



Northumberland County Council

**RECORD OF DECISION TAKEN BY  
DIRECTOR OF LOCAL SERVICES AND HOUSING DELIVERY**

**Paul Jones**

**18th December 2017**

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**Proposed 20 MPH Speed Limits Newton on the Moor**

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**Purpose of report:**

To consider the implications of an objection received to the proposal to introduce 20mph speed limits in Newton on the Moor village.

**Recommendation**

To continue with implementation of the proposed traffic regulation order.

**Key Issues**

As this proposal was part of the Local Transport Programme (LTP) Programme 2017/2018 a Delegated Decision Report was not prepared prior to the preparation of this scheme.

During the period that the proposal was being advertised, one objections/comment was received by our legal section from a member of the public. Details are attached in Appendix A.

At the design stage of this proposal, DfT circular 01/2013 Setting Local Speed Limits, advisory document was consulted, together with any available speed survey data and anecdotal evidence provided. Discussions took place between NCC Officers, Parish Council and Local County Councillor

Although, all sources of data are open to interpretation, Officers firmly believe that these proposals will ultimately lead to a reduction of speed in the Newton on the Moor area. It is envisaged that the cumulative effect of these measures will result in: improved road safety; driver awareness and driving below 20 mph becoming the 'norm' in a town and village environment.

All elements of the objections/comments received were carefully considered by Officers when making their final decision to make the proposed Order. The Parish Council and Local County Councillor, Trevor Thorne, were in agreement and all parties recommended continuing with the implementation.

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Report Author

**Terry Luck - Programmes Officer (Traffic Safety)**

(01670) 622588

[Terry.Luck@northumberland.gov.uk](mailto:Terry.Luck@northumberland.gov.uk)

## **File References**

S:\Highways\PROJECT\17\HE MINOR IMPROVEMENTS\HE174329 20mph  
Newton-on-the-Moor

Traffic Regulation Order – TRO\_0094

## **Appendix Index**

Appendix A – Objection received during the period of advertising.

## DECISION TAKEN

**Title of Cabinet Member or Officer(s):**

Director of Local Services and Housing Delivery

**Subject:**

Proposed introduction of 20 MPH Speed Limit restriction in Newton on the Moor area.


**Consultation**

Not required – proposal part of LTP 2017/18 and supported by Newton on the Moor Parish Council and Local County Councillor.

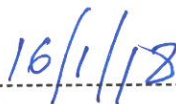
**Decision Taken:**

To introduce the 20 MPH Speed Limit restriction in Newton on the Moor Village.  
All objections have been considered by Officers and the decision is to proceed with the original proposal.

**Signature of Director**



**Date**





**From:**

**Sent:** 08 December 2017 11:07

**To:** [Maureen.Willcock@northumberland.gov.uk](mailto:Maureen.Willcock@northumberland.gov.uk)

**Subject:** Proposed speed restrictions Newton on the Moor

Sent from [Mail](#) for Windows 10

I am writing to register my opposition to the proposed 20 mph speed restrictions in Newton on the Moor. Whilst I accept that there are issues of congestion throughout the village I do not believe that a further speed restriction would do anything to improve the situation and would be an unnecessary expense during these times of austerity.

The traffic problems stem from the size of large agricultural vehicles and Heavy Goods Vehicles and the difficulty they have in manoeuvring around parked vehicles within the village, in particular vehicles parked at the junctions. I would ask how many Killed or Seriously Injured (KSI) accidents there have been within the 30 MPH zone of the village in the last 15 years? – the answer I believe is none. How many minor injury accidents? None that I am aware of as a local resident. There have been a small number of damage only accidents - which in the main stem from large vehicles trying to negotiate parked vehicles and in the majority of cases I would suggest that speed was not a contributory factor. The one incident of recent times where a tractor drove into the wall was, I believe, caused by faulty brakes however that appears to be the catalyst for the current push by a minority of residents to reduce the speed limit.

What I can say as one of the few residents of the village with a young child who has to potentially walk on roads with no footpath to get to the school bus each day, is that visibility is reduced by the number of vehicles that park on the narrowest stretches of road and on the blind corners thus endangering the safety of pupils and parents.

The remedy is not a further reduction of speed limits but some enforcement of existing road traffic legislation to prevent cars parking within 10 metres of a junction or in a dangerous position in accordance with the Road Traffic Act 1988 section 22, Road Vehicles (Construction and Use) Regs 1986, Road Vehicle lighting regulations 1989, The Highway Code rule 243 - and I could go on!

I would ask those involved in the decision making process to drive through the village at 30 MPH within the relevant zone, then continue along the road for a mile to the second Swarland junction at the national speed limit and determine for themselves where the greatest risk to road safety is. It is certainly not the zone within the village.

Taking a broader perspective I would suggest that the impact on traffic through the village is considered by the relevant authorities when granting planning permission for nearby projects. The ever increasing size of local farming businesses has only served to increase the number of agricultural vehicles passing through the village. The development of riding facilities locally has seen a rise in large horseboxes passing through and also site traffic taking stone and concrete to the new developments at Longframlington and Rothbury have all contributed to a greater volume of large vehicles.

I have raised my views with more than one member of the Parish Council, however the response given is that it is 'a done deal' that the County Council are keen to progress the speed limits regardless of the views of residents within the village. I also put my thoughts in writing to the Parish Council via e-mail however I never received a formal response and I noted that the minutes of the following PC meeting did not record my objections in the 'correspondence' section.. I am aware that the PC received my objections as I have had subsequent discussions with them about the matter. This could lead one to conclude that the PC, or at least some members who have a particular opposing viewpoint are prepared to ignore the views of other residents.

I believe there are many residents within the village who would not support the idea of changing the speed limits, however the overall view put forward by the parish council is skewed by one or two locals (some of whom are regular transgressors of the relevant legislation) to fit in with their personal interests.

Thank you for taking the time to consider my views.