



Northumberland County Council

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

PROPOSED 20MPH SPEED LIMIT, LONGHOUGHTON

Cabinet Member: Councillor Glen Sanderson

Purpose of Report

To consider the results of the consultation exercise, regarding a proposal to provide a 20mph speed limit and advisory cycle lanes in Longhoughton.

Recommendations

It is recommended that:

- 1) The proposed 20mph speed limit should be implemented.
- 2) The proposed advisory cycle lanes should not be implemented.
- 3) The road centreline on the B1339 should be retained.

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 has received concerns from local residents, the former County Councillor and the Parish Council about traffic speeds in Longhoughton.

Background

1. The County Council has received concerns from local residents, the former County Councillor and the Parish Council about traffic speeds in Longhoughton.
2. Analysis of accident data showed that there were 7 personal injury collisions in Longhoughton between 2010 and 2016. This resulted in eleven casualties. One of the collisions was of fatal severity and three were of serious severity. This provides a severity ratio of 57% which is considered to be high for a location of this nature. One of the casualties was a child pedestrian.
3. The most recent speed survey was taken in the village centre in 2014 and showed the 85th percentile speeds were 31.7mph northbound and 32.7mph southbound.
4. Given the concerns raised and the recent accident and speed data, residents were consulted on a proposed 20mph speed limit in the village, with short lengths of 30mph speed limits on the north and west approaches (a 30mph speed limit is already in place on the south and east approaches).
5. At the request of the former County Councillor, advisory cycle lanes were proposed on the B1339 through the village centre as a further way to reduce traffic speeds. This request included the removal of the road centreline.
6. The consultation plan showing the extents of the proposal is shown in Appendix A.
7. The consultation results were as follows:

20mph speed limit	115 for (69%)	49 against (29%)	4 neutral (2%)
Advisory cycle lanes and centreline removal	64 for (38%)	99 against (59%)	5 neutral (3%)

A summary of the consultation responses is shown in Appendix B.

8. During the consultation period, a drop-in session was held in Longhoughton where Officers were available to explain the scheme as proposed and to address residents concerns. Attendees were encouraged to submit feedback following the session. This feedback was varied but, in general, supported the need to reduce speeds but did not support the cycle lanes. A summary of the feedback received is shown in Appendix C.

9. Part of Longhoughton falls within the Northumberland Coast Area of Outstanding Natural Beauty (AONB) so discussions were held with representatives of the AONB Partnership. They support the speed reduction aims of the scheme but are keen to ensure any proposed signage does not have a detrimental impact on the AONB. They also suggested using a section of coloured road surface to mark the 20mph 'gateways'.
10. The proposal has therefore been amended, following the comments received and discussions with the AONB and County Councillor:
 - The proposed cycle lanes have been removed.
 - The road centreline will not be removed.
 - Suitable gateway signage, including a 'gate' feature has been included.
 - A section of coloured surfacing has been included at each gateway.
11. The revised proposal has been agreed with the current local ward Councillor.
12. It is therefore recommended that:
 - The proposed 20mph speed limit should be implemented.
 - The proposed advisory cycle lanes should not be provided.
 - The road centreline will not be removed.

Implications Arising out of the Report

Policy	None
Finance and value for money	The proposal will be jointly funded through the Local Transport Plan and Members Local Improvement Schemes.
Legal	None
Procurement	None
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	None
Crime & Disorder	None
Customer Consideration	Statutory consultees have been consulted.
Carbon reduction	None
Wards	Longhoughton

Background papers:

File ref: HO166153

Report sign off.

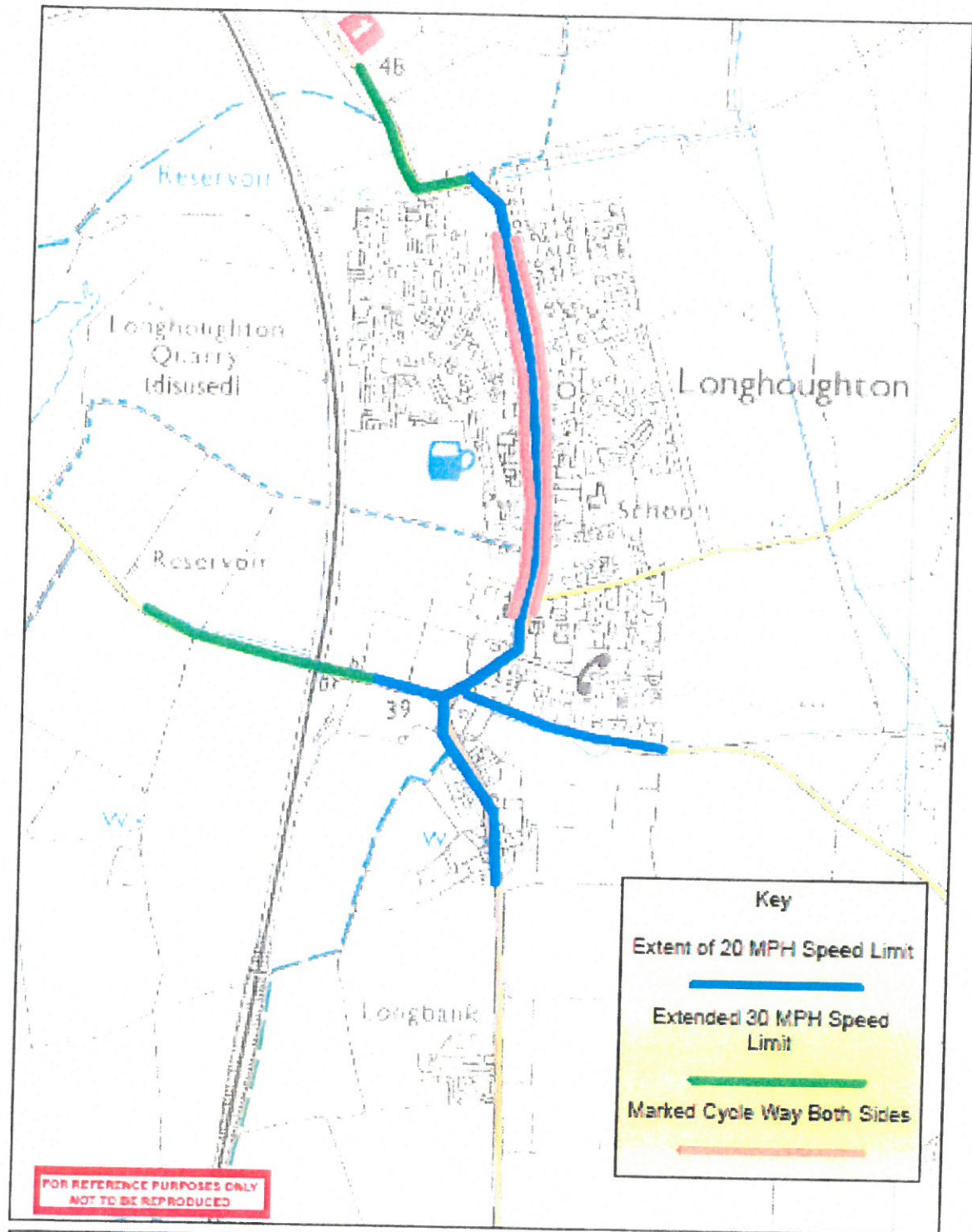
Authors must ensure that relevant officers and members have agreed the content of the report:

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Appendix A Consultation Plan



Appendix B Consultation Responses

20mph speed limit

For/Against/ Neither	Comments (if any)
Against	
Against	This just seems to replace 30 mph unenforced/able speed limit with a 20 mph speed limit. The long stretch to Longbank which has few pedestrians on gate ways in particular seems inappropriate. Just changing to 20 mph without any enforcement does not seem to solve the problem.
Against	
Against	We currently have a 30 mph limit which does not work so why would a 20 mph limit? What is needed is two traffic calming measures. One somewhere near Bader Crescent/Sea View, one near the Spar. That's the only way to slow the traffic apart from a speed camera. Why would the new 20 mph limit need to start before the railway lines? There are not any houses before that.
Against	The current 20 mph limit isnt enforced. Why would this be different? How many accidents/incidents in the village in the last 12 months are attributed to the speed?
Against	Funds better spent elsewhere!
Against	Dont think there is any need - What are the stats on accidents to identify this necessary?
Against	
Against	I think it would be much better to do something to enforce the current speed limit rather than reduce it to a speed very few motorists are likely to obey!
Against	Reducing the limit will make no difference. The limit needs to be enforced and the number of large HGVs limited as they will take as long to stop from 20 mph as a car from 30 mph.
Against	
Against	Leave the limit at 30. Get speed cameras 3 might be plenty.
Against	Just see that the current 30 mph limit is enforced. Especially by the quarry lorries. A 30 mph speed sign that lights up and tells you your current speed would be good.
Against	I think the 20 mph should only be around the school area from Church to North of the old post office and only at school times!!

As a resident of Longhoughton village and a worker at Royal Air Force Boulmer I thought it only right to air my opinions on the proposed 20mph speed limit in Longhoughton.

Personally I think there are far more important areas where the money could be spent to improve road safety which are as follows:

Resurface the road between Longhoughton village and Ratcheugh crossroads; the wagons operating from the quarry are completely destroying this stretch of road making potholes worse and causing subsidence to the edges of the road. In addition to this, you feel as if you are taking your life in your hands each time you travel this stretch of road with most of the wagon drivers having very little respect for other road users, on many occasions I have encountered near misses due to these wagons either travelling too fast, cutting corners or using mobile phones whilst driving – it is just outright dangerous and the quarry need to take some responsibility for this, especially if the number of wagons using this road is set to increase in the future.

Secondly, relocate the school or increase the road safety leading down to the school. As a resident of Lacey Street in Longhoughton I often witness drivers exceeding the speed limit when dropping off / picking up their children from school, this stretch of road is also strewn with potholes and desperately requires resurfacing. There is also insufficient parking available for residents and for those dropping off / picking up at school, if the school was located in a more suitable area this would make a huge difference for all. Alternatively, introduce a 10 mph speed limit on this stretch of road.

Correct me if I am wrong but once the school goes to a 2 tier system, surely this problem will only get worse for residents and increase the volume of traffic?

Against

The main stretch of road through Longhoughton village does not justify these measures / changes.

Against

Not all the village requires a 20 mph limit; main road where the children walk to and from school up to the last houses on the left side heading towards Howick is justified. The remainder is adequate at 30 mph, however the path ways in all directions in the village should be repaired and in some cases put in place so pedestrians don't need to step into the road or indeed walk on the road to get home or out of the village.

Against

What justification is there to reduce the current speed limit when there is no evidence to support a need to do so. No accidents/incidents in the past no No.

Against

Against

Never known any issues in the village. I am not against traffic calming, perhaps a permanent crossing near the old Spar, for the school and elderly would be good.

Against

Install electric warning speed signs instead, remind drivers of the existing 30 mph speed.

Against

Traffic does not stick to 30 mph now so how will 20 mph be enforced? The extent of 20 mph is too vast - should only be through main stretch of village. Residents in Burnside would like more money spent on issues with speeding vehicles/ excess vehicles to Westfield Park/ Coop in our street!!

Against	This will only affect people who abide by the 30 restriction, speeders will ignore a 20 restriction just as they do a 30! Put a camera up or a solar powered speed display sign. Stop wagons using the village (quarry). Reducing to single lane is not the answer.
Against	The proposal will not address speeding because a minority are doing >30 mph, particularly on the edges of the village where as a dog walker I feel most vulnerable. A 30 mph enforced by children would be more appropriate.
Against	Total waste of money that could be spent elsewhere. Cant believe this is even under consideration.
Against	Waste of time - if drivers wont stick to a 30 mph speed limit then they wont adhere to a 20 mph limit - to calm traffic to 20 mph speed humps are required.
Against	We already have a 30 mph maybe 20 at school times as there is also a lolly pop man for the children at those times.
Against	What efforts here been made to enforce the existing 30 mph limit? We've lived here for 12 years and never seen a speed camera in the village. If Quarry traffic is the concern what efforts have been made to find a solution that doesn't impact on the local community?
Against	We had 30 mph flashing signs. What happened to them? They do slow cars down. Put a zebra crossing in.
Against	I think 30 mph is perfectly acceptable speed limit. The issue is that many people dont keep to it and that there are too many lanes.
Against	As motorists at present ignore 30 mph limit we do not see them observing 20 mph limit.
Against	20 mph limit in housing estates but not the main road through the village 30 mph flashing signs would be more appropriate at all entrances into village.
Against	Spend money on electronic speed screen to show how fast cars are travelling = slow down.
Against	
Against	It is too extensive, extending far too far into the village outskirts - not necessary, money could be spent on more usefully from a money saving strapped for cash council instead of wasting our money on this venture - pot holes, speed- light warning signs.... How many accidents have we suffered with this 30 mph limit - who is going to police it.
Against	I do NOT support the 20 mph speed limit however I do support the extended 30 mph limit. It would also be beneficial if the drainage to the section of road beneath the railway arch was improved to stop the road from flooding which equally represents a safety hazard.
Against	Lived here all my life 60 years I cant see why change it to 20 mph, as there not much traffic go through total waste of money. Why not put a zebra crossing where the school kids cross at old Spar shop and put flashing 30 mph when you come into village people take more notices, as I would do, nothing wrong with 30 mph.

	20 mph zone only needed where the proposed cycle way is marked ie, the busiest part of the village. Current 30 mph zone doesn't need to be extended. My daughter lives on a farm on a busy road just outside the village and has no 30 mph limit - having longer than necessary speed restrictions causes more frustration and speeding.
Against	Signs that indicate your speed as you approach the village tend to work better.
Against	I do not think a 20 mph speed limit is necessary but I do agree strongly with the extended 30 mph zone. Drainage to road below railway bridge also needs improving to prevent flooding.
Against	I have lived in the area all my life and do not believe there is a major issue with excessive speed through Longhoughton although there may be occasional incidents. In my time I believe any accidents that have occurred have been due to obstructions on the road where cars have attempted to overtake I believe a reduction in speed will cause more accidents.
	Reducing the speed limit to 20 mph will not produce any significant improvement to road safety. On the contrary, as pointed out at the meeting, evidence was put forward of some vehicles exceeding the current 30 mph limit. Clearly, if the current limit is not enforced, how does imposing a lower speed limit solve the problem. The new 20 mph limit simply creates a greater differential between the speeds of those vehicles adhering to the new limit and those travelling considerably faster – an accident waiting to happen.
Against	It will also encourage 'tail-gating' from impatient drivers, difficult for residents turning into their drives off the main road..
Against	20 mph down side streets may be an idea but certainly not on the main road through the village
Against	I believe that the existing speed limit, if adhered to, is satisfactory. The enforcement of a lower speed limit on the main coastal through road could deter visitors and have a detrimental impact on local businesses and employment.
Against	
Against	There is not a real issue of excessive speeders in Longhoughton. Some minority of drivers who exceed the existing 30 mph these same individuals will continue to exceed the speed limit regardless of the speed limit - more red tape for no real benefit.
Against	Unrealistic to impose 20 mph speed limit through the village and to extend the present 30 mph limit. A 20 mph speed limit could be proposed between the school crossing patrol signs when the lights are flashing. Present 30 mph limit is not adhered to by many motorists. How could 20 mph be enforced? Impossible!
Against	I utilize this road daily and have never observed any real issues other to regular passage of tipper wagons that rumble through the village.

	<p>The major danger in our village is obviously speeding vehicles with drivers ignoring seemingly all signs. Leave road markings as they are as there are at least 16 references on the roads and posts referring to speed, on all the approach roads and through the village already. These speeding vehicles which include cars/vans/lorries who ignore 30 mph will drive with the same attitude if 20 mph were introduced. The only solution is at least 2 speed cameras - not hand held - operational 24/7 with fines for offenders. Some vehicles now travel at more than twice above 30 mph including lorries (dist/time checked).</p>
Against	
	<p>I have lived in Longhoughton for 9 years and consider a 20 mph speed limit to be unnecessary. there has been only one serious accident in that time. The rest have been minor incidents. The 30 mph limit is hard enough to police and 20 mph limit would cause more frustrated drivers. Plus lowering the speed limit would lead to increased air pollution. Extend the 20 mph down Boulmer road and south end road as very few children use these roads and there is already adequate *****.</p>
Against	
	<p>27 years living in the village, close to the main road. I dont think speed has ever been an issue here - not aware of any problems. School crossing is clearly signed and respected. Warning signs that indicate your approaching speed may be useful at each end of the village but reducing the limit is unlikely to have any beneficial effect.</p>
Against	
	<p>We are very sorry about the death of Miss Cairns in London 6 years ago but this is a very small coastal village, with only 1 shop and 1 hairdressers. I would like to see the research for 20 mph in main road through Longhoughton as the residential estate, RAF quarters, Eastfield Cunningham Road, Crowlea Road to name a few are not included in 20 mph but will remain 30 mph. I am very concerned with emergency vehicles and the consequences of them being delayed due to 20 mph limit as Highway code states you cannot get in cycle lane if cyclist there. Will all persons including cyclists be restricted to 20 mph.</p>
Against	
	<p>Thank you for your letter dated 23rd February 2017 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.</p>
Neither	
Neither	
	<p>20mph should be limited in distance from the junction crossroads through to north of North End. This is where the majority of children and vulnerable persons cross the road or walk on the narrow pavements next to the road. If 20mph is as proposed then most drivers will just ignore it and then nothing will be achieved which would be a shame.</p>
Neither	

	<p>Further to our consultation response dated 14 March to your first letter dated 23 February, I confirm that, due to circumstances, we hadn't seen the amended plan sent with your second letter dated 2 March when we sent our response.</p> <p>For the avoidance of doubt, we confirm we approve of the extended 30 mph speed limits and new Advisory Cycle Way shown on the amended plan.</p> <p>However, we wish to raise one issue with regard to the extent of the proposed 20 mph speed limit on the section of Boulmer Road running past the access to Springfield which section is shown coloured blue on the plan.</p> <p>We re-confirm our approval to this but we have noted there is a difference between the extent of Boulmer Road covered by this proposal on the 2 plans. The amended plan shows a reduced length of Boulmer Road covered on the east side of the access to Springfield.</p> <p>This reduction cuts down on the length of road controlled by the 20 mph limit before drivers reach the Springfield access which will mean they have less time to slow down.</p> <p>As explained in our consultation response, there is a bad bend below Springfield on Boulmer Road (which bend the plans do not appear to show accurately) and, quite often, you have motorists speeding round this bend who have less time to slow down to avoid any vehicles pulling out of Springfield and turning right up towards Station Road. Therefore, in this regard, the longer length of Boulmer Road on the east side of the Springfield access shown to be covered by the 20 mph limit on the original plan was better and safer! However, if the County Council's highway engineers are satisfied that the shorter length shown on the amended plan to be covered will be just as safe and effective with proper and clear signage in the road then so be it but this should be double checked.</p>
Neither Support	
Support	Motion activated speed signs would also help considerably (provided they work!)
Support	This is long overdue. Everyday I see cars entering and leaving the village doing what seems, more than 30 mph.
Support	A major requirement to reduce Quarry traffic in the area and the County Council should ensure the environmental damage caused by quarry traffic ie. the worst road surface in the UK (Longhoughton to Denwick) is repaired at the cost of the quarry operates.
Support	
Support	All side roads to be 20 mph too.
Support	
Support	However speed cameras are only thing which will slow drivers through Longhoughton.
Support	

Support	
	Remove old 30 mph signage (or relocate much further out of village on the approach roads, before 20 mph signs). All well away from gateway and cycle way signs as so many signs very unattractive in our view.
Support	
	In my opinion the 20 mph zone should be in North End and South End only in the area where there is immediate housing - zone is very large at 20 mph.
Support	
	Still feel a police presence with a camera might work hit people in their pockets with a fine that will slow them down!!!!
	Road conditions and potholes on Lacey Street (School Road) are dreadful! Parents/guardians are parking in residents spaces in Lacey Street and grass areas causing obstruction and have little courtesy for residents. They need encouraged to park in old Spar car park or walk if they live in Village.
Support	
	How is this going to be paid for? Drivers speed through Burnside so we do not see this working unless it is policed at all times. We need restricted traffic through Burnside as it is used as a run through to West Field Park and the Co-op this will just make the problem worse.
Support	
	Dont think you need speed limit up under railway bridge but do think you need roads put right they are in a bad way.
Support	
	I think it is important to emphasise the priority that villages should be for pedestrians first. Pedestrians should feel comfortable walking about their village rather than vehicles speeding being dominant. With the increase in houses being built and therefore possibly cars, drivers need to respect village like and slow down.
Support	
	I wholeheartedly support this proposal. I have emailed asking that the 'gate' at the south end of the village be moved further south along Lesbury Road to encompass all the houses as there are several young families with school age children living outside the currently proposed siting for the 'gate' on South End.
Support	
Support	
	I think this would dramatically reduce the risk of accidents to the residents and children of the village.
Support	
	I would like to see the 20 mph speed limit also applied to the estate roads, E and W, of the through B1339 road, particularly, East Field and East Moor.
Support	
	Speed has been a shown all over G.B causing accidents and road damage (pot holes) Cycle way also needs attention
Support	
	I live on the north end of the village and the trucks from the Quarry thunder round the bad bend. Its time we did something to stop them.
Support	
Support	
Support	
Support	
Support	Definitely - the sooner the better
Support	

Support	A pedestrian crossing - either lights or a zebra crossing should be integrated into the proposed plans (on North End)
Support	
Support	I live next to the road so; empty, Quarry lorries going through the village in the early hours of the morning going at speed, make a racket, as they bounce along speed racers through the night, need to be stopped. Speed cameras?
Support	
Support	Given the 30 mph is rarely adhered to, a 20 mph limit is a good idea it should hopefully reduce the speeds proportionally.; If possible this should be combined with a speed display at the north end of the village (similar to that once at the south end) to serve as a reminder (particularly to the quarry traffic!)
Support	This proposition works particularly well along Boulmer Road and South End where many people speed and the limit is not enforced.
Support	1. Not as good as traffic calming. 2. No more enforceable than the 30 mph unless monitored. 3. Major problem is with RAF from Boulmer.
Support	I am generally in favor. I think the proposed 20 limit extends too far, especially to the west and south. It should be only in proximity to continuous housing a 30 limit is appropriate elsewhere the key is enforcement with cameras.
Support	Increase in traffic particularly during tourist season and popularity in the football teams use of Westfield Park complex.
Support	Very few drivers adhere the speed limit in the village and police car patrols one rarely if ever seen or cameras *****.
Support	Lorries and cars speed down and through the village its quite scary when walking with little ones to and from school.
Support	Add to the 20 mph speed limit urgently needed Crowlea Road to sugar sands beach the road is used by foot passengers - walking, pushing prams, family's and elderly people - road getting busier each summer.
Support	Sadly a lot of vehicles struggle to do 30 so this might keep the speed down. If we cant change it to 20 a speed camera like at Amble Marina would be good.
Support	But I don't think it needs to be imposed so extensively. A shorter stretch through the least part of the village would be sufficient.
Support	I support the proposal but know certain drivers are very unlikely to adhere to speed limits unless some enforcement is in place. To improve safety for pedestrians the state of the footpaths and overgrown hedges obstructing them also needs to be addressed.
Support	I support the 20 mph speed limit. It is especially relevant because cars speed past the farm where there are children and livestock crossing the road.
Support	I am fully in favor of this proposal. It will make the village safer for pedestrians and cyclists.
Support	1. Enforcement? Signage only or chicanes used? 2. Could this extend to Crowlea Road given school traffic and beach traffic. Both in vehicles and on foot. Lots of walkers.

Support	Hope this works as people just seem to ignore the 30 mph. What about some sort of filter system as you enter the village, an island that only allows 1 way flow of traffic at once?
Support	Is a speed camera being put in place as well? Or any other traffic calming considered?
Support	This speed of 20 mph negates the need for 2 cycle paths.
Support	
Support	
Support	
Support	
Support	
Support	Speeding is an issue in Longhoughton.
Support	A speed limit dont work unless enforced by proper speed cameras or police. A pedestrian crossing of some sort might be an idea.
Support	This needs to be supported by your speed is signs and speed cameras. This needs backing up by data to understand the issue and key points of conflict.
Support	
Support	
Support	Traffic currently drive at more than 30 mph quite frequently, so this should be an improvement.
Support	It will make it much easier and safer to go from our drive onto the road.
Support	I think that 20 mp limit should be extended to East Field and East Moor where vehicles are regularly driven too fast and where children play and walls create blind spots.
Support	
Support	The speed of wagons and cars is terrific starting at 6am. Wagons are travelling full. When I lived at Littlehoughton wagons had to go up Littlehoughton full could come back down along village empty that doesn't happen any more.
Support	I strongly feel that interactive signs are needed alongside this to make motorists aware of their speed.
Support	
Support	The footpaths are not adequate for the pedestrians especially in school drop off/pick up times. Consider road width restrictions/build outs.
Support	A speed indicator light at the beginning of North End would enable motorists to check their speed and would encourage drivers to keep their speed down. This is the area of road which links to the school and which has most pedestrians.
Support	I think proposed 20 mph limit is a good idea from the church north to the end of Sea View. Extending it south of Longbank Farm, down Boulmer Road and to Ratchaugh Farm entrance is a waste of time as it will be totally ignored. I think chicanes is probably a better way to stop speeding unless speed cameras are installed.
Support	Not to the proposed extent. Seems unnecessary outside the Village Road.

Support	Maybe fix paths in process
Support	I hope that by reducing the speed limit to 20 mph the traffic that comes through the village in excess of 40 mph will be reduced to below 30 mph.
Support	
Support	Not sure how it will be enforced as current 30 mph isn't.
Support	This should also be a pedestrian crossing on North End.
Support	The limit should be well indicated on all roads and junctions.
	This proposal was supported in an extremely well attended public meeting - everyone in the village demonstrated their anxiety regarding the speed of traffic through the village, especially heavy commercial vehicles travelling to and from the quarries which may increase their frequencies.
Support	
Support	Have consultation with the two quarry management teams to enforce their considerate driver scheme!
	Please include the extension of Crowlea Road down through Low Steads Farm to the sea at Howdiemont Sands, in the 20 mph zone. This road is widely used by pedestrians, pushchairs and children and yet some cars drive too fast for safety.
Support	
	Why does the speed limit not extend down the Low Steads Road as some traffic do travel too fast as the road is narrow and a popular place for people to walk!!
Support	
Support	
	As recently new residents of Springfield, off to Boulmer Road, we would be delighted to have a 20 mph limit past our avenue, as it is not an easy road to turn out off with bends in. However the up-dated proposal shows 20 mph to just beyond our road, then no restriction until RAF Boulmer is reached - this will not work so well. Could the whole of Boulmer Road be 20 mph till past Springfield, then 30 mph all the way to/past RAF?
Support	
	Additionally we suggest the creation of a physical island at the junction of Boulmer Road and North End as a safe before when crossing from South End to North End e.g. School Children - Normally a very dangerous procedure!
Support	
Support	
Support	
	I both drive or cycle on this road daily and often see cars driving through the village at speeds over the current speed limit, I have also seen cases of reckless driving on the approaches to the village particularly on the approach via Station Road. I hope that reducing the speed limit will help reduce the risk to more vulnerable road users as the reduced speed limit will give pedestrians, especially with young or disabled or elderly, more time to cross, drivers will have more time to react and take necessary action to prevent an accident taking place. Extending the current 30 mph zone further outside the village I hope will help reduce the risk to more vulnerable road users, the southern end of the village has a number of houses close to or outside of the 30 mph limit and residents have to cross roads to get to the bus stop where cars have not sufficiently slowed down to enough to make this safe.
Support	
Support	

Support	All side roads in Longhoughton MUST also be 20 mph! Including road to beach. Add electronic signs with actual speed.
Support	A long awaited speed.
Support	Nice area covered especially bends to north boundary of village. V dangerous on a bike. How will it be enforced?
Support	<p>In principle I am in favour of creating the 20 mph limit throughout Longhoughton and for the extension of the 30 mph limit. It will make the village a safer place for all ages and will reduce the division that the B1339 currently creates between the west and east of the village. However, I have some concerns as set out at (a) (b) and (c) below.</p> <p>(a) Station Road - extension of the 30 mph limit. Vehicles travel down Station Road towards Longhoughton are generally travelling at 40 to 50 mph. The road has several bends and the decline is quite severe. The proposed 30 mph zone starts well up Station Road from its current position and will be only visible to approaching motorists for around 150 metres. I am concerned that the speed of vehicles coming down Station Road will cause problems when they meet the 30 mph zone due to only having a short distance to give a countdown to the 30 mph zone. This would give drivers information that they are approaching a 30 mph zone so that they can reduce their speed accordingly.</p> <p>(b) I am of the view that the majority of vehicles start to reduce their speed just before and after passing the 30 mph signs. I suggest that other methods such as chicanes are used to slow down vehicles before they enter the 30 mph zone. Chicanes are successfully used at Shilbottle, Longhurst and many other places.</p> <p>(c) Electronic speed signs. I believe that electronic speed display signs should be used within the 20 mph zones to display the speed of vehicles approaching them.</p>
Support	

Thank you for your consultation letter dated 23rd February. strongly support the proposed 20 mph speed limit on the section of Boulmer Road running past the access to Springfield which section is shown coloured blue on the plan. My wife shares my support overleaf.

As a resident of Springfield, Im one of those who has to risk a collision when pulling out of the Springfield access onto Boulmer Road particularly when turning right up to North End and the church at the top of Boulmer Road. The problems are caused by combination of the sight lines being limited in both directions to a driver pulling out of Springfield onto Boulmer Road and speeding motorists driving up and down Boulmer Road past the Springfield access particularly those driving down the incline from North End and the church at the top.

If your pulling out of the Springfield access turning right you cannot see far up Boulmer Road (its worse in the summer months when hedges and trees are fully grown) and you have to edge out slowly to get a clear view. If a vehicle is coming down the hill you may have to reverse back into Springfield if you can (there may be a vehicle behind you). However, there have been many times when a vehicle has been coming down the hill so fast (ignoring the SLOW sign painted on the road in large white letters) that I haven't had time to reverse and the speeding vehicles has gone over to the other side of the road to avoid me. If a vehicles had been coming up Boulmer Road (from Boulmer village or the RAF station) at the same time, it could have resulted in a 3- vehicle collision. Also, when you are pulling out of Springfield to turn right, you have to be careful of vehicles coming up Boulmer Road from your left. You cannot see very far to your left because of the bend in the road being not far from the Springfield access. Again, you have speeding motorists coming round the bend and they haven't much time to see you if you are pulling out from Springfield at the same time to turn right - they could easily hit you in the side or back of your vehicle. To understand completely the problems I am describing, you would have to experience some yourself by pulling out of Springfield a few times in your own vehicle.

Another reason for restricting the speed to 20 mph on this section of Boulmer Road is the future increase in usage of the road (thereby increasing the chances of accidents occurring) from the occupiers of the 60 odd houses that are to be built off Station Road Longhoughton in the foreseeable future. A number of these occupiers will be driving down Boulmer Road to the sea/beach and back on a regular basis particularly in the summer months. Finally, it will be important to have effective signage for the 20 mph restriction so that drivers are absolutely clear that the restriction applies - not just metal signs on the other side of the road but also signage painted on the surface of the road itself. Also, some of the best speed restriction schemes I have seen in different parts of the country have also incorporated the construction of sleeping policemen on the road itself to physically slow drivers down.

Support

Excellent idea but I do think there should be a lower speed limit before the 20 mph from the Denwick road as go 20 mph is in my opinion not a good idea - especially as you have a lot of holiday makers using the roads who may not be aware of the 20 mph limit through the village.

Support

Support

Support

Support	Hope this speed limit can be enforced because the 30 mph limit is not.
Support	
Support	But the road down to school should be 20 mph too.
Support	
Support	
Support	
Support	Who will monitor the speed limit? Our house backs onto Bomer Road where the speed limit is 30 mph. The majority of vehicles exceed this limit.
Support	
Support	
Support	Electronic speed indicators would appeal to be best speed calming in other areas. Why is there no speed restrictions on the road to Low Steads Farm? There is often pedestrians on this and difficult blind corners.
Support	Lorries and cars do go very fast through the Longhoughton village in the summer months it is like speed - way who to go the fastest so will welcome speed limit to 20 mph.
Support	30 mph limit extends too far out of village towards Denwick. The Denwick road needs resurfacing. When you meet a lorry or bus you get squeezed in to far side of road hitting all the pot holes. That is definitely health and safety.
Support	Yes support the amended 20 mph speed limit but only to the village limit not right out to Longbank Farm.
Support	Yes support the amended 20 mph speed limit but only to the village limit not right out to Longbank Farm.
Support	I am concerned about the unnecessary proliferation of street signage, particularly when mounted on poles. I find such signage visually intrusive. Consequently I can see no reason for signage covering two different speed limits. I suggest that the whole of the area covered by the current 30 mph limit should become a 20 mph area... as indicated on the map originally issued and subsequently superseded by the revised layout showing both 20 and 30 mph areas. I think the 30 mph limit should extend to include the entrance to the farm (Longbank on map) at the southern entrance to the village (South End). I believe this is current situation, and would maintain the safety afforded to vehicles and pedestrians accessing and egressing the farm.
Support	
Support	
Support	A 20 mph speed limit through the village is a sensible proposal; this would improve safety for both pedestrians and road users. However, the extent of the limit is perhaps too much and does not need to go beyond the current housing line of the village.

Advisory Cycle Lanes & Centreline Removal

For/Against/Neither	Comments (if any)
Against	
Against	Given the large number of HGV's going through the village the central white line provides some degree of security in that it is clear which side of the road you should be on. Removal of this will make it unclear who has right of way. The HGV's already force you into the edge of the road.
Against	
Against	The road is too narrow to start with.
Against	Too confusing for the many elderly residents in village/surrounds. No amount of signage will help this. Indeed may make it worse!
Against	Dont see enough cycles to justify this really dont understand why this has been proposed?
Support	
Against	There are very few cyclists to be seen in the village. The proposed cycle lane would be confusing to motorists and probably make it even more disconcerting walking on the narrow pavements. One hesitates to think how the lorries would deal with this!
Against	Pointless waste of money that would be better spent repairing the road so that drivers could be alert to pedestrians etc rather than constantly watching out for pot holes.
Against	
Against	Rubbish narrowing the by 3 meters is ***** daft.
Against	Unlikely to be much used for bicycles and annoying for motorists as it will effectively make the village a single track road and will in my understanding cause problems!
Support	Why stop the cycle way at the church can it not continue down to RAF Boulmer and also to Longback Farm.
Neither	
Against	As a cyclist myself I am not convinced there is a requirement for a cycle way through the village and any funding would be better used on path ways in and around the village. There area lot of walkers who move between the local villages but are having to walk in the road as no pavements are in place. The existing ones in the village are not wide enough for parents to walk on with their children safely and have to step into the road to pass. The pavement from Longhoughton to Boulmer is dangerous in bad need of repair and in some places none existent as a matter of safety I feel this is where the main effort for this area should be focused.
Against	I had to go online to scheme that this proposal wasn't a joke! Why on earth do you wish to spend money in reducing the road size by 1.5m each side - surely there is a need to increase the road width not reduce it.

Against	I strongly oppose this proposal as given 3 meters of the road to the small number of cyclists that I have encountered over the years will cause issues to the many motorists and benefit a small number of cyclists. Spend the money on filling potholes.
Against	The road is not wide enough for cycle lanes, it would just confuse drivers not having a white line. It would make more sense to mend the man hole covers coming into Longhoughton from the south. As drivers keep swerving to miss them. Money would be better spent mending the roads as pot holes are everywhere the roads are a disgrace.
Against	The road through Longhoughton is not wide enough to incorporate this. Money would be better spent on improving the roads and footpaths in the village!!
Against	Th paths need widened. If you meet someone with a pushchair you are obligated to step into the road to let them past. Also, you could require the householders with hedges on the main road to cut them back, many are encroaching on the paths.
Against	Longhoughtons difficulty is quarry tracks doing 30 mph that is percievably fast in the village. They are not cautious to other road uses and the cycle path will just lead to road users being ploughed out the way. A series of chicanes to calm the flow of traffic would be more appropriate.
Against	Totally unnecessary. Not enough cyclists pass through village to warrant this.
Against	Another utterly foolish idea - there is no congestion in the village and there is absolutely no requirement for a cycle lane - waste of tax payers money and people trying to justify their existence.
Support	I would like a cycle way all the way to Alnwick to cut down taking my car in everyday also will cut out carbon gases if everyone cycled for a change, just like the one at Hipsburn to Warkworth, as the Longhoughton road is very very dangerous to walk along never mind take your cycle.
Against	Longhoughton is a quiet village with low volume of traffic by any standard. What hard evidence is there which demonstrates the need for this scheme? Its a sledge hammer to crack a nut and would set a precedent for the whole of the county. Has anyone actually counted how many cyclists use this road?
Against	I think this is a total waste of money and I was a cyclist.
Against	While I am a keen cyclist I think forcing cyclists into the gutter and narrowing the space for traffic is not a safe proposal. Cycling through the village is currently perfectly safe.
Against	The road is too narrow for cycle lanes.
Against	A complete and utter waste of tax payers money. There is no need for a cycle way for such a short stretch.
Against	
Against	

Against	Again this is not necessary - a waste of tax payers money that you the council has not got. I have been a safety conscious cyclist for almost 60 years and feel cyclists must take more responsibility for their own and other road users safety. Money should be spent on more practical ventures. The road is not wide enough to steal 3 meters plus from the sides - silly idea.
Against	I do not support the proposed advisory cycle way as I do not see the need for this having never once encountered a cycle on this stretch of road.
Against	As I said before in a letter wasting more money on stupid things people cycle round the beach road not through Longhoughton, as Ive been off work Ive sat on our side cheeking the hours i sat i seen one cycle in 3 hours? I think you lot want to pull your selves together all you part timers and people that lived here 5 minutes. Burnside needs sorted out before this crap. I am very much against all this from a real local.
Against	Corbridge have this - its confusing dont like not having central white line.
Against	I do not feel this is necessary.
Against	There are very few cyclists who actually ride through the village apart from on a weekend to justify the expense of this proposal. It is a frivolous waste of tax payers money to satisfy the whims of the Bourgeoisie who have moved into the area! When NCC are raising council tax by 5% I think this proposal should be scrapped and the resultant money spend on our elderly. Shame on you!
Neither	These are unnecessary. I, like most responsible drivers, always give plenty of space to cyclists when overtaking at 30 mph. However, the 20 mph limit could cause problems as I suspect that many cyclists will be travelling at speeds not far short of 20 mph. This means that overtaking vehicles will be travelling in parallel to cyclists for greater periods of time before they can safely pull in, probably not what a cyclist wants especially if on-coming traffic comes into view!
Against	Not enough cyclists to warrant a cycle way.
Support	A designated advisory cycle way will help to slow the traffic through the village.
Against	
Support	
Against	To remove the existing central white line would be inviting disaster. Where are all the cyclists that the county councillor and parish council want to protect? I walk the route daily and see many cars/lorries/buses but no cyclists. Be realistic! Cater for the needs of the majority not the minority!
Against	The end result would be to turn the thoroughfare into a single track road. I have never observed vast numbers of cyclists coming through the village. To my knowledge only one or two residents regularly cycle to and from the village.

	Attend to road/gutters/pot holes and sunken inspection covers and sort out the eternal poor drainage system to rid flooding in gutters where in some cases it floods half way across the road and footpaths. The road is already signed as a cycle route, painted lines would make no difference to some drivers attitude towards cyclists or horse riders, had these dangerous drivers performed in such a way during their driving test they would have failed. Again speed cameras 24/7 are the only answer if we are serious about slowing traffic down within the village. We are both regular car drivers and cyclists plus one is also a horse rider.
Against	
	The amount of cyclists I have seen in Longhoughton is minimal. So introducing cycle way would be n expensive exercise as the road would need to be resurfaced along the whole stretch. The cost of this work would be better used in improving the Longhoughton - Denwick Road condition.
Against	
	This would effectively reduce the road to 1 lane carrying 2 way traffic. Likely to increase he chance of an accident. There are no bends which would otherwise hide cyclists.
Against	
	Reducing main road to a single carriageway is a disaster waiting to happen. You say appropriate signage but too much signage is confusing. How many cyclists will use this very very seldom days on end there are no cyclists. A crossing/zebra, pelican or even lights would be more sensible this would enable all persons - mothers/toddlers/elderly/school children to cross the road safely. If there is money available could this be used to improve Crowlea Road this road is used constantly morning noon and night by runners/walkers/dogs/pram pushers and elderly and school route, but has no footpath and is much more dangerous than the main road. This is very evident a campaign against drivers, or is this just another money making scheme.
Against	Lycra clad cyclist travel faster than 20 mph.
Neither	
	I use the roads affected as a cyclist. Cycle ways only work when cars are not allowed to park in them, is this the case? The number of potholes affecting the sides of the road is a danger to cyclists which may be exacerbated by cars/lorries being funnelled into the centre.
Against	
	There is no evidence to say it will or will not work. We should trial it for a period and see if it makes a difference.
Support	
Neither	
Support	
	The ***** in the roads, particularly drawn covers are very sunken resulting in a major hazard for cyclists. A test period of say 1 year would be adjustable to overcome opposition.
Support	
	We lived in Holland for 3 years and my children cycled everywhere. It is too dangerous on the roads around here for them to cycle. This is a very good idea. More cycle ways, please!!
Support	
	This proposal is unsafe as the road width makes safe traffic flow impossible due to the encroachment of the two cycle ways (one cycle way only may be an option.)
Against	
Support	

Against	The road is too narrow. Too many potholes - cyclists putt out to avoid - especially up to Ratcheugh.
Against	I disagree that the concept promoted through the DfT manual for streets would work here. I do not define the area in question as a street, the B1339 which runs for approx 7 miles from Lesbury to near High Newton by the Sea is clearly a road. The concept may work on places like Lacey Street, Portal Place, Carey Place, Burnside etc. but not on a road like the B1339. I consider it a proposal which would increase dangers to all.
Against	Drivers will not understand concept of white lines drawn on road X will not give way to cyclists unless it is enforced. The only way to protect cyclists is to build proper cycle paths like one from Alnmouth to Warkworth. This is a total waste of time and a token gesture to cyclists what happens once through the village oh the white lines disappear!
Support	
Against	Too much road traffic to make the road single carriageway.
Support	We appreciate cycle way signs also needed but, with new Longhoughton village name signs will all add to a profusion of unattractive signage. A mini stone wall with Longhoughton name plate/gateway sign at the 3 or 4 gateway positions would be more in keeping with the other local village identities and this part of Northumberland's character.
Support	
Against	I feel the road in Longhoughton is not wide enough for cycle lanes as for remain, the centre white line this was tried in Seahouses and the central white line is now back.
Support	
Against	This will cause restrictions on the main coastal route in the summer and weekends. We do not see the reason for a cycle path as cycle riders do not use the cycle path from Warkworth to Hipsburn and that is a much more dangerous road.
Against	We have been alright for years without a cycle path I think it would just cause more of a problem.
Support	
Support	As cyclists living int he village, my husband and I welcome this. It will also hopefully, together with the above, encourage many others to enjoy cycling in and around the village.
Support	Completely support this proposal. We are on a national cycle route and the school age goes up to 11 years in Sept when hopefully children will be cycling to Longhoughton School. I am car user, a walker, and an occasional cyclist esp to the local Co-op and as such I would welcome the extra security.
Against	
Against	The cycle route that is planned is going to narrow the road for heavy vehicles and road users alike therefore increasing the risk of collision I agree with a cycle route but not in the position it is planned.
Support	North of the village the road surface is atrocious for cyclists (-and car suspensions!)

Support	Cycle way very important re traffic flow and safety of riders.
Support	
Support	
Support	
Support	
Support	
Against	I really think our roads are too busy and not wide enough to support a cycle path.
Against	Danger for motorists and cyclists. Road is far too narrow to allow space for cycle lane each side; waste of money could be spent of road from village into Alnwick also to Lesbury - these roads are a disgrace practically no road surface on either and full of pot holes - do cyclists pay road fun tax? I think not!
Support	Include signage that we are on cycle route 1.
Against	I am not happy that removal of the central white line will benefit any road users. I feel this is a waste of money, especially on such a short stretch and the money would be far better spent on the speed check drivers that show drivers their speed.
Support	Not that many cyclists go through this village. Congestion outside, (opposite no 34 North End) when school bus stops opposite around 3.30-4pm and the school kids from the local school, round the back converse, brings everything to a stop, one child has been knocked down. Cars race through the village 10.30pm - 3.00am doing 60-90 mph. (The cycle tracks drawn on the road and the 20 mph speed limit are not going to stop this). The cycle lane from Lesbury - Warkworth was a waste of time and money - as cyclists, everyone still prefer using the road (which is down right dangerous).
Support	
Against	We regularly walk,run,drive through the village and other than the couple of events with heavy cycle traffic, the volume of cyclists is negligible so a cycle lane is unnecessary and could possibly lead to creating a hazard if it results in buses/quarry lorries in the middle of the road.
Against	Longhoughton does not need a cycle way as a reduced speed limit is already a deterrent and the tax payers money would be better spend invested into the establishment of a post office in the village. A cycle way would be more efficient out of the village where the limit is 60 mph
Support	As a cyclist I approve of this but as a drivers I am unhappy with the removal of the central white line.
Against	I am unsure about this the road is not wide enough. Removal of the central line could lead to heavy stone lorries 'bullying' smaller vehicles. Two large vehicles could pass only by cutting into the cycle lanes.
Against	The roads through the village are not wide enough to support the idea. Very few cyclists in village or pass through. Anyway they have the coastal cycle path.
Against	I think the road is too busy for cyclists at any time particularly in the summer when holiday traffic is high. Children on bikes would be a big risk.

Support	Number of cyclists in area is high. Its quite worrying when teens or anyone cycles through as cars/lorries get quite close.
Support	
Against	
Support	
Neither	I am uncertain of the cost of this would make a huge difference to peoples choice of cycling.
Support	
Support	I am fully in favor of this proposal. It will make the road safer for visitors and local users.
Support	
Support	
Support	
Against	Not a good idea to take away 3 metres of the road thus reducing the width of the road - surely this will make it difficult for vehicles including buses.
Against	
Support	
Support	
Support	
Support	
Against	As a cyclist the proposal does not address the most dangerous parts of the NCRI. Longhoughton village is well lit and has good visibility. However, segments of the NCRI are not lit and have less visibility. Investment should be done elsewhere. What about dedicated cycle way linking Alnwick with NCRI?
Against	Road and footpaths too narrow for cycle way, and lots of cars and lorries park on the footpaths as it is.
Against	***** is not suitable, the surface needs addressing (pot holes) the ***** sorting (regular localised flooding), wider pavements are needed.
Against	Not a lane for a few cyclists
Support	
Against	Please advice how cars can park beside houses when there is a cycle way. I also have issues with this as wagons and delivery vans will have less road to pass and this may have issues with accidents.
Support	The only accident I have witnessed in the village involved a car drive too close to a cyclist. I hope that this will make life safer for cyclists (of when I am one!)
Against	Whilst I am generally in favour of making provision, I feel the road is too narrow to provide a designated space given the Quarry lorries and delivery vans using this road. The number of cyclists using the road outside holiday time is not great.
Support	

Against	<p>Don't think that is good plan. Don't get many cyclists through village. Removing white line wont help you could do better putting path walkable and stop cars parking on paths often have to walk on road.</p>
Support	<p>Evidence shows that this should help with the speeding problem so it certainly is worth trying! We need any help that we can get, walking our four small children to school is an accident waiting to happen. Thank you for your help.</p>
Support	
Support	
Against	<p>There are not enough cyclists through North End to warrant the scheme. Organised cyclist races come along the Boulmer Road from the coast into Alnwick. North End i not wide enough to accommodate cycle lines of such width. Motorists tend not to drive in the cycle lanes, even if discretionary, and with no central line there will be confusion on who gives way especially visitors unfamiliar with the lay-out. I should not want to rely on an HGV giving way. I believe a 20 mph limit through the village will keep both cyclists and pedestrians safe.</p>
Against	<p>I do not think the cycle way is a very good idea as the road is not wide enough to be any advantage to cyclists, removing the centre line in my opinion is also not a very good idea.</p>
Against	<p>Pointless expense on something only a very small minority will use - and whats the point on such a short stretch! Time + investment is better served looking at the danger + damage caused by HGV's in the village and on the Denwick Road.</p>
Support	<p>Will there be traffic calming islands to help children crossing the road?</p>
Against	<p>I personally fail to see what benefit the short stretch of cycle way will be, although if doing this along with removing other road markings is proven to slow traffic down I am in favour of trailing it.</p>
Against	<p>Provided the 20 mph speed limit is implemented and controlled then this in itself should safeguard cyclists.</p>
Against	<p>Dont think its necessary.</p>
Support	
Against	<p>We think that this is not an effective traffic calming method and an other such as chicanes or speed bumps should be considered.</p>
Support	<p>As above - In the above mentioned public meeting it was suggested that if for any reason the advisory cycle way did not calm the traffic then the markings could be removed and speed cameras considered as an alternative calming measure.</p>
Against	<p>Road too narrow - vehicles will tend to swerve with the lanes unexpectedly when meeting oncoming traffic.</p>

Against	<p>This section is too crowded already. The narrow footpaths are used heavily by whole families on the school run while the roadway is very heavily used by heavy vehicles from Howick quarry. The effect of cycle lanes would be to compress an already congested route. It would make the road more dangerous for cyclists, pedestrians and vehicles alike. The fact that it is part of the National cycle route should not take priority over local needs. What parent who rides in the village in their right mind is going to allow their children to cycle to school when the road is so busy and even with cycle lanes?</p>
Against	<p>To have 1.5 metres of cycle way each side of the road would be dangerous as the width for vehicles would be way too narrow. Have you monitored the amount of walkers, cyclists and traffic that travel through the village, at weekends there are many. (lorries and buses too!) The amount of sunken drain covers and manholes and pot holes add to the danger, it would be an accident waiting to happen.</p>
Against	<p>An advisory cycle way would confuse drivers and could even prove to be dangerous with vehicles maintaining a central position in the carriageway, even when there is oncoming traffic, because they are trying to stay out of the cycle way. If there isn't room for a cycle path, there isn't room for an advisory cycle way.</p>
Support	<p>We are cyclists so we would definitely support any dedicated cycle lane.</p>
Support	
Support	
Against	<p>I'm concerned that this would increase danger to car users and not be particularly well utilized by cyclists year-round. To remove the central white line when the road is used by HGV's and buses does not seem appropriate and I think would cause more problems than it would allegedly solve.</p>
Against	<p>I believe this will increase the risk of accidents within the village, getting rid of the central white line and adding cycle lanes to both sides of the road will only allow one direction of motor traffic to pass through the village at a time. This is not a problem over a short distance on a street with minimal traffic but this is being proposed on a road that is the only route through the village and used not just by village residents but also through traffic, both private and commercial. In this location and over this distance it will lead to confusion, drivers will rush to get through the zone and will put the more vulnerable road users it aims to protect at greater risk, I do believe that something does need to be done to prevent the poor driving and speeding in the village, enforcement of existing legislation via cameras would be better.</p>
Support	<p>Please could some work be done to address the big dips around the drainage points, thank you.</p>
Against	<p>No, this is confusing and dangerous. There are actually few cyclists. Generally car traffic both ways all the time; how would this work on road that only fits one car. Add obstacles instead that lower speed as they leave width of one car only.</p>
Against	<p>The footpaths and road are not wide enough as it is, so taking some for a cycle track when the cycles are few and far between is ludicrous.</p>

Support	Great first step. All road sections of National Cycle Route 1 should be marked this way. Future road building road width should be increased to accommodate a cycle lane on both sides.
Against	<p>We object strongly to creating cycle lanes down the middle of the village and removing the central white line. The road is not wide enough to allow this to be a safe situation.</p> <p>I made a statement at the public meeting on 13th February support the cycle lanes and the removal of the central white line. I would like to amend my views on this proposal as set out below.</p> <p>(a) The proposal is for the cycle lanes to be installed on the B1339 in the centre of the village from the church to close to the left hand bend at the northern end. I do not see this being of benefit to the many cyclists who ride through Longhoughton. Seasoned cyclists are not accustomed to having cycle lanes on country roads. Those who are doing Cycle Route 1 or club or leisure cyclists will see no benefit in the cycle lanes. Put it in to perspective, they may be riding 30,40,50 or more in the day without cycle lanes and to have cycle lanes for approximately one half a mile through Longhoughton will not be of benefit. There would seem to be no benefit in having cycle lanes for seasoned cyclists who re well accustomed to riding on country roads in or outside villages.</p> <p>(b) Cycle lanes for the young people of Longhoughton. I can see that there could be a benefit of having cycle lanes for young people within the village of Longhoughton. Riding to school, to the village hop or around the village to see friends etc. However, the extent of the cycle lanes does not provide for children who live on Springfield, Boulmer Road or South End and therefore the scheme is incomplete.</p> <p>I believe that we have a duty to encourage children to use bicycles for moving around the village. It gets them accustomed to riding and benefiting from the health aspects and avoids journeys by motor vehicles driven by their parents. The relatively flat nature of Longhoughton lends itself to encouraging the use of bicycles. However, I am not convinced that there is a culture in the village of using bicycles as I described. If we are to have cycle lanes then we should be doing something positive to change the culture. The school and the Parish Council should be taking the lead in this. It will first be essential to convince parents that it is safe for children to ride on the roads and especially on the cycle lanes of the B1339. Only when this hurdle is overcome will we see the beginnings of a change in culture.</p> <p>So, I strongly believe that if we are going to have cycle lanes on the B1339 there has to be a strong commitment from the school and the Parish Council to compile and launch a strategy for the use of bicycles by young people.</p> <p>(c) Removal of the central white line. The removal of the central white line makes it more dangerous for cyclists who are turning right across traffic.</p>
Support	I support any scheme that reduces the speed of drivers through residential areas and helps road safety for all road users.
Support	Personally I would advice caution with removing white line due to the amount of HGV traffic through the village.
Against	
Support	

Against	
Support	
Against	<p>Thank you for consulting Cycling UK (the rebranded Cyclists' Touring Club).</p> <p>We welcome the proposed 20mph speed limit.</p> <p>With regard to the advisory cycle way, please note that what is being proposed are advisory cycle lanes, not cycle ways, and it important that the correct terminology is used in future.</p> <p>Our comment on the cycle lanes is that there are no parking restrictions on this section of road so it is hoped that local people will do their best to park elsewhere. One thing that does annoy cyclists is the installation of cycle lanes, only to find that they are always parked in, which defeats the object of installing them.</p> <p>Taking out the centre line has been done in other areas, but there are still a lot of drivers who don't understand that they can use an advisory cycle lane if no cyclists are using it, and this may need publicising.</p>
Support	
Support	
Support	
Support	
	<p>Although the cycle lanes are a good idea, my concern is the use of the remaining shared central section of the road, especially with the mix of traffic that passes through the village. Having experienced a shared road scheme in Poynton, Cheshire, the roadways still had a demarcation line between the flows of traffic, essential for road discipline. The main problem appears to be the number of HGV's passing through the village. Surely finding an alternative route for these vehicles is the answer.</p>
Against	
Against	
	<p>This will tempt our children onto the road where they think they will now be safe. Calming the traffic is must. Unfortunately there will still be motorists who ignore this. Our children are safer on the pavement. Some parents will advise their children not to use the cycle way, but others won't, it worries me that any child could be on that road unsupervised. I am a keen cyclist and I am well aware of what some motorists are willing to do to get to their destination quick as possible.</p>
Against	
	<p>Highway code require motorists to allow defined space when overtaking cyclists. If proposed speed limit is 20 mph and this road is already narrow the cycle way would be unnecessary.</p>
Against	
	<p>Kate Cairns is obsessed about cycle paths more fit she put more time in about state of roads and pot holes and she is always in Gazette about cycle accidents.</p>
Against	

Against	<p>It ill be too confusing. Locals will eventually get used to it but its a major tourist route and some visitors might not know what to do. Friends have already encountered this near Corbridge where they met a vehicle in the middle of the road.</p>
Against	<p>It is a really silly idea to try to put cycle lanes and remove white lines very few cyclists use the village but lots of pedestrians do daily they would be in danger if cars etc collided in a unmarked road. What did the traffic survey say how many cycles use this road, there was a survey carried out or is it just a photo opportunity.</p>
Against	<p>It is a really silly idea to try to put cycle lanes and remove white lines very few cyclists use the village but lots of pedestrians do daily they would be in danger if cars etc collided in a unmarked road. What did the traffic survey say how many cycles use this road, there was a survey carried out or is it just a photo opportunity.</p>
Support	<p>I would appreciate clarification of what is meant by both the blue colour, keyed as indicating the proposed 20 mph speed limit and a small amount of orange/buff marked area immediately adjacent to 14, North End. Similarly can you please advise exactly where the cycle way commences on the eastern side of the road at the southern end of West End? Is it on the northern side of the drive accessing the rear of 14, North End? Also will there be pole mounted signage for the cycle way adjacent to the frontage of 14, North End?</p>
Support	
Against	<p>By creating a cycle way on either side of the road through the village effectively reducing the width of the road for other traffic by three meters I cannot see how this would improve safety. Any vehicles passing on this piece of road would be forced not the cycle way due to the reduced width of road, therefore I cannot see how this would create a safe space for cyclists.</p>

Appendix C Comments Received Following Public Meeting

The gateway signage displayed is very unattractive and cheapens the village. Other villages in the area have used stone walls to attach village name. Can Longhoughton also have this local identity style stone wall to mount village name.
100% Support and Speed cameras (2)
I fully support this scheme, both 20mph limit cycle lanes.
Generally in favour - the cycle lane proposal needs to be evidenced based. Signage indicating speed cameras in use will also impact with low cost. An interactive speed sign is also effective but needs to work!
Very happy with 20mph village limit and 30mph gateway. I think that although I do have some hesitation about cycle lanes I think that unless done in conjunction with speed limit neither will work I think that we need to trust the evidence and our councillor who has a passionate and personal interest in road safety and back the proposal in full.
<p>I attended the public meeting in Longhoughton yesterday evening (Monday 13th Feb), and wish to record my opinions of the traffic calming measures in Longhoughton with you.</p> <p>I believe that the proposed 20mph limit is an excellent proposal, and I wish to give it my full support. I do, however, have strong misgivings about the proposed cycle lane in North End, and I remain unconvinced by the arguments put forward by the cycle lobby yesterday evening.</p> <p>One size does not fit all. The fact that cycle lanes work well elsewhere does not mean that they are necessarily a good idea in Longhoughton which has its own particular traffic problems.</p> <p>Longhoughton has a steady stream of industrial HGVs passing both ways through the village. Most of these originate from Howick quarry. Given that the one such vehicle takes up almost the whole of one side of the road, that the footpaths are narrow with only room for two people abreast (one in some places), and that at school entrance and exit times the footpaths are packed with whole families escorting their children to and from school, the highway is already congested. The introduction of cycle lanes together with the removal of the central line will have the effect of further compressing an already tight environment. This may actually make the road more dangerous, especially for pedestrians.</p> <p>The argument was put forward yesterday evening that the cycle lanes will encourage parents to get their children to cycle or scoot to school. A few do already scoot, and do so exclusively on the footpaths. I cannot see many, if any, parents allowing their children to cycle to school on the road, even in a cycle lane, given the passage of so many cars and HGVs. I note that the most vigorous exponents of cycle lanes yesterday evening no longer have children of school age, and that Cllr. Cairns does not live in the village and therefore does not have first hand sight as I do of the congestion at school times. We must consider the welfare and needs of our current road users, especially our children, not of some future hypothetical cycling utopia.</p> <p>Some of the children coming to school originate from South End and Springfield. This means that, if encouraged to cycle, they would have to negotiate the difficult crossroads at the entrance to Boulmer Road for which for fairly obvious reasons there is no cycle lane proposed.</p> <p>The proposal is inconsistent. The national cycle route comes, I believe, up the Boulmer Road from Boulmer village. There is, however, no cycle lane proposed for any part of this road even though it is very well used by staff commuting by car to and from the RAF Boulmer Admin site.</p> <p>The suggestion was made yesterday for a traffic island at the entrance to the Boulmer road to make the crossing safer for pedestrians (and cyclists!). I strongly support this suggestion.</p> <p>Finally, I would like to emphasise the point I made yesterday that the state of the Lesbury road near Longbank Farm, and the Denwick road from the railway bridge to the junction with Peppermoor and Snableazes, is in a lamentable and potentially dangerous state of wear, and has been for years.</p>
<p>Thank you for an information filled meeting.</p> <p>I understand that we are to have 2 new signs informing drivers of the new 20mph restrictions, my concern is that 2 new signs are not sufficient. Many drivers appear to think that Longhoughton Village begins at the north entry and finishes at the junction between North End and South End. They do not appear to realise that our village continues into Boulmer Road and into South End. I live in Springfield, which is a turning off Boulmer Road, the exit from Springfield is extremely hazardous partly because it is between two bends and partly because of speeding vehicles. Traffic from Longhoughton Road and from Station Road increases speed when entering Boulmer Road as drivers seem to think they have not entered the village. The only speed signs after the one on Station road, are very small and on Boulmer Road constantly hidden by trees. My suggestion is that these signs are dramatically increased in size and the Boulmer Road sign reposition to be before the Springfield exit. When our new traffic calming</p>

measures are in effect, on only North Road, this will increase the impression that this road constitutes the entire village speed restriction.

With interest I read about the proposals to limit the speed in the village.

Unfortunately I can't be at the meeting, but here are a few thoughts:

I support these plans, but would like to give some maybe new ideas to further enhance safety in the village.

Cycle lanes are to my mind not a safety feature, indeed they will make the situation worse as car drivers now think they have more opportunity to go faster.

To create in the road, areas where only 1 car can go at a time in one direction, in a zig-zag like pattern.

This can be realised much easier than the creation of cycle lanes. It has proven very effective elsewhere.

More frequent speed checks by the police and/or volunteers. Alnwick police have not done very many speed checks in the past year that I am aware of, if any were done, they were by Airforce officers on South end, on the way to the base....

We refer to the above proposals to reduce the speed of vehicles through the main section of Longhoughton.

As the plans do not make it very clear regarding any traffic calming at South End (which is where we live), may we suggest that the following measures are taken into account.

Most of the lorry traffic appears to come through South End. Summer traffic increases dramatically with numerous motor cyclists, ordinary cyclists and holidaymakers etc. We regularly hear motor cycle riders gathering speed on South End long before they reach the unrestricted zone beyond the farm.

Therefore, may we suggest a speed limit of 20 m.p.h commencing at the farm heading North towards the village. Perhaps warning signs, together with a speed camera (recording speeds) could be installed, and offenders prosecuted.

You may recall that last year a horse rider was thrown and seriously injured due to the noise of motor cyclists engines.

Could you please copy this email to Councillor Cairns.

I look forward to your reply and to meeting you at The Beacon at the meeting regarding the above on 13th February.

Many thanks for explaining the proposed road safety scheme last night.

I am very much in favour of all the elements in the scheme and would like to see them implemented as soon as possible.

I would however like the gate at South End moved south to just before the blind bend where the houses start which is about 20 or so yards south of 24 South End.

This is where the cars and lorries come hurtling round the corner. There are at least three houses, south of the proposed gate, where school age children live (and walk to and from the bus stop for school) as well as residents with dogs and grandchildren, myself included in that. Twice I have had very near misses with cars coming around that bend above the speed limit.

There is also a campsite near the farm and tourists regularly walk along that road which has no path.

The entrance to the Boulmer Road was mentioned at the meeting and I agree that it would be good to narrow that road in some way as the road junction is so wide it is dangerous to cross and cars turning into and out of it cut the corner at speed. There is presently some white cross hatching but it isn't any use. Maybe make, the very narrow, footpaths wider perhaps?

I look forward to having a 20 mph speed limit and cycle lanes and gates to the village entrances.

Having attended a community meeting on 13 Feb 2017 with many others from Longhoughton (approximately 60 in attendance) I am sure you will be left with no doubt that the majority of residents believe there is an issue with speeding traffic in Longhoughton and would support actions to improve the safety of vulnerable road users.

However there appeared to be a lack of evidence from the Council to support the draft proposals presented, and there was no real agreement from those present on whether the proposals were the best solutions and should be implemented. No alternative solutions were presented to the meeting, or any indication given that alternatives had been considered.

It was stated that traffic flows/counts had not been undertaken. It is important if the scheme is to have the support of the community to have a properly evidenced understanding of the scale of the issue both of volume and speed of traffic flows through the village. This data will need to be gathered at an appropriate time of year to give a representative baseline, Longhoughton is much busier in the summer months and on sunny Sunday's than in the darker, colder months of the year.

It is essential to define the problem clearly, set out potential solutions and only then, choose the most desirable option for the community. If most traffic consistently exceeds the speed limit, it indicates a different problem than if only a small minority do so. The first issue would probably benefit from physical intervention, the latter by targeted enforcement such as the volunteer speed action group monitoring and providing evidence to the local police.

The scheme for Longhoughton should be designed, if evidenced supports it, and all alternatives considered with cost implications consulted upon.

From the discussion at the meeting I support tidying up the entrances to the village and the removal of unnecessary signage and highway clutter, and the introduction of village gateways to indicate vehicles are entering the built environment and should be at an appropriate speed whether this is 30 mph or 20 mph, but this needs to be effective and self enforcing. The gateway signs need to be appropriately located not too far out of the village otherwise the impact is lost, as appears to be the case with the 30mph sign at Long Bank farm to the south of Longhoughton.

The suggestion to introduce a pedestrian refuge on the junction of Boulmer Road and North End should be explored as this is a wide junction, vehicles using this don't always slow down and often cut across both carriageways.

If the evidence indicates speeding occurs at specific points in the village then a speed camera could be considered as a deterrent. It has been demonstrated in other similar villages eg Longhorsley and Longframlington that cameras can contribute to reducing traffic speeds. Speed cameras do not need not be active all the time, a number of mock or mobile units that keep drivers guessing whether there is an active camera or not, appear to be just as effective.

I remain to be convinced that a cycle path is appropriate if this can only be achieved by the removal of the central white line to create a shared carriageway as this may create confusion and potentially put more people at risk. However, if the evidence indicates such schemes work, then a trial scheme for an agreed time period may be supported but only if there was a strong Parish mandate to reverse this, if it was found to be unsuccessful.

The road surfaces specifically the edges of the carriageway are in desperate need of repair, this often pushes cyclists into the centre of the carriageway to avoid them. Inspection and repairs are required. The real factor, as with everything, is the cost of the solution. The local Member appears to have some money to utilise although suggested this was not enough for a speed identification unit or speed camera. However the Parish Council Chairman indicated (after the meeting) that the PC have access to £40k of deferred S106 funds originally identified for play space that could be used to support a traffic management scheme. If he is correct, then this would go some way to supporting the implementation of an appropriate scheme and specifically the cost of speed cameras when this appears to be high on the community 'wish list' although consultation on the use of funds in this way should be undertaken by the PC. It is disappointing that the opportunity to seek financial contributions for the community during the consideration of the outline planning application for 66 new homes in Longhoughton was not addressed by the parish council or the local member when obviously a traffic scheme was already being prepared. In summary, please gather the necessary data on traffic flows and speeds, if needed design a scheme/solution to effectively address the issues, and then seek community support and parish council funding to implement the measures. As currently presented the initial scheme does not seem to have considered all possible solutions due to lack of evidence and appears to have been designed to suit a budget rather than as a needed solution to address real issues.

1. A permanent 20mph on the through road is unacceptable, unnecessary and unreasonable. 2. A 20mph limit on residential roads to the south is welcomed. 3. The key to reducing the speed of traffic is deterrent and enforcement. Therefore please consider the placement of solar powered speed indicators at both ends of the village where the 20mph is currently being considered. 4. Also, provide rumble strips near these points. 5. Cycle lanes should not be provided as they confuse all users, are actually dangerous to the very small number of cyclists (even having to cycle out around parked cars/delivery vans/gardeners with trailers, etc!) 6. Provide a refuge traffic island on the Boulmer road junction for the safety of pedestrians, especially children. The visibility improvement are welcomed as necessary. 7. Slow signs are the most over-used and most ignored signs on any road.

Thank you for a very informative presentation.

Along with the overwhelming majority of those present, I am in favour of the 20 mph speed-limit throughout the village as proposed by the council.

There are some issues which need further attention:

With the current 30 mph limit, some drivers who have come through the village from the north or have driven down station road from the east, seem to feel that when they arrive at the Boulmer Road junction the speed limit no longer applies. To avoid this happening with the lower speed limit, we will need several more 20 mph signs on the Boulmer Road and South End located in well visible places to remind drivers travelling South or East out of the village that they are still restricted to 20 mph..

The Boulmer Rd, North End and South End junction is complicated and hazardous; there are visibility issues for traffic coming out of Boulmer Rd, it is very difficult to see traffic approaching from the north because of a high hedge which grows out over the footpath, bends in the Station Rd and South End combined with high walls mean oncoming traffic is only visible at the last minute; it is vital that residents keep these hedges trimmed.

This junction is also very hazardous for pedestrians attempting to cross Boulmer Rd, it is very wide and there is no refuge in the middle, it is difficult for them to see traffic coming from the north on North End, also traffic entering Boulmer Rd from the East and South usually drive over the centre of the road even though it is a white striped area.

Although this is not a speeding issue, the footpath along the Boulmer Rd is quite narrow, it has a camber into the road and there are several hedges encroaching over the footpath making it unsafe - wing mirrors on large vehicles can get very close to shoulders and heads; for elderly people and those with pushchairs it is quite a challenge at busy traffic times.

I strongly disagree with the speaker (Parish councillor from Howick ward ??) who claimed that the traffic through Longhoughton is only busy at limited times through the day; I am retired and walk through the village at different times and usually find it busy.

The quarry traffic is becoming a serious problem.

I was unable to attend the public meeting earlier this week but wish to ensure the following is noted. Myself and my husband wholeheartedly support the package of measures being proposed by Kate Cairns to calm traffic in Longhoughton.

Having lived in The Netherlands for more than a decade (my husband indeed being Dutch), the proposals for advisory cycle lanes and removal of the centre road markings DO work and as I believe Cllr Cairns has pointed out, their effectiveness has been confirmed via research.

the only question I would have raised on Monday is as to whether there is evidence to suggest a zebra crossing or pedestrian controlled traffic lights makes for a safer environment (particularly children and elderly) & if such a crossing point could be considered given the increased activities focused around the village community and sports centre for which anyone living on the other side of North End has to cross the road. As a parent it's frustrating not to be able to allow my 8 year old to go and play in the park without first being seen over the road.

In conclusion this is, in our opinion, a golden opportunity to benefit from Cllr Cairns proposal to make our village a safer and calmer place to be traffic-wise and we commend her proposal and wholeheartedly support it (also the 20mph signage/zone).

I occasionally drive through Longhoughton when out and about in Northumberland and feel the proposed traffic restrictions are unnecessary. I always reduce my speed when driving through the village but appreciate that other motorists don't adhere to the 30 limit.

Would a speed camera not suffice? There are so many speed humps which are damaging to vehicles. The threat of a speeding penalty is more effective.

Following Monday night's meeting in Longhoughton, I would like to put forward my views. In principle I would support a blanket 20mph speed limit on all the main and side roads in Longhoughton, with a complete removal of all road markings except Halt lines and perhaps bus stop markings, with 'gates' at the village entry points. I understand there is a considerable body of research which validates such schemes.

I do not support the idea of permissive cycleway markings. The roads are not wide enough to give cyclists any real protection. There is a further practical point in that markings will become worn and indistinct and there won't be a budget to renew them. As an illustration look at the worn-out markings in Denwick village on the horrible bend by the church!

I would suggest a further initiative – a 'charm offensive' with the quarries to make the point to all concerned that whilst the economic importance of the quarries is understood, both in terms of the need for the materials produced and the employment, the lorry traffic is a burden on the village and it is up to the quarries to make as little nuisance as possible.

We live in Longhoughton but were unable to attend the public meeting on the 13th February. We understand that you are gathering views by email so we wanted to make sure we contributed to this debate.

In principle, we have no objection to a 20mph speed limit being imposed to try and encourage safer driving, and we would also be supportive of two flashing speed awareness signs, one facing each direction, to remind people when they exceed the limit.

We would not wish to see the proposed changes to the road markings however. The village roads were never designed to carry the size of lorries that now use them, often at speed and with drivers talking on their mobile phones. Cars and vans have also grown in size since these roads were laid and to try and squeeze these vehicles into the middle to narrow the roads even further by introducing advisory cycle lanes and remove the centre line, will cause chaos. The lorries will then take up the whole of the middle of the road and show a distinct reluctance to move over for anyone whilst still driving as described above e.g. dangerously. The view expressed by Coun Cairns that signage would remove any confusion reflects a worrying level of naiveté given that the clear speed signs in place now are plainly ignored! We feel that the other factor that should be borne in mind is that the majority users of the road must be vehicles and to make these changes for the benefit of the few, cyclists, would seem excessive. Our other concern about this proposal is the cost. It will obviously not be cheap and at a time when budgets are being cut dramatically, surely the money could be better spent elsewhere? This is especially true given that we have lived in the village since 1993 and do not recall any cyclist deaths to justify this amount of change, confusion and cost. So, a cost vs. benefit analysis would surely not support this case.

Should you wish to discuss the above views with us please feel free to email or call on the number below. Many thanks.

We attended the meeting in the Beacon on 13th February and listened to all the comments raised and came away with the general feeling that most people were not in favour of the proposed scheme but most agreed that something must

be done about speeding vehicles. This was also our interpretation.

Regarding speed we have already talked to the speed awareness representative and given him some results of traffic speed taken within the village.

Our comments would be as follows.

- A. Attend to road/gutter potholes and sunken inspection covers including pavements.
- B. Sort out the village drainage system to get rid of large puddles out of gutters, where in some cases flood halfway across the road and over the pavements.
- C. Attend to uneven and incorrect angled pavements.
- D. Leave road markings as they are and forget cycle lanes(we are regular cyclists). The road is already signed as a cycle route, and there are already approximately 16 references on the road or posts regarding speed as you approach the village and throughout.
- E. The only way to control speed is simply three fixed speed cameras over the length of the village, always functioning, recording speed, with follow up fines and retain the centre line markings as they are.

I was sorry not to get to the public meeting the other day, but I would like to add my support to the scheme as defined and the elements in it.

I would also like to suggest a few small changes and developments. I would like to see the 20mph restrictions start on the Lesbury Road just to the north of Long Bank farm but before the houses start - it is here that most of the speeding and traffic transgressions occur. I would also like to see a solar powered speed-awareness display there too; they do have a "pulling-up" effect on most drivers. I also like the idea of making the entrance to the village more "obvious" and the "fake gates" for want of a better phrase are common in the county and again have an effect on most drivers.

I would like to see a traffic island in the middle of the Boulmer Road junction with North End. Not only do cars/lorries take that junction at speed, but it is also very difficult for people to cross. Obviously, the island should be appropriate to an AONB, but it would help in a number of ways.

I do support the need for bike lanes - I know/hear that there was some dissent about this, but you and your colleagues know the reality of the impact they have and, of course, we want to encourage more cycling.

I feel that alongside these there could be a concerted effort to make the intention to slow down traffic more public - perhaps by a charter signed by the key players and also by a number of days where the Speedwatch team are visibly out monitoring alongside the new installations and traffic measures.

I am sure this issue will be the subject of more discussion in the near future so feel free to contact me if there is anything else.

Many thanks for all your hard work on this and more power to your elbow, as they say.

1. The proposal seeks to impose a 20mph beyond the existing 30mph limited area.

2. If there is currently an issue with speeding through Longhoughton Village reducing the limit is likely to make the problem worse rather than better.

3. If the real reason for reducing the speed limit is to make the roads safer then evidence of accidents occurring involving vehicles travelling between 20mph and 30mph should be produced to demonstrate a need for a reduced limit.

4. The marking of a cycle way in the manner described is likely to cause confusion for cyclists and motorists alike, as it has done in Corbridge where the Parish Council has requested the removal of a very similar scheme.

DECISION TAKEN

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

Subject: PROPOSED 20MPH SPEED LIMIT,
LONGHOUGHTON

Consultation 20mph Speed limit:
115 for (69%)
49 against (29%)
4 neutral (2%)

Advisory cycle lanes & centreline removal:
64 for (38%)
99 against (59%)
5 neutral (2%)

Decision Taken:

- The proposed 20mph speed limit should be implemented.
- The proposed advisory cycle lanes should not be implemented.
- The road centreline on the B1339 should be retained.

Signature of Director/
officer/~~Portfolio Holder~~



Date

15 August 2017

