

## ***Appendix B – Summary Sheets by Route Section***

**Route Section 12** **Longframlington to Longhorsley**

**General**

- Existing signing and lining is provided in the form of ‘SLOW’ Road markings, and yellow backed junction warning signs
- Two brown signs referencing Linden Hall either side of the junction sit in the verges
- Double white lines are used consisting of a continuous plus a broken line to prevent overtaking
- Double continuous lines in the centre of the carriageway extend either side of the junction
- Two deflection arrows accompany the lines to warn of the restriction approaching
- The junction itself is situated on a bend with limited visibility in both directions
- Soft verges are present approximately two metres in width leading to vegetation plus fencing on the north-bound side
- There is no street lighting present and the entire route is subject to the National Speed Limit for single carriageway roads

**Nature of Collisions and Possible Causation Factors**

- The isolated collisions occur at junctions where a vehicle is waiting to turn and the vehicle behind has performed an overtaking manoeuvre entering the opposite carriageway and colliding with the oncoming vehicle
- Road studs are no longer present, junction warning signs need replacing and the road markings should be refreshed
- The serious collision at the junction with the C135 shows incorrect signage
- The current stack type sign should be a junction destination sign to indicate the road layout.

Cluster Site 1 shows the following trends in the table below:

**Table 7 - CLUSTER SITE 1: Longhorsley (Linden)**

Causation	Fatal	Serious	Slight
	1	1	3
Right Turns			3
Head on collision	1		
Pedestrian		1	

- Three of the slight collisions involve waiting to turn right into Linden Hall. The additional slight collision is slowing on the approach to Linden Hall. The fatal is a head on collision crossing into the carriageway and the serious collision relates to a pedestrian disembarking from a bus and venturing into the carriageway.
- The current signage for the junction is inadequate. **Photograph 1** highlights the junction warning sign in the nearside verge. There are actually two junctions ahead leading to Linden Hall both for different vehicle types.
- The sign shown on the offside within the confines of Linden Hall is giving directional guidance to those using the highway and is therefore not permitted.
- An additional sign is placed on the entrance to the first junction requesting coaches to use North Drive (**Photograph 2**). This is confusing to the driver and a goods vehicle was observed during the site visit, pulling into the first junction then reversing onto the carriageway and moving to the next junction.
- In addition, there is a large advertising sign at the entrance to the Hall with associated lighting that emits glare and could obscure driver’s vision.



**Photograph 1:**  
View showing northbound approach to junction



**Photograph 2:**  
View showing entrance to Linden Hall Sign for coaches

**Route Section 14** **Fenrother to A1**

**General**

- The national speed limit is in operation throughout the extents of the route.
- An elongated layby running adjacent to the route is accessed at two possible locations from the A697. It is set back from the carriageway and segregated by vegetation.
- Access to Heighley Gate Garden Centre as well as some minor junctions is gained on this stretch.
- ‘Slow’ road markings and arrows are provided at various locations.
- The edge of carriageway markings and centreline markings are visible and in good condition. Junction warning, speed camera and unmarked Police car warning signs are provided in addition to any direction signage.

**Nature of Collisions and Possible Causation Factors**

- The serious collision involves two motorcyclists overtaking one another and one rider loses control. It could be argued that this relates to excessive speeds.
- Two slight collisions relate to right turns into Heighley Gate Garden Centre colliding with oncoming vehicles. The current layout is confusing. The right turn pocket for northbound traffic is too long which leads to the confusion.
- There is no Advance Direction sign for the Garden Centre so a driver doesn’t know where the turning is until it’s too late.

Cluster Site 4 shows the follows the following trends;

**Table 8 - CLUSTER SITE 3: Heighley Gate**

Nature	Fatal	Serious	Slight
	1		2
Layby turning	1		1
Rear End shunt			1

- The Fatal and the slight collisions relate to turning right out of the southernmost access to the layby resulting in hitting oncoming traffic.
- The Layby in its current layout is unsuitable for right turning vehicles, especially for HGV’s entering the A697 on a steep incline when they are unable to reach the required speed to follow in line of traffic.
- No junction warning sign in advance of the layby to warn drivers of existing vehicles.



**Photograph 3:**  
View showing southbound approach to layby



**Photograph 4:**  
View showing layby exit

**Route Section 10** **Coeburn to Knogley**

**General**

- The national speed limit is in operation throughout the extents of the route.
- The route varies between exposed areas and sections of vegetation.
- Edge of carriageway markings are intermittent and severely faded in places, as are the 'Slow' markings and centrelines
- There's a steep drop either side of the carriageway

**Nature of Collisions and Possible Causation Factors**

- The slight collision at the B6341 junction relates to a vehicle waiting to turn and the motorcyclists behind has taken evasive manoeuvres to avoid stationary vehicle. Visibility on the bend prior to the junction is limited but introducing a right turn pocket purely for road safety purposes would result in a poor First Year Rate of Return. Some local widening with a right turn pocket would require further investigation in terms of traffic volume considerations and movements.
- The two slight collisions further south of the B6341 is speed related. One is a rear end shunt whilst traffic is waiting behind grass cutting vehicle and the other has skidded on a bend.
- The slight collision south of Coe Hill has arisen as a result of the vehicle clipping the nearside verge. Although there is a tendency to hug the centreline due to the steep drop either side of the carriageway, in this case the driver is too close to the verge and therefore could be the result of lack of concentration.

Cluster Site 2 shows the follows the following trends;

**Table 9 - CLUSTER SITE 2: Coe Hill**

Nature	Fatal	Serious	Slight
	1	1	1
Loss of Control	1	1	1
Motorcycle		1	1
Weather	1 (mist)		1 (snow)

- Of the three collisions two are travelling North and one south. Loss of control whilst a motorcyclist is negotiating the bend is the cause of the serious collision.
- The Fatal collision was in fog and mist conditions and the vehicle is swerving around and enters the opposite side of the carriageway.
- The slight is again in adverse weather conditions as snow is on the ground. With visibility impaired the use of marker posts is integral to providing guidance to the driver where road markings may otherwise be covered.



**Photograph 5:**

View showing northbound approach to cluster at bend



**Photograph 6:**

View heading Northbound towards Thrunton Wood

**Route Section 5****Bowchester to Coldgatehaugh****General**

- The national speed limit is in operation either side of Wooler. The village is subject to 30mph with a 24hr mean speed of 32mph heading northbound and 33mph heading Southbound. 85<sup>th</sup> percentile speeds have also been recorded which means the speed at or below 85% of vehicles are observed to travel in free flow conditions, or discounting the fastest vehicles to get an accurate reflection of general conditions. Northbound the 85<sup>th</sup> %ile is 38.6mph and Southbound it is 39.1mph.
- 30mph roundels with red buff coloured paint on the ground to support signage are faded
- Centreline and edge of carriageway markings are faded
- Road studs are missing
- Advance Direction signs for the B6348 and B6349 are provided
- Hatched centrelines are provided on approach to the bridge within Wooler
- At the southern end of Wooler a long straight road subject to the national speed limit is present with some minor junctions on either side.

**Nature of Collisions and Possible Causation Factors**

- Within the village of Wooler there is one slight collision and it relates to a car hitting the hedge on the nearside heading northbound and overturning. Photograph 7 shows the close proximity of the retaining wall with vegetation that has been cut back, yet is still forms an imposing structure on the carriageway, as well as some of the offcuts strewn on the ground. The road width is 8.4 metres in width so there is potential to move the vehicle further away from the edge of the carriageway and improve the entry into the oncoming bend.
- The entry to Riverside Park is the subject of a single slight collision with a vehicle waiting to turn right whilst the vehicle behind tried to overtake. Coming out of the village heading southbound is the opportunity to increase speed with the National Speed Signs just beyond the Riverside Park access. With no indication that the access is present the driver behind has no pre-warning that a right turn manoeuvre may take place.
- The slight collision at Wooler was the result of a driver travelling at midnight and falling asleep at the wheel. There are opportunities to take regular breaks either side of the carriageway so the cause is purely tiredness.
- There was a fatality at Tower Martin junction where a driver has pulled out of the junction directly into the path of the oncoming vehicle. At present there are no signing related instructions to either give way or stop at the junction. In addition the alignment of the road markings lends itself to approaching the junction without having to slow. An emphasised bend would be more beneficial than the current layout.
- The location of the serious collision at Haugh Head Service Station was the result of driver error turning into an oncoming vehicle. There's no evidence of visual impairment due to the weather and the signing and lining present is sufficient to indicate that the Service station is present and drivers should be cautious on approach.
- The subject of the slight collision near Surrey House involved a 17 year old and has been the result of inexperience of using the road.

**Photograph 7:**

View within Wooler with encroaching retaining wall

**Photograph 8:**

View on approach to Tower Martin Junction

**Route Section 7****Roseden to Hedgeley****General**

- The national speed limit applies for the entire stretch
- Some minor junctions and crossroads can be found
- A number of bends are situated on the route with various warning signs provided.
- Speed Camera warning signs are present.

**Nature of Collisions and Possible Causation Factors**

- South of Roseden is a series of bends where a slight collision has transpired as a result of loss of control at the bend. The vehicle left the road and collided with trees. This is an indication of travelling at speed. The Double Bend warning sign at this location was also missing at the time of the site visit.
- Similar circumstances take place North of Wooperton, this time involving an HGV that has shed its load whilst negotiating the bend and ended up in the verge. Chevrons are provided at this bend but they could be enhanced.
- A second goods vehicle entered the opposite carriageway for unknown reasons outside Station Cottages and collided with the oncoming vehicle. No causation factors could be determined from the collision data provided.
- The serious collision prior to Hedgeley was the result of a driver mistaking a motorcycle for a car and taking evasive action. Again, no causation factors could be found in relation to the current provision and layout of the carriageway.
- The second serious collision south of Brandon Hillhead refers to overtaking and misjudging the gap available. This took place in a 40mph zone and the vehicle is speeding up on the approach to the National Speed Limit signs.
- A rear end shunt involving an agricultural vehicle took place near Hedgeley in an area where sufficient signing and road markings are provided therefore driver error and potentially speed would be the reasons for a collision.



**Photograph 9:**  
View beyond Roseden heading Southbound



**Photograph 10:**  
View heading Northbound adjacent to Station Cottages

**Route Section 8****Hedgeley to Shawdonhill Cottage****General**

- The route runs through Powburn and benefits from a graduated speed limit just north of the village ranging from the national speed limit, filtering down to 40mph on the approach to the village then hitting 30mph when confronted by the built up area. Whilst the 40mph speeds border on the 40mph mark in terms of the 24 hour mean, their 85<sup>th</sup> percentile speeds reach upwards of 48mph in both directions. Where speeds are restricted to 30mph, speeds still average 36.2mph heading southbound and sit at 30.7mph in a northbound direction.
- Yellow backed 40mph and 30mph roundel signs with associated road marking roundel signs and red rumble strips are provided with repeaters. All are in good condition.
- A vehicle active speed 'your speed' is situated in the offside carriageway beyond the entry to the 30mph signs heading southbound
- Bend warning signs are provided although they do not reflect the current road layout.
- Road studs are missing.
- Safety barrier is provided at the bridge on the bend within the village with associated chevrons.

**Nature of Collisions and Possible Causation Factors**

- There was a serious collision at the Glanton crossroads where the driver enters the A697 turning right and collides with an approaching vehicle. The road markings and signage are both in poor condition and need replacing.
- Two collisions have been attributed to driver error and no other causation factors have been found.
- One serious collision takes place within the village during dark conditions on the bend. The street lighting is inconsistent as it should be lighting the outside of the bend
- One slight collision involves overtaking a pedal cycle on the approach to the village and no mitigating factors could be found.



**Photograph 11:**  
View heading Southbound into Powburn Village



**Photograph 12:**  
View on approach to Glanton Crossroads

## Route Section 4

## Barn Owl Cottage to Bowchester

**General**

- The national speed limit applies for the entire stretch
- A series of tight bends are present on the approach to Humbleton.
- Some minor junctions and crossroads can be found

**Nature of Collisions and Possible Causation Factors**

- When entering Humbleton there are a series of bends with settlements on either side. High Friction Surfacing (HFS) has been provided in the past but its current condition would suggest it hasn't been refreshed for some time. The uneven spread of surfacing presents a tyre differential in terms of frictional grip and this can have an impact on drivers when driving, especially for goods vehicles with heavy loads.
- Two junctions leading into Humbleton and Wooler converge in advance of the bend so the driver needs to process a lot of information in a short space of time. Appropriate signage to warn of the road layout is therefore essential.
- Three of the collisions relate to drivers failing to negotiate the bend leaving the carriageway at the same location and all are travelling in a Southerly direction.
- The HFS is no longer aiding the driver and is potentially having an adverse effect due to the sporadic layering.
- The double bend warning sign (**Photograph 13**) in advance of the bend has been damaged now resides in the verge no longer mounted to the poles.
- There are no road studs in the centre of the carriageway to aid the direction of traffic.
- The advance direction sign makes reference to the junctions approaching but not the bend just beyond.
- Vegetation is overgrown and is obscuring any signs currently present.
- Chevron boards have been damaged possibly due previous collisions

**Photograph 13:**

View showing double bend warning sign in verge

**Photograph 14:**

View showing High Friction Surfacing on Humbleton bend

**Photograph 15:** View showing damaged Chevron Boards and Northbound stack type sign



**Route Section 6** **Coldgatehaugh to Roseden**

**General**

- The national speed limit applies for the entire stretch
- Some minor junctions and crossroads can be found

**Nature of Collisions and Possible Causation Factors**

- The slight collision at the Ilderton junction references right turning with a resultant rear end shunt whilst waiting. The Advance Direction sign to this junction is too far away which lessens the impact.
- The slight collision beyond Lilburn is a loss of control on a bend at a location where the bend warning sign is missing.
- The rest of the slight collisions are predominantly loss of control related and are an indication of excessive speeds.

Cluster Site 4 shows the follows the following trends:

**Table 10 - CLUSTER SITE 4: Lilburn**

Nature	Fatal	Serious	Slight
		1	2
Right Turn		1	1
Driver Error			1

- The serious and slight collision relate to right turning manoeuvres into Lilburn Tower. The serious was a rear end shunt and the slight involved an attempted overtake whilst the right turn was being completed. The additional slight was purely driver error as the motorcyclists boot got caught between gear and brake.
- The advance direction sign is a significant distance away from the junction and loses effect. Both the Advance direction sign and the Direction sign display inconsistent information referencing different place names which leads to confusion.



**Photograph 16:** View showing ADS distance to Lilburn junction



**Photograph 17:** showing inconsistent text with ADS



**Photograph 18:** View showing ADS facing wrong direction detached from pole

**Route Section 9****Shawdonhill to Coeburn****General**

- The national speed limit applies for the entire stretch
- Small settlements are present adjacent to the carriageway
- Access to Thrunton is gained
- A steep embankment sits either side of the carriageway in places with overhanging vegetation.

**Nature of Collisions and Possible Causation Factors**

- An equestrian type collision occurred on the route where a pony was spooked by a goods vehicle passing bay causing the rider to fall. The goods vehicle may have been travelling too close or too fast but nothing in the nature of the road would suggest otherwise.
- South of Thrunton there are two slight collisions involving goods vehicles leaving the carriageway and overturning, one for unknown reasons and the other in blizzard conditions. The steep embankment and close proximity to the edge of the carriageway could have been a contributory factor
- The slight collision south of the Coe Burn River has skidded on ice whilst attempting an overtaking manoeuvre. The weather has had an impact on this occasion.

**Route Section 1****Coldstream to Crookham Westfield****General**

- The national speed limit applies either side of Cornhill on Tweed where it is reduced to 30mph in the village. The 24hr mean speed within the village is 28.4 heading Westbound and 28.9 heading Eastbound.
- There are a series of sweeping bends south of Cornhill on Tweed, one of which incorporates an informal layby/run off area.
- Continuous centre-lines run with associated 'Slow' road markings on approaches to bends.

**Nature of Collisions and Possible Causation Factors**

- Four of the slight collisions refer to skidding on a slippery road surface or skidding whilst negotiating the bend.
- The additional slight collision involves driver impairment due to the glare of the sun.

**Photograph 18:** View showing damaged information sign**Photograph 19:** View heading Southbound showing existing lining

**Route Section 13****Longhorsley to Fenrother**

- The slight collision within Longhorsley relates to a vehicle reversing into Drummonds Close and colliding with a pedal cycle. This is considered an unsafe manoeuvre to undertake and is attributed to driver error.
- The junction with Fieldhead Lane was the subject of a slight collision where a vehicle has been hit from behind whilst waiting to turn tight into the Lane. Advance Direction sign and the Direction sign itself is provided, although the vegetation could be cut back increase visibility on approach to the junction.
- The slight collision at Fenrother Lane Cottages was caused by a loose dog on the road and therefore no remedial measures can be considered.

**Route Section 2****Crookham Westfield to Flodden Cottage**

- The slight collision at Branxton Junction is an attempted overtake whilst a vehicle is performing a right turn into the Branxton.
- The serious collision is once again referencing right turn manoeuvres this time into Palisburn. This would suggest that drivers are unaware of the impending junctions and road layout.
- Combined Advance Direction Signs for both directions of travel should be provided.
- The existing ADS on the southbound approach needs replacing and a junction warning sign should be placed prior to the ADS.
- The edge of carriageway markings should also be refreshed.

**Route Section 11****Knogley to Longframlington**

- The details of the Fatal approximately half a mile north of Longframlington are vague in nature referring to 'unknown reasons as the cause'. It took place during dark and wet conditions which could have contributed to the cause but this cannot be confirmed.
- There was a slight collision within Longframlington where a pedal cycle has exited Church Road into a good vehicle. Visibility is impaired for approximately 3 seconds for any road user type by the wall on the east side when waiting at the junction. A 'Stop' sign with associated road markings would emphasise the need to come to a halt and take care when exiting although it is appreciated that locals will use the road regularly and know to do so.

**Route Section 3****Flodden Cottage to Barn Owl Cottage**

- The slight collision is a direct result of loss of concentration on the driver's part veering into the verge then overturning. No remedial measures can be sought in such cases.