



# Northumberland

## County Council

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

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#### **PROPOSED 30mph SPEED LIMIT, WAREN MILL**

**Cabinet Member: Councillor John Riddle**

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#### **Purpose of Report**

To consider a proposal to provide a 30mph speed limit in Waren Mill

#### **Recommendations**

It is recommended that the proposed 30mph speed limit is implemented.

#### **Link to Corporate Plan**

This report is relevant to the following key objectives in the Corporate Plan for 2023-2026:

- 'Tackling Inequalities' - Creating places where there is equity in access to an environment that encourages physical activity and active travel.
- 'Driving Economic Growth' - Introduce measures which make sustainable travel a more attractive, greener, and easy alternative to getting around including cycling and walking.

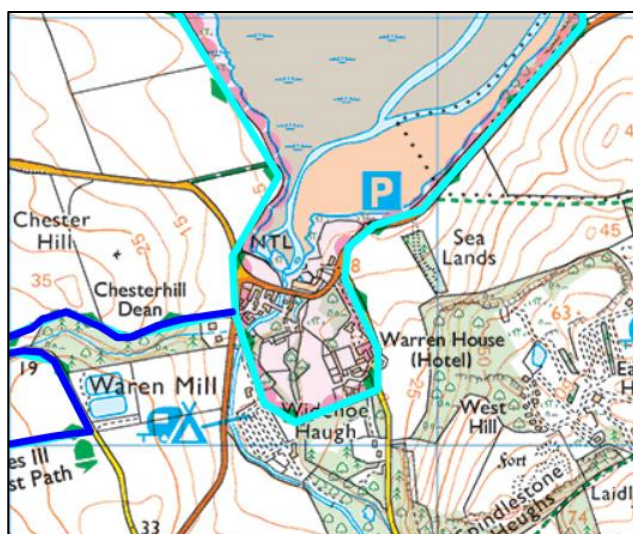
#### **Key Issues**

- Road safety issues in Waren Mill were raised as a priority for the Local Transport Plan Programme by Belford Parish Council.
- As part of a series of proposed safety measures, a 30mph speed limit is proposed.

## Delegated decisions

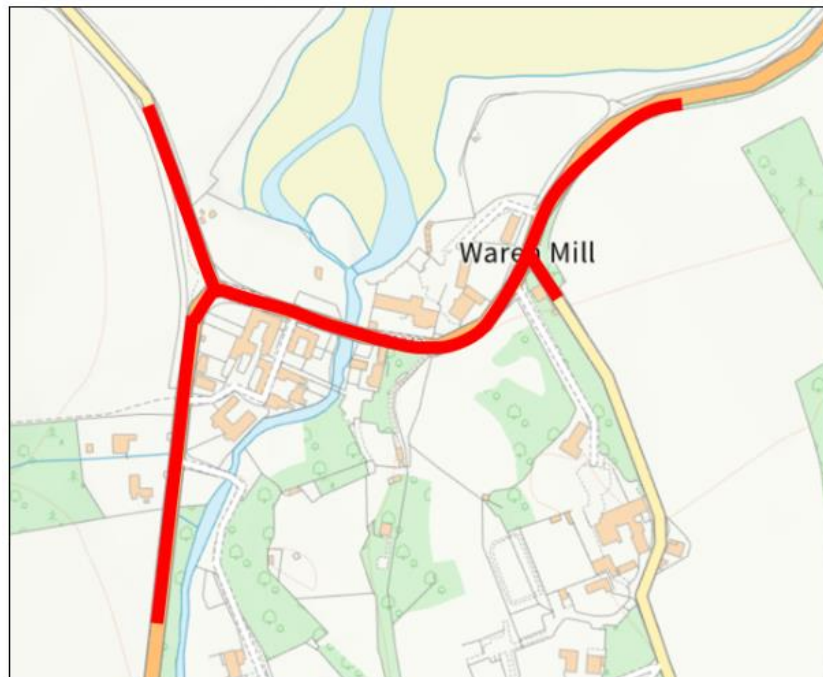
### Background

1. Concerns over road safety in Waren Mill were submitted as a priority for the Local Transport Plan by Belford Parish Council.
2. Waren Mill is a small village located on the B1342 between Bamburgh and the A1 within the Northumberland Coast Area of Outstanding Natural Beauty. This location means that it is subject to significant through traffic, particularly during the summer months. The roads in the village are currently subject to the national speed limit of 60mph, though the road layout, which includes a series of bends and a narrow bridge, generally leads to lower speeds. The England Coast Path, a long-distance walking route making use of public rights of way, passes through the village. There are no footways, however, so pedestrians must walk in the road. There is a caravan site in the village which generates additional traffic movements, both motorised and on foot or cycle.
3. Analysis of traffic speed data shows that vehicle speeds at all three of the main entries to the village are more than the enforcement threshold that would be used were a 30mph speed limit already in place (East = 35.8mph, North = 35.5mph, South = 37.8mph).
4. An analysis of accident data shows that there have been 12 recorded injury accidents in Waren Mill. Of these, 3 resulted in serious injury and 1 resulted in a fatality. In response the Council implemented a local safety scheme in 2019 consisting of improved warning signs and road markings. This has been successful in reducing the number of recorded accidents, though a further collision in 2020 resulted in an injury.
5. The introduction of the England Coast Path has resulted in a significant increase in walkers passing through the village. The route avoids the narrow bridge by diverting south along the U2006 road then through the caravan site, however, the majority is on-road and there are no footways. The route is shown by the light blue line on the map below.



## Delegated decisions

6. Guidance on speed limits set out in “Setting Local Speed Limits” (DfT 2013, revised 2024), states that a 30mph speed limit should be the norm in villages. It goes on to say that reasonable minimum criteria for the definition of what constitutes a village would be 20 or more houses and a minimum length of 600 metres. Allowance can also be made for important buildings such as a school, shop or other significant development.
7. A 30mph speed limit is therefore considered appropriate in Waren Mill because:
  - ∅ There are more than 20 houses
  - ∅ The length of the proposed speed limit is greater than 600 metres.
  - ∅ There have been several traffic accidents that resulted in an injury.
  - ∅ There is a caravan site which leads to increased traffic, both motorised and on foot or cycle.
  - ∅ The England Coast Path attracts significant numbers of walkers who pass through the village.
  - ∅ There are no footways so people must walk in the road.
8. Statutory consultees were therefore consulted on the proposed 30mph speed limit. The extent of the proposal is shown in red on the plan below.



9. No responses were received to the consultation; however, Belford Parish Council and the local Ward Member support the proposal.
10. Comments from Officers within the National Landscapes Team have been taken into account to ensure that the proposed new traffic signs have minimal visual impact on the Area of Outstanding Natural Beauty.

## Delegated decisions

11. It is therefore recommended that the proposed 30mph speed limit should be implemented.

## Implications Arising out of the Report

<b>Policy</b>	The proposal is in accordance with relevant guidance.
<b>Finance and value for money</b>	The proposal will be funded via the Local Transport Plan 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) <del>Yes <input type="checkbox"/> No <input type="checkbox"/></del> 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>	Bamburgh

## Background papers:

File refs: HF224207 & HF244429

## Delegated decisions

### 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	
Portfolio Holder(s)	

### Author and Contact Details

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

## DECISION TAKEN

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

Paul Jones - Director of Environment & Transport

**Subject:**

**PROPOSED 30mph SPEED LIMIT, WARREN MILL**

**Consultation**

0 responses.

Belford Parish Council and local Ward Member support the proposal.

**Decision Taken:**

The proposed 30mph speed limit should be implemented.

Signature of Director



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**Date**

23<sup>rd</sup> July 2024

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