



Northumberland County Council

**DIRECTOR OF LOCAL SERVICES AND HOUSING IN CONSULTATION  
WITH PORTFOLIO HOLDER**

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**PROPOSED 20MPH SPEED LIMIT AND TRAFFIC CALMING, PIER ROAD,  
BERWICK UPON TWEED.**

**Cabinet Member: Glen Sanderson**

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**Purpose of Report**

To consider the results of the consultation exercise, regarding a proposal to provide a 20mph speed limit and traffic calming in Pier Road, Berwick upon Tweed.

**Recommendations**

**It is recommended that:**

- 1) A 20mph speed limit and traffic calming should be provided in Pier Road, Berwick upon Tweed.

**Link to Corporate Plan**

This report is relevant to the *Places and Environment Aim* in the Corporate Plan:

"Our aim is to maintain and further improve the quality of our towns, villages and countryside and make it easier for residents to access services and high quality, affordable homes and to travel using different modes of transport. To achieve this, we will keep Northumberland clean, green and safe from detrimental impacts of climate change, build more houses to benefit those most in need and provide a convenient, integrated public transport network."

**Key Issues**

1. The County Council received a request from residents Pier Road, via the local Town Councillor, to address speeding concerns on Pier Road in Berwick upon Tweed.

## Background

1. The County Council received a request from residents of Pier Road, via the local Town Councillor, to address speeding concerns on Pier Road in Berwick upon Tweed.
2. Pier Road is adjacent to the estuary of the River Tweed. For much of its length there is no footway. Along its southern side, apart from some sections of bollards, there is no barrier between the road and the river estuary below. At its eastern end the road curves northwards towards a car park. This section is steep, narrow and includes a blind bend.



Pier Road looking East.

3. In response to the concerns raised, an initial consultation was carried out with residents to establish their views on the situation, and whether they felt that action should be taken. A copy of the consultation letter is shown in Appendix A.
4. 12 responses were received. The majority stated that they felt there was indeed a speeding problem on Pier Road. They also pointed out that the road is popular with pedestrians visiting the pier and beach and that these pedestrians must walk in the road as there is no footway for the majority of its length.
5. A speed survey was carried out which found that the 85 percentile speeds were 20.4mph eastbound and 20mph westbound, which suggests that the speeding problem is perceived rather than actual.

6. Guidance on speed limits states that *"signed-only 20mph speed limits are therefore most appropriate for areas where vehicle speeds are already low."* The speed survey results show that a 20mph speed limit is appropriate for Pier Road.
7. Having taken into account the feedback from the initial consultation, four options were developed to address the issue. All four options include a 20mph speed limit:
- Option 1 - Signs and road markings only.
  - Option 2 - Speed cushions.
  - Option 3 - Single chicanes.
  - Option 4 - Double chicanes.

A copy of the consultation letter and plans are shown in Appendix B.

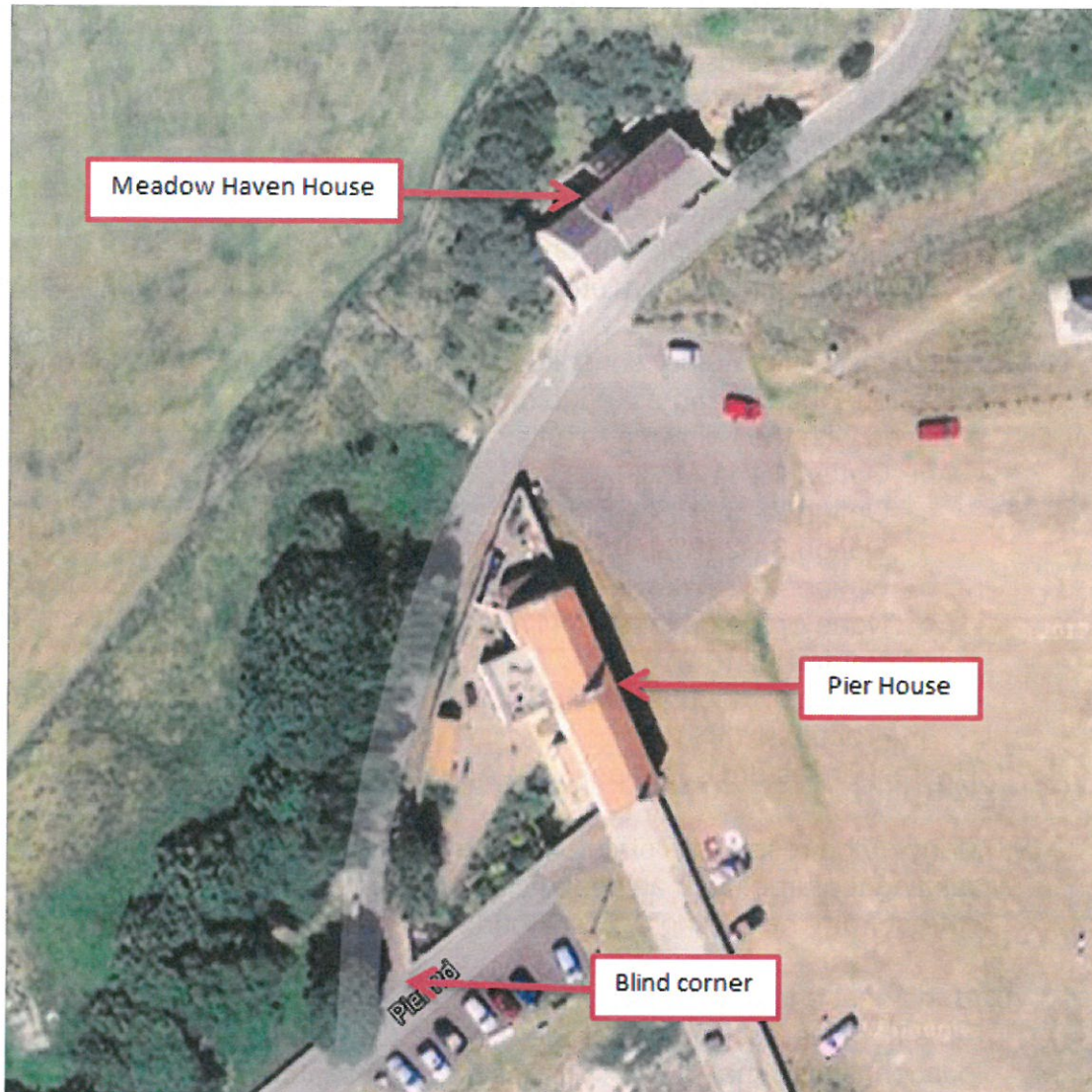
8. Residents and statutory consultees were then formally consulted on these four options and asked to select a preference. 24 replies were received with the following results:
- Option 1 - 11 (46%)
  - Option 2 - 3 (13%)
  - Option 3 - 2 (8%)
  - Option 4 - 2 (8%)
  - None of the options - 4 (17%)
  - Neutral - 2 (8%)
  - A further response was received requesting a combination of all 4 options. (4%)

The responses are summarised in Appendix C.

9. Many of the responses stated that they do not wish to see traffic calming features such as speed cushions or chicanes, as they would detract from the setting of Pier Road.
10. At the east end of Pier Road there is a blind corner where the road turns northwards. The owner Pier House, the property adjacent to this location, stated that there have been numerous incidents including near misses and collisions with the property walls. Vehicles enter and exit this section without slowing which can lead to conflict.
11. In order to address this, it is proposed to provide Give Way road markings which will encourage vehicles to slow or stop before entering/leaving this section.
12. Further east, on the section of road that curves north towards the car park, there is a property called Meadow Haven House adjacent to the road. The residents of this property are very concerned about the speed of traffic travelling downhill (westbound) past their home. This can be particularly bad when there are sporting events on the nearby playing fields which draw additional traffic.



13. In order to address this, it is proposed to provide granite quick setts in this location as an additional measure to encourage vehicles to slow down on the downhill section. This has the approval of the adjacent residents and is in keeping with the nature of the area.



14. In summary, it is proposed to provide:

- A 20mph speed limit, repeater signs and road markings.
- Give Way markings adjacent to Pier House.
- Quick-setts either side of Meadow Haven House.

15. The scheme will be funded via the Traffic Management element of the Local Transport Plan Programme.

16. The local ward councillor, Catherine Seymour, is in favour of the proposals.

## Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	The proposal will be funded through the Local Transport Plan
<b>Legal</b>	None
<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"/>	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>	Berwick North

### Background papers:

File ref: HF163501

**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***  
(01670) 624099  
[Richard.Mckenzie@northumberland.gov.uk](mailto:Richard.Mckenzie@northumberland.gov.uk)

## Appendix A Initial Consultation Letter



Northumberland County Council

County Hall • Morpeth • Northumberland • NE61 2EF • Web: [www.northumberland.gov.uk](http://www.northumberland.gov.uk)

The Occupier

Your Ref:

Our Ref:

Enquiries to: Richard McKenzie

Direct Line: 01670 624099

E-mail: [Richard.Mckenzie@northumberland.gov.uk](mailto:Richard.Mckenzie@northumberland.gov.uk)

Date: 16<sup>th</sup> June 2016

Dear Sir/Madam,

**Concerns over speeding traffic, Pier Road, Berwick-upon-Tweed**

The County Council has received concerns about the speed of traffic on Pier Road. It has also been brought to our attention that there are instances of vehicles driving across the playing fields behind Coastguard Cottages.

A speed survey has been arranged to determine the actual vehicle speeds along Pier Road, however, I would also be grateful for your views on the situation and whether you think any action needs to be taken.

If residents feel that some action is necessary we will consult you formally on any proposals.

Thank you in advance for your assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "R McKenzie".

Richard McKenzie  
Senior Programmes Officer



## Appendix B Formal Consultation Letter & Plans



Northumberland County Council

County Hall, Morpeth, Northumberland, NE61 2EF  
Web: [www.northumberland.gov.uk](http://www.northumberland.gov.uk)



The occupier

Our Ref: HF163501-20  
Your Ref:  
Contact: Richard McKenzie  
Direct Line: 01670 624099  
E-mail: [Richard.McKenzie@northumberland.gov.uk](mailto:Richard.McKenzie@northumberland.gov.uk)  
Date: 8th December 2016

Dear Sir/Madam,

Pier Road, Berwick, Proposed Traffic Calming

You may remember I wrote to you earlier this year asking for residents views on traffic issues on Pier Road. I received a good level of feedback and I would like to thank those of you who responded.

The majority of those who responded stated that speeding is an issue on Pier Road and they would like to see some form of traffic calming provided.

We have therefore come up with 4 potential options. Please note all 4 options include a 20mph speed limit:

- Option 1: 20mph signs and road markings only.
- Option 2: Speed cushions
- Option 3: Single chicanes
- Option 4: Double chicanes

These options are shown on the enclosed plans. Some photographs showing typical examples of each measure are also enclosed.

I am therefore writing formally to ask for your comments on the proposals. A freepost response form is enclosed to facilitate the consultation process, or you can respond on line at <http://trafficconsult.northumberland.gov.uk/>. Please respond by Friday 13th January 2017.

I would urge you to take the opportunity to comment on this matter as any decision taken will be based upon the responses received from residents who take time to respond.

Yours faithfully,

Richard McKenzie  
Senior Programmes Officer













[illegible]

## Typical Examples for each option



T I L L E T I  
- L - - E T B



T I L E F E T I  
- L - - E T B - E



T I L H D  
- L - - E - - T



T I L E E H I  
- L - - E - - T



T I L I L E H I E  
- L - - E - - T



T I L E H I E  
- L - - E - - T

## Appendix C Consultation Responses

Option 1	Option 2	Option 3	Option 4	NEITHER	Other Relevant Comments
				1	Thank you for your letter dated 8th December 2016 in which you invite us to offer our comments on the above proposal. I would inform you that as Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for outpatient appointments. I would thank you for your consultation on this matter and offer our support for the ongoing road safety programme.
1					I am in favour of some 20 mph signs and some on road markings The current proposal seems to have rather a lot I am against any form of artificial engineered traffic management The problem of speeding is minor and occasional The road is already naturally narrow and restricted in other ways Vehicles being forced to slow down and speed create more noise and pollution In the case of speed humps they are known to damage vehicles and surrounding housing
1					Option 1 to restrict speed limit to 20mph.
1					I do not think there is a great problem in Pier Road for speeding however if you are determined to enforce traffic calming Option 1 would be my preferred choice. Speed cushions and chicanes do not slow the traffic throughout the road but just encourage people to speed up and then brake. People who intend to speed will continue to do so and this is mainly at night and the early morning when the road is clear of cars and pedestrians. Additional street furniture detracts from look of the conservation area, tarmac painted signs and perhaps a 20mph for the whole of the town centre would be more appropriate.
				1	Pier Road rarely sees speeding, most traffic is responsible and the current layout generally prevents speeding anyway. I would support an overall 20mph limit around town, including road roundels in Pier Road. Rumble strips are ineffective, and anything which causes traffic to slow and then accelerate (such as chicanes or raised speed-bumps) is both polluting and noisy for residents.
	1				Preferred option - Option 2. Chicanes are not a practical solution given the width of the road and the proximity of the edge next to the river
1					Pier Road is narrow enough without making it narrower with chicanes. Cars could end up going over into the water.
1					I am not aware of speed problems so favour the least intrusive option. Speed cushions and chicanes positioned outside the building would be noticeable. May I also request improved signage for the Ness Gate Bridge. The one as you enter Ness Street (to the left of a building wall) is illegible gro to take anyway to stop caravans/large lorries attempting the passage.
		1			we need to recognise that Pier Road is an important pedestrian route, and forms part of the Coast Path. It should be treated as shared space, with pedestrians having priority over vehicles. A 20 MPH limit is part of the solution. I raised this as the local Councillor and thank you for your decision to to take action - I do not like speed humps, and would prefer the simple chicane option 3
1					We have lived here 20 years - there is no need for this - a waste of money! If the **** along the road to monitor the traffic does not include evon Terrace, nor any traffic from Ness Gate to the Maltings.
1					I support option 1 (signs and road markings)
1					Any physical barrier such as humps or chicanes will be dangerous due to the big unprotected drop into the sea.



				<p>Thank you for your letter, with enclosures, of 8.12.16. It is a great relief to us that the Council is prepared to address the problem of traffic speed on Pier Road and the road at Meadow Haven (referred to on your map as the Recreation Ground Road). We would be happy to go along with the consensus on what combination of measures would be best to control the speed on the main stretch of Pier Road.</p> <p>For obvious reasons we are primarily concerned with pedestrian safety on the Meadow Haven stretch and our own safety when entering/exiting our garage/hardstanding. We have observed this stretch of road for 20 years and have had to put up with the aggressiveness of drivers who opine that the road is for vehicles and pedestrians should get out of their way.</p> <p>We would request, for the stretch from the lane leading from Pier Road (location 7 onwards):-</p> <ol style="list-style-type: none"> <li>1. Physical methods of speed reduction, viz a combination of chicanes and cushions.</li> <li>2. As per police recommendations (following reported incidents from the summer of 2015 onwards), those measures should aim to reduce speeds to around 10 mph from the lane (locations 7 and 8 on your first map) to the sharp corner beyond Meadow Haven Cottage (location 9).</li> <li>3.** Our preferred option would be chicanes at the exit from the lane (location 8), in FRONT OF our house, and at the corner beyond our house (location 9).**</li> <li>4. Adding speed cushions would do no harm.</li> <li>5. **Posts would be required on the grass parallel to our house** to prevent drivers circumventing these measures.</li> </ol> <p>We have attached some photos which might help illustrate some of the idiosyncrasies of the road.</p>
1				<p>Would also favour the installation of a flashing speed sign to remind drivers of the speed they are doing.</p>
			1	<p>Speed along Ness Street, through' arch does not need restricted, 30mph roundels only.</p> <p>Need Infrared speed indicator signs in 2 location along Pier Road eastwards, 1 on return westwards (signs to be actual speed and not just '30mph' flashing)</p> <p>Cul de Sac sign at location 2, at arch.</p> <p>30 mph roundels, 2 posts. 3 elsewhere</p> <p>NO SPEED HUMPS OR SINGLE CHICANES ANYWHERE.</p>
		1		<p>Our property is directly onto Pier Road. the photographic examples you enclosed do not show where yellow lines is a part of the option. We would also support single chicanes but are against speed cushions as we believe these would increase greatly the noise from the traffic.</p>
	1			<p>I would prefer option 2 but have no objection to any other option as any other scheme would improve matters. I would also like to add if anything can be done about excessive parking on the Pier Road as the road is reduced to single lane most of the time and we have encountered many problems trying to drive from our house for any journey we make. The problem has only arisen since the flats were constructed in the old WM Leith building and no adequate parking has been allowed for when planning was granted.</p>
	1			<p>I don't think any traffic calming measures are needed but if it is compulsory then Option 2 speed cushions.</p>
			1	<p>We live at the rear of the Pier Maltings development so are not really aware of any speeding problem. Regarding proposed solutions, speed limits will only be adhered to if drivers are in fear of being caught. Unless you propose speed camera(s) or officers with speed trap 'guns', there is no point in putting up signs. We are not keen on speed 'humps' given potential damage to vehicles' suspension. Although residents of Pier Maltings have off-road parking, some have more than one car and we all have visitors. Chicanes would either remove all parking to the front of the building, or make parking very difficult.</p>
1				
			1	<p>My only comment is that it's really sad that such a large amount of traffic calming is being considered for this no through road. Is the problem of speeding really that bad?</p>

1					Pier Road is already congested with cars parked in front of Longstone View and Pier Maltings Flats and any extra obstacles such as chicanes and speed cushions would create additional dangerous obstacles. Coming out of the road to Devon Terrace onto Pier Road is already hazardous and this junction must be kept clear.
		1			The pavements do not continue right along the road and where cars are parked. Pedestrians have to walk out in the road. Cars often park right across the few stretches of existing paving which means pedestrians are again forced out into the road. Traffic calming will help this situation but it will still be dangerous with children/ push chairs/ wheelchairs where there is no pavement. So some measures of parking restrictions would be helpful in providing pedestrian safety. Thank you for your work in preparing the traffic calming options.
				1	
			1		<p>Thank you for allowing this late submission re the above. 20 mph roundels would not slow the traffic because the car drivers would ignore the signs.</p> <p>I think the double chicanes would be suitable. The chicane which you have sited just below the arch would be better lower down at the bend just before my garage at the wide part of the road. The Nessgate Arch will automatically slow cars down anyhow and cars will not be able to gain speed before my proposed position of the chicane.</p> <p>My nephews partner (Claire Sapwell) who resides at 5 Pier Maltings is also in favour of my suggestion.</p> <p>Somebody has suggested that instead of Chicanes that very large stones would look more natural and do the same job.</p> <p>I tried to respond via the website , as suggested, but it appears to be removed from your list of proposals.</p>
11	3	2	2	6	

## DECISION TAKEN

**Title of Officer(s) and Portfolio Holder:** Director of Local Services & Housing  
Portfolio Holder for Local Services

**Subject:** **PROPOSED 20MPH SPEED LIMIT AND TRAFFIC CALMING, PIER ROAD, BERWICK UPON TWEED.**

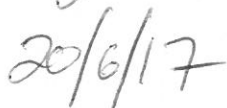
**Consultation**

**Decision Taken:** A 20mph speed limit and traffic calming should be provided in Pier Road, Berwick upon Tweed.

Signature of Director/  
officer/Portfolio Holder

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

**Date**

A handwritten date '20/6/17' in black ink, written below a horizontal dashed line.



