



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones

Proposed One Way System, South Greenwich Road, Spittal

Cabinet Member: Councillor John Riddle

21 November 2022

Purpose of Report

To consider the results of the public consultation exercise, regarding the proposed one-way system on South Greenwich Road, Spittal.

Recommendations

It is recommended that the one-way system on South Greenwich Road is introduced as proposed.

Link to Corporate Plan

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

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

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

Key Issues

1. Residents have raised concerns about road safety on South Greenwich Road, Spittal.
2. Residents have reported that there have been a number of near misses especially involving children.
3. The problem is reported to be primarily an issue with drivers who are unfamiliar with the area.
4. South Greenwich Road is less than 4 meters wide in parts and is therefore unsuitable for two-way traffic.
5. The proposals are supported by Councillor Hill.
6. The scheme will be incorporated into the 20mph speed limit for Spittal First School and is to be funded by the Local Transport Plan 2022/23 programme.

Delegated Decision

Background

South Greenwich Road runs parallel Spittal Promenade, and provides access to Spittal Beach Car Park, as well as Spittal Splash Park and The Family Fun Centre. This area is popular with local residents and tourists. The road is less than 4 meters wide in parts and unsuitable for two-way traffic.

Concerns have been raised to Councillor Hill regarding road safety on South Greenwich Road. Residents have reported that there have been a number of “near misses” especially involving children, with the problem being more of an issue with those drivers who are unfamiliar with the area. Councillor Hill has therefore requested that a one-way system be considered in order to improve road safety in the area.

The one-way system will be incorporated into the 20mph speed limit planned for Spittal Community First School.



Google images of South Greenwich Road

Delegated Decision

Consultation

The proposed one-way system was the subject of a consultation exercise which concluded on 4th November 2022. The involved the delivery of a consultation letter to 30 residents and 28 statutory consultees, including the emergency services and disabled and transport associations and organisations. A copy of the consultation letter and plan is attached as Appendix A.

Responses were received from 10 consultees with 5 in favour and 4 against the proposals. One consultee did not express an opinion. A summary of the responses received is attached as Appendix B.

During the consultation, concerns were raised that the one-way system would lead to an increase of vehicle speeds. Given the width of South Greenwich Road it is felt that excessive speed is unlikely to be an issue. We are also introducing a 20mph in the area and appropriate repeater signs and road markings will be provided to remind motorists of this speed limit.

Concerns were also raised about inconsiderate parking at the South Greenwich Road / Main Street junction. No waiting at any time parking restrictions are already provided on South Greenwich Road, and we will consider extending these restrictions on Main Street in order to improve visibility when exiting South Greenwich Road.

Another point raised was that there would be increased traffic and parking on Main Road in the section that runs parallel to South Greenwich Road. We will closely monitor this to ensure the one-way system does not have an adverse effect in this area.

One consultee called the scheme a waste of money and suggested widening South Greenwich Road would be a better alternative. Because this scheme is being incorporated into a larger scheme the costs will be negligible. A scheme to widen the road would be significant and not something we'd ever consider given limited budgets available.

Recommendation

Given the concerns raised it is recommended that the one-way system is introduced as proposed. The fact a 20mph speed limit is being introduced in the area addresses many of the concerns raised during the consultation process.

We will also be introducing additional No Waiting at Any Time Parking Restrictions on Main Street at the South Greenwich Road junction in order to improve visibility when exiting the one-way system. Affected residents will be notified of our intention to introduce these restrictions in the decision letter for this scheme.

Delegated Decision

Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	Scheme will be financed through the Local Transport Plan 2022/23 programme
Legal	Motorists will be required to comply with the Traffic Regulation Order
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	The proposal is designed to improve pedestrian and road safety in the area.
Crime & Disorder	Regulations in place to carry out enforcement
Customer Consideration	The proposed one-way system will lead to a safer environment for pedestrians and road users
Carbon reduction	Speed reduction planned for the area will assist with carbon reduction
Wards	Berwick East

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Appendix Index

Appendix A – Consultation letter and plan

Appendix B – Summary of consultation responses

Appendix C – Plan showing overall 20mph scheme for area

Background Papers:

None

Author and Contact Details

Report Author **Michael McMonagle, Programme Officer**

Delegated Decision

DECISION TAKEN

Title of Officer: Service Director, Local Services

Subject: Proposed one way system, South Greenwich Road, Spittal

Consultation: 10 responses received
5 in favor
4 against
1 neither yes nor no

Decision Taken: To introduce the one-way system as proposed on South Greenwich Road

Signature of Director



22.12.22

Delegated Decision

Appendix A – Consultation Letter



Your ref:
Our ref: HE203430
Enquiries to: Highways Programme
Email: Highwaysprogramme@northumberland.gov.uk
Tel direct: 0345 600 6400
Date: 17th October 2022

Dear Sir/Madam,

Proposed One-Way Traffic System, South Greenwich Road, Spittal

Concerns have been raised regarding two-way traffic on South Greenwich Road. The existing carriageway width is less than 4 metres, meaning vehicles are having to mount the pavement to get past each other. This poses a serious danger to pedestrians using the footpath.

In order to address this, the County Council is considering implementing a one-way traffic system. The system would start on South Greenwich Road at the junction to The Family Fun Centre, and traffic would travel in one direction towards Main Street. This is shown on the plan overleaf.

I am therefore writing to you to ask for your views on this proposal. Please visit <https://www.northumberland.gov.uk/Highways/Roads/Traffic.aspx> or send your views via email to HighwaysProgramme@northumberland.gov.uk

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report to the Director of Local Services and may be available for public inspection.

This consultation is open until **Friday the 4th of November 2022**.

Thank you in advance for your participation.

Yours sincerely,

M. McMonagle

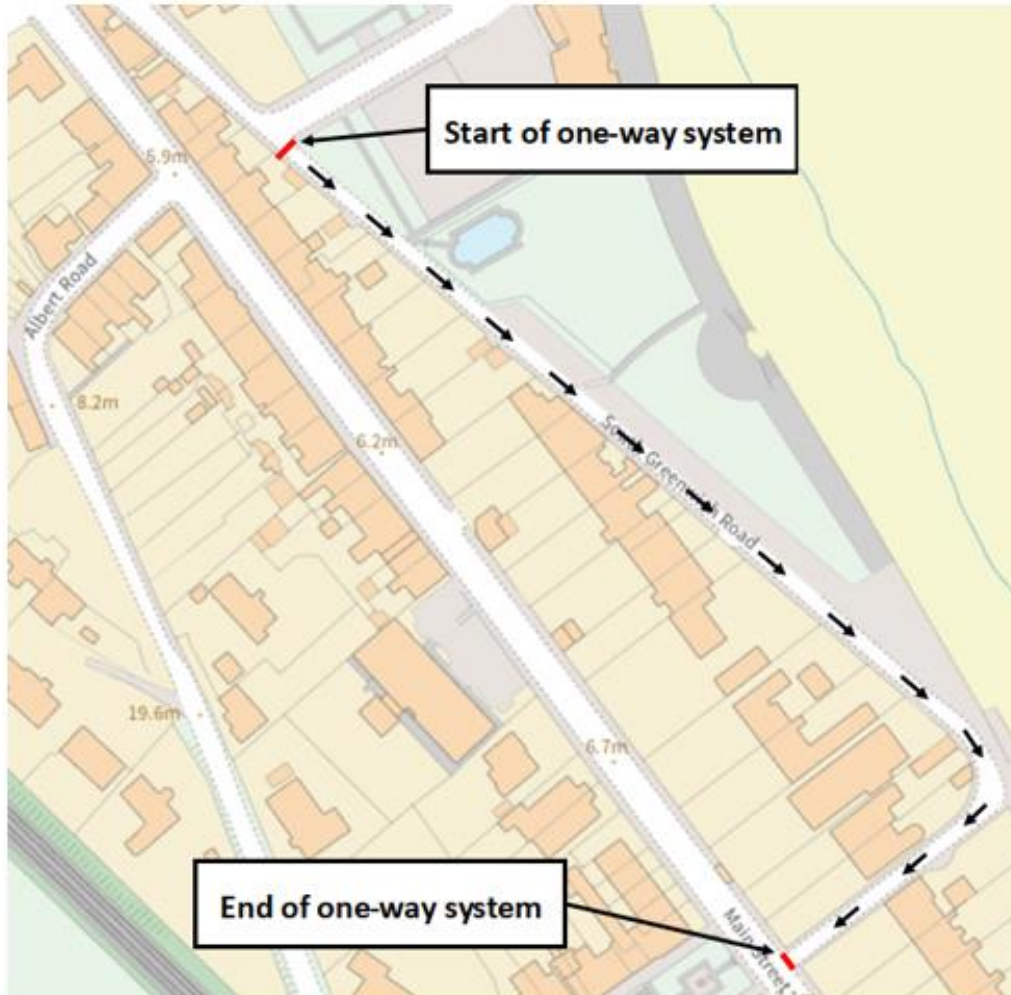
Michael McMonagle
Programme Officer



County Hall, Morpeth, Northumberland, NE61 2EF
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Proposed One-Way System, South Greenwich Road.



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Appendix B – Summary of consultation responses

Thoroughfare	FOR	AGAINST	NEITHER	Other Relevant Comments
Main Street	1			no comments
Main Street	1			Fully support this, and maybe think about making Main Street between The Blenheim and the Spa Well one way too. Crossing this section as a pedestrian is a nightmare and cars are always having to pull in behind parked cars as the road is only one car wide (between the parked vehicles) It would also put an end to the 3-point, sometimes 4point turns which blind the people living on Main Street.
Main Street			1	<p>We are both opposed to the proposal in your letter.</p> <p>The reason for this is that the proposal will result in a very heavy increase in the traffic using the part of Main Street from the War Memorial to the Blenheim Hotel.</p> <p>This stretch of Main Street is already seriously congested with on-street resident parking throughout the day and staff parking outside the Garden House Residential Care home and Roxburgh hotel.</p> <p>Where the street is at its narrowest from the Roxburgh hotel to the Blenheim hotel, there are currently frequent hold-ups because of the number of vehicles waiting for oncoming vehicles.</p> <p>We have this year witnessed outside our house serious "road-rage" incidents because of large vehicles blocking the road and refusing to budge.</p> <p>Much of the traffic on this stretch of narrow road includes Border buses going up and down four times an hour, lorries delivering to Callertons and Martins Printworks, ambulances going to the Garden House Care home, and vehicles using the road to get to serious emergencies on the cliffs to the south.</p> <p>In the summer months, there is also a very heavy increase in parked traffic on this part of Main Street when the parking along South Greenwich Road is full.</p> <p>Since this summer, the situation has become even more congested because of the installation of a new and very popular children's play area on South Greenwich Road.</p> <p>In our view, the best and easiest solution to the problem on South Greenwich Road is to widen the road. This can be done easily as, on the roadside nearest the sea, there are only grassed areas, parking bays which can be easily shortened by moving the Kerbs nearer, and a part of the promenade which can be narrowed without any problem.</p>
Hawthorn Walk			1	Has contra flow for cyclists been considered?
Main Street	1			our garage is directly opposite the gates to the children's play park. one way traffic will be an advantage. we would also like to see a speed restriction of 10mph. this is for safety for the children accessing/leaving the park from their parents' vehicles in the allocated parking bays. they have to walk on the road. also, the entrance gate also opens directly onto the road. vehicles regularly drive in excess of 30mph on this narrow stretch of road next to the play park. an accident waiting to happen. children will be children and run as fast as they can to get to the park.
sea road	1			

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Main Street		1	<p>unless something is done about the parking along the south end of main street, which is parallel to the one-way system, there is going to be a lot of traffic congestion, particularly in summer. Cars Park along the sides of that section of main street and the road is not wide enough for two vehicles to pass when cars are parked on both sides. there is already congestion issue in the summer when no spaces are available to let cars pull in and pass each other, the introduction of a one-way system without any changes to the current parking on main street is only going to exacerbate this problem.</p>
Main Street	1		<p>provided appropriate signage and road markings are installed to reduce any confusion</p>
St Helens Terrace		1	<p>If the objective is to make it safer for pedestrians, then making it one way is likely to encourage the vehicles to be faster. So, the action will be counterproductive. The obvious, evidence-based solution to making that road and indeed Spittal safer for pedestrians (and indeed everyone else) is to put in place a blanket 20mph speed limit.</p>
Main Street		1	<p>I am very much against the above proposal. I feel that not only is it unnecessary, but, contrary to the stated intention, it will also present increased risks to road users, and especially to pedestrians.</p> <p>I have lived here for over 21 years. In all that time, I am not aware that there have been any incidents or accidents affecting pedestrians due to vehicles mounting the pavement, either on Spawell Road or on South Greenwich Road. Is there any evidence for these? On the contrary, the suggested one-way system is far more likely to encourage much faster-moving traffic and pose a significantly greater serious risk to pedestrians (especially children, pets and the elderly). Your map conveniently omits to show the large car parking area and children's playground along South Greenwich Road. This parking area gets very busy, especially in holiday periods. Many of the vehicles using the area are transporting children and dogs, which are frequently unrestrained when they get out of their vehicles. The great majority of the cars parking here do so facing the sea, meaning they have to reverse out into South Greenwich Road when leaving. Have all these additional risk factors been considered, especially those arising from the foreseeable increased speed of traffic? How long will it be before these extra risks would then lead to proposals for the introduction of traffic calming measures, such as speed humps? At present, the existence of two-way traffic acts as its own traffic calming measure.</p> <p>I was informed over a year ago in conversation with Mike Greener (now mayor of Berwick) and by county councillor, Georgina Hill, that the one-way proposal was triggered by a resident that did not like reversing their car out of their driveway onto South Greenwich Road. This maneuver runs counter to the Highway Code ('Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.'). There is plenty of room to turn a car round on their property and exit forwards. In any case, they has since sold their property and moved away.</p> <p>A perhaps more minor point is that the cars that park regularly on the seaward side of Main Street between Sea Road and Spawell Road tend to do so facing south. The majority of these use Spawell Road and South Greenwich Road as their route to travel northwards to exit Spittal. The one-way scheme would prevent this and give rise to extra congestion along Main Street as these vehicles turn round. Main Street is not only a bus route, but also has regular HGV traffic serving the print works and building sites.</p> <p>As a taxpayer, I have to ask why spend scarce resources on this unnecessary scheme? I reiterate that, rather than improving road safety, this scheme will do the opposite.</p>

