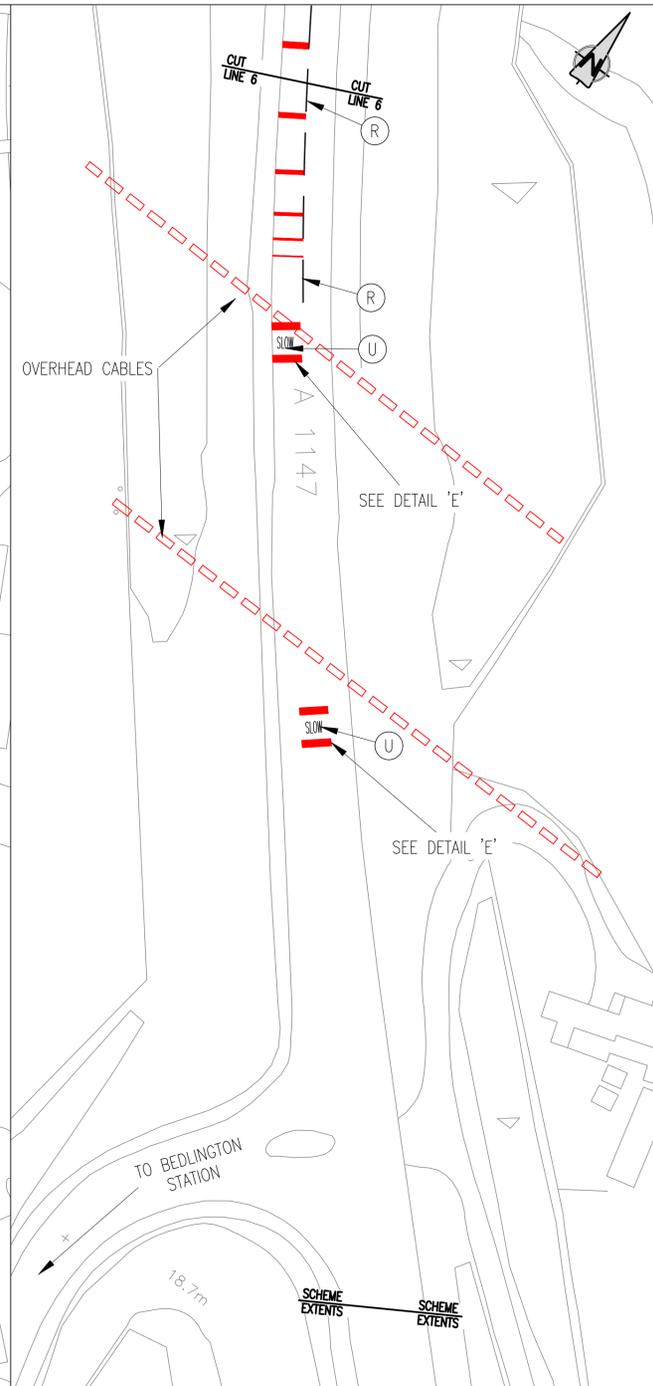
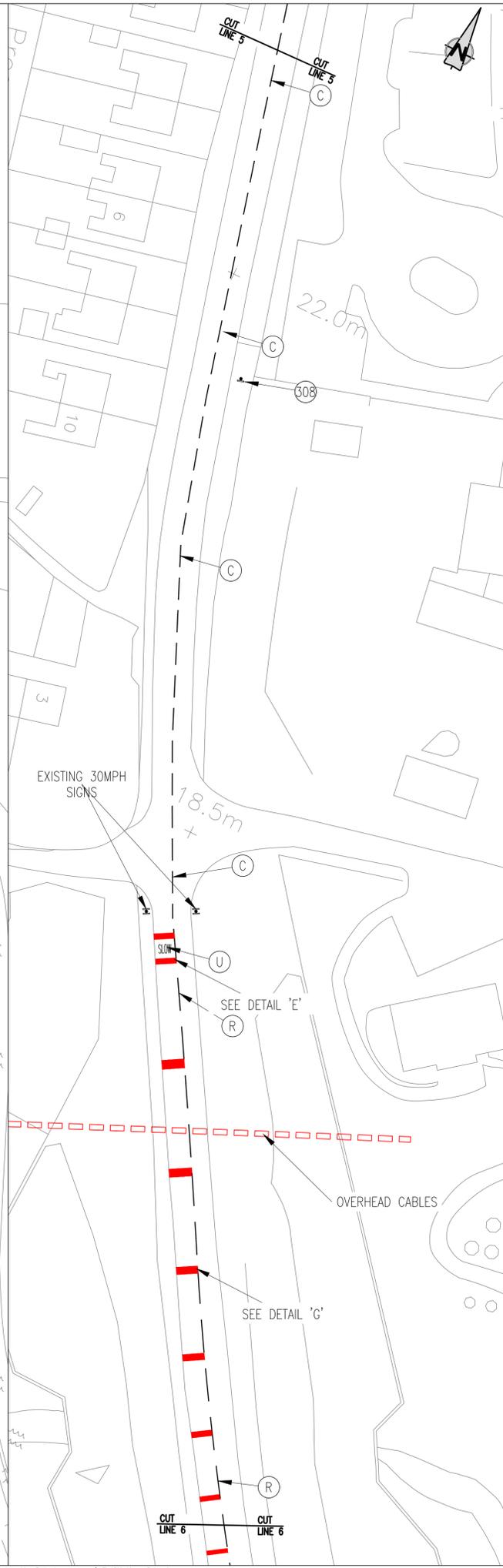
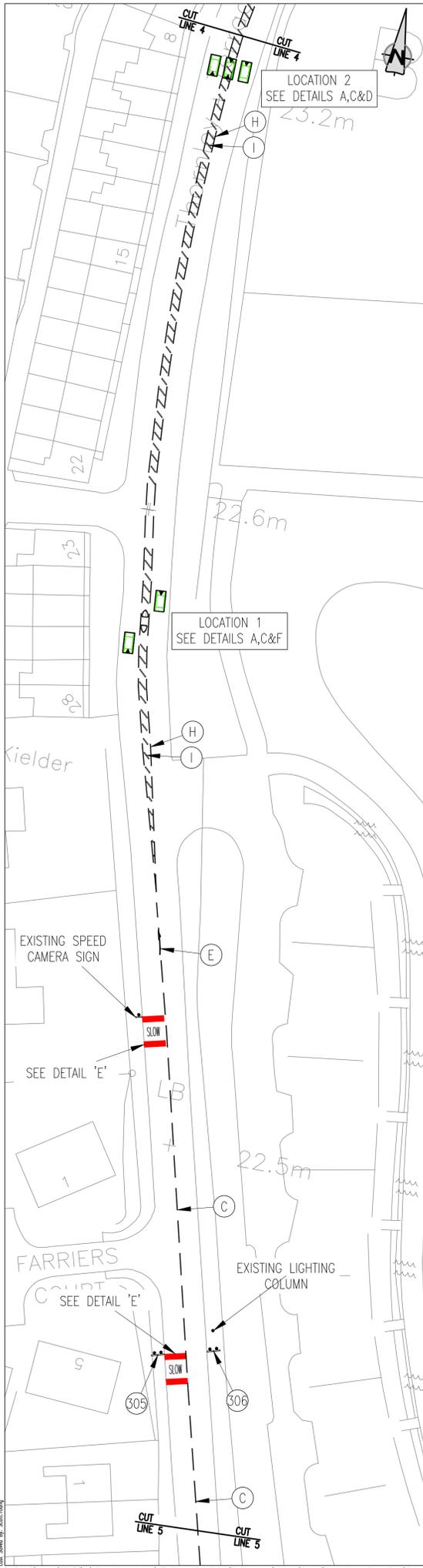
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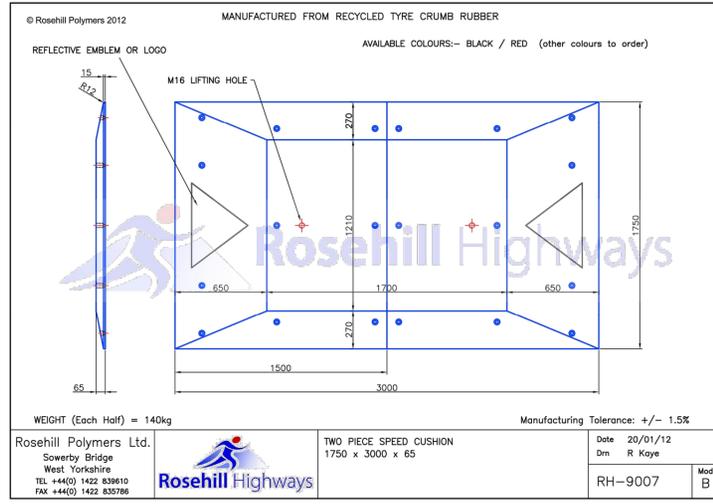
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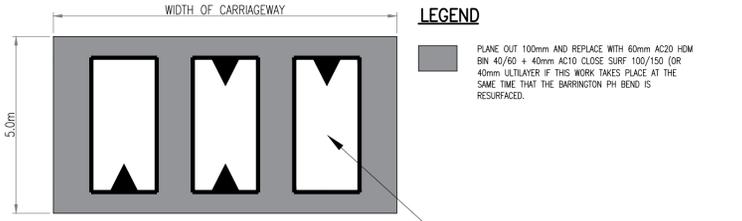
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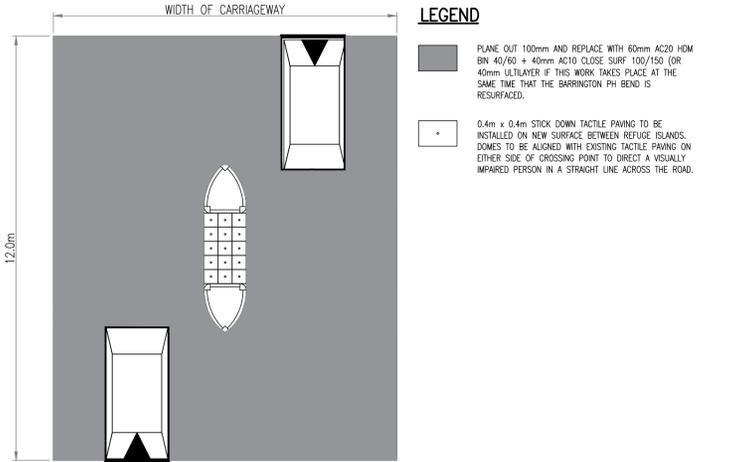
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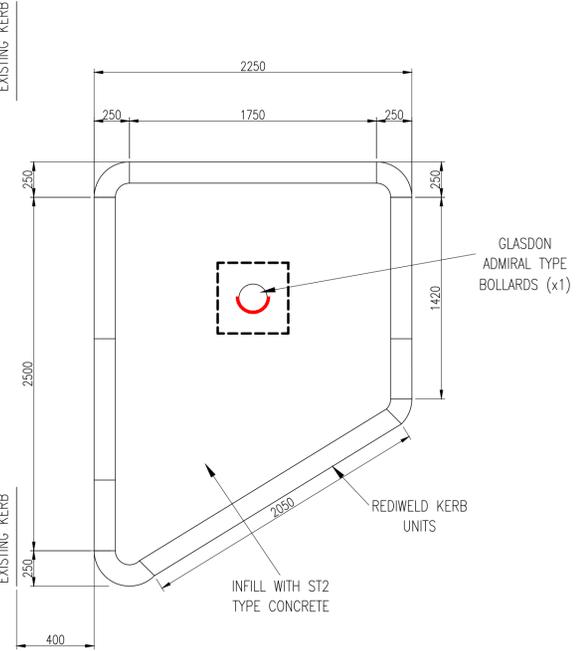
DETAIL A SPEED CUSHIONS



DETAIL D SCALE: 1:100

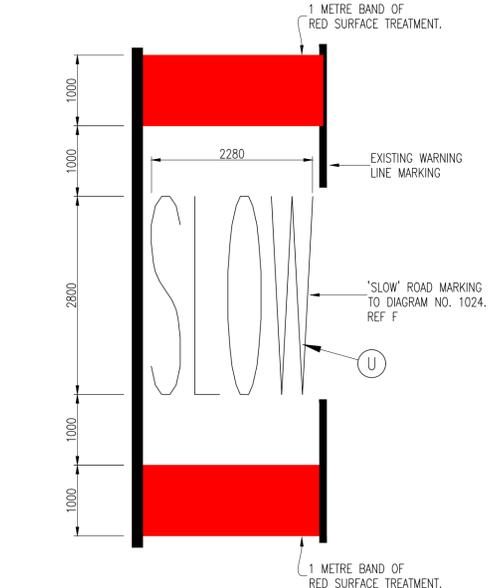


DETAIL F SCALE: 1:100



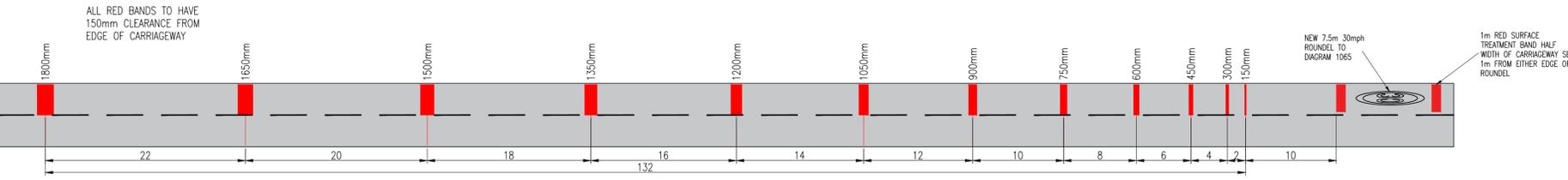
ISLAND DETAIL DETAIL B

TO BE 3m x 2.5m DIMENSIONS WILL CHANGE



DETAIL E SLOW MARKING WITH RED STRIPS

SCALE: 1:50



DETAIL G VILLAGE APPROACH RED BAND MARKINGS

NEW TRAFFIC SIGNS											
REF	TSR&GD 2016 DIAG. No.	'Y' HEIGHT (mm)	LEGEND	No. OFF	SURFACE	APPROX. SIZE (m)	POSTS/SIGNS		MOUNT HEIGHT (m)	REMARKS	
						DIAM (mm)	LENGTH (m)	no			
301	Sch. 2 Part: 2 Item: 43 Dia. 557.1	-		1	CLASS R2	0.75	76	3.76	1	2.46	TO BE LOCATED IN FOOTWAY AT LOCATION SHOWN
302	Sch. 2 Part: 2 Item: 43 Dia. 3	62.5		1	CLASS R2	0.76 x 0.36	-	-	-	2.1	TO BE MOUNTED BENEATH SIGN REF 301 ON EXISTING 76mm DIAMETER POST
303	Sch. 2 Part: 2 Item: 43 Dia. 557.1	-		1	CLASS R2	0.75	76	3.93	1	2.63	TO BE LOCATED SOUTH (TO THE LEFT) OF EXISTING GIVE WAY SIGN
304	Sch. 2 Part: 2 Item: 43 Dia. 3	62.5		1	CLASS R2	0.76 x 0.53	-	-	-	2.1	TO BE MOUNTED BENEATH SIGN REF 303 ON EXISTING 76mm POST
305	Sch. 2 Part: 2 Item: 45 Dia. 557.1	-		1	CLASS R2	0.75 x 0.36	76	3.77	2	2.1	TO BE MOUNTED ON YELLOW BACKING BOARD 0.925 x 1.170
306	Sch. 2 Part: 2 Item: 45 Dia. 557.1	62.5		1	CLASS R2	0.75 x 0.36	76	3.77	2	2.1	TO BE MOUNTED ON YELLOW BACKING BOARD 0.925 x 1.170
308	Sch. 13 Part: 6 Item: 37 Dia. 7014	75		1	CLASS R2	1.225 x 0.575	-	-	-	-	TO BE POSITIONED IN NEARSIDE VERGE AT A LOCATION WHERE IT CAN BE CLEARLY SEEN AND IS NOT AN OBSTRUCTION TO PEDESTRIANS. AGREE LOCATION ON SITE WITH DESIGNER.
309	Sch. 13 Part: 6 Item: 37 Dia. 7014	100		1	CLASS R2	1.635 x 0.765	-	-	-	-	TO BE POSITIONED IN OFFSIDE VERGE AT A LOCATION WHERE IT CAN BE CLEARLY SEEN AND IS NOT AN OBSTRUCTION TO PEDESTRIANS. AGREE LOCATION ON SITE WITH DESIGNER.
310	Sch. 13 Part: 6 Item: 7 Dia. 7014WR	75		1	CLASS R2	1.225 x 0.575	-	-	-	-	TO BE POSITIONED IN NEARSIDE VERGE AT A LOCATION WHERE IT CAN BE CLEARLY SEEN AND IS NOT AN OBSTRUCTION TO PEDESTRIANS. AGREE LOCATION ON SITE WITH DESIGNER.

Location (S to N)	Comment	Gap	Cushion	Gap	Cushion or Refuge	Gap	Cushion	Gap	Total
1	At Refuge Island	1.125	1.75	1.125	1.5	1.125	1.75	1.125	9.5
2		1.1	1.75	1	1.75	1	1.75	1.1	9.45
3	At Refuge Island	0.975	1.75	0.975	1.9	0.975	1.75	0.975	9.3
4		0.85	1.75	0.8	1.75	0.8	1.75	0.85	8.55
5		0.85	1.75	0.8	1.75	0.8	1.75	0.85	8.55
6		0.625	1.75	0.65	1.75	0.65	1.75	0.625	7.8
7		0.9	1.75	0.975	1.75	0.975	1.75	0.9	9
8	New Island	0.75	1.75	0.775	1.75	0.775	1.75	0.75	8.3
9		0.675	1.75	0.7	1.75	0.7	1.75	0.675	8
10		1.1	1.75	1.125	1.75	1.125	1.75	1.1	9.7
11		1.075	1.75	1.1	1.75	1.1	1.75	1.075	9.6

DETAIL C SPEED CUSHIONS SPACING SCHEDULE

Revised: By: [] Chk: [] App: [] Date: [] Rev: []

CONSTRUCTION

Client: NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL, MORPETH
NORTHUMBERLAND, NE61 2EF

Job Title: A1147 STAKEFORD/BOMARSUND

SCHEDULES & STANDARD DETAILS

Scale(s): 1:1000 & AS SHOWN



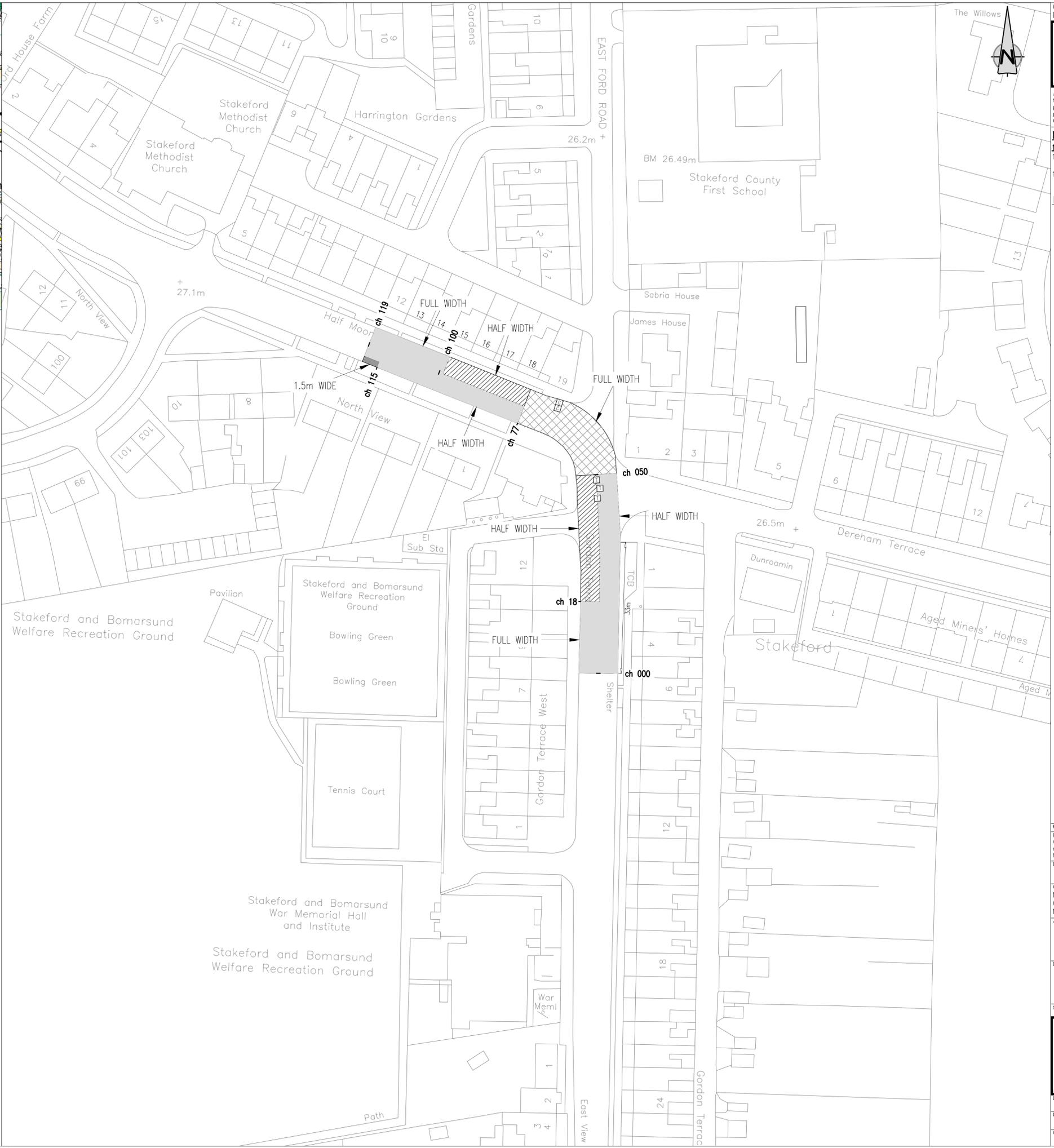
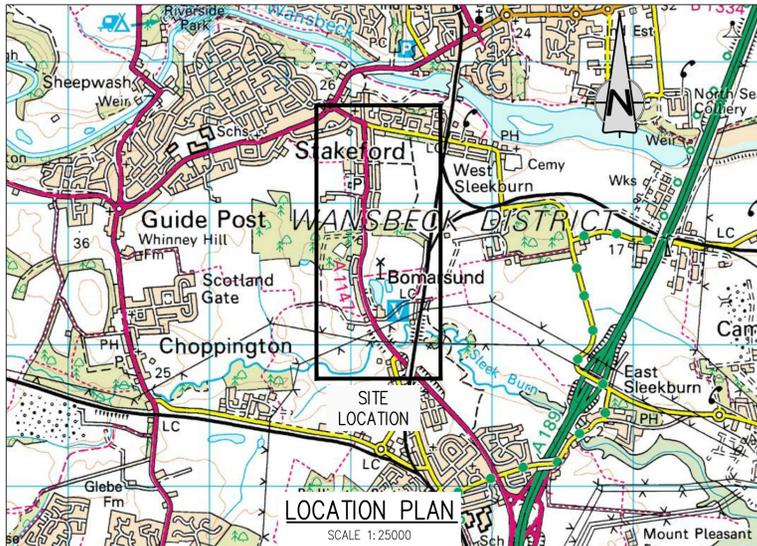
Drawn: SY Date: JAN'21 Checked: KB Passed: CM
Drawing Number: HFD19502/00/A1147/03/03
Revision: HFD19502



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NOTES:
1.0 GENERAL
 1.1 ALL DIMENSIONS IN [mm] UNLESS STATED OTHERWISE.
 1.2 ALL LEVELS IN [m] IN REFERENCE TO GPS CO-ORDINATE SYSTEM.

- LEGEND**
- PLANE OUT 40mm AND REPLACE WITH 40mm ULTILAYER PSV 55.
 - PLANE OUT 40mm AND REPLACE WITH 40mm ULTIGRIP GREY.
 - PLANE OUT 100mm AND REPLACE WITH 60mm AC20 HDM BIN 40/60 + 40mm ULTIGRIP GREY.
 - PLANE OUT 100mm AND REPLACE WITH 60mm AC20 HDM BIN 40/60 + 40mm ULTILAYER PSV 55.
 - TAKE UP AND REPLACE CHAMBER COVER AND FRAME.
 - TAKE UP AND REPLACE TOBY COVER.



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CONSTRUCTION

Client:
 NORTHUMBERLAND COUNTY COUNCIL
 COUNTY HALL, MORPETH
 NORTHUMBERLAND, NE61 2EF

Job Title:
A1147 STAKEFORD

Drawing Title:
RESURFACING SCHEME PLAN

Scale(s):
 1:500 & AS SHOWN



Drawn: SY Date: OCT'20 Checked: TD Passed:

Drawing Number:
HFD19502/00/A1147/03/05

Revision:
HFD19502