



# Northumberland

## County Council

### **RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT & TRANSPORT**

**Paul Jones – Director of Environment & Transport**

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**Speed Limit Reduction Measures – A1171 Crow Hall Lane & A192 East Hartford, Cramlington**

**Cabinet Member: Councillor John Riddle, Improving Our Roads & Highways**

**11 April 2024**

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#### **Purpose of Report**

This report sets out the background to the proposed 40 MPH speed limit along sections of the A1171 and A192 in Cramlington. It should be noted that the works in relation to signage and road markings have already been completed and this report is to agree the making of the necessary order for the speed limit.

#### **Recommendations**

It is recommended that the existing derestricted speed limit is reduced to 40 MPH on the A1171 Crow Hall Lane and extended onto the A192 towards East Hartford in Cramlington.

#### **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. The proposal has been developed following concerns raised by residents in the area and the local County Councillors.

## **Delegated Decision**

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2. The area under consideration is a main route into the town centre and is subject to high traffic speeds as it is currently derestricted.
3. A 40 MPH speed limit is proposed on the A1171 and A192 to tie in with existing 40 MPH restrictions situated here.
4. Scheme funded from the 2023/24 and 2024/25 Local Transport Plan (LTP) programme.

## Delegated Decision

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### Background

The section of the A1171 Crow Hall Lane between the A192 and Northumbrian Road is a single carriageway which forms part of a link between East Hartford and Cramlington town centre and is therefore a popular route for vehicular traffic. Traffic calming is present in the form of warning signage, street lighting and road markings to deter high speeds, but as the route is a straight, derestricted road it allows motorists to drive at high speeds.

Before the A192 becomes a 40 MPH maximum speed limit on the eastbound carriageway heading towards East Hartford, it remains derestricted where the road meets the A1171 Crow Hall Lane, which also raises further concerns with regards to high speeds and road safety issues.



**Fig. 1: Existing 40 MPH speed limit gateway on the A192 heading eastbound towards East Hartford**

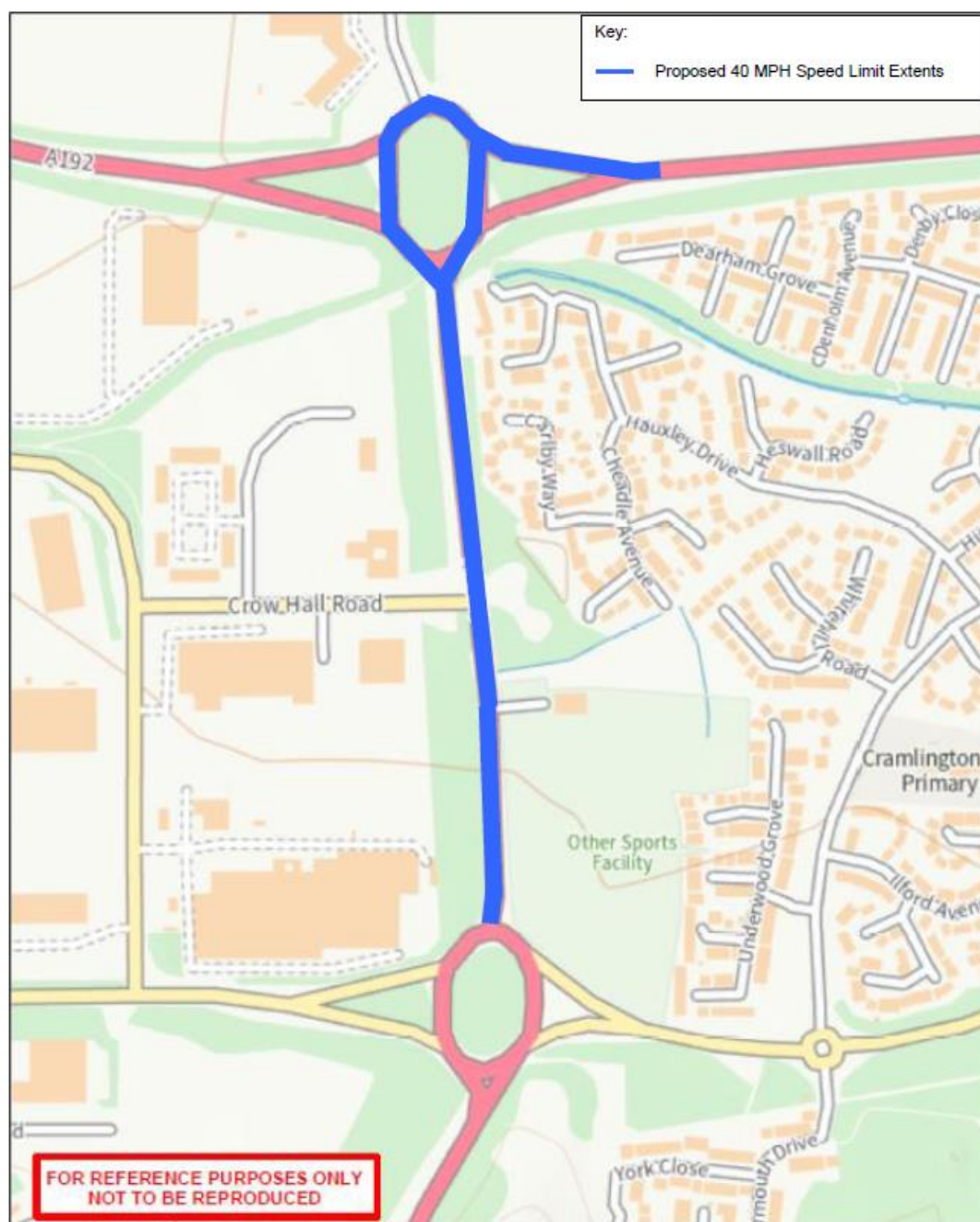
Due to concerns regarding high speeds at these locations, it is considered necessary to extend the 40 MPH speed limit restrictions in this vicinity.


### Proposals

#### 40 MPH Speed Limit

The proposed new speed limit restrictions on the A1171 Crow Hall Lane transition from the National Speed Limit to a new 40 MPH gateway which begins at the access road to West Hartford Fire Station and continues south to the roundabout linking to Northumbrian Road and Nelson Drive and merges with the existing 40 MPH speed limit further south on Crow Hall Lane.

Similarly, the 40 MPH extents will extend onto the A192 to merge with the same maximum speed limit heading eastbound to East Hartford. This approach to operate with a consistent 40 MPH speed limit in place across both A-roads is acceptable for built-up areas near Cramlington town centre. The length and location of the new 40 MPH proposal is outlined by the plan in Figure 2.



 <b>Northumberland</b> County Council	<b>Network Management</b> <b>Information System</b>	<b>Title:</b> Proposed 40 MPH Speed Limit A1171 Crow Hall Lane Cramlington		
		Drn: WB	Date: 18.07.2023	Scale: 1:5000

**Fig. 2: Proposed new 40 MPH speed limit extents at the A1171 Crow Hall Lane and A192 eastbound to East Hartford**

### Traffic Calming Measures

New traffic calming features incorporate new speed limit signs and road markings in the form of speed limit roundels with red surfacing on the ground to inform motorists of the new restrictions. 'Slow' road marking text also installed throughout the scheme with additional repeater speed limit signs to encourage lower speeds when passing this area.

## **Delegated Decision**

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It is expected that the speed limit reduction measures will promote slower traffic speeds on this section of the A1171 and A192 roads between Cramlington and East Hartford, thereby improving road safety at a busy route into and out of the town centre.

Details of the proposals are shown on the plans at Appendix A. Northumbria Police, other emergency services and relevant statutory consultees will be notified of these amendments as part of the process for making the permanent Traffic Regulation Order.

## Delegated Decision

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### Implications Arising out of the Report

<b>Policy</b>	Consistent with existing policies
<b>Finance and value for money</b>	Scheme financed through the LTP 2023/24 and 2024/25 programme
<b>Legal</b>	Motorists will be required to comply with the Traffic Regulation Order
<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"/>	N/A
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	Regulations in place to carry out enforcement
<b>Customer Consideration</b>	A reduction in speed will lead to a safer environment for all road users
<b>Carbon reduction</b>	Speed reduction assists with carbon reduction
<b>Wards</b>	Cramlington North & Cramlington West

## **Delegated Decision**

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### **Background Papers:**

File reference –

S:\Highways\PROJECT\22\HE Minor Improvements\HE223607D - Crow Hall Lane Cramlington 40mph Speed Limit

Appendix A –

HE223607D-01-A1171-10-01 – Scheme Layout

HE223607D-01-A1171-10-02 – Schedules & Details

### **Author**

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Report Author      **William Binks, Programme Officer**

## **Delegated Decision**

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### **DECISION TAKEN**

**Title of Officer:** Director of Environment & Transport

**Subject:** Proposed 40 MPH speed limit at the A1171 Crow Hall Lane and A192 East Hartford, Cramlington

**Consultation:** Not required for introduction of a 40 MPH speed limit restriction within the vicinity of Cramlington - proposal supported by local County Councillors and it has been notified to Northumbria Police

**Decision Taken:** To introduce a new 40 MPH speed limit along the A1171 Crow Hall Lane and A192 East Hartford at Cramlington

Signature of Director



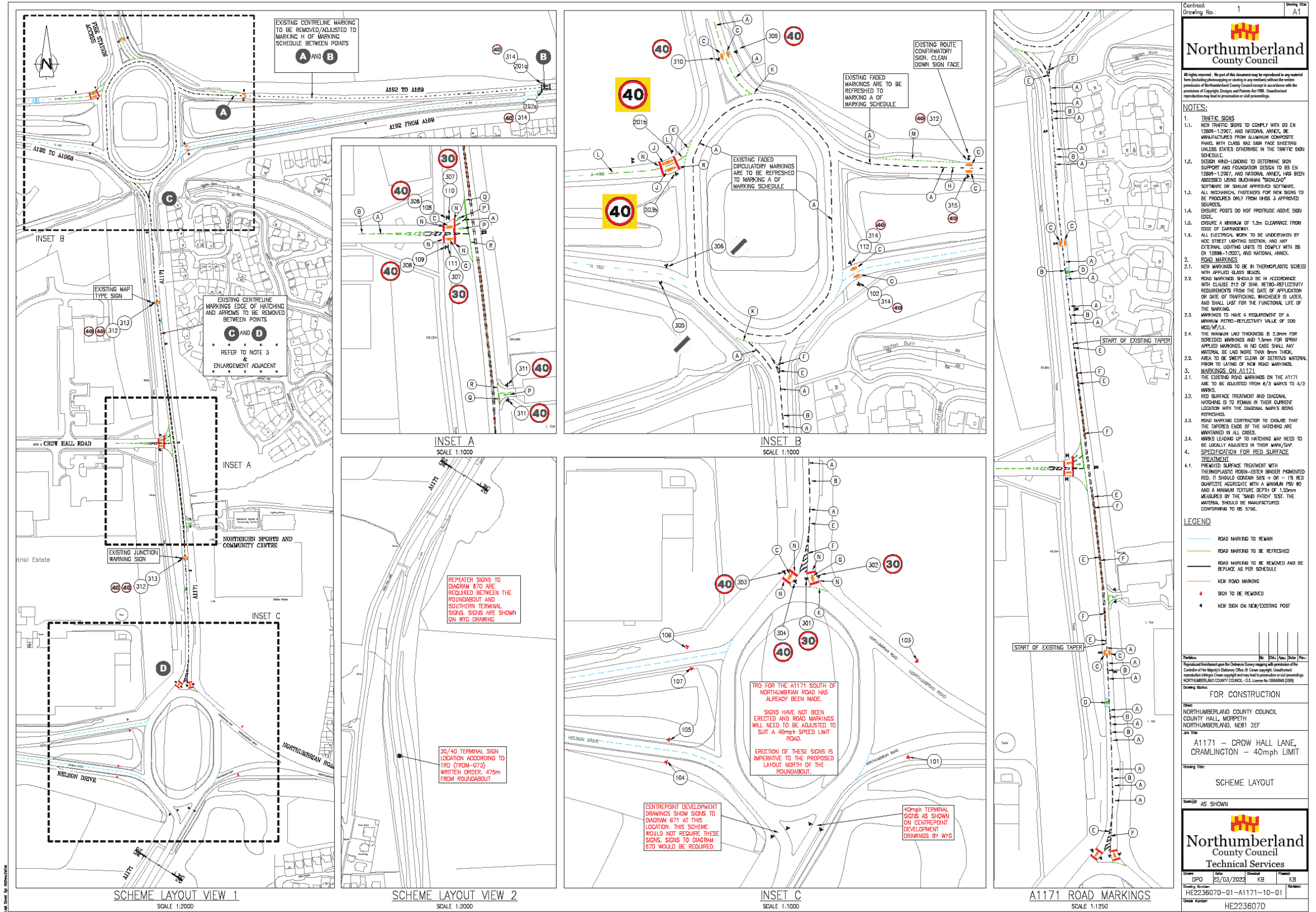
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**Date**

3<sup>rd</sup> May 2024

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ROAD MARKINGS SCHEDULE								
REF	SCHED. PART	ITEM	DIAG. No.	MARK (mm)	CAP (mm)	WIDTH (mm)	ROAD STUDS	USE
A			1004		4000	2000	100	WARNING LINE 40MPH AND BELOW
B			1014		4600	-	150 / 525	KEEP IN ARROW
C			1065		4300	-	1500	SMALL 40 ROUND
D			1024		2800	-	2800	SLOW LETTERING
E			1040		4000	2000	100	EDGE OF HATCHING
F			1040		TO SUIT EXISTING DIAGONAL MARKS		-	DIAGONAL HATCHING
G			1065		4300	-	1500	SMALL 30 ROUND
H			1008		2000	4000	1000	CENTRE LINE 40MPH AND BELOW
J			1065		7500	-	1500	LARGE 40 ROUND
K			1003.1		1000	1000	200	ROUNDABOUT GIVE WAY LINE
L			1008		6000	3000	100	WARNING LINE ABOVE 40MPH
M			1010		1000	1000	100	EDGE OF CARRIAGEWAY AT LAYBY
N			-		TRANSVERSE	1000	-	BAND OF RED HPS
P			1023a		3750	-	1250 / 0	GIVE WAY TRIANGLE
Q			1003a		600	300	200	GIVE WAY LINES
R			1008a		600	300	100	GIVE WAY EXTENSION

TO BE READ IN CONJUNCTION WITH TSR&GD 2016

NEW TRAFFIC SIGNS											
REF.	TSR&GD 2016 DIAG. NO.	HEIGHT (mm)	LEGEND	No. OFF	SURFACE	APPROX. SIZE (m)	POSTS / SIGNS			MOUNT HEIGHT (m)	REMARKS
							DIAM. (mm)	LENGTH (m)	No.		
301	670	-		1	CLASS RA2	0.6	76mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	1.8	SIGN MOUNTED ON NEW WIDE BASED POST IN THE SPLITTER ISLAND 5m NORTH OF THE ROUNDABOUT GIVE WAY LINE (MEASURED FROM THE SPLITTER ISLAND SIDE OF THE LINE) SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT. SIGN TO BE ANGLED TO SUIT THE ALIGNMENT OF THE ROUNDABOUT ARM
302	670	-		1	CLASS RA2	0.6	78mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	1.8	SIGN MOUNTED ON NEW WIDE BASED POST IN THE EASTERN VERGE OPPOSITE SIGN REF 301. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT. SIGN TO BE ANGLED TO SUIT THE ALIGNMENT OF THE ROUNDABOUT ARM
303	670	-		1	CLASS RA2	0.6	76mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	1.8	SIGN MOUNTED ON NEW WIDE BASED POST IN THE WESTERN VERGE 3m IN ADVANCE OF THE BT CHAMBER. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT.
304	670	-		1	CLASS RA2	0.6	76mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	1.8	SIGN MOUNTED ON NEW WIDE BASED POST IN THE SPLITTER ISLAND OPPOSITE SIGN REF 303. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT. SIGN TO BE ANGLED TO SUIT THE ALIGNMENT OF THE ROUNDABOUT ARM
305	671	-		1	CLASS RA2	0.6	78mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	1.8	SIGN MOUNTED ON NEW WIDE BASED POST IN THE SPLITTER ISLAND 5m EAST OF THE LAYBY START. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT. SIGN TO BE ANGLED TO SUIT THE ALIGNMENT OF THE ROUNDABOUT ARM
306	671	-		1	CLASS RA2	0.6	76mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	1.8	SIGN MOUNTED ON NEW WIDE BASED POST OPPOSITE SIGN REF 305. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT. SIGN TO BE ANGLED TO SUIT THE ALIGNMENT OF THE ROUNDABOUT ARM
307	670	-		2	CLASS RA2	0.6	76mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	2.1	SIGN MOUNTED ON NEW WIDE BASED POST AT THE SAME LOCATION OF REMOVED SIGN 108 / 109 FACING TRAFFIC HEADING WEST. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT.
308	670	-		2	CLASS RA2	0.6	-	-	1	2.1	SIGN MOUNTED BACK TO BACK WITH SIGN 307 ON WIDE BASED POST. SIGN TO RECEIVE ILLUMINATION FROM TWIN HEAD UNIT
309	670	-		1	CLASS RA2	0.6	-	-	1	2.3	SIGN MOUNTED ON LIGHTING COLUMN 6m BACK. INSTALL LIGHTING BRACKET TO COLUMN TO PROVIDE DIRECT ILLUMINATION.
310	670	-		1	CLASS RA2	0.6	76mm WIDE BASED + RETENTION SOCKET	TO SUIT COLUMN AND RETENTION SOCKET SPECIFIED BY NCC SL	1	2.3	SIGN MOUNTED IN SPLITTER ISLAND OPPOSITE SIGN REF 308 ON WIDE BASED POST. SIGN TO HAVE SINGLE HEAD SOLAR POWERED LIGHTING UNIT.
311	670	-		2	CLASS RA2	0.6	76	3.1	1	2.3	SIGN MOUNTED ON 76mm POST AT THE REAR OF THE FOOTWAY CURB WITH THE RADIUS TANGENT POINT
312	670	-		3	CLASS RA2	0.3	-	-	1	SEE REMARKS	SIGN MOUNTED BELOW EXISTING SIGN AS INDICATED ON PLAN. SIGN TO BE MOUNTED TO THE POST CLOSEST TO DERRICKWAY
313	670	-		2	CLASS RA2	0.3	-	-	1	SEE REMARKS	SIGN MOUNTED BACK TO BACK WITH SIGN 312
314	670	-		4	CLASS RA2	0.3	-	-	1	SEE REMARKS	SIGN MOUNTED AT TOP OF THE POST INDICATED BY SIGNS 102, 112, 201a AND 202a
319	670	-		1	CLASS RA2	0.3	76	-	1	1.8	SIGN MOUNTED ON 76mm POST IN THE SOUTHERN VERGE OPPOSITE THE EXISTING ROUTE CONFIRMATORY SIGN.

TRAFFIC SIGNS TO BE RE-USED											
(a) denotes existing location, (b) denotes new location											
REF.	TSR&GD 2016 DIAG. NO.	HEIGHT (mm)	LEGEND	No. OFF	SURFACE	APPROX. SIZE (m)	POSTS / SIGNS			MOUNT HEIGHT (m)	REMARKS
							DIAM. (mm)	LENGTH (m)	No.		
201a	670	-		1	CLASS RA2	0.9	76mm PASSIVE WIDE BASED + RETENTION SOCKET	TO SUIT PASSIVE POST SPECIFIED BY NCC STREET LIGHTING	1	2.3	TAKE DOWN SIGN FROM EXISTING POST AND SET ASIDE FOR RE-USE. POST TO BE RETAINED FOR RE-USE. CLEAN DOWN SIGN AND RE-MOUNT ON NEW WIDE BASED POST IN THE NORTHERN VERGE ON THE APPROACH TO THE ROUNDABOUT. POST TO BE 1m FROM THE CYCLEWAY AND 1m FROM BT CHAMBER. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT
202a	670	-		1	CLASS RA2	0.9	76mm PASSIVE WIDE BASED + RETENTION SOCKET	TO SUIT PASSIVE POST SPECIFIED BY NCC STREET LIGHTING	1	2.3	TAKE DOWN SIGN FROM EXISTING POST AND SET ASIDE FOR RE-USE. POST TO BE RETAINED FOR RE-USE. CLEAN DOWN SIGN FACE AND RE-MOUNT ON NEW WIDE BASED POST ON THE OPPOSITE SIDE OF CARRIAGEWAY TO SIGN 201b. SIGN TO BE ILLUMINATED WITH SINGLE HEAD LIGHTING UNIT.

TRAFFIC SIGNS TO BE REMOVED					
REF.	TSR&GD 2016 DIAG. NO.	LEGEND	No. OFF	APPROX. SIZE (m)	REMARKS
101	671		1	0.6	ISOLATE ELECTRICAL SUPPLY TO SIGN S1432CH. TAKE DOWN SIGN FACE AND DISPOSE OF OFF SITE ALONG WITH WIDE BASED POST. LIGHTING UNIT TO BE RECOVERED TO STREET LIGHTING STORES FOR RE-USE.
102	671		1	0.9	ISOLATE ELECTRICAL SUPPLY TO SIGN S1432CH. TAKE DOWN SIGN FACE AND DISPOSE OF OFF SITE. POST TO BE RETAINED. LIGHTING UNIT TO BE RECOVERED TO STREET LIGHTING STORES FOR RE-USE.
103	670		1	0.6	ISOLATE ELECTRICAL SUPPLY TO SIGN S1432CH. TAKE DOWN SIGN FACE AND DISPOSE OF OFF SITE ALONG WITH WIDE BASED POST. LIGHTING UNIT TO BE RECOVERED TO STREET LIGHTING STORES FOR RE-USE.
104	670		1	0.6	TAKE DOWN SIGN INCLUDING POST AND DISPOSE OF OFF SITE.
105	670		1	0.6	TAKE DOWN SIGN INCLUDING POST AND DISPOSE OF OFF SITE.
106	671		1	0.6	TAKE DOWN SIGN INCLUDING POST AND DISPOSE OF OFF SITE.
107	671		1	0.6	TAKE DOWN SIGN INCLUDING POST AND DISPOSE OF OFF SITE.
108	671		1	0.6	TAKE DOWN SIGN INCLUDING POST AND DISPOSE OF OFF SITE.
109	671		1	0.6	TAKE DOWN SIGN INCLUDING POST AND DISPOSE OF OFF SITE.
110	670		1	0.6	DISPOSE OF SIGN OFF SITE.
111	670		1	0.6	DISPOSE OF SIGN OFF SITE.
112	671		1	0.6	ISOLATE ELECTRICAL SUPPLY TO SIGN S1432CH. TAKE DOWN SIGN FACE AND DISPOSE OF OFF SITE. POST TO BE RETAINED. LIGHTING UNIT TO BE RECOVERED TO STREET LIGHTING STORES FOR RE-USE.

Contract Drawing No.: 2 A1

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NOTES:

Revised: FOR CONSTRUCTION

Drawn: NORTHUMBERLAND COUNTY COUNCIL COUNTY HALL, MCRPETH NORTHUMBERLAND, NE31 2EF

Scale: A1171 - CROW HALL LANE, CRAMLINGTON - 40mph LIMIT

SCHEDULES AND DETAILS

**Northumberland County Council**  
Technical Services

Drawn: DPO Date: 02/03/2024 Drawn: KB Project: KB  
Drawing Number: HE223607D-01-A1171-10-02  
Drawn: HE223607D