



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones

Proposed 40 MPH Speed Limit – B6545 Rotary Way, Ponteland

Cabinet Member: Councillor John Riddle

10 January 2023

Purpose of Report

This report sets out the background to the proposals to implement a new 40mph speed limit on the B6545 Rotary Way in Ponteland.

Recommendations

It is recommended that the proposed new 40 MPH speed limit is implemented in order to improve road safety in the area.

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

1. Through the Transforming Cities Fund a new cycle route is proposed between Ponteland and Callerton as part of wider Active Travel Initiatives.
2. A new cycle and pedestrian crossing facility is proposed in order to improve road safety for these users, which requires the existing derestricted speed limit to be reduced to a maximum of 40 MPH.
3. This scheme will be funded from a Transforming Cities Fund grant.
4. A Capital Strategy Group Report was agreed and signed off 11 October 2022 to accept the external funding.

Background

The B6545 Rotary Way is a single carriageway located just south of Ponteland linking High Callerton to Newcastle International Airport and is subject to the national speed limit, with little traffic calming features present and is not currently street-lit. There is very limited infrastructure available for cyclists and pedestrians along this stretch of road.

A public bridleway exists on the intersection of the B6545 road which intersects the road, travelling between West Road to Newcastle Airport Roundabout. This can be observed in Figure 1 and demonstrates that no formal crossing provisions are in place where the speed limit is currently derestricted.



Fig. 1: B6545 Rotary Way intersection with public bridleway

A new signalised controlled crossing is to be constructed at this location, which will give bridleway users priority in crossing the road and support the new cycleway's facilities. In order to facilitate this and improve road safety for pedestrians and cyclists, the speed limit on the B6545 will reduce to a maximum speed limit of 40 MPH. Recorded collisions along this stretch of road in the last 5 years indicate that a formal crossing is justified given the serious collision which occurred involving a pedestrian being struck by a vehicle when attempting to cross the road.

Guidance issued in the Department for Transport (DfT) document Cycle Infrastructure Design (Local Transport Note [LTN] 1/20) recommends in section 10.4 that signalised crossings are largely unsuitable where the road has a National Speed Limit in place, but will suit most users if a 40 MPH restriction is in operation, as illustrated by an extract in Figure 2.

Delegated Decision

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 50mph	Any	Any					
40 mph and 50 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
≤ 30mph	> 8000	> 2					
	> 8000	2					
	4000-8000	2					
	0-4000	2					
	0-4000	1					

Provision suitable for most people
 Provision not suitable for all people and will exclude some potential users and/or have safety concerns
 Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85th percentile speed is more than 10% above the speed limit, the next highest speed limit should be applied.
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

Fig. 2: Table 10-2: Crossing design suitability. Taken from LTN 1/20. Source: DfT

Traffic calming features in the form of new 40 MPH signs and road markings with red surface treatment will be implemented to advise motorists of this new restriction and 50 metres of high friction buff coloured surfacing will be introduced either side of the crossing to highlight the presence of the crossing. New warning signs mounted on grey backing boards to inform road users of cyclists and pedestrians, the T-junction and new traffic lights will also be included as part of the scheme. The extents of the new 40 MPH speed limit in association with the new pedestrian crossings are illustrated in Figure 3 below.

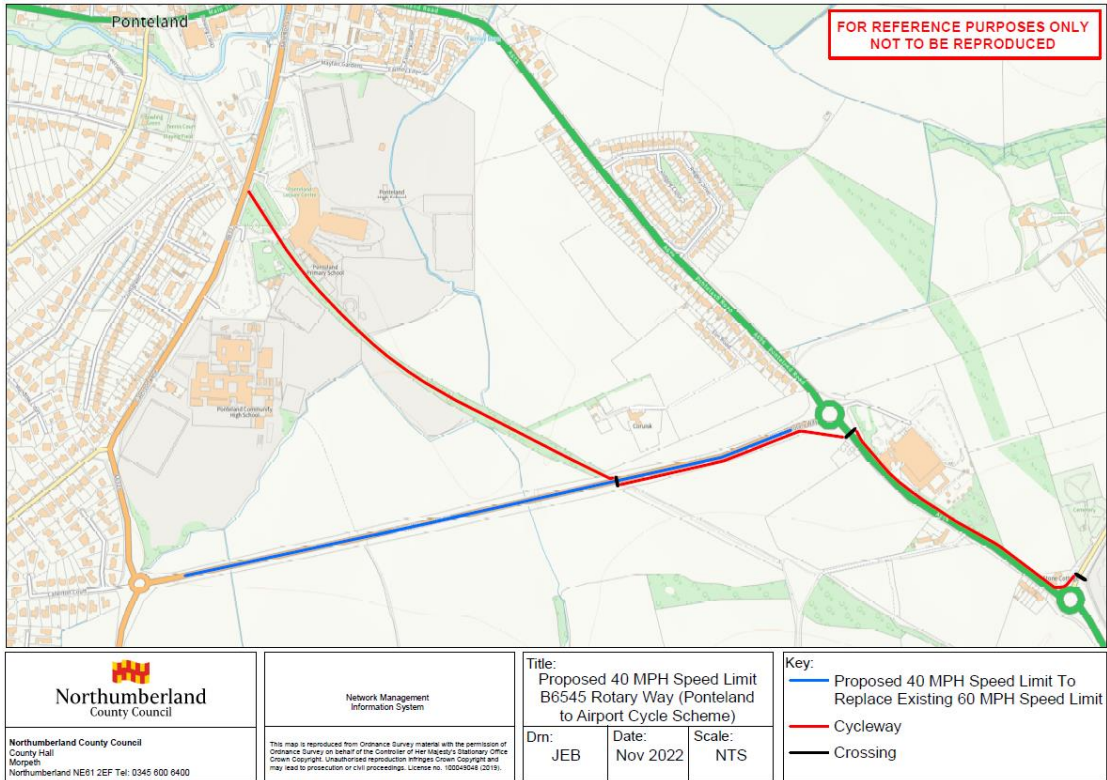


Fig. 3: Proposed new 40 MPH speed limit and pedestrian crossing locations

The A696 Ponteland Road already has a 40 MPH speed limit in place, which will tie in with the proposed 40 MPH on Rotary Way. To enhance pedestrian and cycle routes along the scheme, another signalised crossing will be added to Ponteland Road, just south of the roundabout connecting it with the B6545 Rotary Way and another further south at Prestwick Road Ends.

Details of the proposals are shown on the plans at Appendix A. It is expected that the speed limit reduction measures will promote slower traffic speeds at this location where the presence of pedestrians and cyclists is more prominent on a busy road linking Ponteland to Newcastle International Airport.

Ponteland Town Council have been notified of, and have acknowledged, the intention to provide a new 40 MPH speed limit. Northumbria Police, other emergency services and relevant statutory consultees will be notified of these amendments as part of the process for making the permanent Orders.

Delegated Decision

Implications Arising out of the Report

Policy	Consistent with existing policies.
Finance and value for money	Scheme will be financed through the Transforming Cities Fund.
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 proposals are designed to reduce the risks associated with high speed levels.
Crime & Disorder	Regulations in place to carry out enforcement.
Customer Consideration	A reduction in speed will lead to a safer environment for all road users.
Carbon reduction	Speed reduction assists with carbon reduction.
Wards	Ponteland East and Stannington

Delegated Decision

Background Papers:

File references – S:\Highways\PROJECT\20\HE Minor Improvements\HE203447D-01 Ponteland to Airport Cycle Scheme

Appendix A – Scheme Layout

Author

Report Author **Aaron Dodds, Consultant Engineer**

Delegated Decision

DECISION TAKEN

Title of Officer: Service Director, Local Services

Subject: Proposed new 40 MPH speed limit at B6545 Rotary Way, Ponteland.

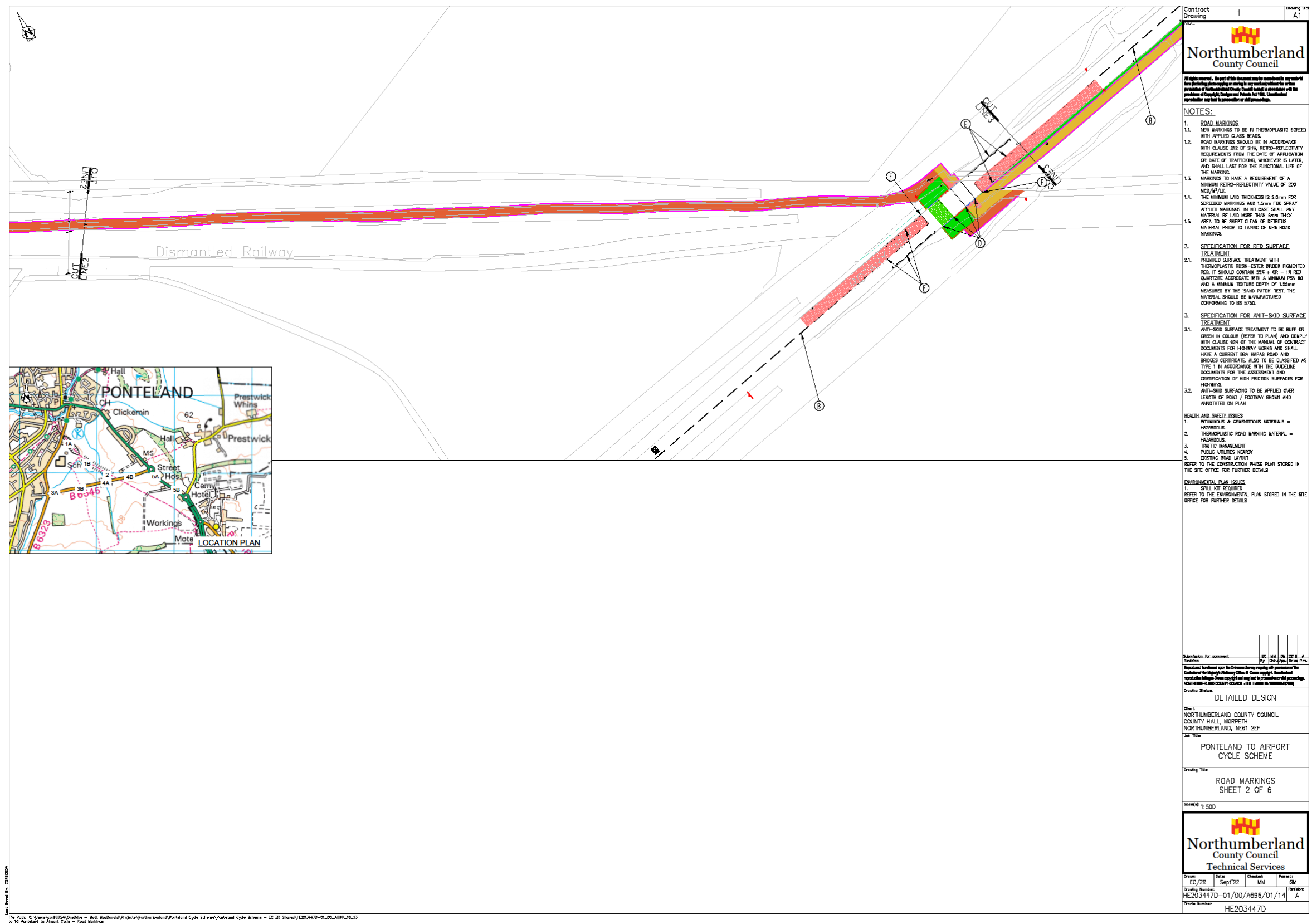
Consultation: Not required on the grounds of road safety, however statutory consultees will be informed.

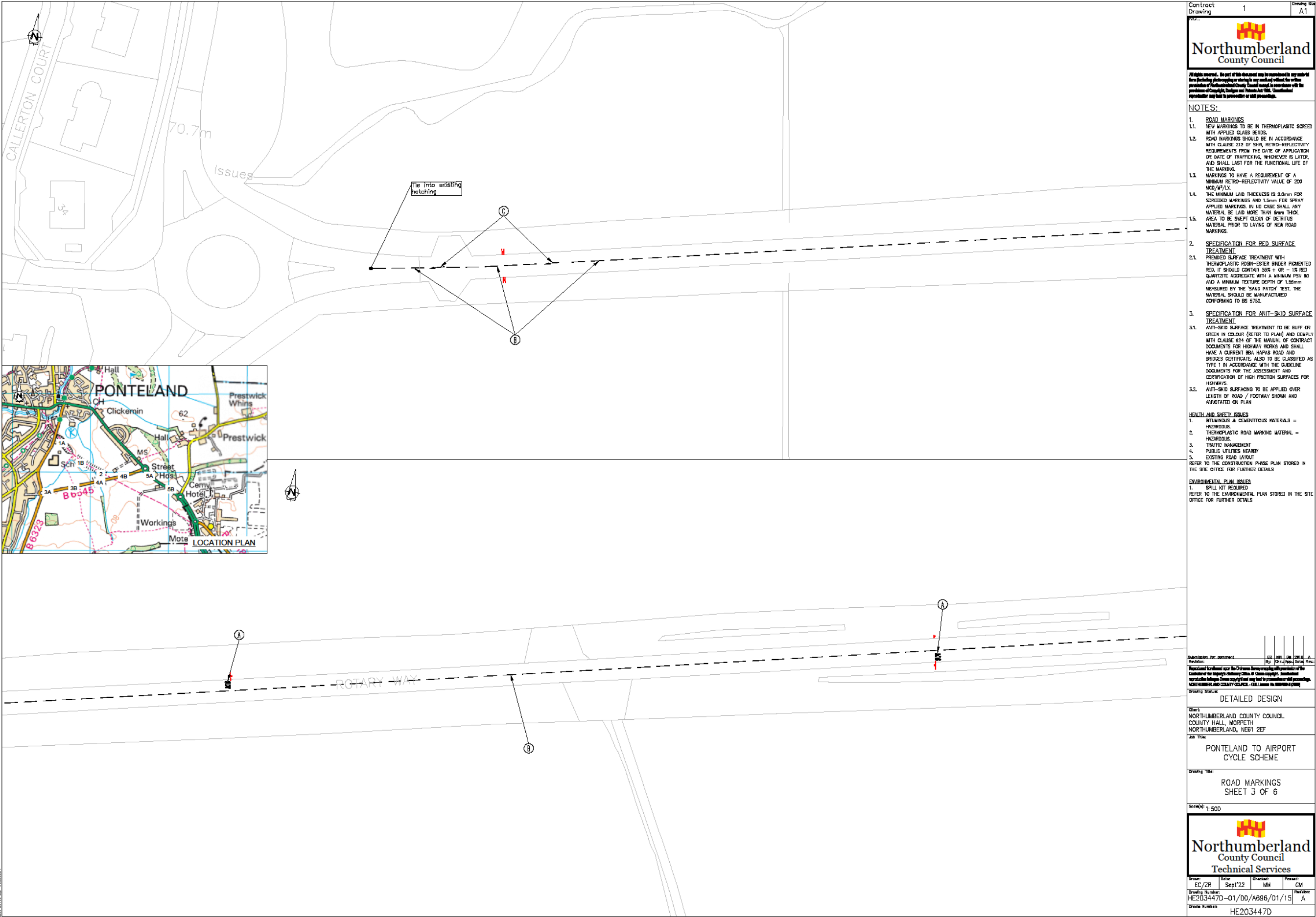
Decision Taken: To introduce a new 40 MPH speed limit at B6545 Rotary Way, Ponteland.

Signature of Director



Date
06.02.23





Contract Drawing 1 Drawing No. A1



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NOTES:

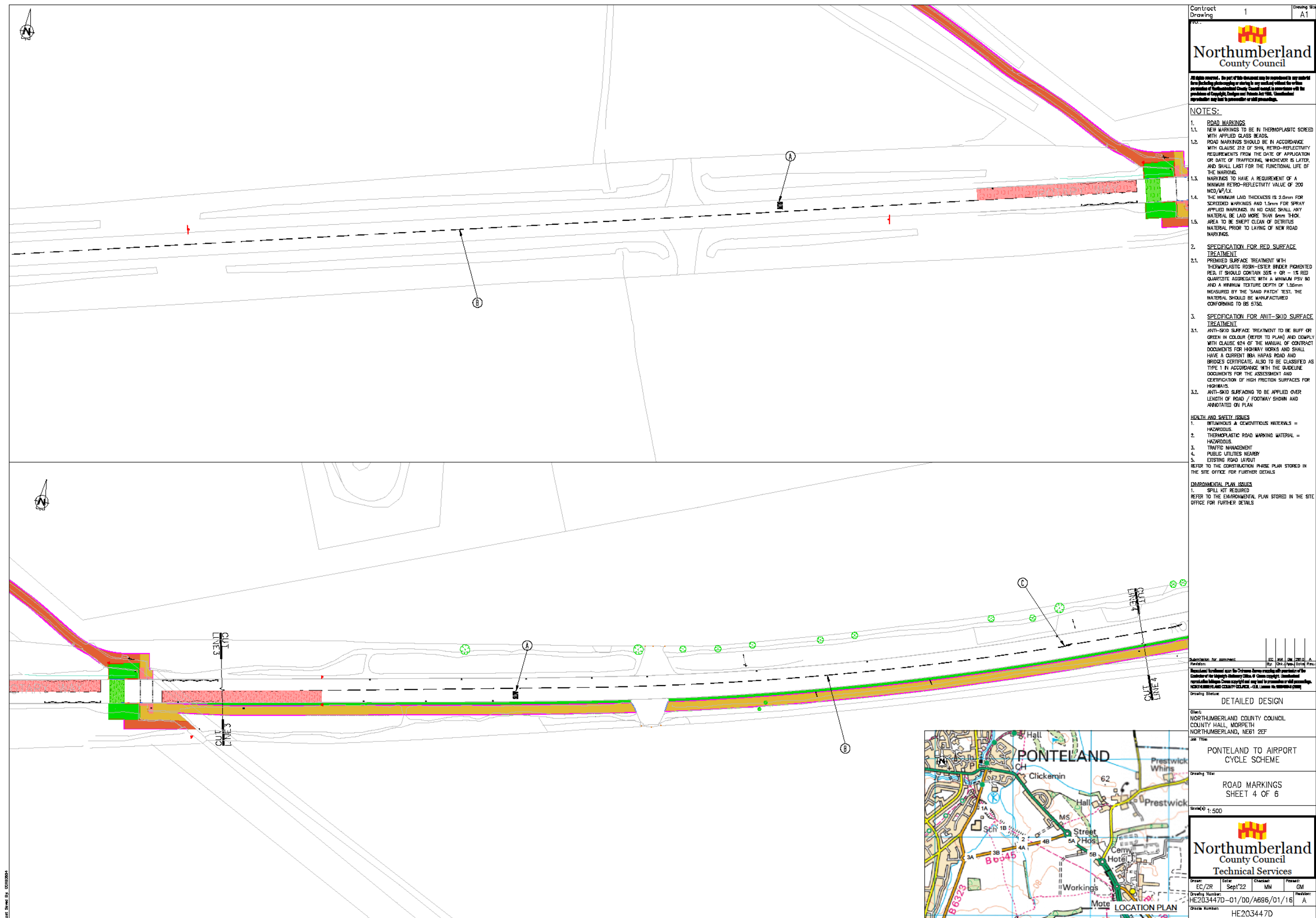
1. ROAD MARKINGS
 - 1.1. NEW MARKINGS TO BE IN THERMOPLASTIC SCALED WITH APPLIED GLASS BEADS.
 - 1.2. ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 212 OF SHW, RETRO-REFLECTIVITY REQUIREMENTS FROM THE DATE OF APPLICATION OR DATE OF TRAFFICKING, WHICHEVER IS LATER, AND SHALL LAST FOR THE FUNCTIONAL LIFE OF THE MARKING.
 - 1.3. MARKINGS TO HAVE A REQUIREMENT OF A MINIMUM RETRO-REFLECTIVITY VALUE OF 200 MCD/M²/X.
 - 1.4. THE MINIMUM LAID THICKNESS IS 2.0mm FOR SCALED MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAID MORE THAN 6mm THICK. AREA TO BE SHEPT CLEAN OF DETRITUS MATERIAL PRIOR TO LAYING OF NEW ROAD MARKINGS.
 - 1.5.
2. SPECIFICATION FOR RED SURFACE TREATMENT
 - 2.1. PREPARED SURFACE TREATMENT WITH THERMOPLASTIC RESIN-ESTER BINDER PIGMENTED RED. IT SHOULD CONTAIN 50% + OR - 1% RED QUARTZITE AGGREGATE WITH A MINIMUM PSV 80 AND A MINIMUM TEXTURE DEPTH OF 1.56mm MEASURED BY THE 'SAND PATCH' TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 6756.
3. SPECIFICATION FOR ANTI-SKID SURFACE TREATMENT
 - 3.1. ANTI-SKID SURFACE TREATMENT TO BE BUFF OR GREEN IN COLOUR (REFER TO PLAN) AND COMPLY WITH CLAUSE 824 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS AND SHALL HAVE A CURRENT BBA HAPAS ROAD AND BRIDGES CERTIFICATE. ALSO TO BE CLASSIFIED AS TYPE 1 IN ACCORDANCE WITH THE GUIDELINE DOCUMENTS FOR THE ASSESSMENT AND CERTIFICATION OF HIGH FRICTION SURFACES FOR HIGHWAYS.
 - 3.2. ANTI-SKID SURFACING TO BE APPLIED OVER LENGTH OF ROAD / FOOTWAY SHOWN AND INDICATED ON PLAN.

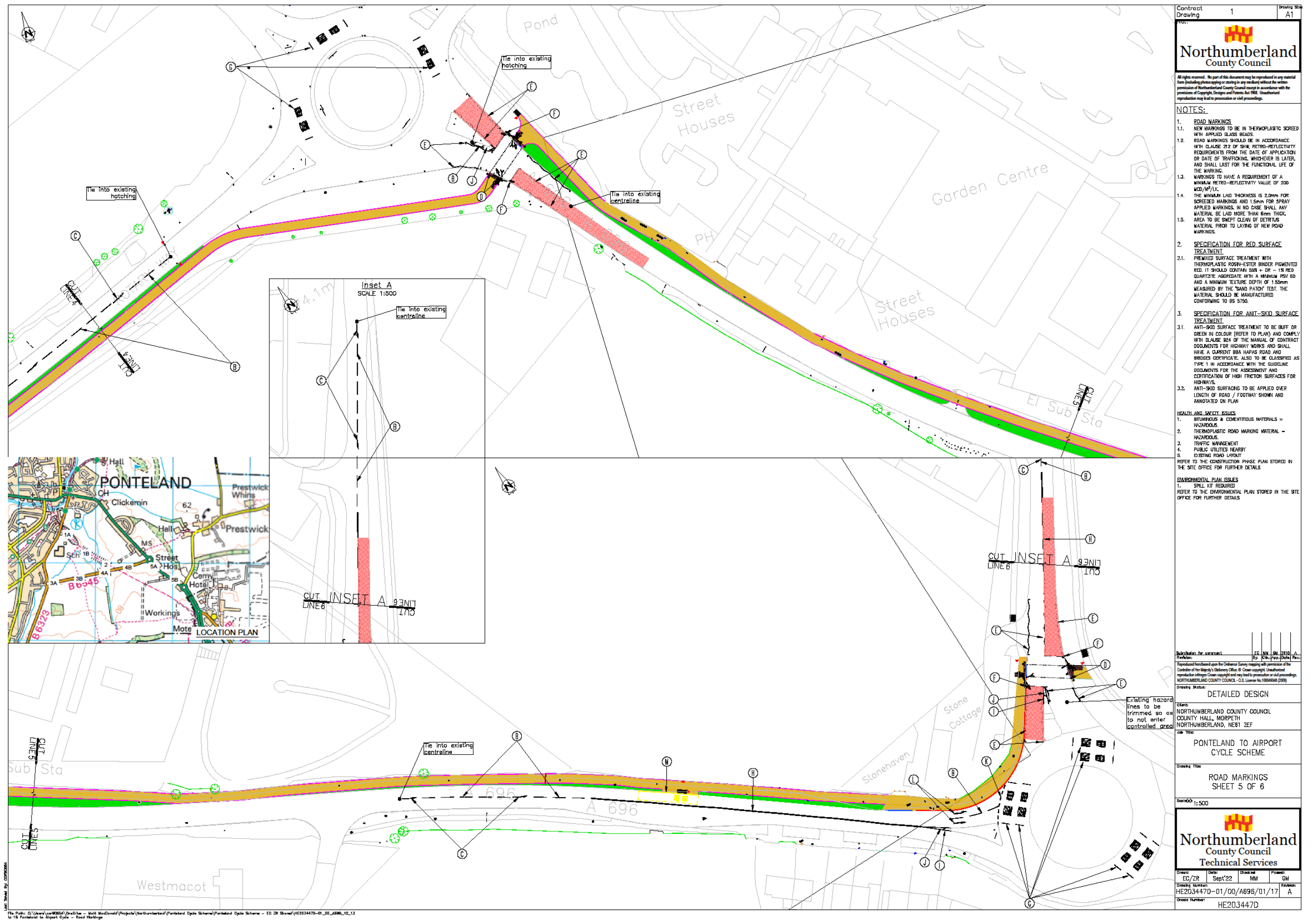
- HEALTH AND SAFETY ISSUES
1. BITUMINOUS & CEMENTITIOUS MATERIALS = HAZARDOUS.
 2. THERMOPLASTIC ROAD MARKING MATERIAL = HAZARDOUS.
 3. TRAFFIC MANAGEMENT
 4. PUBLIC UTILITIES NEARBY
 5. EXISTING ROAD LAYOUT

REFER TO THE CONSTRUCTION PHASE PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS



- ENVIRONMENTAL PLAN ISSUES
1. SPILL KIT REQUIRED
- REFER TO THE ENVIRONMENTAL PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS

Revisions: Rev: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 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2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 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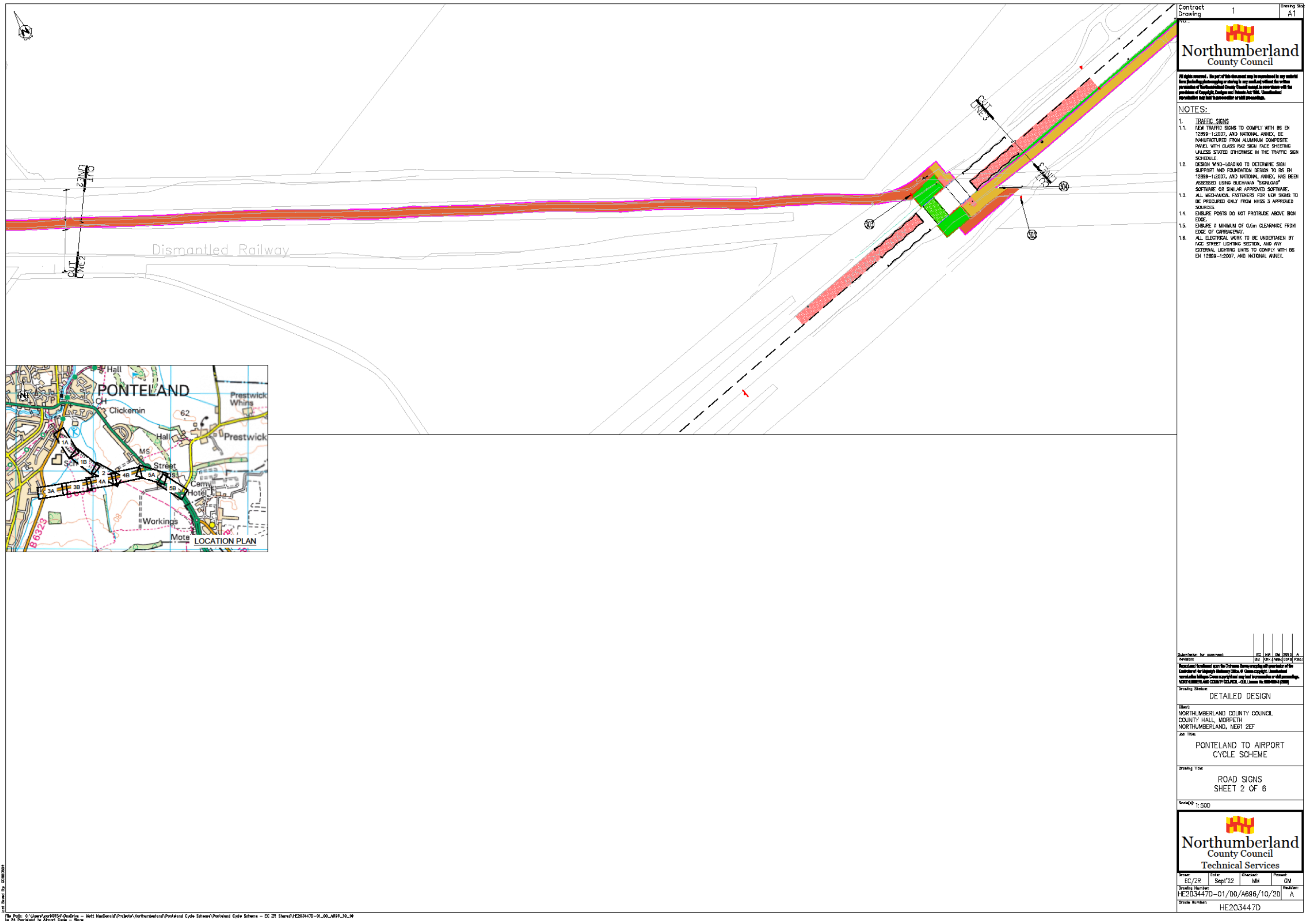




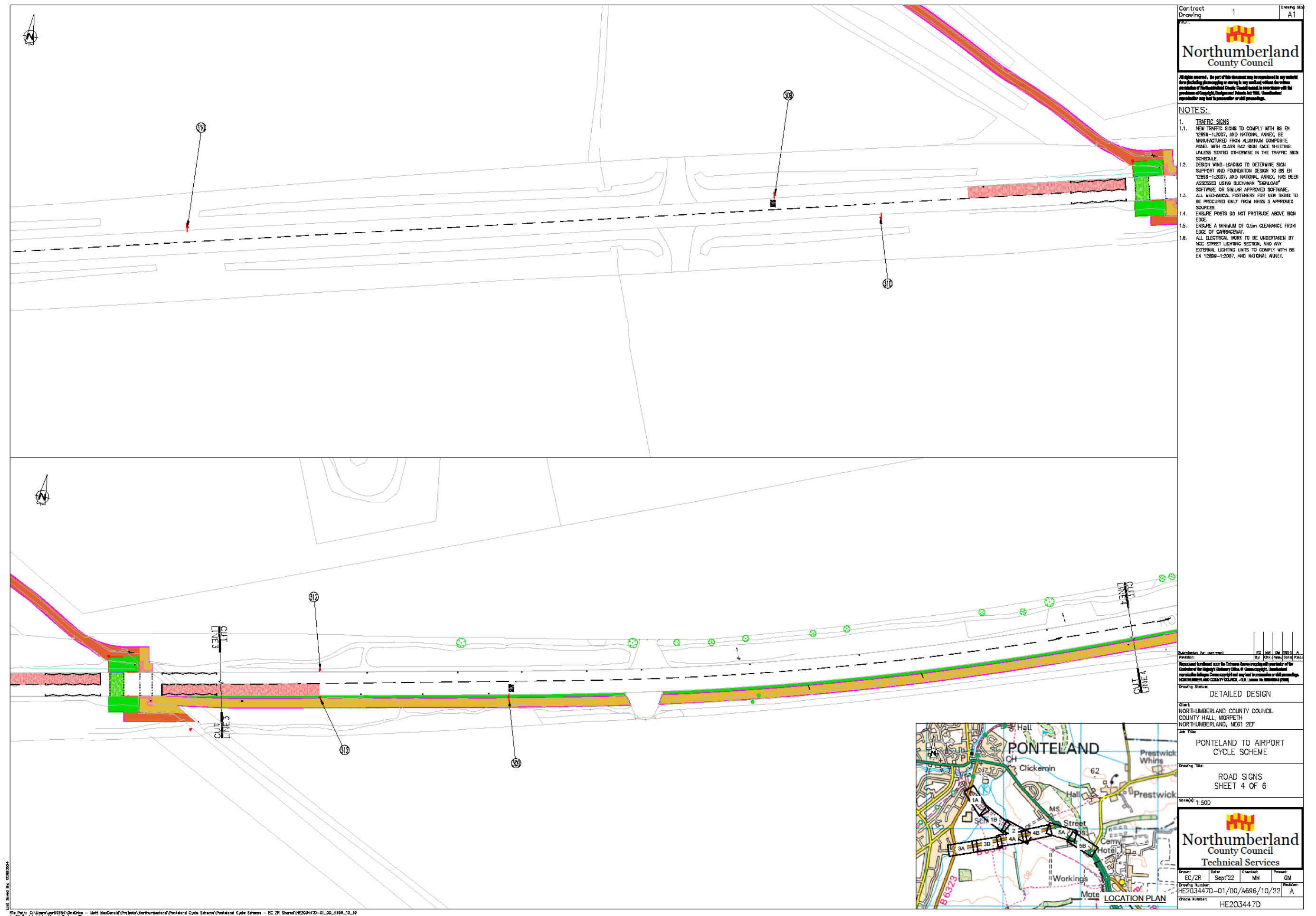
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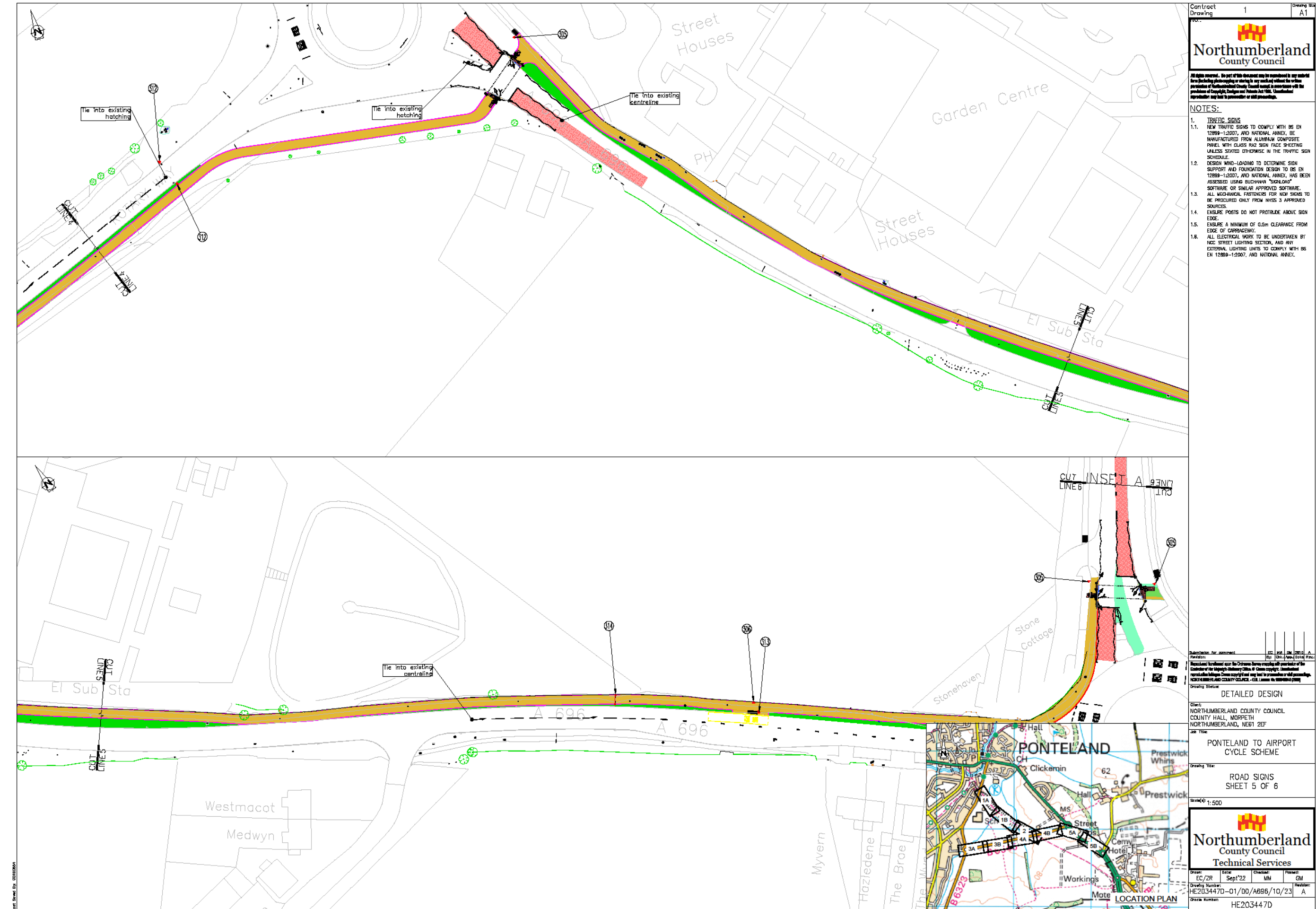
Contract Drawing	1	Drawing Size A1
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NOTES:		
<ol style="list-style-type: none"> 1. ROAD MARKINGS 1.1. NEW MARKINGS TO BE IN THERMOPLASTIC SCREENED WITH APPLIED GLASS BEADS 1.2. ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 212 OF SHM, RETRO-REFLECTIVITY REQUIREMENTS FROM THE DATE OF APPLICATION OR DATE OF TRAFFICING, WHICHEVER IS LATER, AND SHALL LAST FOR THE FUNCTIONAL LIFE OF THE MARKING. 1.3. MARKINGS TO HAVE A REQUIREMENT OF A MINIMUM RETRO-REFLECTIVITY VALUE OF 200 cd/m²/lx. 1.4. THE MINIMUM LAY THICKNESS IS 2.0mm FOR SCREENED MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE Laid MORE THAN 50mm THICK. AREA TO BE SWEEP CLEAN OF DETRIUS MATERIAL PRIOR TO LAYING OF NEW ROAD MARKINGS. 2. SPECIFICATION FOR RED SURFACE TREATMENT 2.1. PREMIXED SURFACE TREATMENT WITH THERMOPLASTIC FUSION-ESTER BINDER PIGMENTED RED. IT SHOULD CONTAIEN 88% ± OF - 1% RED QUARTZITE AGGREGATE WITH A MINIMUM PSV 60 AND A MINIMUM TEXTURE DEPTH OF 1.5mm MEASURED BY THE SAND PAVEN TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 5750. 3. SPECIFICATION FOR ANTI-SKID SURFACE TREATMENT 3.1. ANTI-SKID SURFACE TREATMENT TO BE BUFF OR GREEN IN COLOUR (REFER TO PLANS) AND COMPLY WITH CLAUSE 362 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS AND SHALL HAVE A CURRENT BBA HAPAS ROAD AND BRIDGES CERTIFICATE. ALSO TO BE CLASSIFIED AS TYPE 1 IN ACCORDANCE WITH THE GUIDELINE DOCUMENTS FOR THE ASSURMENT AND CERTIFICATION OF HIGH FRICTION SURFACES FOR HIGHWAYS. 3.2. ANTI-SKID SURFACE TREATMENT TO BE APPLIED OVER LENGTH OF ROAD / FOOTWAY SHOWN AND ANNOTATED ON PLAN HEALTH AND SAFETY ISSUES 1. BITUMINOUS & CONCREMENTIAL MATERIALS = HAZARDOUS. 2. THERMOPLASTIC ROAD MARKING MATERIAL = HAZARDOUS. 3. TRAFFIC MANAGEMENT 4. PUBLIC UTILITIES NEARBY 5. EXISTING ROAD LAYOUT REFER TO THE CONSTRUCTION PHASE PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS ENVIRONMENTAL PLAN ISSUES 1. SPILL KIT REQUIRED REFER TO THE CONSTRUCTION PHASE PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS 		
<div style="display: flex; justify-content: space-between; margin-bottom: 5px;"> Submitted for comment 15 JAN 2010 </div> <div style="display: flex; justify-content: space-between;"> Forwards 05 FEB 2010 </div>		
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<p>Drawing Status:</p> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">DETAILED DESIGN</p>		
<p>Client:</p> <p>NORTHUMBERLAND COUNTY COUNCIL COUNCIL HALLS, NORPETH NORTHUMBERLAND, NE51 2EF</p>		
<p>Job Title:</p> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">PONTELAND TO AIRPORT CYCLE SCHEME</p>		
<p>Drawing Title:</p> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">ROAD MARKINGS SHEET 6 OF 6</p>		
<p>Scale/Qty: 1:500</p>		
 <h2 style="margin: 0;">Northumberland County Council</h2> <h3 style="margin: 0;">Technical Services</h3>		
<p>Drawn:</p> <p>EG/ZR</p>	<p>Date:</p> <p>Sept-'09</p>	<p>Checked:</p> <p>MM</p>
<p>Drawing Number:</p> <p>HE203447D</p>	<p>Date:</p> <p>01/02/2009</p>	<p>Project:</p> <p>GM</p>
<p>Drawn Number:</p> <p>HE203447D</p>		



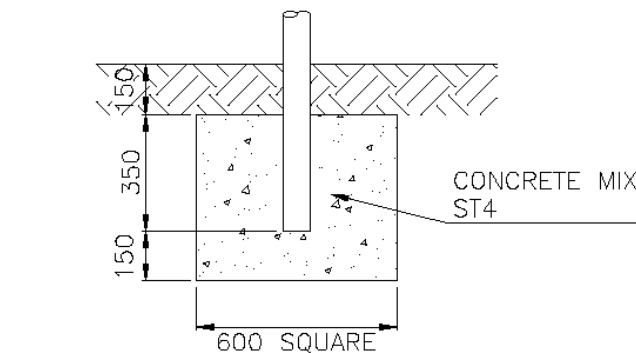




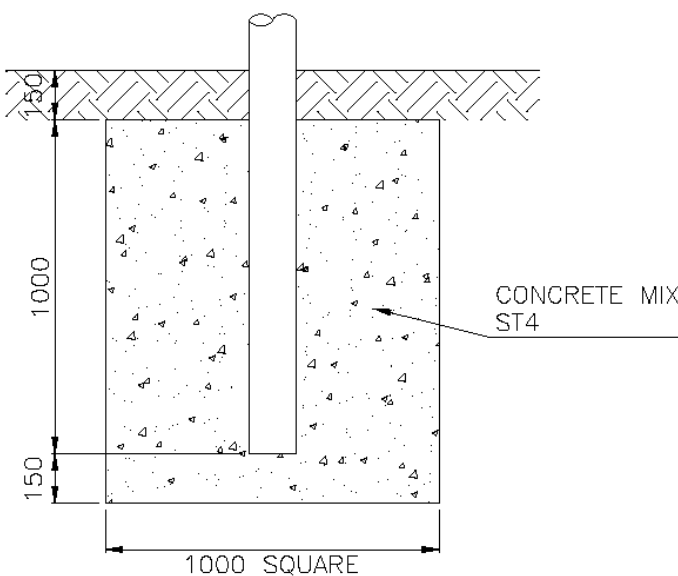




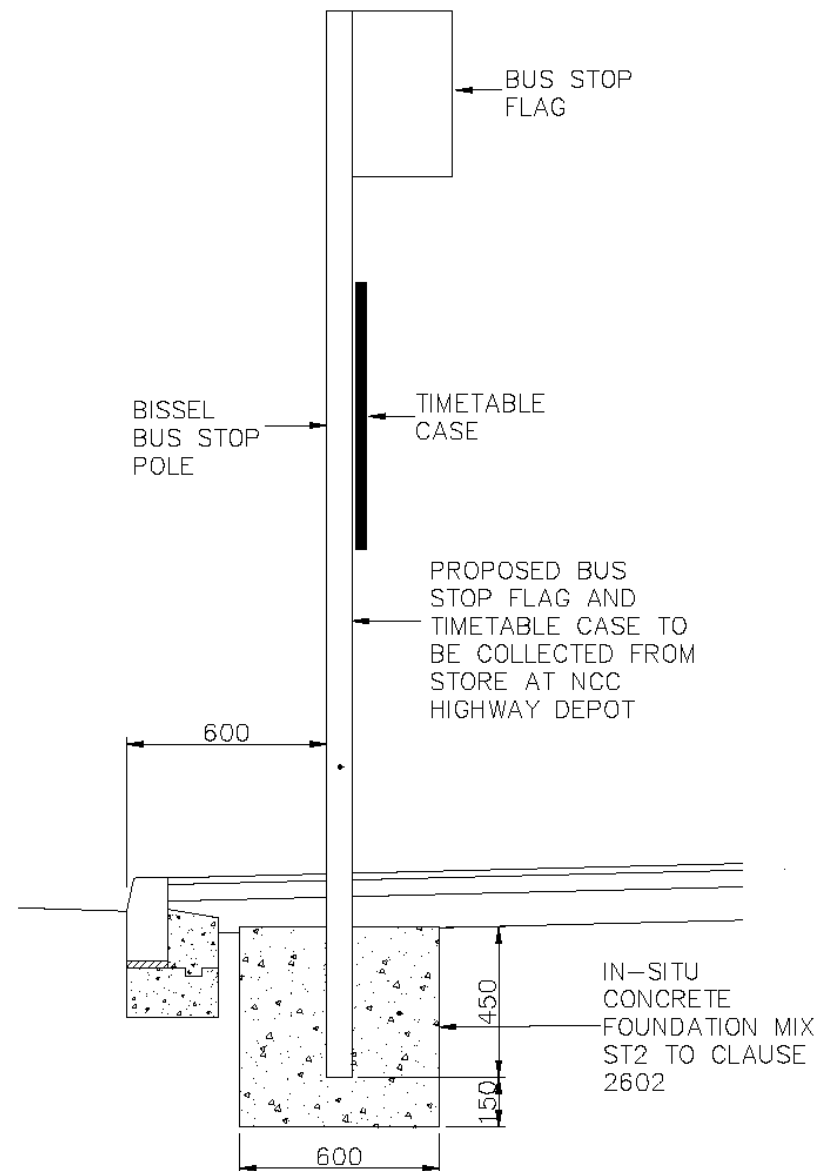
NEW TRAFFIC SIGNS (300 SERIES)											
SIGN REF No.	TRAFFIC SIGNS 2016 DIAG No.	'X' HEIGHT	LEGEND	No OF	SURFACE	APPROX SIZE (m)	POSTS/SIGN			MOUNTING HEIGHT (m)	REMARKS
							DIA (mm)	LENGTH (m)	No. OF		
301	-	30		1	CLASS R2	0.570 x 0.185	Mounted on existing sign post			2.3 (mounted below existing sign. Space on post to move existing sign up if required)	Signs to point in the appropriate directions.
302	Schedule 3 Part 2 Item 30 Diag. 558.1 Schedule - Part - Item - Diag. -	25		1	CLASS R2	0.3 x 0.335 x 0.145	76	3.795	1	2.7	Ensure 0.5m clearance from edge of bridge/pth. Ensure blue regulatory sign is 5 degree from perpendicular to bridge/pth edge. Green wayfinding sign to be double sided and point to track going through the school site.
303	Schedule 3 Part 2 Item 30 Diag. 958.1	-		6	CLASS R2	0.3	76	3.65	1	2.7	Ensure 0.5m clearance from edge of bridge/pth. Ensure sign is 5 degree from perpendicular to bridge/pth edge.
304	Schedule 3 Part 2 Item 30 Diag. 558.1 Schedule 3 Part 2 Item 29 Diag. 558	-		1	CLASS R2	0.3 Ponteland: 0.655 x 0.165 Airport: 0.570 x 0.185	76	3.98	1	2.7	Circular signs to be mounted back to back. Wayfinding signs to point in the appropriate directions. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to shared footpath edge.
305	Schedule 3 Part 2 Item 28 Diag. 558 Schedule - Part - Item - Diag. -	30		3	CLASS R2	0.3 Ponteland: 0.655 x 0.165 Airport: 0.570 x 0.185	76	3.98	1	2.7	Wayfinding signs to point in the appropriate directions. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to shared footpath edge.
306	Schedule 3 Part 2 Item 29 Diag. 558	-		1	CLASS R2	0.3	76	3.25	1	2.3	Ensure 0.5m clearance from edge of carriageway and footpath. To be mounted at the back of footpath infill with the tactile paving. To be mounted parallel to footpath.
307	Schedule 2 Part 2 Item 56 Diag. 562	75		1	CLASS R2	0.92 x 1.065	76	3.215	1	1.5	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 60m minimum visibility.
308	Schedule 2 Part 2 Item 56 Diag. 562 Schedule 10 Part 2 Item 1 Diag. 670	75		1	CLASS R2	0.92 x 1.065 0.3	76	3.415	1	Warning: 1.7 40mph: 1.5	To be mounted facing the same direction. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 60m minimum visibility.
309	Schedule 14 Part 2 Item 29 Diag. 543	-		2	CLASS R2	0.75	76	28	1	1.5	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 60m minimum visibility.
310	Schedule 2 Part 2 Item 56 Diag. 562	75		2	CLASS R2	0.93 x 1.315	89	3.215	1	1.5	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 60m minimum visibility.
311	Schedule 10 Part 2 Item 1 Diag. 670	-		2	CLASS R2	0.6	76	2.75	1	1.5	Signs to be mounted back to back with the 40mph sign facing the roundabout. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 40m minimum visibility.
312	Schedule 10 Part 1 Item 1 Diag. 670	-		5	CLASS R2	0.3	76	2.45	1	1.5	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 40m minimum visibility.
313	NDC Bus Stop Sign	-		1	-	-	-	-	1	1.5	To be mounted 0.6m from the carriageway edge
314	Existing Direction Sign	125		1	CLASS R2	With Backing Board: 3.4 x 3.055 Without Backing Board: 2.54 x 2.955	193	6.33	2	2.5	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Posts to be at 3.2m centres. Ensure 75m minimum visibility.



SIGN POST FOUNDATION DETAIL
76mmØ O/D
SCALE (NTS)




SIGN POST FOUNDATION DETAIL
139-220mmØ O/D
SCALE (NTS)



SECTION THROUGH BUS STOP
POLE LOCATION
SCALE (NTS)

Contract Drawing	1	Drawing No. A1
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Northumberland County Council

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NOTES:

1. TRAFFIC SIGNS
- 1.1. NEW TRAFFIC SIGNS TO COMPLY WITH BS EN 12998-1:2007, AND NATIONAL ANNEX, BE MANUFACTURED FROM ALUMINIUM COMPOSITE PANEL WITH CLASS R42 SIGN FACE SHEETING UNLESS STATED OTHERWISE IN THE TRAFFIC SIGN SCHEDULE.
- 1.2. DESIGN WIND-LOADING TO DETERMINE SIGN SUPPORT AND FOUNDATION DESIGN TO BS EN 12998-1:2007, AND NATIONAL ANNEX, HAS BEEN ASSESSED USING BUCHANAN "WINDLOAD" SOFTWARE OR SIMILAR APPROVED SOFTWARE.
- 1.3. ALL MECHANICAL FASTENERS FOR NEW SIGNS TO BE PROVIDED ONLY FROM WHOS IS APPROVED SOURCES.
- 1.4. ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN EDGE.
- 1.5. ENSURE A MINIMUM OF 0.5m CLEARANCE FROM EDGE OF CARPARKWAY.
- 1.6. ALL ELECTRICAL WORK TO BE UNDERTAKEN BY NCC STREET LIGHTING SECTION, AND ANY EXTERNAL LIGHTING UNITS TO COMPLY WITH BS EN 12998-1:2007, AND NATIONAL ANNEX.

Submission for agreement	EC	MM	JM	2011	A
Revision:	Rev	Chk	App	Date	Rev

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DETAILED DESIGN

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

Job Title:
 PONTELAND TO AIRPORT
 CYCLE SCHEME

Drawing Title:
 ROAD SIGNS
 SHEET 6 OF 6

Scale(s): 1:500



Northumberland County Council

Technical Services

Drawn: EC/ZR	Date: Sept'22	Checked: MM	Passed: GM	Revision: A
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Drawing Number: HE203447D-01/00/A696/10/24

Circle Number: HE203447D