

NORTHUMBERLAND

Northumberland County Council

RECORD OF DECISION TAKEN BY ACTING DIRECTOR OF LOCAL SERVICES AND HOUSING

Paul Jones

PROPOSED 20MPH SPEED RESTRICTION NEW HARTLEY VILLAGE

31st January 2017

Purpose of Report

To consider the introduction of a 20 mph speed limit, restriction to all roads within New Hartley Village.

Recommendations

It is recommended that a 20 mph speed limit be introduced on all roads in New Hartley Village, i.e., on roads which currently have a 30 mph speed limit.

Key Issues

1. This area has been the subject of traffic safety concerns over a period of time i.e. speeding traffic, raising concerns with residents, local Councillor and Parish Council.
2. The Scheme is funded and supported by Councillor Susan Dungworth

Background

1. Safety concerns have been identified to Councillor Dungworth by residents on a number of occasions with regard to speeding traffic in the area.
2. It is proposed to introduce a 20mph speed limit restriction in this area
3. This would help improve traffic safety for the residents and road users of New Hartley.

Consultation

1. A formal consultation did not take place as this proposal is on traffic safety improvement grounds and in line with the County Councils initiative to introduce 20 mph limits adjacent to schools in Northumberland.
2. The majority of the roads in New Hartley village currently have a 30 mph speed limit. This proposal will now make all roads within the village a 20 mph speed limit, thereby improving road safety and providing consistency for all road users.
3. Support for the proposal is provided by both Councillor Dungworth and Seaton Valley Community Council.
4. Statutory consultees have been notified.
5. Advertising of the scheme will be carried out via the legal process for the introduction of a new Traffic Regulation Order.

Recommendations

1. It is recommended to introduce a 20mph speed limit restriction on all roads within New Hartley village. As detailed in Appendix A
2. The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the canvassing process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

File References

S:\Highways\PROJECT\16\HO16 Members Schemes\HO166097_NEW
HARTLEY_20mph_DUNGWORTH

Appendix Index

Appendix A – Scheme Plans
Appendix B – Supporting Correspondence

Implications Arising out of the Report

Policy	None
Finance and value for money	Funded through the Member's Local Improvement Programme allocation for Councillor Susan Dungworth
Legal	Preparation of Traffic Regulation Orders (TRO)
Procurement	
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
Risk Assessment	Introduction of a 20mph limit restriction on all roads within New Hartley village, consistent with existing restrictions.
Crime & Disorder	Traffic safety concerns i.e. speeding traffic
Customer Consideration	Scheme is anticipated to improve road safety for residents in the area
Carbon reduction	
Wards	Hartley

Background papers:

None

Report sign off.

Authors must ensure that relevant officers and members have agreed the content of the report:

	initials
Finance Officer	
Monitoring Officer/Legal	
Human Resources	
Procurement	
I.T.	
Director	
Portfolio Holder(s)	

Author and Contact Details

Report Author **Terry Luck - Programmes Officer (Member Schemes)**
(01670) 622588
Terry.Luck@northumberland.gov.uk

DECISION TAKEN

Title of Officer(s) and Portfolio Holder Director of Local Services and Housing

Subject: Proposed introduction of 20mph speed limit restriction

Consultation Not required – proposal supported by Local County Councillor and Community Council.

Decision Taken: Introduce speed limit restrictions as proposed.

Signature of Director/
officer/Portfolio Holder

A handwritten signature in black ink, appearing to be 'J. J. J.', written over a horizontal dashed line.

Date

14/2/17

Appendix B

Seaton Valley Council A Community Council

20-22 Astley Road
Seaton Delaval
NE25 0DG
Tel: (0191) 237 9870
www.seatonvalleycommunitycouncil.gov.uk
Email: clerk@seatonvalleycommunitycouncil.gov.uk

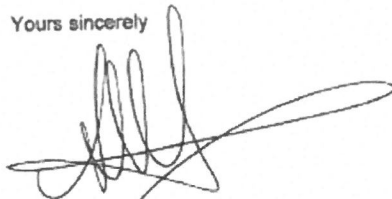
Mr T Luck
Programme Officer (Members)
Local Services Directorate
Northumberland County Council
County Hall
Morpeth
NE61 2EF

31 Jan 2017

Dear Terry,
Members Scheme – New Hartley, 20 mph Speed Limit

Further to recent correspondence on the above matter I can confirm that the Council fully supports this scheme,

Yours sincerely



Simon Potts

Clerk to the Council

NORTHUMBERLAND

Northumberland County Council

RECORD OF DECISION TAKEN BY DIRECTOR OF LOCAL SERVICES AND HOUSING

Paul Jones

29th March 2017

ADDENDUM

PROPOSED 20MPH SPEED RESTRICTION NEW HARTLEY VILLAGE

Purpose of Addendum

The original report recommendation is detailed in an extract below.

During the period that the proposal was being advertised, two objections were received from members of the public – see attached Appendix 1.

At the design stage of this proposal, DfT circular 01/2013 Setting Local Speed Limits, advisory document was consulted, together with speed survey data and anecdotal evidence provided. Although, all sources of data are open to interpretation, Officers firmly believe that these proposals in addition to existing safety speed calming measures i.e. chicanes, will ultimately lead to a reduction of speed in the New Hartley area. It is envisaged that the accumulative effect of these measures will result in, improved road safety, driver awareness and driving below 20 mph becoming the 'norm' in a village environment.

All elements of the objections received were carefully considered by Officers when making their final decision to make the proposed Order.

**PROPOSED 20MPH SPEED RESTRICTION
NEW HARTLEY VILLAGE**

31st January 2017

EXTRACT

Purpose of Report

To consider the introduction of a 20 mph speed limit, restriction to all roads within New Hartley Village.

Recommendations

It is recommended that a 20 mph speed limit be introduced on all roads in New Hartley Village, i.e., on roads which currently have a 30 mph speed limit.

Key Issues

1. This area has been the subject of traffic safety concerns over a period of time i.e. speeding traffic, raising concerns with residents, local Councillor and Parish Council.
2. The Scheme is funded and supported by Councillor Susan Dungworth

Background

1. Safety concerns have been identified to Councillor Dungworth by residents on a number of occasions with regard to speeding traffic in the area.
 2. It is proposed to introduce a 20mph speed limit restriction in this area
 3. This would help improve traffic safety for the residents and road users of New Hartley.
-

Report Author **Terry Luck - Programmes Officer (Member Schemes)**
(01670) 622588
Terry.Luck@northumberland.gov.uk

DECISION TAKEN (ADDENDUM)

Title of Cabinet Member or Officer(s):

Director of Local Services and Housing

Subject:

Proposed introduction of 20mph speed limit restriction

Consultation

Not required – proposal supported by Local County Councillor and Community Council.

Decision Taken:

Proposed introduction of 20mph speed limit restriction.

The objections have been considered by Officers and the decision is to proceed, unchanged from original Decision Report 31 January 2017.

Signature of Director



Date

5/4/17

Objection:

THE COUNTY COUNCIL OF NORTHUMBERLAND ROAD TRAFFIC REGULATION ACT 1984 (NEW HARTLEY VILLAGE 20mph AND 40 mph SPEED RESTRICTION) ORDER 2017 (TROM_055)

Sir/Madam

I wish to object most strongly to the proposed imposition of a 20mph speed limit in New Hartley and the reduction in the current national speed limit on the length of U9706 to the east of the village to the junction with A190, The Avenue.

The reasoning put forward in the making of the Order is that:

The Order is necessary as this area of New Hartley Village has traffic safety concerns as a result of excessive speeding in a residential area. This Order compliments Northumberland County Council's initiative to introduce 20 miles per hour speed limits outside of schools. It has been proposed by County Councillor Susan Dungworth and has the overall support of local residents and the Community Council.

This is in addition to existing 20 mph limits introduced within the village in July 2016. A 40 mph limit will also be introduced south of the villages as a 'buffer' between the village and the derestricted limits

- 1) Excessive speeding in the residential area is emotive and not quantified.
 - a. No speed surveys have been undertaken to support this emotive statement.
 - b. Recent independent surveys undertaken by Barratt David Wilson Homes and myself show an 85%ile speed through the village of 35mph.
 - c. This is below any level at which police enforcement would take place with the existing limit.
 - d. Current advice from DfT on setting local speed limits is contained within Circular 01/2013 which states in section 3.1 of Appendix 1 that *'30mph speed limits should be the norm in villages'*.
 - e. Further in section 5.2 it states that: *'Research has shown that signed only speed limits generally lead to only small reductions (about 1mph on average) in traffic speeds and therefore such limits are most appropriate where speeds are already low. Where mean vehicle speeds are already at or below 24mph, introducing a signed-only 20mph speed limit is therefore likely to result in general compliance'*
 - f. This proposal is clearly contrary to that national guidance!
- 2) The order is to compliment the recently introduced 20mph speed limits outside schools.
 - a. In New Hartley this was imposed in July 2016 on the grounds of road safety.
 - b. No evidence was presented at that stage – despite repeated requests. No subsequent monitoring of speeds has been undertaken since the limit was imposed
 - c. Investigation of relevant casualty data show no injury collisions occurring in the area in the preceding 10 years.
 - d. Since the introduction of the 20mph limit – with no supporting justification other than it is in accordance with NCC policy of such limits around schools, there has already been one injury collision.
- 3) There is therefore no justification for extending this limit by signing alone on road safety grounds.
- 4) It is asserted that the imposition of a 20mph limit has support from local residents, yet no consultation

on this proposal has been undertaken – again contrary to the advice in Circular 01/2013.

- 5) The proposed 20mph speed limit was a delegated decision taken by the Acting Director of Local Services and Housing reported on 31 January 2017.
 - a. This only concerned the 20mph limit and not the change to 40mph to the east of the village.
 - b. Reference to Coircular 01/2013 makes specific refence to the limited use of ‘buffer’ zones and emphasises ‘*short lengths of 40 or 50mph as a transition between the national speed limit and another 30mph limit (not 20mph)*’ and ‘should only be used where immediate speed reduction would cause risk or be likely to be less effective. In such cases, consideration should be given to other speed management measures to help encourage compliance’. These additional measures are not even being considered!
 - c. The report notes that: ‘formal consultation did not take place as this proposal is on traffic safety improvement grounds and in line with the County Councils initiative to introduce 20mph limits adjacent to schools’
 - d. As already noted above the 20mph limit has already been imposed adjacent to New Hartley First School and resulted in **an increase** in road casualties
 - e. It also notes that support for the proposal is provided by both Councillor Susan Dungworth and Seaton Valley Community Council – no mention no local residents being in favour!
- 6) Concerns of speed of vehicles has been a long running issue in New Hartley and was raised in the consultation on the Neighbourhood Plan, but nowhere in that process has the introduction of a 20mph speed limit been put before residents.
- 7) Councillor Dungworth has failed to get support for previous attempts to impose waiting restrictions in New Hartley as a means of reducing speeds and improving visibility at junctions – as the expense of parking.
- 8) This proposal is both ill thought out and fails to address the basic safety issues in the village.
- 9) Overall speeding and parking issues can be resolved by regularising parking along Bristol Street, without the need for either speed or parking regulation orders. This was fully analysed in an independent Road Safety Review commissioned and conducted by Northumberland County Council’s Technical Services Design Team.
- 10) This Road Safety Review, carried out by fully qualified and experienced road safety engineers, evaluated the U9706 route through New Hartley together with its junctions with the A192 (west) and A190 (east). With particular attention to Bristol Street, it noted that: ‘An opportunity exists to alter the position of the centre line road marking and introduce road markings to delineate on-street parking space (i.e. 2.0m parking width and 6.2m/6.4m running carriageway width). Based upon parking patterns the parking could be alternated to the appropriate (north or south) side of Bristol Street. This may require parking to be restricted in some areas to achieve adequate transitions where on-street parking provision changes from the north to the south of the road’.
- 11) In summary:
 - a. The justification for the order has no basis in fact;
 - b. Does not accord with Council policy to introduce 20mph limits around schools as this is already in place;
 - c. Will not achieve the desired speed reduction by signs alone.

-----Original Message-----

From:

Sent: 13 March 2017 16:16

To: [REDACTED]

Subject: TROM 055 New Hartley Village

Dear,

I wish my views on the above change of Traffic Speed through the village of New Hartley to be taken into consideration.

Firstly I am against the proposal for the reasons I shall outline below.

Having read various recommendations from Nationally recognised Road Safety bodies I make the following points.

1. I am not aware that any traffic survey has been done to support the need for the reduction in speed. I should therefore like to see the evidence showing casualties, road traffic collisions, speeding fines.

2. The speed limit should be set an appropriate level for the road. There is only one road through the village and that is constrained by parked cars, several junctions leading onto it and sharp right hand bends. The road is not particularly wide and therefore shows all the signs of being a 30 mph road.

3. Signed 20 mph roads alone will lead to only a small reduction in traffic speeds and therefore 20 mph signed speed limits are most appropriate where speeds are already low.

4. If the concern is to do with speeding then the reasons for not complying with the speed limit should be investigated first.

5. Your Highways department has already conducted a full Road Risk Assessment from the roundabout at the top of a Double Row, through to the junction with the Avenue and made several recommendations to improve the safety of the road for all road users. Nowhere does it suggest making the only road through the village 20 mph.

6. The village is about to begin an appeal against Barratt David Wilson Homes which if they lose will mean Barratts implement all the road risk assessment mitigation at cost to them and not us via NCC

7. Reduction of speed may affect the only bus through the village and that would cause a severe loss to everyone if the service were to be withdrawn or curtailed.

8. It is unlikely the police will be able to enforce this new speed limit and so in order to make it work, other traffic calming measures should have to be employed such as speed humps, build outs, chicanes and this would most certainly be rejected by the people of New Hartley.

Yours faithfully

Sent from my iPad