

NORTHUMBERLAND COUNTY COUNCIL

CRAMLINGTON, BEDLINGTON AND SEATON VALLEY LOCAL AREA COUNCIL

At the meeting of the **Cramlington, Bedlington and Seaton Valley Local Area Council** held at Remotely on Wednesday, 17 February 2021 at 4.00 pm.

PRESENT

C Dunbar (Chair) (in the Chair)

MEMBERS

L Bowman
W Daley
B Flux
M Robinson
R Wallace

B Crosby
S Dungworth
A Hepple
M Swinburn

OTHER COUNCILLORS

OFFICERS

L Dixon
P Jones
L Little
D Rumney

Democratic Services Apprentice
Service Director - Local Services
Senior Democratic Services Officer
Principal Programme Officer (Highways
Maintenance)
Principal Programme Officer (Highways
Improvement)
Team Leader - ICT Practitioner SIFA

N Snowdon

M Williams

Around xxx members of the press and public were present.

98 MINUTES

RESOLVED that the minutes of the Cramlington, Bedlington and Seaton Valley Local Area Committee held on 17 February 2021, as circulated, be agreed as a true record and were signed by the Chair.

99 LOCAL TRANSPORT PLAN PROGRAMME 2021-22 AND HIGHWAY MAINTENANCE INVESTMENT IN U AND C ROADS AND FOOTWAYS PROGRAMME 2021-22

P Jones, Service Director – Local Services provided a comprehensive introduction to the report advising that the Local Transport Plan (LTP) of just over £19m had been developed following dialogue with Town and Parish Councils

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along with Local Ward Members. The proposed expenditure across the four key areas was as set out in the report and the highlights brought to the Members attention.

In response to a question regarding some cycle routes not completed through previous funding by Sustrans in Bedlington and if they could be completed under this scheme, Members were advised that the £3m funding identified in the budget for 2021/22 was to support the delivery of the Council's proposed Local Cycling and Walking Infrastructure Plans (LCWIPs) which were focussed on the 12 main towns to support modal shift for short journeys to encourage more people to cycle or walk rather than use cars. It was also hoped to attract further funding and S106 monies. If the routes in question were key school travel routes then they should have been identified within the draft LCWIPs, which were going to be consulted upon shortly, and this would give Members the opportunity to comment on the proposed plans before they were finalised.

Councillor Swinburn queried the detail in the traffic management section where it stated 'Doxford Place' as this had been part of last year's LTP and he had previously tried to chase this up with officers with no success. His request for next year's LTP was in relation to Southfield Gardens. Advice from N Snowdon that the feasibility study for Doxford Place had been funded by Councillor Swinburn but the work had not been included in the LTP for the previous year. Councillor Swinburn advised that this was not his understanding and it was agreed this would be investigated and a reply provided to Councillor Swinburn.

Councillor Dungworth stated that whilst she had been pleased to see the scheme regarding pedestrian safety and the speed reduction between Blyth and Seaton Sluice included along with the scheme at Holywell, there was nothing in the plan for Double Row at Seaton Delaval. This was a very dangerous junction with a large increase in housing having been developed in the area along with the high levels of industrial traffic and proximity to the school. Monies should have been requested for improvements through S106 agreements when the houses were being developed. Seaton Valley Parish Council had included this in their priorities as it was a travel to school route. It was also stated that Councillor Richards had included this in her priorities. It was agreed that Officers would meet to discuss this with Councillor Dungworth to gain an understanding of the situation.

It was clarified that any scheme which had been funded by Members Local Schemes was not included within the LTP. In relation to the micro surfacing of estate roads and the number of complaints received from residents it was confirmed that mailshots were carried out to affected residents however if Members had suggestions for improved communications to manage the expectations of residents then these would be welcomed. Councillor Daley suggested a link to a YouTube video which showed what to expect and how the finished scheme would look after it had bedded in. He had before and after photographs of work carried out within his Ward which could also be used. This suggestion was supported by other Members of the Committee.

It was confirmed that the £350,000 for the maintenance of signs and road markings was being provided for works across the County and Area Managers would identify problems within their own areas. It was further clarified that projects that had not been completed due to Covid would be carried forward but

were not included in the LTP as the funding was already in place.

Councillor Robinson highlighted the micro-surfacing programme for Choppington Road and that as part of a planning application for the new housing development between Choppington and Bedlington it had been proposed to reduce the speed to 30 mph and this had not yet been implemented. It would make sense for this to be implemented prior to any resurfacing being carried out. N Snowdon would discuss this with Planning.

Councillor Daley raised the issue of different types of speed reduction signs being used within the County following advice provided on the ones that could be provided in his own area. P Jones advised that there were a number of manufacturers however the County Council did not supply these as they were not DFT approved signage, but simply offered technical advice and guidance. Councillor Dungworth advised that it was Seaton Valley Parish Council who provided the mobile signs within that area and whilst they had sought advice from the County Council on the type to be provided, they had, following discussions with other Councils decided to go against the County Council recommendation and purchased the smiley face type as they considered these most effective in engaging with people.

Councillor Hepple highlighted the inconsistent speed restrictions on the dual carriageway at Dudley Lane with changes between 30 mph, 40 mph and then derestricted which meant that traffic speeds increased just before a roundabout. This was supported by Councillor Swinburn who advised that he had previously held discussions with Officers around this and the speed should be 30mph for the whole stretch of road. The high level of people caught speeding on that road by mobile speed cameras was also highlighted. N Snowdon advised that this had been raised previously and would be looked at given the level of concerns raised. Councillor Flux stated this was also the case on Crow Hall Lane and he had put this on his local schemes, but it had not been implemented. Councillor Dunbar advised this was also the case on High Pit Lane and the reduction to 30 mph on all roads within Cramlington should be investigated.

The Chair thanked Officers for their attendance and input.

100 **DATE OF NEXT MEETING**

The next meeting was scheduled to take place on Wednesday 17 March 2021.

CHAIR.....

DATE.....

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