



# Northumberland County Council

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

**Paul Jones - Service Director - Local Services**

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### **PROPOSED 20mph SPEED LIMIT, HOLY ISLAND**

**Cabinet Member: Councillor John Riddle**

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#### **Purpose of Report**

To consider a proposal to implement a 20mph speed limit on Holy Island.

#### **Recommendations**

It is recommended that the proposed 20mph speed limit is implemented.

#### **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**

- Holy Island is a popular visitor destination on the Northumberland Coast.
- Streets within the village experience significant numbers of pedestrians.
- Most are narrow and many do not have footways.
- A reduction in the speed limit was submitted as a priority for the Local Transport Programme by Holy Island Parish Council.

#### **Background**

1. Holy Island is a popular visitor destination and is subject to significant amounts of traffic and demand for parking.
2. Public parking takes place mainly in Chare Ends car park, with some limited parking permitted within the village at Green Lane car park.

## Delegated decisions

- Public traffic is not permitted in the village, however, in addition to residents, those who have a genuine reason to access a property, including renting holiday homes, are permitted to take vehicles beyond the public parking areas.
- The majority of the streets within the village are narrow, and many do not have footways. Pedestrians and vehicles therefore share the available road space. During the summer months, significant numbers of pedestrians are present.
- Holy Island Parish Council submitted the lowering of the speed limit from 30mph to 20mph as a priority for the Local Transport Programme, in order to improve pedestrian safety and emphasise to motorists that they are entering a low-speed, pedestrian friendly environment.

## Speed Limit Guidance

- Guidance on speed limits is set out by the Department for Transport in “Setting Local Speed Limits” (Circular 01/2013). The guidance states that one of the ‘Priorities for Action’ is “*the introduction of more 20mph limits and zones, over time, in urban areas and built up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists...*” (para.12).
- Based on evidence that shows a positive effect on road safety, the guidance also states that Traffic Authorities are able to introduce 20mph limits or zones on “*residential streets in ...villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.*” (para. 84).
- 20mph speed limits should generally be self-enforcing, i.e. the existing characteristics of the road should lead to average traffic speeds that comply with the limit. This can mean that traffic calming measures are required in order to achieve compliance.
- Signed only 20mph speed limits, i.e. those without additional traffic calming features, are most appropriate on roads where average speeds are already low. If the average speed is at or below 24mph, a signed-only speed limit is likely to lead to general compliance.
- Two speed surveys were carried out during August 2021 in Chare Ends and Sandham Lane. The results showed that the average speeds were:

	Average Speed	
	Northbound	Southbound
Chare Ends	21mph	21mph
Sandham Lane	14mph	13mph

- Holy Island village is made up of narrow, mainly residential streets subject to relatively high pedestrian activity. These characteristics, together with recorded average speeds below 24mph, suggest that a 20mph speed limit would generally be complied with and is therefore considered appropriate.

## Consultation

## **Delegated decisions**

12. Statutory consultees were consulted on a proposal to provide a 20mph speed limit, in place of the existing 30mph limit, with an entry 'buffer' of a 30mph speed limit extending to the causeway. A copy of the consultation plan is shown in Appendix A.
13. Only two responses were received, both in favour of the proposal.

## **Environmental Considerations**

14. Holy Island is located within the Northumberland Coast Area of Outstanding Natural Beauty (AONB) and the village is a Conservation Area. As such, the County Council has a duty to protect the appearance of the area, including limiting traffic signs and avoiding signage 'clutter'.
15. The Northumberland Coast AONB Team has raised concerns over the impact of any additional signs and road markings that would result from the implementation of the reduced speed limit.
16. 20mph speed limits are signed with terminal signs and at least one repeater sign. The start of the proposed 20mph speed limit replaces the start of the existing 30mph speed limit, so there are no additional terminal signs and only two sets of repeaters are proposed within the village. These will be mounted on lighting columns, so no additional posts are required. The repeaters are proposed on Green Lane, due to the additional traffic that accesses the car park there, and on Marygate, to remind traffic entering or leaving the village on the minor road to Lindisfarne Castle of the speed limit. No road markings will be provided.
17. The proposed 30mph 'buffer zone' in advance of the 20mph speed limit does, however, mean that an additional set of terminal signs will be required. These signs will have a negative impact on the appearance of this part of the island.
18. Buffer zones are normally provided in advance of 20mph speed limits on through roads as a way of 'stepping down' speeds, so that vehicles do not have to quickly decelerate from high speeds of up to 60mph down to 20mph. However, this is not a requirement and is at the discretion of the County Council.
19. Given that the road into Holy Island village is not a 'through route', the majority of traffic enters the public car park and the existing low traffic speeds (average 21mph), it is considered that the proposed 30mph buffer zone can be omitted and thus remove the requirement for additional terminal signs in a sensitive location.
20. The revised proposal with the minimum amount of additional signage is shown in Appendix B.

## **Recommendation**

21. As discussed above, the following factors mean that a 20mph speed limit is appropriate in Holy Island village:
  - The proposal is in accordance with Government guidance on speed limits.
  - The existing recorded speeds are low enough to make the limit self-enforcing and ensure general compliance.
  - The village streets are subject to significant pedestrian movements.

## Delegated decisions

- The scheme can be implemented with a minimum amount of additional signage and thus have a low impact on the local environment.
- Consultation was in favour, and the scheme is a priority for Holy Island Parish Council.

22. It is therefore recommended that the proposed 20mph speed limit is implemented.

## Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	The scheme will be funded from the LTP Programme.
<b>Legal</b>	Motorists will be required to comply with the speed limit.
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Consideration</b>	Statutory consultees have been consulted.
<b>Carbon reduction</b>	None
<b>Wards</b>	Northam & Islandshires

### Background papers:

File ref: HE213537D

## Delegated decisions

“Setting Local Speed Limits” DfT circular 01/2013

### Report sign off.

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

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

### Author and Contact Details

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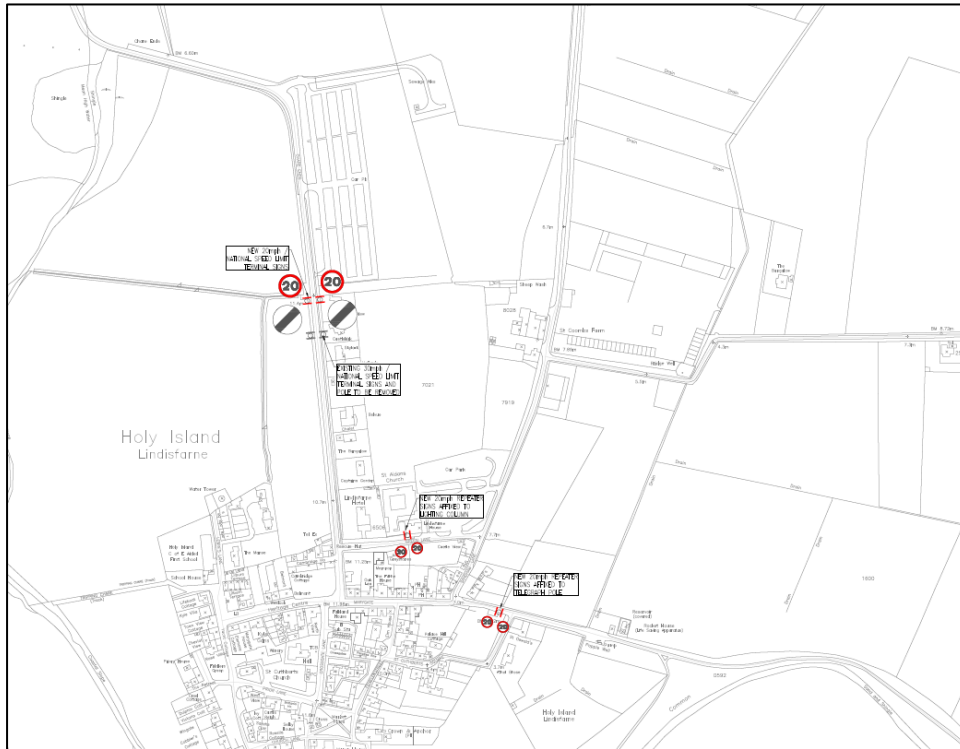
Report Author     ***Richard McKenzie – Senior Programmes Officer***



# Delegated decisions

## Appendix B

### Proposed Scheme Layout



## DECISION TAKEN

**Title of Officer(s) and  
Portfolio Holder (where  
appropriate):**

Paul Jones - Service Director - Local Services

**Subject:**

PROPOSED 20mph SPEED LIMIT, HOLY ISLAND

**Consultation**

- For 2
- Against 0

**Decision Taken:**

The proposed 20mph speed limit should be implemented.

Signature of Director



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**Date**

21<sup>st</sup> February 2022

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