



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones

Martins Close, Haydon Bridge 20 MPH Speed Limit

Cabinet Member: Councillor John Riddle

21 September 2023

Purpose of Report

This report sets out the background to the proposal to introduce a 20 MPH speed limit at Martins Close in Haydon Bridge.

Recommendation

It is recommended that a 20 MPH speed limit at Martins Close is introduced as proposed.

Link to Corporate Plan

This report is relevant to the following key themes in the Corporate Plan for 2023-26:

'Thriving Places and Culture – Neighbourhoods are safe, clean and well maintained'

Key Issues

1. Northumberland County Council has received concerns regarding traffic speeds at Martins Close in Haydon Bridge.
2. A new 20 MPH speed limit is proposed in order to alleviate these concerns.
3. The proposal is supported by the local County Councillor.
4. The scheme is to be funded through the 2023/24 Local Transport Plan (LTP) programme.

Delegated Decision

Background

Martins Close is a short stretch of road leading to a private access. It is currently street-lit and therefore denotes that a 30 MPH speed limit is in place, with road humps present to promote slower speeds. The route also provides access to Haydon Bridge United Football Club at Low Hall Park and therefore experiences higher traffic volumes on match days.

Concerns have been received regarding traffic speeds at Martins Close, which present road safety issues for pedestrians and vehicles using the route and increases the risk of collisions occurring. Other residential roads nearby have 20 MPH speed limits in place, which were introduced due to their proximity to Shaftoe Trust Academy in line with Northumberland County Council's road safety initiative to introduce these speed limits near its schools where possible.

A 20 MPH speed limit is proposed to be introduced in order to alleviate the concerns raised at Martins Close and covers the full extent of the adopted highway identified below in Figure 1. The measures will consist of new regulatory traffic signs along with road markings in the form of roundels at the entrance of Martin's Close to indicate the new speed limit.



Fig. 1: Proposed 20 MPH speed limit extents at Martins Close

Details of the proposal can be found in Appendix A. It is intended to increase road safety by reducing the speed limit and to protect the amenity of the area overall. Northumbria Police, other emergency services and relevant statutory consultees will be notified of this amendment as part of the process for making the permanent Order.

Implications Arising out of the Report

Delegated Decision

Policy	Consistent with existing policies
Finance and value for money	Scheme will be financed through the LTP 2023/24 programme
Legal	Motorists will be required to comply with the Traffic Regulation Order (reference TROM_245)
Procurement	Signage and road markings to meet Regulations for Traffic Regulation Orders
Human Resources	None
Property	None
Equalities Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	The proposal is designed to reduce the risks associated with driving at speed
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
Ward	Haydon with Hadrian

Delegated Decision

Background Papers

File reference – S:\Highways\PROJECT\22\HE Minor Improvements\HE223617D – Martins Close Haydon Bridge 20mph Speed Limit

Appendix A – Scheme Plan

Author

Report Author **William Binks, Programme Officer**

Delegated Decision

DECISION TAKEN

Title of Officer	Service Director, Local Services
Subject	Proposed 20 MPH Speed Limit at Martins Close, Haydon Bridge
Consultation	Not required on the grounds of road safety, however statutory consultees have been informed
Decision Taken	To introduce a new 20 MPH speed limit at Martins Close, Haydon Bridge

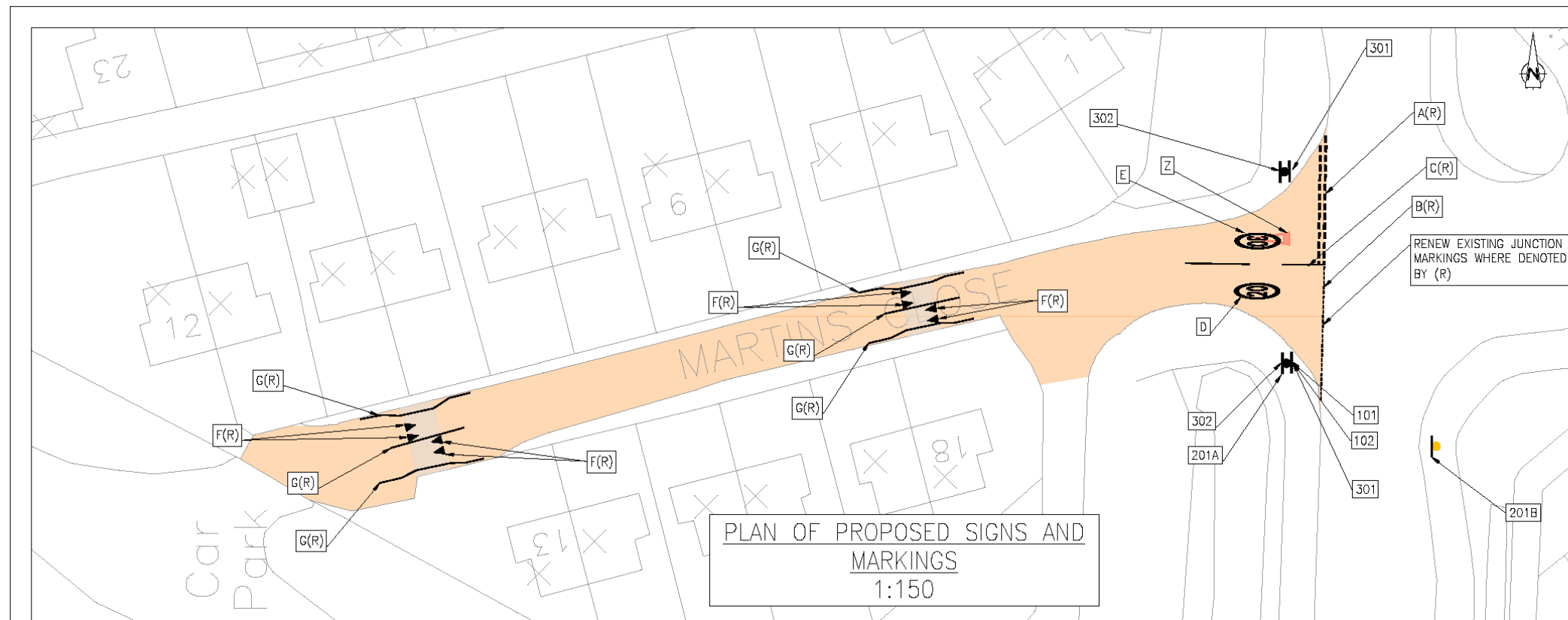
Signature of Director



Date

25th September 2023

Appendix A – Scheme Plan



Contract Drawing No. 1 of 1

Northumberland County Council

Technical Services

HE223617D

NOTES:

- 1.1. ALL DIMENSIONS IN (mm) UNLESS STATED OTHERWISE.
- 1.2. ALL LEVELS IN (m) IN REFERENCE TO GPS CO-ORDINATE 50314.

2.0. TRAFFIC SIGNS

- 2.1. NEW SIGNS TO COMPLY WITH BS EN 12899-1:2021, AND NATIONAL APPROX. BE MANUFACTURED FROM ALUMINIUM COMPOSITE PANEL WITH CLASS B30 SIGN FACE SHEETING UNLESS STATED OTHERWISE IN TRAFFIC SIGN SCHEDULE. IF POSSIBLE SIGNS SHOULD BE ALIGNED FROM SIGNS BEYOND AND LOADING TO DEFINE SIGN SUPPORT AND FOUNDATION DESIGN TO BS EN 12898-1:2021, AND NATIONAL APPROX. HAS BEEN ASSIGNED USING SIGNWAY "SIGNWAY" SOFTWARE OR SIMILAR APPROVED SOFTWARE. ALL MEDICAL PATENTERS FOR NEW SIGNS TO BE PROVIDED ONLY FROM BS EN 12899-1:2021.
- 2.2. ENSURE SIGNS DO NOT PROTRUDE ABOVE SIGN EDGE.
- 2.3. ENSURE A MINIMUM 150mm CLEARANCE FROM EDGE OF CARRIAGEWAY OR AS OTHERWISE STATED.
- 2.4. ENSURE THAT SLOW MOTIONS OF SIGNPOSTS ARE RETAINED TO BE AS WIDE AS POSSIBLE.

3.0. ROAD MARKINGS

- 3.1. ROAD MARKINGS TO BE IN WHITE OR YELLOW THERMOPLASTIC SCREED WITH APPLIED GLASS BEADS AS APPLICABLE.
- 3.2. ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 1212 OF S.M.A. HIGHWAY AUTHORITY REQUIREMENTS COMMENCE FROM THE DATE OF APPLICATION OR DATE OF TYPHOONING, 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 300 MCD/M²/LX. THE MINIMUM LAID THICKNESS IS 2mm FOR SCREED MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAD MORE THAN 10mm THICK.

LEGEND:

- EXTENTS OF PROPOSED SIGNPOST ZONE
- EXISTING MARKINGS TO BE BURNED OFF
- EXISTING SPEED HUMP

FOOTING DETAIL FOR SIGNS 301/302 1:20

SCHEDULE OF TRAFFIC SIGNS TO BE REMOVED											
SIGN REF	TSR&GD 2018 DIAG NO	"X" HEIGHT (mm)	LEGEND	NO. SIGNS	SURFACE	APPROX. SIZE HxW (mm)	POST DIA (mm)	POST LENGTH (m)	NO. NEW POSTS	MOUNTING HEIGHT (m)	REMARKS
101	557.1	-		1	CLASS R2	600 x 600	76	3.50	1	2.1	SIGN AND POST TO BE REMOVED AND DISPOSED OF OFF SITE
102	SUPP. TO S2-2-43	50		1	CLASS R2	400 x 600	76	3.50	0	2.1	SIGN TO BE REMOVED AND DISPOSED OF OFF SITE

NEW TRAFFIC SIGNS SCHEDULE											
SIGN REF	TSR&GD 2018 DIAG NO	"X" HEIGHT (mm)	LEGEND	NO. NEW SIGNS	SURFACE	APPROX. SIZE HxW (mm)	POST DIA (mm)	POST LENGTH (m)	NO. NEW POSTS	MOUNTING HEIGHT (m)	REMARKS
301	674	-		1	CLASS R2	780 x 600	76	3.50	2	2.1	301 TO BE MOUNTED ON NEW POST BACK TO BACK WITH 302
302	675A	-		1	CLASS R2	855 x 600	76	3.50	0	2.1	302 TO BE MOUNTED BACK TO BACK WITH 301

SCHEDULE OF TRAFFIC SIGNS TO BE RELOCATED											
SIGN REF	TSR&GD 2018 DIAG NO	"X" HEIGHT (mm)	LEGEND	NO. SIGNS	SURFACE	APPROX. SIZE HxW (mm)	POST DIA (mm)	POST LENGTH (m)	NO. NEW POSTS	MOUNTING HEIGHT (m)	REMARKS
201	557.1	50		1	CLASS R2	200 x 400	140	-	-	2.1	SIGN TO BE REMOVED FROM EXISTING POLE (201A) AND REPLACED ON EXISTING LIGHTING COLUMN (201B)

PROPOSED ROAD MARKINGS										
REF	DIAG. No	MARK (mm)	GAP (mm)	WIDTH (mm)	ROAD STUDS	USE	No	LENGTH (m)	TOTAL	UNIT
A	1003A	600	300	200 x 2	-	GIVE WAY MARKINGS	1	12	12	m
B	1009A	600	300	200	-	EDGE OF CARRIAGEWAY	1	12	12	m
C	1004.1	6000	3000	100	-	WARNING CENTRELINE	1	13	13	m
D	1065	4800	-	-	-	1800mm "20" LETTERING IN 4800mm roundel	1	-	1	No
E	1065	4800	-	-	-	1800mm "20" LETTERING IN 4800mm roundel	1	-	1	No
F	1062	1000	-	-	-	RAMP ARROW	8	-	8	No
G	1012.1	-	-	100	-	HUMP TAPER EDGE OF CARRIAGEWAY LINES	8	8	48	m

ROAD MARKINGS TO BE REMOVED									
REF	DIAG. No	MARK (mm)	GAP (mm)	WIDTH (mm)	USE	No	LENGTH (m)	TOTAL	UNIT
Z	1023A	-	-	-	GIVE WAY TRIANGLE	1	-	1	No.

NOTE

- 1) NEW MARKINGS TO BE IN WHITE, RED OR YELLOW (AS SPECIFIED) THERMOPLASTIC SCREED WITH APPLIED GLASS BEADS.
- 2) ENSURE CARRIAGEWAY IS CLEAN BEFORE LAYING MARKINGS.
- 3) ALL MARKINGS TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
- 4) ANTI SKID STRIPS TO BE PRE-MIXED SURFACE TREATMENT WITH THERMOPLASTIC BINDER PIGMENTED RED. THEY SHOULD CONTAIN 55% (+/-) 150 RED QUARTZITE AGGREGATE WITH A MINIMUM PSV OF 80 AND A MINIMUM TEXTURE DEPTH OF 1.55MM MEASURED BY THE 'SAND PATCH' TEST. MATERIALS SHOULD BE MANUFACTURED CONFORMING TO BS 5750.