



# Northumberland County Council

**Your ref:**

**Our ref:**

**Enquiries to:** Nichola Turnbull

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**Tel direct:** 01670 622617

**Date:** Wednesday, 19 April 2023

Dear Sir or Madam,

Your attendance is requested at a meeting of the **PETITIONS COMMITTEE** to be held in **CONFERENCE ROOM 1 - COUNTY HALL** on **THURSDAY, 27 APRIL 2023** at **2.00 PM**.

Yours faithfully

Dr. Helen Paterson  
Chief Executive

**To Petitions Committee members as follows:-**

**R Dodd (Chair), C Ball, L Bowman, T Cessford, D Ferguson, J Reid, A Scott, M Swinburn and C Taylor**



**Dr. Helen Paterson, Chief Executive**  
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# AGENDA

## PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

### 1. MEMBERSHIP

To note the following changes to the membership:

Councillor Ferguson has replaced Councillor Flux.

9 members (4:3:1 Ind Gp, 1 LD)

Quorum – 3

Chair: R. Dodd

Vice Chair: Vacant

| Conservative | Labour   | Independent Group | Liberal Democrats | Green Party | Ind Non-Grouped |
|--------------|----------|-------------------|-------------------|-------------|-----------------|
| R Dodd       | C Ball   | C Taylor          | J Reid            |             |                 |
| T Cessford   | L Bowman |                   |                   |             |                 |
| D Ferguson   | A Scott  |                   |                   |             |                 |
| M Swinburn   |          |                   |                   |             |                 |

### 2. APOLOGIES FOR ABSENCE

### 3. MINUTES

(Pages 1  
- 6)

Minutes of the meeting of the Petitions Committee, held on 26 January 2023, as circulated, to be confirmed as a true record and signed by the Chair.

### 4. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required where a matter arises at a meeting;

- a. Which **directly relates to** Disclosable Pecuniary Interest ('DPI') as set out in Appendix B, Table 1 of the Code of Conduct, to disclose the interest, not participate in any discussion or vote and not to remain in room. Where members have a DPI or if the matter concerns an executive function and is being considered by a Cabinet Member with a DPI they must notify the Monitoring Officer and arrange for somebody else to deal with the matter.
- b. Which **directly relates to** the financial interest or well being of a

Other Registrable Interest as set out in Appendix B, Table 2 of the Code of Conduct to disclose the interest and only speak on the matter if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain the room.

- c. Which **directly relates to** their financial interest or well-being (and is not DPI) or the financial well being of a relative or close associate, to declare the interest and members may only speak on the matter if members of the public are also allowed to speak. Otherwise, the member must not take part in discussion or vote on the matter and must leave the room.
- d. Which **affects** the financial well-being of the member, a relative or close associate or a body included under the Other Registrable Interests column in Table 2, to disclose the interest and apply the test set out at paragraph 9 of Appendix B before deciding whether they may remain in the meeting.
- e. Where Members have or a Cabinet Member has an Other Registerable Interest or Non Registerable Interest in a matter being considered in exercise of their executive function, they must notify the Monitoring Officer and arrange for somebody else to deal with it.

NB Any member needing clarification must contact [monitoringofficer@northumberland.gov.uk](mailto:monitoringofficer@northumberland.gov.uk). Members are referred to the Code of Conduct which contains the matters above in full. Please refer to the guidance on disclosures at the rear of this agenda letter.

## REPORT OF THE SERVICE DIRECTOR - LOCAL SERVICES

- 5.1 Campaign to Reverse the Decision to Reduce Opening Hours at Prudhoe Household Waste Recovery Centre** (Pages 7 - 30)

To acknowledge the petition received regarding proposals to reduce days at Prudhoe Household Waste Recycling Centre and to agree the Council's response.

- 5.2 Update Report on Petition Regarding Community Campaign to Amend the Use of Military Road B6318 Junction of A68 to Heddon on the Wall** (Pages 31 - 130)

To update the committee on developments since the original petition was discussed at the 26 January 2022 meeting.

## REPORT OF THE DIRECTOR OF PLANNING

- 6.1 Petition Against On-Going Planning Issues of Pedestrian Safety and Access to Local Services at Arcot Manor/The Fairways, Cramlington**

To receive a verbal update from a Senior Planning Officer on the above petition which was considered at meetings of the Petitions Committee on 27 October 2022 and 26 January 2023.

**7. NEXT MEETING**

The date of the next meeting is due to be agreed at the Annual Meeting of the County Council on 17 May 2023 and is likely to take place in July 2023. Details will be circulated when the date has been confirmed.

**8. URGENT BUSINESS (IF ANY)**

To consider such other business as, in the opinion of the Chair, should, by reason of special circumstances, be considered as a matter of urgency

**IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:**

- Declare it and give details of its nature before the matter is discussed or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

|   |  |                                |                               |
|---|--|--------------------------------|-------------------------------|
| <b>Name:</b>  |  | <b>Date of meeting:</b>        |                               |
| <b>Meeting:</b>   |  |                                |                               |
| <b>Item to which your interest relates:</b>   |  |                                |                               |
|   |  |                                |                               |
| <b>Nature of Interest i.e. either disclosable pecuniary interest (as defined by Table 1 of Appendix B to the Code of Conduct, Other Registerable Interest or Non-Registerable Interest (as defined by Appendix B to Code of Conduct) (please give details):</b> |  |                                |                               |
|   |  |                                |                               |
| <b>Are you intending to withdraw from the meeting?</b>  |  | Yes - <input type="checkbox"/> | No - <input type="checkbox"/> |
|   |  |                                |                               |

## Registering Interests

Within 28 days of becoming a member or your re-election or re-appointment to office you must register with the Monitoring Officer the interests which fall within the categories set out in **Table 1 (Disclosable Pecuniary Interests)** which are as described in "The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012". You should also register details of your other personal interests which fall within the categories set out in **Table 2 (Other Registerable Interests)**.

**"Disclosable Pecuniary Interest"** means an interest of yourself, or of your partner if you are aware of your partner's interest, within the descriptions set out in Table 1 below.

**"Partner"** means a spouse or civil partner, or a person with whom you are living as husband or wife, or a person with whom you are living as if you are civil partners.

1. You must ensure that your register of interests is kept up-to-date and within 28 days of becoming aware of any new interest, or of any change to a registered interest, notify the Monitoring Officer.
2. A 'sensitive interest' is as an interest which, if disclosed, could lead to the councillor, or a person connected with the councillor, being subject to violence or intimidation.
3. Where you have a 'sensitive interest' you must notify the Monitoring Officer with the reasons why you believe it is a sensitive interest. If the Monitoring Officer agrees they will withhold the interest from the public register.

### Non participation in case of disclosable pecuniary interest

4. Where a matter arises at a meeting which directly relates to one of your Disclosable Pecuniary Interests as set out in **Table 1**, you must disclose the interest, not participate in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest, just that you have an interest.

Dispensation may be granted in limited circumstances, to enable you to participate and vote on a matter in which you have a disclosable pecuniary interest.

5. Where you have a disclosable pecuniary interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

### Disclosure of Other Registerable Interests

6. Where a matter arises at a meeting which **directly relates** to the financial interest or wellbeing of one of your Other Registerable Interests (as set out in **Table 2**), you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

### Disclosure of Non-Registerable Interests

7. Where a matter arises at a meeting which **directly relates** to your financial interest or well-being (and is not a Disclosable Pecuniary Interest set out in **Table 1**) or a financial interest or well-being of a relative or close associate, you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.
8. Where a matter arises at a meeting which **affects** –
- a. your own financial interest or well-being;
  - b. a financial interest or well-being of a relative or close associate; or
  - c. a financial interest or wellbeing of a body included under Other Registrable Interests as set out in **Table 2** you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied
9. Where a matter (referred to in paragraph 8 above) **affects** the financial interest or well- being:
- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
  - b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise, you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Where you have an Other Registerable Interest or Non-Registerable Interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

## Table 1: Disclosable Pecuniary Interests

This table sets out the explanation of Disclosable Pecuniary Interests as set out in the [Relevant Authorities \(Disclosable Pecuniary Interests\) Regulations 2012](#).

| Subject  | Description   |
|--|---|
| <b>Employment, office, trade, profession or vocation</b> | Any employment, office, trade, profession or vocation carried on for profit or gain.<br>[Any unpaid directorship.]  |
| <b>Sponsorship</b>                                       | Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses.<br>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.   |
| <b>Contracts</b>   | Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council<br>—<br>(a) under which goods or services are to be provided or works are to be executed; and<br>(b) which has not been fully discharged. |
| <b>Land and Property</b>                                 | Any beneficial interest in land which is within the area of the council.<br>‘Land’ excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.  |
| <b>Licenses</b>  | Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer  |
| <b>Corporate tenancies</b>                               | Any tenancy where (to the councillor’s knowledge)—<br>(a) the landlord is the council; and<br>(b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.   |
| <b>Securities</b>  | Any beneficial interest in securities* of a body  |



|  |  |
|--|--|
|  | <p>where—</p> <p>(a) that body (to the councillor’s knowledge) has a place of business or land in the area of the council; and</p> <p>(b) either—</p> <ul style="list-style-type: none"> <li>i. the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or</li> <li>ii. if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners has a beneficial interest exceeds one hundredth of the total issued share capital of that class.</li> </ul> |
|--|--|

\* ‘director’ includes a member of the committee of management of an industrial and provident society.

\* ‘securities’ means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

## Table 2: Other Registrable Interests

You have a personal interest in any business of your authority where it relates to or is likely to affect:

- a) any body of which you are in general control or management and to which you are nominated or appointed by your authority
- b) any body
  - i. exercising functions of a public nature
  - ii. any body directed to charitable purposes or
  - iii. one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union)

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# Agenda Item 3

## NORTHUMBERLAND COUNTY COUNCIL

### PETITIONS COMMITTEE

At a meeting of the **Petitions Committee** held on Wednesday, 26 January 2023 at 2.00 p.m.

#### PRESENT

Councillor R. Dodd  
(Chair, in the Chair)

#### MEMBERS

Ball, C.  
Bowman, L.  
Cessford, T.

Flux, B.  
Swinburn, M.  
Taylor, C.

#### OFFICERS IN ATTENDANCE

J. Murphy

Development Management Area  
Manager (South East)

N. Turnbull

Democratic Services Officer

1 Member of the press and 2 members of the public in attendance.

#### 5. APOLOGIES

Apologies for absence were received from Councillors Reid and Scott.

#### 6. MINUTES

**RESOLVED** that the minutes of the meeting of the Petitions Committee held on Wednesday, 27 October 2022, as circulated, be confirmed as a true record and signed by the Chair.

#### 7. REPORT OF THE INTERIM EXECUTIVE DIRECTOR OF PLANNING AND LOCAL SERVICES

7.1 **Petition Against On-Going Planning Issues of Pedestrian Safety and Access to Local Services at Arcot Manor/The Fairways, Cramlington**

Ch.'s Initials.....

The Petitions Committee received an update on the petition received from residents of Arcot Manor/The Fairways in respect of on-going planning issues. (A copy of the report is enclosed with the signed minutes).

Judith Murphy, Development Management Area Manager (South East) provided a brief summary of the petition which related to the lack of pedestrian or cycle access to local services with no safe crossing point across Fisher Lane, which residents felt was dangerous and poorly designed.

Under the terms of the Section 106 agreement, the developers were obliged to undertake certain actions when trigger points were reached. With regard to the pedestrian link between the development and Beacon Lane, this was not required until 800 houses were occupied, and they were therefore not in breach of the Section 106 agreement.

She provided the following update on actions since the meeting on 27 October 2022:

- Discussions had been held with Persimmon and had been positive although access for residents could not be given on the site where construction was ongoing.
- Stage 1 and 2 road safety audits had been undertaken in May 2014, April 2015, October 2015 with a stage 3 audit in July 2019. These had resulted in amendments to the road network in that area including an extension of the 50mph to the south of the access roundabout to the development.
- It was reported that there had been a minor collision recorded in January 2019 to the north of the roundabout but outside of the scope of the roundabout works and no collisions at the roundabout since July 2019.
- Highways did not have any safety concern as the requirements of the road safety audits had been met and the engineers considered that the signage for the area was appropriate. However, they would reassess whether additional signage was required, including pedestrian crossing lights and signage. Chevrons had also been added to deter overtaking on the roundabout. All of the issues raised by residents had been considered as part of the previous road safety audits and construction of the roundabout and pedestrian access to the bus stops which were in accordance with highways regulations and deemed to be safe.
- Options had been explored to create a footpath link to the north of the estate which would come out near to Azure Garden Centre on land owned by the council. This would be explored further if Members supported the proposal, although clarification of how this would be funded was being sought from the Interim Director of Planning and Local Services and Strategic Estates Manager.

The following comments were made by members:

- A temporary footpath on council land should be created as soon as possible so residents could more easily access the town centre with connections to established routes.

- There were legacy issues with a number of developments around the county.
- If there were any 'heras type' fencing on council land, it should be removed so the residents could cross the field if they wanted. The local member commented that a path would need to be laid to enable use by cyclists, pedestrians with pushchairs and those using wheelchairs as it was rough ground.
- Local members drove along Fisher Lane regularly and noted that some motorists exceeded the legal speed limit, 'flying past' using the wrong lane at the 'Azure' roundabout. They enquired what could be done to manage speeds to prevent other users being put at risk, other than enforcement. Advice would need to be obtained from Highways with the matter being progressed by Cramlington Town Council.
- Reference was made to the pedestrian crossing on the A19 adjacent to Moor Farm roundabout and also roundabout and traffic light system for the new housing development off the A189 on the outskirts of Killingworth. These were busy roads and worked well.
- Whether the speed limit should be reduced to 40 mph either side of the access roundabout on Fisher Lane.
- Some of the proposals being suggested had been raised by the local ward member as part of the LTP Programme consultation. There was frustration regarding the process and particularly local schemes which were not able to be progressed.
- There should be more enforcement.
- Some of the road safety audits had been carried out prior to construction on the estate starting and it was queried whether these need to be updated given the subsequent increase in vehicle movements.
- Speed indicator signs had found to be beneficial in other towns where speeding was an issue. There were moveable signs at other locations in Cramlington and it was suggested that the Town Council should have one relocated to Fisher Lane.
- Whether an average speed system would be beneficial as motorists slowed down for the cameras.
- There would be a significant cost (tens of thousands) for the installation of traffic lights.
- A representative from Highways be requested to attend the next meeting.

The following information was provided in response to questions:

- Section 106 monies were not due to be received by the Council until completion of the 540<sup>th</sup> and then 860<sup>th</sup> dwellings. It was believed that between 300-400 houses had been completed.
- The Interim Director of Planning and Local Services had acknowledged at the previous meeting that infrastructure needed to be in place earlier than was currently stipulated in the Section 106 agreement and this would be reflected in negotiations for future planning applications.

- Officers were continuing to work with the developers to see if the schedule could be brought forward or for a temporary footpath and connection point to be created which would be safe for residents to use.
- The temporary footpath needed to be 'designed' by the Highways design team which would be robust enough for use by pedestrians and cyclists. Information would be obtained regarding materials and provided to the local member.
- When clarification was being obtained about the ownership of the land where the temporary footpath was proposed, both Persimmon and Bellway had confirmed that the location of the proposed temporary footpath was suitable. It was currently an empty field on rough ground.
- The signage in place was in accordance with the road safety audits which was the required process to ensure safety.
- Access to the town centre would be greatly improved when construction was completed, although given the size of the estate, this would be a few years in the future.
- For health and safety reasons, members of the public could not access areas where construction was ongoing and therefore the temporary path adjacent to the Azure Garden Centre had been identified as the most appropriate route at the current time.
- It was not known whether traffic lights were considered when the road scheme was designed. It was unlikely that the roundabout would be removed and replaced with traffic lights, following the road safety audits, however highways engineers were looking to see what improvements could be made.

The Chair allowed the lead petitioner to address the committee. She stated that:

- The housing estate was now in place since the last road safety audit in July 2019.
- She disputed the suggestion that there was adequate signage as she stated there was none.
- There were no flashing speed signs near the estate.
- Residents on the Beaconhill estates were able to use subways to travel to the other side of the A1172 where the speed limit was only 40mph.
- Residents on the estate paid Council Tax but received few services except for the emptying of bins.
- What cost be put on someone's life.
- Traffic safety data was awaited from Northumbria Police. It was suggested that the data could be sent to the Democratic Services Officer for consideration by the Petition Committee / officers, if valid.
- There was concern about the impact of a slump in the housing market.

The Chair sympathised with the issues raised by the lead petitioner and agreed that the issue would continue to be monitored to ensure that the problems were resolved, the cost of traffic lights be investigated and whether any monies from the developers could be utilised for their installation. He was unable to provide a time frame for how long this would take.

Councillor Flux reported that a lot of unseen work was happening in the behind the scenes. He suggested that the temporary path needed to be installed before April.

**RESOLVED** that the Petitions Committee:

- a) The issues raised in the petition, be noted.
- b) The explanation of the role of planning and how planning decisions were made, be noted.
- c) The progress in relation to the agreed outcomes and actions required as defined at the petitions Committee on 27 October 2022, be noted.
- d) Receive an update at the next meeting on 27 April 2023.
- e) The installation of a temporary footpath on land in the ownership of the council adjacent to Azure Garden Centre, be supported.

**4. DATE OF NEXT MEETING**

The next meeting would be held on Thursday 27 April 2023 at 2.00 p.m.

**CHAIR** \_\_\_\_\_

**DATE** \_\_\_\_\_

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## PETITIONS COMMITTEE

DATE: 27th APRIL 2023

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### REPORT ON PETITION - CAMPAIGN TO REVERSE THE DECISION TO REDUCE OPENING HOURS AT PRUDHOE HOUSEHOLD WASTE RECOVERY CENTRE

**Report of: Service Director - Local Services, Paul Jones**

**Cabinet Member: John Riddle, Environment & Local Services**

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#### **Purpose of Report**

To inform this committee of the submission of a petition that seeks to reverse the decision taken by the County Council at its meeting on 22nd February 2023 to reduce the opening hours at Prudhoe Household Waste Recovery Centre. The decision to reduce the HWRC opening hours was taken as part of the efficiency savings required when setting the Council's budget for 2023/24. The efficiency saving that was agreed also included the implementation of reduced opening hours at Morpeth HWRC. This report seeks to provide information supporting the Council's decision and to provide assurance about future mitigating actions to address the petitioners' concerns about increases in fly tipping in the Prudhoe area and potential impacts on recycling performance resulting from the decision.

#### **Recommendations**

It is recommended that the Petitions Committee note the content of this report and support the reasons for the decision to reduce the opening hours at Prudhoe Household Waste Recovery Centre (HWRC). Furthermore, that the committee acknowledge assurances that the Council will closely monitor the recycling performance of the facility and any adverse impacts on the local environment, namely increased fly tipping in the Prudhoe area, and will take appropriate mitigating action if necessary.

#### **Link to Corporate Plan**

How - "We want to be efficient, open and work for everyone"

Enjoying - "We want you to love where you live"

Connecting - "We want you to have access to the things you need"

#### **Key Issue**

- The Council has taken a decision to reduce the number of days the HWRC's at Prudhoe and another site at Morpeth will operate from seven days per week Monday to Sunday, to four days over Friday to Monday inclusive, to deliver a

£60,000 per annum revenue saving through improved operational efficiencies whilst still maintaining an accessible waste service to residents. It is intended that the new opening arrangements will be implemented from Tuesday 16th May 2023.

- The Council made the decision as part of the 2023/24 annual budget setting report, in line with the principles of a previous decision taken to reduce opening days at five other HWRC's, which has proven to be effective without causing adverse impacts on residents or the local environment.
- Through a petition, residents in Prudhoe have raised their objection to the decision with concerns about the potential for increased fly tipping because of individuals not being able to access the HWRC on those days when the facility is not open (Tuesdays, Wednesdays, and Thursdays). In addition, concerns have also been raised that the reduced opening hours will lead to a drop in the recycling performance achieved at the Prudhoe HWRC.
- These concerns are acknowledged and appreciated, in the context of a local, regional, and national spotlight on the number of reported fly tip incidents and the need to maximise recycling rates to secure environmental benefits.
- It is the intention of this report to evidence that reduced opening hours previously implemented at other Northumberland HWRC's have not resulted in adverse impacts and allowed the Council to sustainably fund high quality service provision and avoid adverse outcomes such as closing sites and reducing geographic coverage of HWRC's across the County.
- This response aims to provide assurance to residents that the Council will monitor closely the impact of the decision and put in place any future mitigation in the unlikely event that adverse issues result.

## **Background**

- The Council provides 12 HWRC's across the County for the acceptance of household waste for reuse, recycling, composting, energy recovery or disposal. This service is in addition to the kerbside collection services for general and recyclable household waste, and the chargeable services for collection of garden waste and bulky items of household waste.
- The HWRC's are open to residents between the hours of 8 am to 7:30 pm from 1st April to 31st October, and 8am to 6 pm from 1st November to 31st March.
- The increasing costs of operating HWRC's located across a geographically large County as Northumberland resulted in a detailed review of the service in 2016.
- The outcome of that review was that the geographic coverage of the network of 12 HWRCs should be maintained, but that 5 of the HWRCs should operate over a reduced number of days (Friday through Monday). This approach sought to

change usage patterns to deliver efficiency savings whilst ensuring communities did not have to travel further to access HWRCs and by retaining the existing long opening hours on the days that the sites were open residents would continue to enjoy a retained level and quality of service. The new opening days also ensured that the sites would be open as normal during the Easter and summer Bank Holidays and to cover the busier weekend seasonal periods.

- This approach to maintaining an HWRC service across all Northumberland sites, regardless of the usage and volume of waste handled, which does directly affect the operational efficiency of each individual facility, was agreed in a formal Council Decision taken and recorded in 2017.
- In the period since opening hours were reduced at 5 HWRC's at Allendale, Haltwhistle, Kirkley West Thorn, North Sunderland and Wooler, residents have adapted to the new opening arrangements without ongoing concern, and there have been no significant issues of increased local fly tipping.
- This contrasts with several neighbouring authorities who have had to significantly reduce daily opening hours at sites to maintain HWRC services. Northumberland residents enjoy the longest daily opening hours across the region which it is considered provides residents with ample time to deliver their household waste before during and after conventional working hours, while the impact of waste haulage and site staffing operational costs are most efficient in rural or low throughput sites when operated over a compressed '4 day' week.
- Further budget pressures have necessitated a review of the service to improve efficiency. This review was undertaken based on the principles of the previous review which have been shown to work without adverse effects and has enabled the existing 12 HWRC's opening hours to be maintained over a significant period.
- Whilst it is acknowledged that these changes will mean some residents in effected areas will have to plan their trips to their local HWRC more carefully, it is considered that the new opening arrangements minimise the overall impact on HWRC users, whilst still providing those residents who are affected with ample opportunity to deliver waste to a conveniently located HWRC, which is open long hours for the majority of the week and offers a comprehensive range of reuse, recycling, composting and disposal services.
- It is important to note that fly tipping is a criminal offence and most householders do understand that any initial inconvenience suffered when adapting to the revised opening times would be far outweighed by the imposition of fines and a criminal record if apprehended. Most fly tipping offences are carried out by individuals carrying non household waste who refuse to comply with the legal obligations to manage waste compliantly. There is no need for residents to fly tip and break the law when they can use the free of charge HWRC facilities provided for them.
- It is for this reason that significant increases in fly tipping in the Prudhoe area resulting from the decision are not anticipated.

- The Council conducts regular resident satisfaction surveys for its waste services, which includes a specific section for the HWRC service. Resident satisfaction in 2018/19 was 87% and for 2022/23 this was to 85%.
- Recycling rates at HWRC's for the period immediately following the reductions to the opening days at the five sites in 2017 were not significantly affected, being; 2017 (67.7%), 2018 (66.5%), 2019 (66.1%) and 2020 (66.9%).
- The quantity of waste delivered to the Prudhoe HWRC has reduced in recent years from 3,594 tonnes per annum in 2018/19 to 3,200 tonnes per annum in 2021/22.

### Mitigations

- Neighbourhood Services teams now use accurate systems to report all fly tipping at a geographic level and this level of information is recorded in sufficient detail as part of the Neighbourhood NEAT team activity to identify issues at a very local level. Any increase in fly tipping or any other adverse environmental impact will be recorded to allow mitigations to be implemented if proven to be needed in future.
- New site signage advising residents of the revised opening times at the HWRC will be displayed at the site several weeks in advance of the new opening days coming into effect and details of the new arrangements will be widely publicised through the Council's website, social media posts and press releases in advance of the change.
- Any waste fly tipped at the entrance to the HWRC in the days following the changes will be removed and residents contacted where identifiable to provide education and advice followed by enforcement action where necessary.

### Implications

|                                    |   |
|------------------------------------|---|
| <b>Policy</b>                      | The response to the issues raised in the petition is consistent with existing policy on HWRC provision and a previous council decision to reduce opening hours at less frequently used HWRC's to ensure service efficiency rather than close facilities.  |
| <b>Finance and value for money</b> | The implementation of the change to the Prudhoe HWRC opening hours will result in a saving of £30,000 per annum together with a similar saving at Morpeth HWRC where changes are to be implemented, without impacting on recycling performance, quality of the service provided or adverse local environmental impacts. Furthermore, this decision avoids alternative means to achieve required service efficiencies through the closure of some of the 12 existing HWRC's. |
| <b>Legal</b>                       | None  |

|   |   |
|---|---|
| <b>Procurement</b>  | None  |
| <b>Human Resources</b>  | None  |
| <b>Property</b>   | None  |
| <b>Equalities</b><br>(Impact Assessment attached)<br><br>Yes <input type="checkbox"/> | Equality Impact Assessment setting out impacts of change based on previous experience of similar HWRC reductions and mitigations proposed is attached as Appendix 3.  |
| <b>Risk Assessment</b>  | n/a   |
| <b>Crime &amp; Disorder</b>   | n/a   |
| <b>Customer Consideration</b>   | <p>Re-configure opening reducing days, maintaining existing long opening hours and range of waste accepted to ensure efficiency and quality of the service is maintained.</p> <p>Ensure measures are in place to monitor and investigate fly tipping in the Prudhoe area to address petitioners' concerns about potential increase fly tipping.</p> <p>Site information notices and Council Website information and social media posts to publicise and raise awareness of the new opening arrangements prior to the change taking place (due to come into effect on Tuesday 16th May 2023).</p> <p>Hexham HWRC offers access 7-days per week if for whatever reason residents are unable to take waste to the Prudhoe HWRC on its opening days. Bulky waste and garden waste collection services are also available.</p> |
| <b>Carbon reduction</b>   | n/a   |
| <b>Wards</b>  | Prudhoe North, Prudhoe South, Bywell, Stocksfield and Broomhaugh.   |

## **Appendices**

Appendix A - Original Petition Report

Appendix B - Ward Councillor and Parish Council Consultation Letter

Appendix C - Equalities Impact Assessment

## **Report sign off**

|                          | Name |
|--------------------------|------|
| Finance Officer          | N/A  |
| Monitoring Officer/Legal | N/A  |
| Human Resources          | N/A  |
| Procurement              | N/A  |
| I.T.                     | N/A  |
| Director                 | RM   |
| Portfolio Holder(s)      | JR   |

## **Author and Contact Details**

Colin Curtis– Neighbourhood Services Commercial and Contract Waste Team

Email: [Colin.Curtis@northumberland.gov.uk](mailto:Colin.Curtis@northumberland.gov.uk)

# Keep Prudhoe Recycling Centre Open!



Page 13



**Paddy O'Kelly** started this petition

Northumberland County Council (NCC) has announced that the Recycling Centre in Prudhoe will no longer operate 7 days per week and will be closed on Tuesday, Wednesday and Thursday from mid-May. There was no discussion about this with local residents and we are concerned that this will result in more fly-tipping on days when the Centre is closed.

The North East has already the second highest incidence of fly-tipping in England. Potentially this closure will also lead to a reduction in recycling. We need to recycle more, not less. And on days when it is open, inevitably there will be more traffic using the site and disturbing residents. We understand that this was a financially-driven decision, in part caused by cuts in funding from central government.

**We are calling on NCC to reverse this decision.**

1,127 have signed. Let's get to 1,500!



**At 1,500 signatures**, this petition is more likely to get picked up by local news!



Paddy O'Kelly signed this petition



Angie Macarthur signed this petition



paul mclaughlin signed this petition

## Sign this petition

First name

Last name

Email

Whitley Bay, NE25  
United Kingdom

- Yes! Tell me if this petition wins, and how I can help other relevant petitions.
- No. I do not want to hear about this petition's progress or other relevant petitions.



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## Changes to Opening Arrangements at Morpeth and Prudhoe Household Waste Recovery Centres.

I am writing to inform you that from 7:30 pm on Monday 15th May 2023, Morpeth and Prudhoe Household Waste Recovery Centre's (HWRC's) opening arrangements will change from the current 7 days per week to 4 days per week, with the new days of opening being Friday, Saturday, Sunday and Monday.

This change will help us improve the value for money of this service by reviewing the opening times of those sites that receive lower tonnages of waste so that they better reflect usage patterns in order to deliver a saving of £60,000, which was agreed in February 2023 when the County Council approved its revenue budget for 2023/ 24.

Morpeth and Prudhoe HWRCs are currently open 7 days per week, 363 days each year with summer opening, 1st April to 31st October being 8am to 7.30pm and winter (1st November to 31st March) being 8am to 6pm. Under the new arrangements, the opening times will remain the same but the opening days at Morpeth and Prudhoe will be reduced from 7 days per week to 4 days per week, Friday to Monday inclusive. This would ensure that the sites would be open as normal during the Easter and summer Bank Holidays and to cover the busier weekend periods.

It is considered that the new opening arrangements minimise the overall impact of the cost savings on HWRC users, whilst still providing those residents who are affected with sufficient opportunity to deliver waste to a conveniently located HWRC, which are open long hours for the majority of the week and provide a comprehensive range of reuse, recycling, composting and disposal services. These opening times have been successfully operated at 5 other HWRCs in the county since 2016. We will be undertaking communications activity to widely publicise the changes to service users, both through signage at the sites, press releases and other channels. We will also be closely monitoring the local environment around the sites and working with our contractor to ensure that any waste flytipped in the vicinity of the sites is quickly removed and where possible enforcement action taken against the perpetrators. However, our experience has shown that the majority of service users quickly adjust to the new opening times and that the implementation of these opening times at other HWRCs did not result in any noticeable changes to flytipping rates.

If you require any further information regarding this change, please contact Dr Wendy Fail via e-mail or by writing to Dr Wendy Fail, Senior Waste Management Officer, Local Services, Northumberland County Council, County Hall, Morpeth, Northumberland NE61 2EF.

Yours sincerely



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# Northumberland County Council

## Equality Impact Assessment Guidance and Assessment Form

|  |                           |
|--|---------------------------|
| <b>Version</b>                                       | 3                         |
| <b>Policy Sub Group &amp; approval date</b>          |                           |
| <b>Date approved by Joint Consultative Committee</b> |                           |
| <b>Name of policy author</b>                         | Irene Fisher / Amy Norton |
| <b>Date issued</b>                                   | October 2022              |
| <b>Review Date</b>                                   | July 2024                 |
| <b>Target audience</b>                               | All NCC Employees         |

## **Equality Impact Assessment Guidance**

This document provides guidance for completing an Equality Impact Assessment (EIA).

Northumberland County Council is committed to promoting equality and participation in all our activities, in the work we do with residents and for visitors to our county and in our responsibilities as an employer. As a public sector organisation, the County Council has a Public Sector Equality Duty (PSED) and is legally required to have due regard to the need to eliminate discrimination, advance equality of opportunity, and to foster good relations when making decisions and developing policies.

To do this, it is necessary to understand the potential impacts of what we do on different groups of people.

### **What is an Equality Impact Assessment (EIA) and why do we need to complete one?**

An equality impact assessment (EIA) is an evidence-based approach designed to help organisations ensure that their policies, procedures, practices, and decision-making processes are fair and do not present barriers to participation or cause disadvantage to any protected groups. This covers both strategic and operational activities.

An EIA will help to ensure that we are meeting our PSED duties and:

- we understand the effects of a proposed policy or decision by assessing the potential impacts on different groups of residents or staff
- any negative impacts are identified, and actions are taken to remove or mitigate them
- any positive impacts are highlighted
- decisions are based on evidence and meet legal requirements

### **When might I need to complete an EIA?**

Whether an EIA is needed or not will depend on the likely impact that the policy may have and relevance of the activity to equality. If a policy or decision will affect employees or service users, then it is likely to need an assessment. The EIA should be started when the need to change a service, a new policy or a new proposal is being developed, or when an existing policy or procedure is reviewed. Advice can be sought from the Equality, Diversity, and Inclusion team when you are considering the impact of a new policy or other proposal.

**The EIA should form part of the development of any new policy or proposal and be factored in at an early stage in the same way as other considerations such as risk, budget or health and safety.**

## **Who is responsible for completing and signing off the EIA?**

The Head of Service will identify who will be responsible for completing the EIA and a manager who will sign off the EIA. It is helpful to involve more than one person, if possible, to take account of different perspectives.

The responsibility for deciding whether an EIA is needed, and the evaluation of any impact identified after completing the EIA lies with the decision maker, budget holder, project board or the most relevant senior manager. Heads of service can delegate responsibility for signing EIAs to appropriate managers in their service. Further advice is available from the Equality, Diversity & Inclusion team.

## **What is discrimination?**

Discrimination is when someone is treated less favourably or put at a disadvantage because of their protected characteristic. The different groups covered by the Equality Act are referred to as protected characteristics these are: disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sexual orientation, sex, and age.

Discrimination is usually unintended and can often remain undetected until there is a complaint. Improving or promoting equality means you are proactive in identifying ways to remove barriers and improve participation for people or groups with a protected characteristic and you do not wait until there is a complaint. The EIA process is a way of positively considering and promoting equality.

## **Finding the evidence to make a judgement**

In cases of new policies or management decisions there may be little evidence of the potential effect on protected characteristic groups. In such cases you will need to make a judgement that is as reliable as possible based on the information you do hold. Consultation will help to make decisions that avoid unintended prejudices or assumptions. It is important to show that consultation has involved a diverse range of people. Equality monitoring is important in consultation as it shows who has responded. Where groups have been underrepresented in a consultation, or where the proposal has the potential to impact on particular protected groups, additional targeted consultation with those groups may be needed. You should also consider any evidence from national or regional research, specialist reports or national consultation.

## **Consultation**

Consultation can add evidence to the assessment. Consultation is important and is a keyway to demonstrate that the County Council is meeting its equality duties, but any consultation needs to be proportionate and relevant. Considering the degree and range of consultation will safeguard against 'groupthink' by involving a diverse range of consultees. These are the key considerations, to avoid over-consultation on a small policy or practice and under-consultation on a significant policy or an activity that has the potential to create barriers to participation.

## **Provisional Assessment**

At the initial stages, you may not have all the evidence you need but you can still carry out a provisional assessment. A provisional assessment will identify plans to gather the required data needed to enable a full assessment to be completed within a reasonable timeframe. The scale of these plans should be proportionate to the activity at hand. When enough evidence has been collected, a full impact assessment can be

carried out. Only one EIA needs to be created for each policy because, as more evidence becomes available, the provisional assessment should be reviewed and built upon.

### **Valuing Differences**

EIAs (Equality Impact Assessments) are about making comparisons between groups of employees, service users or stakeholders to identify differences in their needs and/or requirements. If the difference is disproportionate, then the policy may have a detrimental impact on some and not others.

**You are looking for bias that can occur when there are significant differences (disproportionate difference) between groups of people in the way a policy or practice has impacted on them, asking the question “Why?” and investigating further.**

### **Evaluation Decision**

There are four options open to you:

- No barriers or impact identified; therefore, activity will **proceed**.
- You can decide to **stop** the policy or practice at some point because the evidence shows bias towards one or more groups
- You can **adapt or change** the policy in a way which you think will eliminate the bias, or will promote equality
- Barriers and impact are identified, however having considered all available options carefully, there appear to be no other proportionate ways to achieve the aim of the policy or practice (e.g., in extreme cases or where positive action is taken). Therefore, you are going to **proceed with caution** with this policy or practice knowing that it may favour some people more than others, providing justification for this decision.

**In most cases, where disproportionate disadvantage is found by carrying out EIAs, policies and practices are usually changed or adapted (Option 3 above). In these cases, or when a change has been justified, you should consider making a record of this in the report prepared for the person, board, or committee making the decision.**

## **Equality Impact Assessment – Overview and Form**

Carrying out an Equality Impact Assessment (EIA) helps the County Council to meet its Public Sector Equality Duties (Equality Act 2010).

The duties which need to be considered when making decisions are to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- Advance equality of opportunity between people who share a protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

Failure to assess the equality impact may increase the risk of making an unfair decision which could potentially be discriminatory. It also prevents us from identifying opportunities to promote equality and leaves the County Council open to potential legal challenges.

**Guidance;** Using this EIA template will help to ensure that a decision is made in a fair way, based on evidence. It provides a clear and structured method to assess the potential impact on protected groups. [Further Guidance can be found here.](#)

## EIA Form

### Section 1: Policy Details

#### Name of policy, proposal, activity, or decision being assessed

Reduced Opening Times at Morpeth and Prudhoe HWRCs

#### Directorate, Service and Team

Local Services

Neighbourhood Services

#### Summary of aims and objectives of the policy, proposal, activity, or decision being assessed

**Guidance;** this is where you explain what you are aiming to do. This must be written in plain English with no jargon or abbreviations as it may be read by a member of the public and must be clear and accessible to them.

Reduced opening at Prudhoe and Morpeth Household Waste Recovery Centres (HWRC's) from seven days to four days a week (Friday to Monday). Reduce staff by one based at each site. No other change to how the service is provided anticipated.

Household Waste Recovery Centres (HWRC's) – a reduction in the site opening times from 7 to 4 days a week enables the Council to provide a wide network of sites across the County that are convenient for residents to use, whilst significantly reducing the cost of provision to the Council.

#### What information is already held, or have you obtained through consultation or engagement activity?

**Guidance;** You can use [Census Data for Northumberland](#), information from [Know Northumberland](#), any feedback, suggestions or complaints from service users, staff or service user/ residents survey's, information from other organisations (e.g. NCHT, Charities or voluntary organisations), targeted engagement with protected groups who may be affected, national or regional evidence or research if there are gaps in evidence.

The council commissions an annual customer feedback questionnaire for its waste and recycling services, with a specific section on the quality of the HWRC's.

In the 2021/22 survey 90% of respondents to the section on HWRC agreed or strongly agreed that the containers were clearly signed and easy to use, as well as 92% agreeing and strongly agreeing the sites were clean and tidy.

Overall, 82% of residents who gave feedback on the HWRC service are very satisfied or somewhat satisfied with their HWRC.

[https://northumberland365.sharepoint.com/:w:/r/sites/NS-Waste/Shared%20Documents/Contracts%20and%20Commercial%20\(Waste\)/Waste%20operations/customer%20satisfaction%20surveys/2021%20-%202022/HWRCs.docx?d=we36ec2576e2d42d79fb0f0e29f92c6c7&csf=1&web=1&e=N8iBFV](https://northumberland365.sharepoint.com/:w:/r/sites/NS-Waste/Shared%20Documents/Contracts%20and%20Commercial%20(Waste)/Waste%20operations/customer%20satisfaction%20surveys/2021%20-%202022/HWRCs.docx?d=we36ec2576e2d42d79fb0f0e29f92c6c7&csf=1&web=1&e=N8iBFV)

In 2016 after a consultation process involving local area committees and parish council's five other HWRC's (Haltwhistle, Allendale, Wooler, North Sunderland, and Kirkley West Thorne) had their opening hours reduced to the same 4 day, opening hours proposed for Morpeth and Prudhoe. Monitoring in the years following implementation has shown no significant complaints about access to, or quality of the HWRC service in these locations. Tonnage of waste handled at these locations is monitored through the PFI waste contract management process. Tonnage handled, thus site user activity, has reduced significantly over the 12 months ending March 2022, and this continues to reduce in 2023 due to the economic downturn. Household waste and recycling handled is forecast to continue to decline in the medium term meaning there will be a low likelihood of HWRC congestion caused by reducing the site opening hours.



## Section 2: Impact on Protected characteristics

| Protected Characteristic   | Additional information to consider  | Is there a potential for positive or negative impact? (Yes/No) | Please explain and give examples of any evidence or data used  | Potential action to address negative impact (e.g., adjustment to the policy) |
|--|---|--|--|--|
| <b>Age <a href="#">guidance</a>:</b><br>A person belonging to a particular age (for example 32 year olds) or range of ages (for example 18 to 30 year olds). | Older People (65+)  | Yes- negative  | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around.                                | Monitor impacts further  |
|  | Younger People (16-64)  | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around.                                | Monitor impacts further  |
|  | Children (0-16)   | No   |  | Monitor impacts  |
|  | Looked After Children (although not a protected group, we are asking for this group to be considered) | No   |  | Monitor impacts  |
| <b>Disability <a href="#">Guidance</a></b>   | Physical Disability   | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have support to use facilities. Assistance to disabled users is provide | Monitor impacts  |

|   |                                     |              |   |                 |
|---|-------------------------------------|--------------|---|-----------------|
|   |                                     |              | on sites  |                 |
|   | Sensory Impairment                  | Yes negative | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have support to use facilities. Assistance to disabled users is provide on sites | Monitor impacts |
|   | Mental Health                       | Yes negative | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have support to use facilities. Assistance to disabled users is provide on sites | Monitor impacts |
|   | Neurodiversity/ Learning Disability | Yes negative | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have support to use facilities. Assistance to disabled users is provide on sites | Monitor impacts |
| <b>Marriage or civil partnership</b><br><a href="#">Guidance</a><br><br>(someone who is legally married or in a civil partnership, can either be between a man and a woman, or between partners of the same sex.) |                                     | Yes negative | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around.   | Monitor impacts |

| Protected Characteristic   | Additional information to consider  | Is there a potential for positive or negative impact? (Yes/No) | Please explain and give examples of any evidence or data used   | Potential action to address negative impact (e.g., adjustment to the policy) |
|--|---|--|---|--|
| <p><b>Gender reassignment</b><br/><a href="#">Guidance</a></p> <p>The process of transitioning from one sex to another.</p>  |   | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around. | Monitor impacts  |
|  | Gender Identity<br><i>(although this is not currently a protected characteristic)</i> | Yes negative   |   | Monitor impacts  |
| <p><b><u>Pregnancy and maternity</u></b><br/><a href="#">Guidance</a></p> <p>Pregnancy is being pregnant. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.</p> |   | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around. | Monitor impacts  |

| Protected Characteristic  | Additional information to consider | Is there a potential for positive or negative impact? (Yes/No) | Please explain and give examples of any evidence or data used   | Potential action to address negative impact (e.g., adjustment to the policy) |
|---|------------------------------------|--|---|--|
| <b>Race</b> <a href="#">Guidance</a><br>Refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins   |                                    | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around.   | Monitor impacts  |
| <b>Religion and belief</b> <a href="#">Guidance</a><br>Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief and includes a lack of belief, e.g. atheism, vegetarianism and vegans. |                                    | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments including adherence to practices due to their beliefs to accommodate. | Monitor impacts  |
| <b>Sexual orientation</b> <a href="#">Guidance</a><br>Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.   |                                    | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around.   | Monitor impacts  |
| <b>Sex</b> <a href="#">Guidance</a>   | Female                             | Yes negative   | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular   | Monitor impacts  |

|  |      |              |   |           |
|--|------|--------------|---|-----------|
|  |      |              | commitments to work around.   |           |
|  | Male | Yes negative | Users will have to arrange to visit during the 4 day opening period- may impose minor impact / inconvenience to some who have regular commitments to work around. | Monitor i |

Give details of any Human Rights implications and actions that may be needed to safeguard Human Rights.

**Guidance:** Although this guidance refers to Northern Ireland, it is also relevant to public bodies in England. [Practical Guide to the Human Rights Act](#)

None

Summarise actions that will promote equality or lessen any potential adverse impact on protected groups.

HWRCs are currently open 7 days per week, 363 days each year with summer opening being 8am to 7.30pm and winter being 8am to 6pm. The same long opening hours would be maintained during the proposed Friday, Saturday, Sunday and Monday week. This will ensure that the sites would be open as normal during the Easter and summer Bank Holidays and to cover the busier weekend periods.

Whilst it is acknowledged that these changes will mean residents have to plan their trips to their local HWRC more carefully, it is considered that the new opening arrangements minimise the overall impact of the cost savings on HWRC users, whilst still providing those residents who are affected with ample opportunity to deliver waste to a conveniently located HWRC, which is open long hours for the majority of the week and offers a comprehensive range of reuse, recycling, composting and disposal services.

What plans are there to monitor and review the actual impact of the policy change, decision, or proposal on equality of opportunity?

We will conduct a consultation exercise involving the relevant local area committees and parish council, and;

Monitor feedback and any comments or complaints in relation to this policy following implementation as part of the ongoing management of the council's complaints and feedback service.

Tonnage of waste through all HWRC's has diminished during the last full year 2021/22 when compared with previous years, and the current economic climate has seen further waste reductions during 2022. Monitoring will continue as part of the ongoing waste PFI waste contract management process. This reduction in HWRC usage and currently waste forecast volume reductions over the term of the MTFP means that site congestion affecting access or a reduction in HWRC user satisfaction is unlikely.

An annual Local Services, waste and recycling services customer feedback questionnaire will continue to collect feedback on the quality of the HWRC service which includes a feedback section on access to the HWRC's.

|  |  |
|--|--|
| Name and job title of person responsible for follow up review: | Greg Gavin<br>Head of Neighbourhood Services |
| Date for follow up review:                                     | January 2024                                 |

## Section 2: Evaluation

|  |   |
|--|---|
| <b>Based on a consideration of all the potential impacts, mark one of the following as an overall summary of the outcome of this assessment:</b>   |   |
| <b>Proceed</b> - The equality analysis has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken.  | X |
| <b>Adapt or change</b> -The equality analysis has identified risks or opportunities to promote better equality; the change, decision or proposal will be adjusted to avoid risks and ensure that opportunities are taken.  |   |
| <b>Proceed with caution</b> - The equality analysis has identified risks to equality which will not be eliminated, and/or opportunities to promote better equality which will not be taken. Acceptance of these is reasonable and proportionate, given the objectives of the change, decision or proposal, and its overall financial and policy context. |   |
| <b>Stop</b> - The equality analysis shows that the change, decision, or proposal would lead to actual or potential unlawful discrimination or would conflict with the Council's positive duties to an extent which is disproportionate to  |   |

|   |  |
|---|--|
| its objectives. It should not be adopted in its current form.   |  |
| <b>Explain below how the judgement above was reached and summarise steps which will be taken to reduce any negative impacts or to enhance any positive impacts on equality:</b>   |  |
|   |  |
| <b>Name(s) and job title(s) of person (people) involved in carrying out this assessment</b>   | Colin Curtis Resources and Waste Commercial and Contracts Manager                |
| <b>Authorising director, head of service or authorised Manager</b>  | Greg Gavin<br>Head of Neighbourhood Services<br>Rob Murfin<br>Executive Director |
| <b>Date authorised</b>  | 30 January 2023  |
| <b>The completed equality impact assessment must be attached to the report that will be considered by the decision maker or decision makers to enable them to give due regard to the impact of the policy, decision, or proposal on protected groups.</b> |  |

**End of Assessment**

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## Northumberland County Council

PETITIONS COMMITTEE  
DATE: 27<sup>TH</sup> APRIL 2023

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UPDATE REPORT ON PETITION REGARDING COMMUNITY CAMPAIGN  
TO AMEND THE USE OF MILITARY ROAD B6318 JUNCTION OF A68 TO  
HEDDON ON THE WALL

**Report of: Service Director - Local Services, Paul Jones**

**Cabinet Member: John Riddle**

---

### **Purpose of report**

To update this committee on developments since the original petition was discussed at the 26<sup>th</sup> January 2022 meeting.

### **Recommendations**

It is recommended that the Petitions Committee note the content of this report and support the contents of the Road Safety Study which is attached as Appendix A.

### **Link to Corporate Plan**

How - "We want to be efficient, open and work for everyone"

Enjoying - "We want you to love where you live"

Connecting - "We want you to have access to the things you need"

### **Key Issues**

1. Following the petitions committee meeting of 26th January 2022, a route safety study of the B6318 between the Errington Arms and Heddon-on-the-Wall was included in the 2022/23 Local Transport Plan (LTP) programme.
2. The report was completed in February 2023. In order to demonstrate a robust approach to the review, the 15km route was split into five route sections as follows:-
  - Section 1 – Heddon-on-the-Wall to Hollins Hill (3km)
  - Section 2 – Hollins Hill to Harlow Hill (3km)
  - Section 3 – Harlow Hill to West Deneside (3km)
  - Section 4 – West Deneside to Halton Shields (3km)

## Section 5 – Halton Shields to A68 Roundabout (3km)

3. The route safety study has identified that Section 2, Hollins Hill to Harlow Hill is the highest priority route, followed by Section 1, Heddon-on-the-Wall to Hollins Hill.
4. A route action scheme for Section 2 Hollins Hill to Harlow Hill is included in the 2023/24 Local Transport Plan programme. Further priority sections will be included in subsequent years.
5. Potential collision remedial measures considered to be appropriate for implementation are listed in detail in the Route Safety Study, but may consist of:

enhancement of the existing provision of bend warning and junction warning signs;  
improved directional and advanced direction signs;  
new or enhanced “chevron” warning signs or marker posts;  
general road marking improvements;  
potential use of red surface treatment or High Friction Surfacing (HFS) where warranted;  
provision of marker posts to identify accesses where appropriate: and  
improved give way signage at junctions where required.

## Background

See previous report for all background information which is attached as Appendix B.

## Implications

|                                    |   |
|------------------------------------|---|
| <b>Policy</b>                      | The response to the issues raised in the original petition is consistent with LTP Policies.   |
| <b>Finance and value for money</b> | The implementation of the route action scheme for Section 2 – Hollins Hill to Harlow Hill is being funded through the 2023/24 Local Transport Plan (LTP) programme.<br><br>Further priority sections of the route (beginning with Section 1 – Heddon-on-the-Wall to Hollins Hill, will be considered for inclusion in future LTP plans. |
| <b>Legal</b>                       | None  |
| <b>Procurement</b>                 | None  |
| <b>Human Resources</b>             | None  |
| <b>Property</b>                    | None  |

|  |   |
|--|---|
| <b>Equalities</b><br>(Impact Assessment attached)<br>Yes <input type="checkbox"/> No <input type="checkbox"/><br>N/A <input checked="" type="checkbox"/> | None  |
| <b>Risk Assessment</b>   | n/a   |
| <b>Crime &amp; Disorder</b>  | n/a   |
| <b>Customer Consideration</b>  | Original petition identifies excessive speeds and HGV traffic affecting quality of life of residents along this route |
| <b>Carbon reduction</b>  | n/a   |
| <b>Wards</b>   | Ponteland West, Ponteland South with Heddon, Corbridge, Bywell  |

### **Appendices**

Appendix A - B6318 Heddon-on-the-Wall to A68 Errington Arms Roundabout Route Safety Study

Appendix B - Original Petition Report

### **Report sign off**

|                          | Name    |
|--------------------------|---------|
| Finance Officer          | N/A     |
| Monitoring Officer/Legal | N/A     |
| Human Resources          | N/A     |
| Procurement              | N/A     |
| I.T.                     | N/A     |
| Director                 | PJ / RM |
| Portfolio Holder(s)      | JR      |

### **Author and Contact Details**

Neil Snowdon – Principal Programme Officer (Highways Programme Team)





# Northumberland County Council

TECHNICAL SERVICES  
DESIGN TEAM - TRAFFIC

## Route Road Safety Study

### B6318 Heddon-on-the-Wall to A68 Errington Arms Roundabout



DATE: February 2023



# **Route Road Safety Study**



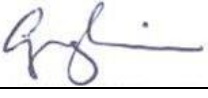
## **B6318 Heddon-on-the-Wall to A68 Errington Arms Roundabout**

Report Produced for:- **Highways Programme Team**  
Report Produced by:- **Technical Services Design Team - Traffic**  
Report Dated:- **8 February 2023**  
Author's **Kevin Brown/John Mather**

# B6318 Heddon-on-the-Wall to A68 Errington Arms Roundabout Route Road Safety Study

Prepared by  
Technical Services –Design Team - Traffic

This report reference HF224222, has been prepared and checked as follows:

|                  | Name             | Signature  | Date            |
|------------------|------------------|--|-----------------|
| Prepared by      | John Mather      |    | 3 January 2023  |
| Checked          | Kevin Brown      |  | 7 February 2023 |
| Approved         | Gary Mills       |  | 8 February 2023 |
| Issue Status     | <b>FINAL</b>     |  |                 |
| Purpose of Issue | Action by Client |  |                 |

This report has been circulated as follows:

| Person       | Organisation  | No. of Copies | Date            |
|--------------|---|---------------|-----------------|
| Simon Rudman | Design Manager, N.C.C   | 1 Electronic  | 8 February 2023 |
| Gary Mills   | Principal Engineer (Roads), N.C.C                                   | 1 Electronic  | 8 February 2023 |
| Neil Snowdon | Principal Programme Officer, NCC<br>Highways Programme & Production | 1 Electronic  | 8 February 2023 |
| File         | N.C.C. – HF224222   | 1 Electronic  | 8 February 2023 |

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## Executive Summary

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## **Appendix A** – Collision Location Plots



## Executive Summary

This report has been prepared in response to a request, from Northumberland County Council Highways Programme Team to undertake a Road Safety Study of the B6318 between Heddon-on-the-Wall in the east and A68 Errington Arms Roundabout in the west. Using a variety of data including collision and traffic flow data, as well as site observations, the study forms the basis of an evidence based collision led approach with a view to identifying a phased package of casualty reduction measures to be considered in a future year Local Transport Plan (LTP) Local Safety Schemes programme.

To demonstrate a robust approach to the review, the 15 km route, on the B6318 to be assessed, has been split into five route sections as follows:

- Section 1 - Heddon-on-the-Wall to Hollins Hill (3km);
- Section 2 - Hollins Hill to Harlow Hill (3km);
- Section 3 - Harlow Hill to West Deneside (3km);
- Section 4 - West Deneside to Halton Shields (3km); and
- Section 5 - Halton Shields to A68 Roundabout (3km).

Following interrogation of the STATS 19 collision records along the route, for the period 1 January 2019 to 31 December 2021, the main factors relevant to the collisions recorded are considered to be as follows:

- A higher KSI collision severity ratio of 42%, compared to the National Average (RCGB, 2019) of 31% for All Rural Roads;
- Powered two wheeler (27%); failure to give way (16%) and loss of control, head-on and right turn (all individually 11%) were the most prevalent types of collision;
- Three (16%) of the overall nineteen collisions listed occurred on bends, ten (52%) occurred in the general vicinity of junctions. Six (32%) occurred on otherwise straight sections of road away from junctions. 42% of the overall collisions occurred on a wet or icy road surface.
- 58% of collisions occurred eastbound, 32% westbound and on approaching side roads, 5% southbound and 5% northbound;
- Adverse weather conditions was not a significant factors in the collisions recorded.
- Collisions on a wet or icy surface and during darkness hours (no lights present) were higher than National norms;
- 4 (21%) of all collisions involved a vehicle skidding.

- The predominant vehicle types involved in recorded collisions were car (71%) and a powered two-wheeler (14%).
- Collisions by the time of year showed that most collisions occurred during Summer (26%) and Winter (36%);
- Collisions by day of the week were quite evenly spread other than a Friday or Monday when 27% and 21% respectively of collisions occurred; and
- 36% of collisions occurred during the (inter-peak) daytime and 27% during the PM peak.

Based upon the desktop study, data analysis and a subsequent site visit the overriding collision causation factors are considered to be as follows:

- Loss of control collisions, primarily on bends;
- Head-on type collisions;
- Right turn collisions at junctions;
- Failure to give way collisions;
- Collisions involving powered two wheelers;
- Collisions on a wet or icy road surface; and
- Collisions during darkness hours.

The five 3km route sections have been ranked in order of highest to lowest, based upon collision rate per million vehicle Km. This allows the sections to be categorised as follows:

**HIGHEST PRIORITY**

- Section 2 - Hollins Hill to Harlow Hill
- Section 1 – Heddon-on-the-Wall to Hollins Hill

**MEDIUM PRIORITY**

- Section 5 – Halton Shields to A68 Roundabout
- Section 4 - West Deneside to Halton Shields

**LOWER PRIORITY**

- Section 3 – Harlow Hill to West Deneside

Potential collision remedial measures considered to be appropriate for implementation to address the issues identified are as follows.

- Enhancement of the existing provision of bend warning and junction warning signs (including yellow backing board, advisory speed limit and ‘reduce speed now’ supplementary plates where necessary) to provide consistent provision throughout the route;
- Improved directional and advanced directional signing where appropriate;
- New or enhanced “chevron” warning signs or marker posts where appropriate;
- General road marking improvement (evaluation of extents of double white line, “SLOW” and edge lines for example);
- Use of red surface treatment or HFS surfacing where warranted;
- Provision of marker posts to identify accesses where appropriate;
- Improved give-way signage at junctions (main road and side roads) where required; and
- Vegetation clearance to improve clear visibility of existing directional and warning sign faces.

Additionally, although less relevant to road safety, in comparison with the above measures, the following works may also be beneficial when undertaking packages of works

- Replacement of weathered signs (although this should be a function of the maintenance regime); and
- Upgrading of any non-complaint blue bordered direction signs which remain.

The undertaking of significant improvement works, under systems of traffic management also affords an opportunity for routine maintenance tasks to be undertaken, which may have added road safety benefits. For example, gully cleansing, vegetation clearance and channel clearance.

The route sections considered to lie within the High, Medium & Lower Priority categories are shown below, together with potential remedial measures:

| <b>HIGH PRIORITY</b>   |                      |   |
|------------------------|----------------------|---|
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 1.1                    | 2                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>Iron Sign Farm Crossroads and bends and crests between Iron Sign Farm Crossroads and north of Northside Farm.</b>             |
| 1.2                    | 1                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>bends East and West of A69(T), Rudchester Crossroads and Eastbound approach to B6318/B6528 junction in Heddon-on-the-Wall</b> |
| <b>MEDIUM PRIORITY</b> |                      |   |
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 2.1                    | 5                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>bends East of Halton Red House</b>  |
| 2.2                    | 4                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>various junctions in vicinity of Wallhouses</b>   |
| <b>LOWER PRIORITY</b>  |                      |   |
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 3.1                    | 3                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>B6318/B6309 Whittle Dene Crossroads and approaches.</b>   |

Experience of works undertaken on the B6320, A1068, A68, A696 and A697 in Northumberland, in recent years, following the undertaking a Route Safety Studies for those roads in 2021, 2020, 2019, 2018 and 2014 respectively, and evaluation of the type and scale of works which may be possible on the B6318, indicates that:

- **an allocation of £40,000 per route section** would allow the implementation of significant traffic sign, road marking and vegetation clearance. Depending on the scale of works to be undertaken on each individual section some sections may cost more than £40,000 and others less than £40,000, however the indicative figure provided is considered to be a suitable indicative overall cost for evaluation purposes.

Analysis shows that all five sections are predicted to provide first year rates of return (FYRR) between 367% and 157%.

It is recommended therefore that collision remedial measures, in line with those outlined above, demonstrate a positive return on investment and should be considered for implementation in a phased programme of work funded from future year LTP Local Safety Schemes programmes.

# 1 Introduction

## 1.1 Background

1.1.1 This report has been prepared in response to a request, from Northumberland County Council Highways Programme Team to undertake a Route Road Safety Study of the B6318 between Heddon-on-the-Wall in the east and A68 Errington Arms Roundabout in the west, a distance of 15 km.

## 1.2 Report purpose

1.2.1 The Study Team were advised that the scope of this report is to review the recent road safety record of the existing B6318 road between the locations mentioned above.

1.2.2 Using a variety of data including collision and traffic flow data as well as site observations, the study forms the basis of an evidence based collision led approach with a view to identifying a package of casualty reduction measures to be considered in a future year Local Transport Plan (LTP) programme.

1.2.3 The Study Team who prepared this report are:

|   |   |
|---|---|
| KEVIN BROWN<br>Senior Traffic Safety Engineer | HNC, ENGTECH MICE, MCIHT, MSORSA<br>Northumberland County Council |
|---|---|

|   |  |
|---|--|
| JOHN MATHER<br>Traffic Safety Engineer<br>HE Certificate of Competency in Road Safety Audit | DIP ASM, I.ENG, MCIHT, MSORSA<br>Northumberland County Council |
|---|--|

## 1.3 Road Safety Route Treatment

1.3.1 The following explains the general principles involved in a road safety route treatment process.

### Objectives of Road Safety Route Treatments

1.3.2 In an ideal situation the road geometry and environment would naturally inform the road user of the standard of road and the potential hazards likely to be encountered. However, this may only be possible where the road is fully designed and built to the current Design Manual for Roads and Bridges (DMRB) design requirements and advice. For roads not built to current alignment and cross-section requirements and advice (i.e., many rural roads in Northumberland) the role of traffic signs and road markings becomes more significant to assist road users. Road safety route treatments may be considered to address a known collision issue, and/or to reduce road safety risk.

1.3.3 A key aim of the engineering measures used in road safety route treatments is to offer road users a consistent message at repeated features such as villages, junctions, carriageway pinch points or bends and vertical alignment so that road users recognise when to adjust their driving behaviour to suit the conditions. This consistency is the key to road safety route treatments. To enhance a road user's perception of the route ahead, similar sites along a route should be treated with similar treatments, even if some of these sites have no collision history.

#### **Key Considerations**

1.3.4 The first steps in the road safety route treatment process are to:

- identify the extents of the route;
- examine and compare the collision histories, rates, and severities;
- identify additional information to supplement collision data; and
- prioritise routes or lengths of routes for road safety route treatments, according to need and feasibility.

1.3.5 Road safety route treatment takes a holistic view of the route and recognises that road users experience roads as continuous lengths rather than as individual sites. It also recognises that collisions at different locations may share an underlying cause. Road safety route treatments also allow for a proactive approach to be taken, by assessing other sections of the route with similar characteristics (such as geometric features) which may carry a certain level of risk for road users even if there is not an identified collision problem.

1.3.6 Consideration of the route as a whole offers consistency for all road users, including cyclists, pedestrians, motorcyclists and horse-riders. This helps those unfamiliar with the route, as well as local users, to understand what is expected of them, for example, when negotiating bends, crossing junctions or passing through settlements. It also increases road users' awareness of hazards ahead by increasing the predictability of the road environment. One feature of road safety route treatments is the uniformity of treatment associated with geometric elements irrespective of the presence or level of collisions. By treating all the sites with similar characteristics, the route as a whole becomes safer and provides an approach which combines both remedial and proactive (or preventative) treatment.

### **Benefits of Road Safety Route Treatments**

- 1.3.7 Road safety route treatments demonstrate a proactive approach. Where individual sites along a route are treated there is a risk that the benefits of a reduced number of collisions at one site may be adversely impacted by an associated increase in collisions at other sites, in other words a migratory effect (e.g., the collision rate increases at untreated bends adjacent to a treated one). Treating all similar sites along a length, even those which do not have a collision problem, will make this less likely to occur.

### **Use of Road Safety Route Treatments**

- 1.3.8 Road safety route treatments are generally applicable on sections of road found to have a higher number of collisions per kilometre (or rate of collisions based upon AADT flow) than expected when compared to similar routes. Road safety route treatments may also be applicable where:

- collisions are distributed throughout the route as a whole, rather than clustered at a number of specific sites;
- there is a higher than expected rate of a particular type of collision;
- collisions involve a particular type of road user; or
- there are higher than expected number of serious or fatal collisions.

- 1.3.9 Single site clusters may lie within a section identified as suitable for road safety route treatment. These locations should generally be treated in a consistent manner with the rest of the route treatment, although there may be a requirement for additional measures at the specific cluster site. There may be situations where a specific cluster site has a unique collision problem that is not replicated at other similar locations on the route which require treatment. In such cases it may be appropriate to treat the site with site specific measures.

- 1.3.10 A road safety route treatment approach can be used to successfully address the following typical collision patterns:

- Loss of control collisions as road users fail to judge the severity of bends or crests;
- Overshoot / failure to stop collisions at similar junctions along a route;
- Nose to tail (shunt) collisions as drivers fail to slow for congestion;
- Turning manoeuvres to / from similar side roads creating a collision problem;
- Inappropriate and dangerous overtaking;



- High rate of night-time (darkness) or adverse weather collisions;
- Striking or avoiding objects located too close to the edge of carriageway (e.g., street furniture or vegetation); and
- Collisions involving pedestrians, cyclists, motorcyclists and horse-riders

1.3.11 When selecting suitable road safety treatment for use on a route, one of the key considerations should be consistency. A consistent approach is intended to result in building up a drivers understanding of the route and increasing their perception of forthcoming hazards. Where a number of routes within an area are scheduled for road safety route treatments, consistent treatment of the routes will provide the benefit of network consistency. An inconsistent route or inconsistency between routes could potentially introduce road safety problems. For example, if a road user approaches a sharp bend along a route which is signed and marked in the same way as less severe bends, then the severity of the bend may be misunderstood.

#### **Route Collision Reduction**

1.3.12 The main advantage that road safety route treatments have over conventional collision treatments is that it can address collisions which are dispersed along a length of road that may be difficult to target or justify with site specific measures. Many sites with a history of high collision rates are likely to have already received some treatment, meaning targeting measures to treat remaining collisions can be difficult without using a route treatment approach.

### **First Year Rate of Return**

- 1.3.13 Analysis of the safety and economics of schemes comprising typically improvements to signing, road markings and surfacing's has shown that on average such schemes result in 33% fewer collisions within the first year of operation. Generally, therefore schemes recoup their cost over relatively short periods of time. This evidence supports the theory that route treatments can achieve high rates of return.

### **Monitoring**

- 1.3.14 Post construction monitoring is a crucial element of collision reduction schemes and as such, monitoring of the road safety performance of the scheme shall be robust, typically comparing three year collision periods pre and post introduction of measures for individual route sections addressed in phases, and the route as a whole upon completion of the various improvement phases.

## **1.4 Information Supplied**

- 1.4.1 The following information was provided, or obtained by the Study Team, to inform this review:
- Police STATS 19 collision data for the B6318, within the review area, for the period 2019 to 2021 inclusive; and
  - Traffic Flow data from temporary traffic count sites located on the B6318, within the study area.

## **1.5 Report Structure**

- 1.5.1 An evidence-based approach has been adopted focussing on the analysis of the most recent, full year, validated collision data covering the 36-month period from a 1 January 2019 to 31 December 2021. A review of available traffic volume data has also been undertaken, whilst the study team also visited the site observing current operational conditions along the route.
- 1.5.2 Having considered route and cluster analysis informed by the above data and site observations, priority areas for improvement have been identified along the route together with a range of proposed intervention measures aimed at improving road safety and reducing the number of casualties.

1.5.3 To demonstrate a robust approach to the review, the 15 km route to be assessed has been split into five 3km long route sections.

This report is structured as follows:

- **Section 2** provides an overview of the study route;
- **Section 3** analyses the collision details extracted from the data provided and includes details of traffic flow and site observations;
- **Section 4** reviews options for improvements;
- **Section 5** highlights key findings and recommendations
- **Section 6** summarises the conclusions of the study.

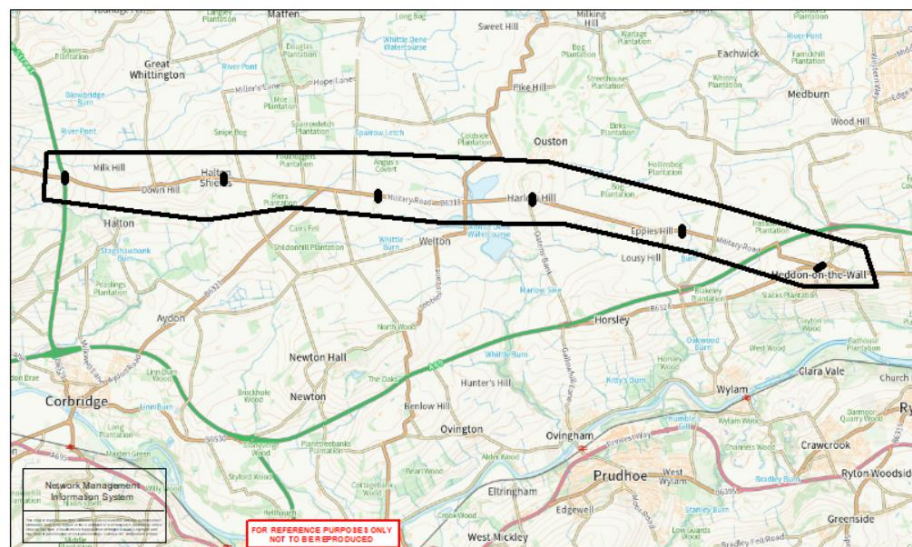
This report also includes supporting technical appendices.

## 2 Route Overview

### 2.1 Background

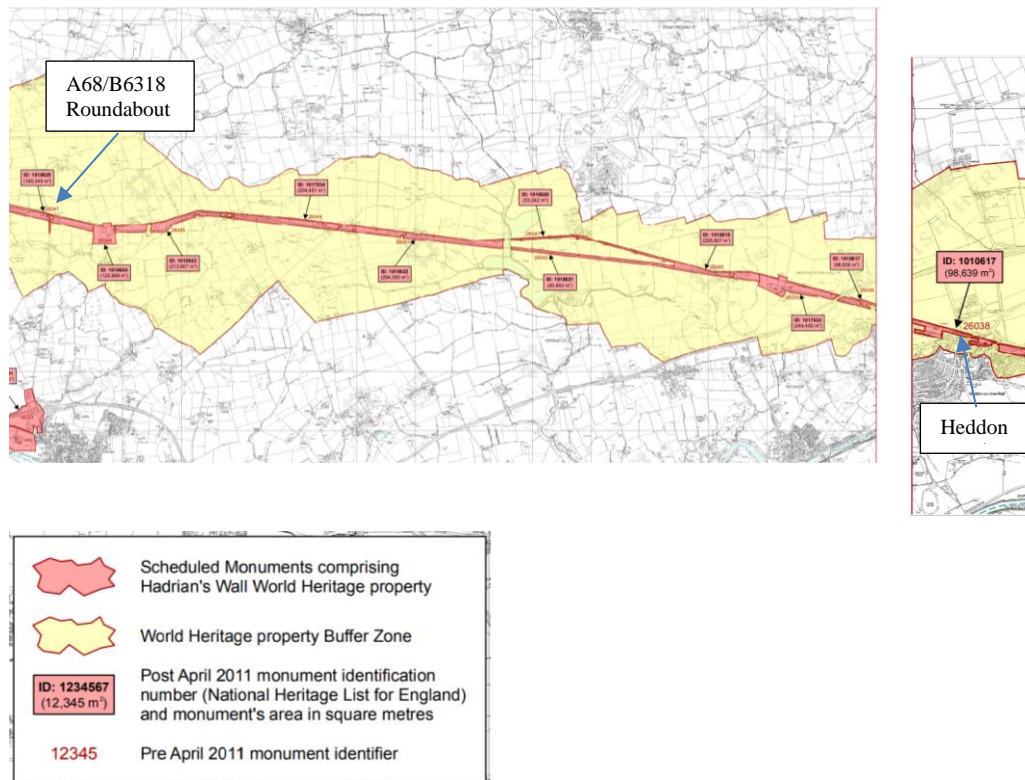
2.1.1 The B6318 is a rural road in western Northumberland. Often called the Military Road it runs (within Northumberland) from Heddon-on-the-Wall in the east to Gilsland in the west. The road is notable as it runs alongside Hadrian's Wall for much of its length, and long stretches of the road are built on the foundations of the wall.

2.1.2 The section of the route being considered by this study is between Heddon-on-the-Wall to the east and A68/B6318 Errington Arms Roundabout in the west (a length of 15km). The route is single carriageway throughout, subject to mainly a derestricted speed limit other than a 30mph speed limit at Heddon-on-the-Wall, and a 40mph speed limit west of that settlement and a 40mph speed limit at Harlow Hill. The route is primarily unlit other than within Heddon-on-the-Wall in the east, two lighting columns located in Harlow Hill, and in the vicinity of the A68/B6318 Errington Arms Roundabout.



**Figure 1 – Extents of the Study Area – B6318 – Heddon-on-the-Wall to A68/B6318 Junction, near The Errington Arms PH.**

2.1.3 The whole section of the B6318, within the study area, lies within the World Heritage site of Hadrian's Wall. See Figure 2 below.



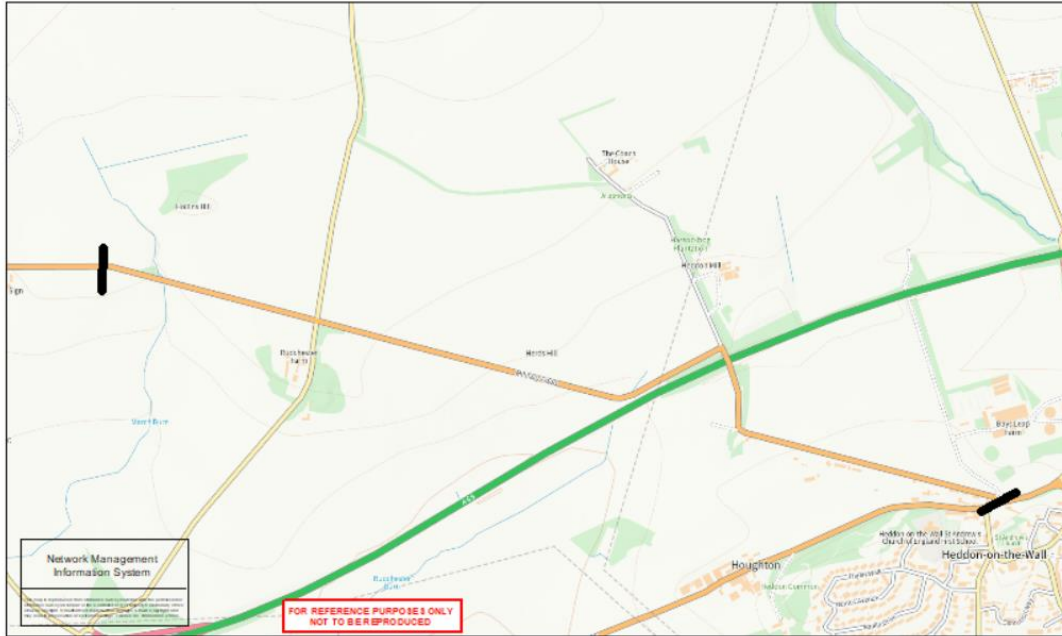
**Figure 2 – Extracts from - Frontiers of the Roman Empire – Hadrian's Wall \*English Heritage)**

2.1.4 The B6318, not forming part of the Primary Route Network, it is not ranked within The European Road Assessment Programme (EuroRAP) – 2022 Risk Rating for Northumberland.

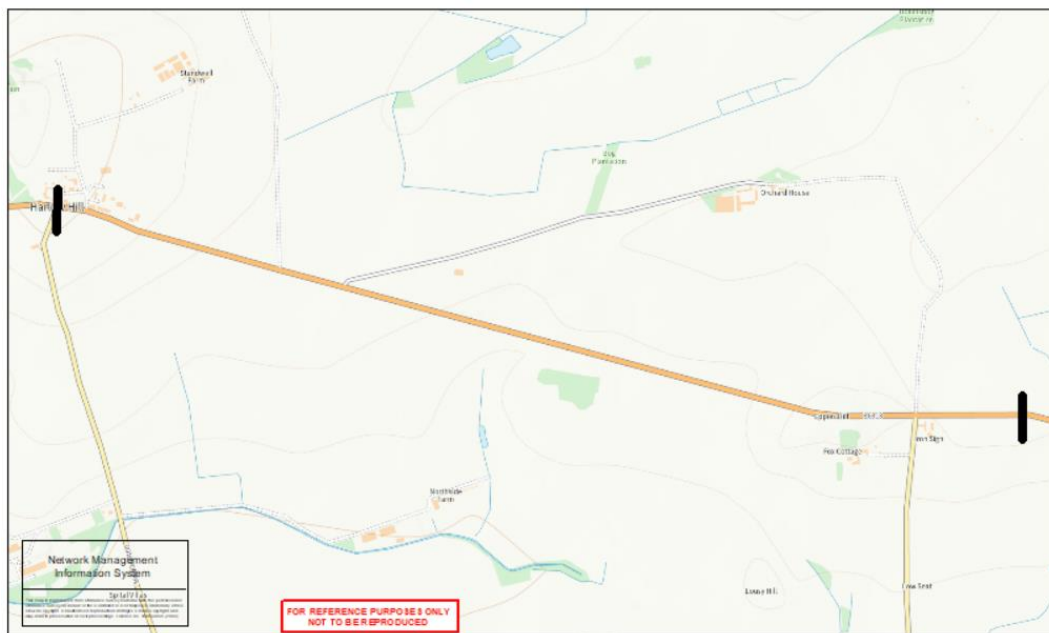
2.1.5 For the purposes of this Road Safety Study the route has been split into six route sections, from east to west, as follows:

- Section 1 - Heddon-on-the-Wall to Hollins Hill (3km);
- Section 2 - Hollins Hill to Harlow Hill (3km);
- Section 3 Harlow Hill to West Deneside (3km);
- Section 4 West Deneside to Halton Shields (3km); and
- Section 5 - Halton Shields to A68 Roundabout (3km).

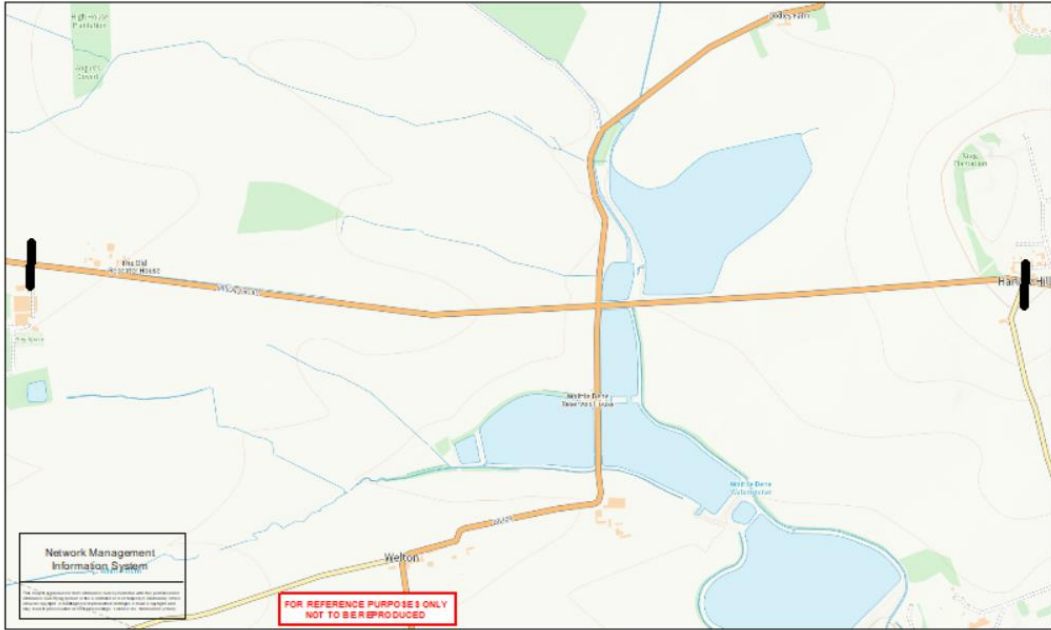
2.1.6 The maps below identify the exact extents of the five route sections considered.



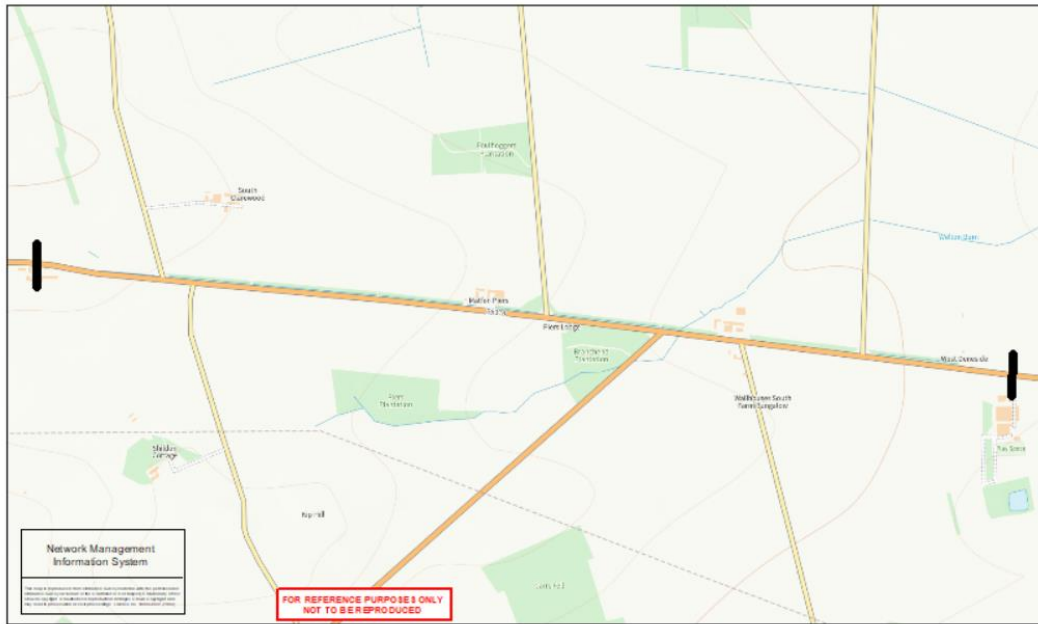
**SECTION 1 - Heddon-on-the-Wall to Hollins Hill**



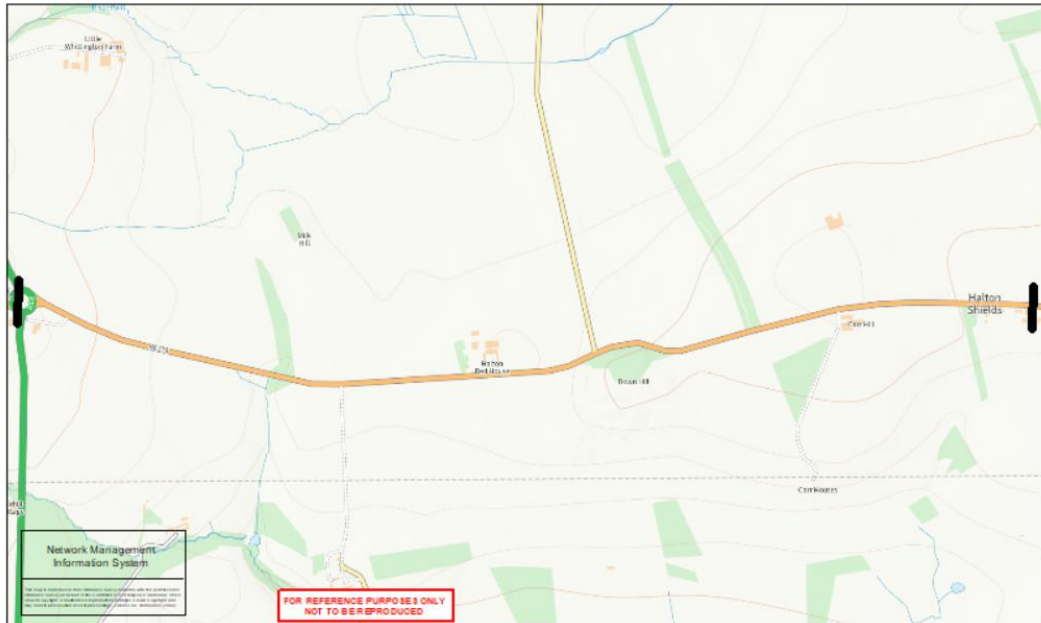
**SECTION 2 - Hollins Hill to Harlow Hill**



**SECTION 3 - Harlow Hill to West Deneside**



**SECTION 4 - West Deneside to Halton Shields**



**SECTION 5 - Halton Shields to A68 Roundabout**

**2.2 Recent Local Safety Schemes on the B6318**

2.2.1 In the period 2015/16 to 2019/20 some LTP Local Safety High Risk Sites and other improvement schemes (primarily signage, road marking, road studs and surfacing improvements) have been undertaken, to address a recent history of personal injury collisions, at the following locations which affect the main carriageway:

- **2015/16** - B6320/C342 Matfen Piers Junction, Signing Improvements – LSS Rural Roads (**Section 4**);
- **2018/19** - B6318 Halton Shields to West Deneside – LSS High Risk Site (**Section 4 & Section 5**); and
- **2019/20** – B6318/C257 Rudchester Crossroads – LSS High Risk Site (**Section 1**).
- **2021/22** – A68 Beukley Bank to A69(T) at A68/B6318 Roundabout – Improved signs and markings undertaken as part of A68 Route Action Scheme (**Section 5**).



- 2.2.2 The Study Team is also aware of the following surface dressing/ road maintenance schemes planned, or already having taken place, on the B6318 in recent years:
- **2018/19** – Surface Dressing – B6318 Halton Red House to Stagshaw Roundabout (**Section 5**);
  - **2019/20** - Resurfacing – B6318 High Seat towards Rudchester Phase 1 (**Section 2**);
  - **2020/21** - Resurfacing – B6318 High Seat towards Rudchester Phase 2 (**Section 1 & Section 2**); and
  - **2020/21** - Resurfacing - B6318 Wallhouses (**Section 4**).
- 2.2.3 The following carriageway resurfacing scheme is planned in 2023/24:
- B6318 West of High Seat towards Harlow Hill – Phase 2 (Section 2 and Section 3).
- 2.2.4 It is evident therefore, that as this study considers collision data for the period 1 January 2019 to 31 December 2021 during the course of this period, and subsequent to it in 2022, the above schemes have been, or will be, implemented with the intention of providing road safety benefits.
- 2.2.5 Consequently, further proposals at such locations will not be identified within this report where the recent works undertaken (or proposed) are considered to be suitable in providing road safety benefits.

## 3 Data Analysis

### 3.1 Collision Data

3.1.1 Collision data for the time period 1 January 2019 to 31 December 2021 (36 months) was obtained by the Road Safety Study Team for the purpose of this report. The outputs have been plotted on a series of drawings displaying collision locations and collision severity. These can be found in **Appendix A** of this report.

3.1.2 The limits of the search area used, for collision data provided for this Road Safety Study, covers the B6318 route between the B6318/B6320 junction at Heddon-on-the-Wall, in the east and the A68/B6318 Errington Arms Roundabout in the west (15 km in all).

3.1.3 To aid analysis, the 15km route has been divided into five 3km long route sections. The overall route, and then the five individual sections, have been analysed in the tables which follow.

3.1.4 **When comparing B6318 collision percentages with National statistics, for Non-Built up roads, RCGB data for 2019 has been used as collision totals for 2020 and 2021 were greatly affected by various Covid-19 global pandemic restrictions and conditions.**

### 3.2 Collision Analysis

3.2.1 The following tables indicate the numbers of personal injury collisions (PICs) and casualties recorded within the scheme extents during the 36-month period reviewed. The tables also review several specific circumstances of the collision in order to identify potential trends.

3.2.2 The tables reflect the overall collisions for the whole route and also the five individual sections reviewed as follows:

- Section 1 - Heddon-on-the-Wall to Hollins Hill (3km);
- Section 2 - Hollins Hill to Harlow Hill (3km);
- Section 3 Harlow Hill to West Deneside (3km);
- Section 4 West Deneside to Halton Shields (3km); and
- Section 5 - Halton Shields to A68 Roundabout (3km).

**3.3 Section 1 to Section 5 – All – Heddon-on-the-Wall to A68 Errington Arms Rbt**

| Year |       | Collisions |         |       |       | Casualties |         |       |       |
|------|-------|------------|---------|-------|-------|------------|---------|-------|-------|
|      |       | Slight     | Serious | Fatal | Total | Slight     | Serious | Fatal | Total |
|      | 2019  | 5          | 3       | 0     | 8     | 9          | 2       | 0     | 11    |
|      | 2020  | 5          | 3       | 0     | 8     | 8          | 3       | 0     | 11    |
|      | 2021  | 1          | 2       | 0     | 3     | 2          | 4       | 0     | 6     |
|      | Total | 11         | 8       | 0     | 19    | 19         | 9       | 0     | 28    |

**Table 3.3.1 – Total Collisions and Casualties**

3.3.1 **Table 3.3.1** above indicates that during this time period there were a total of eight serious and eleven slight personal injury collisions recorded within the extents of the scheme collision data search area. Twenty-eight casualties resulted from the nineteen collisions, an average of 1.47 casualties per collision.

3.3.2 **Table 3.3.2** below shows a summary of the average number of collisions/casualties over the full 36-month period, together with severity ratios. The B6318 route shows a higher KSI collision severity ratio of 42%, compared to the National Average (RCGB, 2019) of 31% for All Rural Roads.

| 36-month Collisions/year | KSI Collision Severity Ratio | 36-month Casualties/year | KSI Casualty Severity Ratio |
|--------------------------|------------------------------|--------------------------|-----------------------------|
| 6.33                     | 42%                          | 9.33                     | 32%                         |

**Table 3.3.2 – Total Collisions and Casualties**

3.3.3 **Table 3.3.3** below shows the direction of travel during these collisions.

| Direction of Travel | Total     | %          |
|---------------------|-----------|------------|
| Eastbound           | 11        | 58         |
| Westbound           | 6         | 32         |
| Southbound          | 1         | 5          |
| Northbound          | 1         | 5          |
| <b>Total</b>        | <b>19</b> | <b>100</b> |

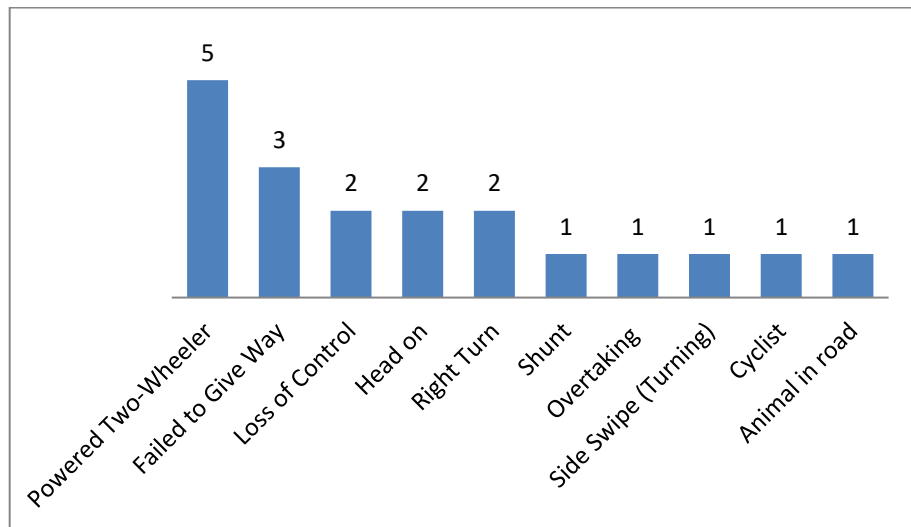
**Table 3.3.3 – Direction of Travel**

3.3.4 **Table 3.3.4** below shows the details of collisions where the description mentions the presence of a bend, or proximity of a junction, at the general location of the collision. Collisions described as occurring on straight sections of road are not shown. Three (16%) of the overall nineteen collisions listed occurred on bends, ten (52%) occurred in the general vicinity of junctions. Six (32%) occurred on otherwise straight sections of road away from junctions. 42% of the overall collisions occurred on a wet or icy road surface.

| Direction of Travel | Right Hand Bend | Left Hand Bend | Junction  | Total     |
|---------------------|-----------------|----------------|-----------|-----------|
| Eastbound           | 1               | 0              | 4         | <b>5</b>  |
| Westbound           | 1               | 1              | 4         | <b>6</b>  |
| Southbound          | 0               | 0              | 1         | <b>1</b>  |
| Northbound          | 0               | 0              | 1         | <b>1</b>  |
| <b>Total</b>        | <b>2</b>        | <b>1</b>       | <b>10</b> | <b>13</b> |

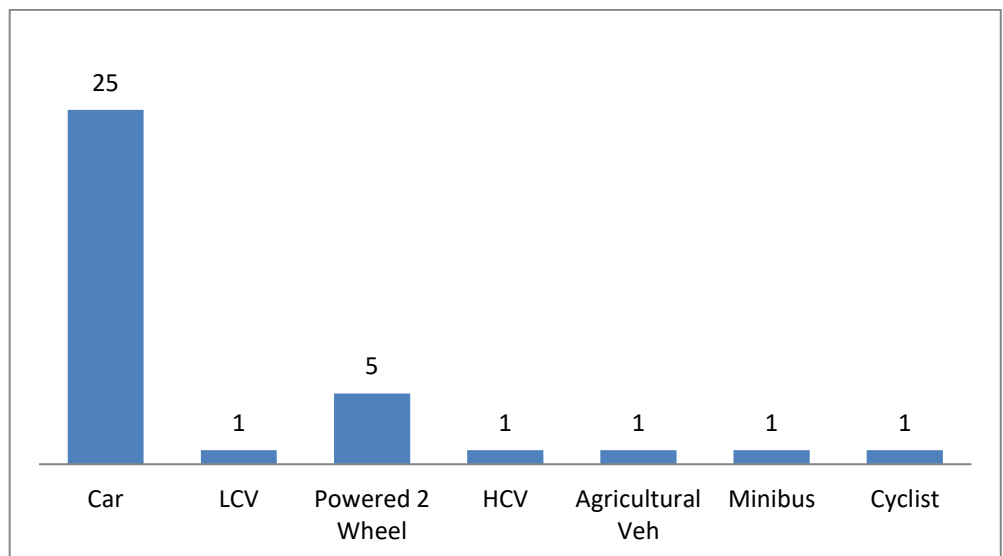
**Table 3.3.4 – Collisions on a bend or at a junction**

3.3.5 The collision types are classified in **Figure 3.3.1** below. This indicates that powered two wheeler (27%); failure to give way (16%) and loss of control, head-on and right turn (all individually 11%) type collisions are the most prevalent.



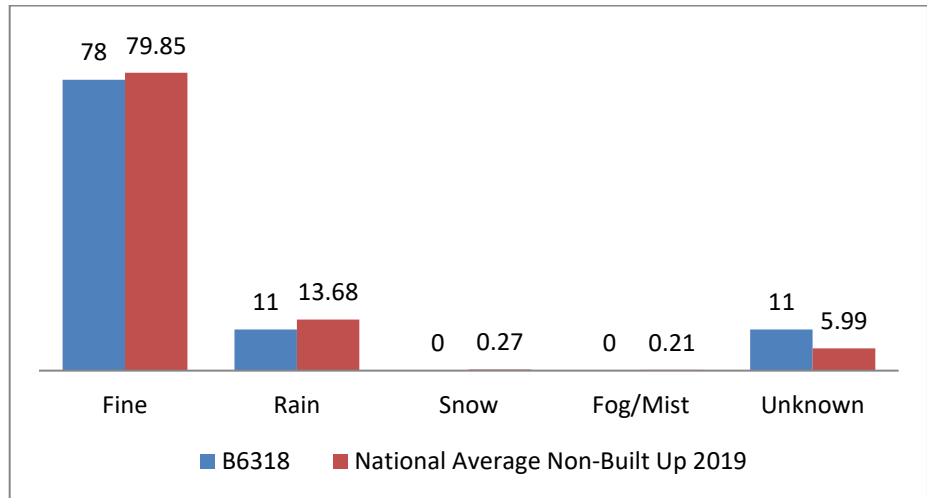
**Figure 3.3.1 – Collisions by Type**

3.3.6 The mode of transport, involved in the collisions recorded, is classified in **Figure 3.3.2** below. An average of 1.8 modes of transport were involved in each collision with the predominant vehicle types involved being a car (71%) and a powered two-wheeler (14%).

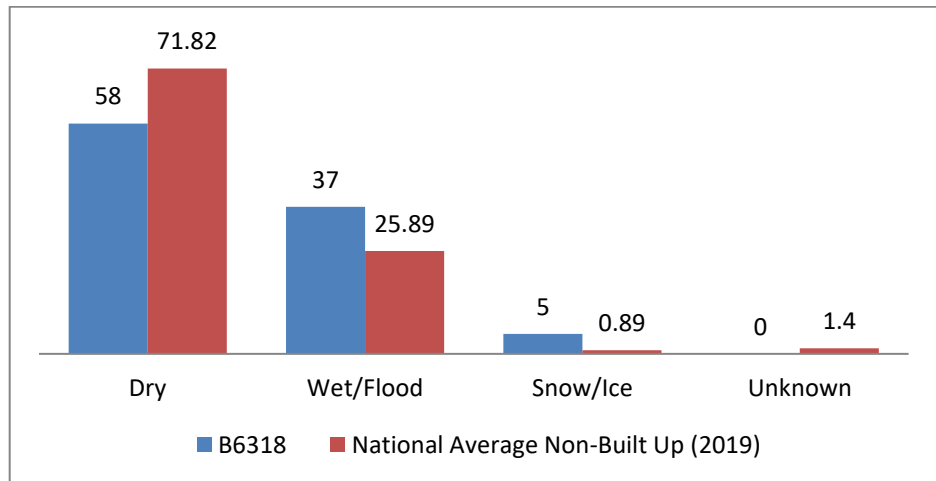


**Figure 3.3.2 – Mode of Transport involved in Collisions.**

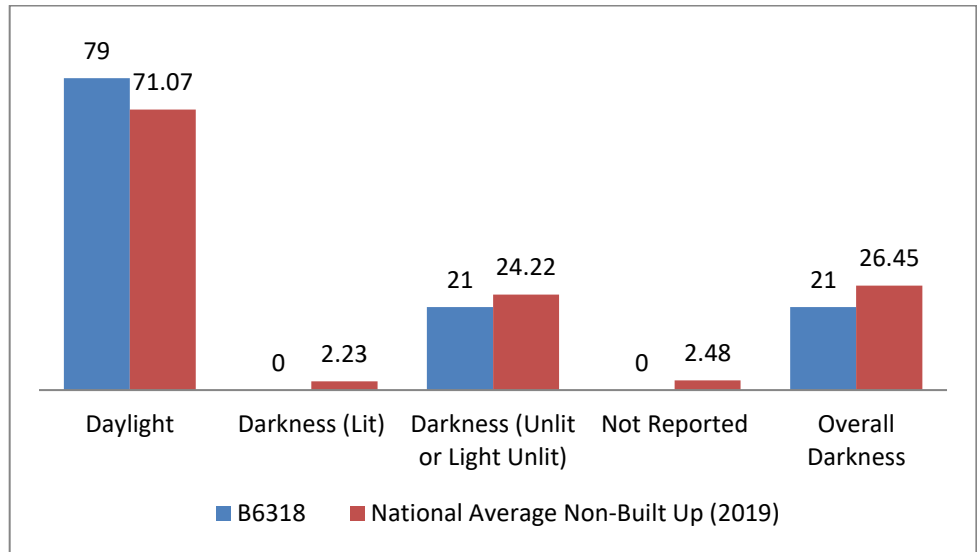
3.3.7 The information contained in the collision data has been compared to national averages obtained from the DfT publication “Road Casualties in Great Britain” (RCGB), 2019 in **Figures 3.3.3 to 3.3.5** below.



**Figure 3.3.3 – Percentage Collisions by Weather Conditions.**

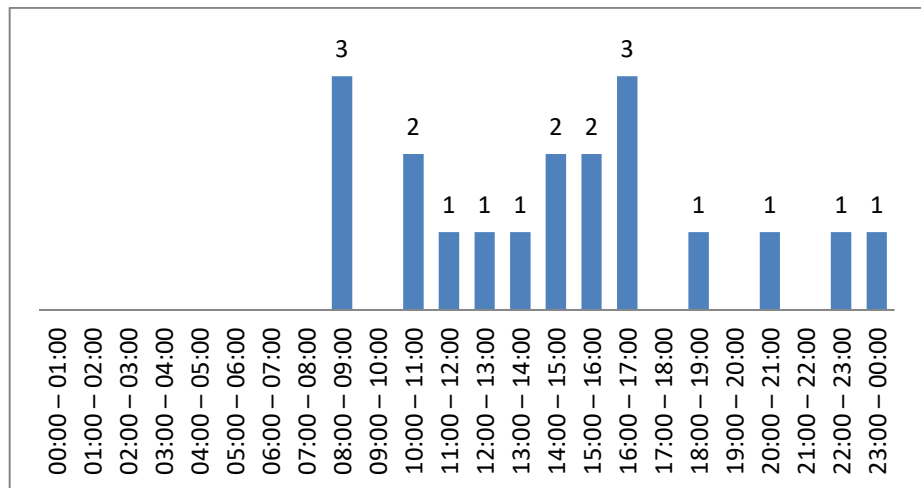


**Figure 3.3.4 – Percentage Collisions by Road Surface Conditions.**

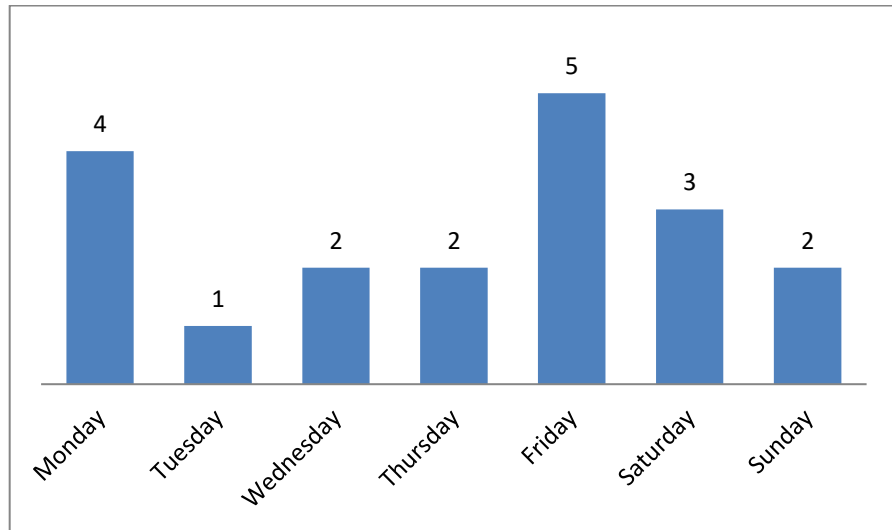


**Figure 3.3.5 – Percentage Collisions by Lighting Conditions.**

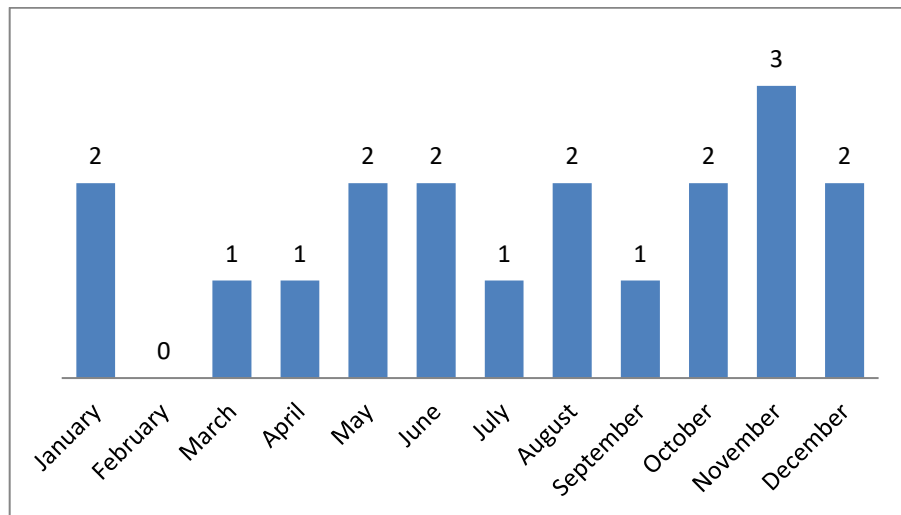
- 3.3.8 The above tables show that adverse weather and lighting conditions were not significant factors in the collisions recorded. With only collisions on a wet or icy surface being higher than National norms.
- 3.3.9 4 (21%) of all collisions involved a vehicle skidding.
- 3.3.10 Details of the time of day, day of week and month of year during which collisions occurred are shown in **Figures 3.3.6 to 3.3.8** below.



**Figure 3.3.6 – Collisions by Time of Day**



**Figure 3.3.7 – Collisions by Day of Week**



**Figure 3.3.8 – Collisions by Month of Year**



3.3.11 Collisions by the time of year showed that most collisions occurred during Summer (26%) and Winter (36%). Collisions by day of the week were quite evenly spread other than a Friday or Monday when 26% and 21% respectively of collisions occurred. 36% of collisions occurred during the (inter-peak) daytime and 27% during the PM peak.

| <b>Collisions By Time of Day (%)</b> |    |
|--------------------------------------|----|
| AM Peak (06:00 – 10:00)              | 16 |
| Inter Peak (daytime)                 | 36 |
| PM Peak (15:00 – 18:00)              | 27 |
| Off Peak (evening)                   | 21 |

| <b>Collisions By Time of Year (%)</b> |    |
|---------------------------------------|----|
| Spring (Mar to May)                   | 21 |
| Summer (June to Aug)                  | 27 |
| Autumn (Sept to Oct)                  | 16 |
| Winter (Nov to Feb)                   | 36 |

### 3.4 Section 1 – Heddon-on-the-Wall to Hollins Hill

| Period |       | Collisions |         |       |       | Casualties |         |       |       |
|--------|-------|------------|---------|-------|-------|------------|---------|-------|-------|
|        |       | Slight     | Serious | Fatal | Total | Slight     | Serious | Fatal | Total |
|        | 2019  | 0          | 1       | 0     | 1     | 0          | 1       | 0     | 1     |
|        | 2020  | 0          | 1       | 0     | 1     | 2          | 1       | 0     | 3     |
|        | 2021  | 1          | 0       | 0     | 1     | 2          | 0       | 0     | 2     |
|        | Total | 1          | 2       | 0     | 3     | 4          | 2       | 0     | 6     |

**Table 3.4.1 – Total Collisions and Casualties**

3.4.1 **Table 3.4.1** above indicates that during this time period there were two serious and one slight personal injury collisions recorded within the extents of the scheme collision data search area. Six casualties resulted from the three collisions, an average of 2.0 casualties per collision.

3.4.2 **Table 3.4.2** below shows a summary of the average number of collisions/casualties over the full 36-month period, together with severity ratios.

| 36-month Coll's/yr | KSI Collision Severity Ratio | 36-month Cas/yr | KSI Casualty Severity Ratio |
|--------------------|------------------------------|-----------------|-----------------------------|
| 1.0                | 67%                          | 2.0             | 33%                         |

**Table 3.4.2 – Total Collisions and Casualties**

3.4.3 **Table 3.4.3** below shows the direction of travel for all collisions.

| Direction of Travel | Total    | %          |
|---------------------|----------|------------|
| Eastbound           | 1        | 33.3       |
| Westbound           | 1        | 33.3       |
| Northbound          | 1        | 33.3       |
| <b>Total</b>        | <b>3</b> | <b>100</b> |

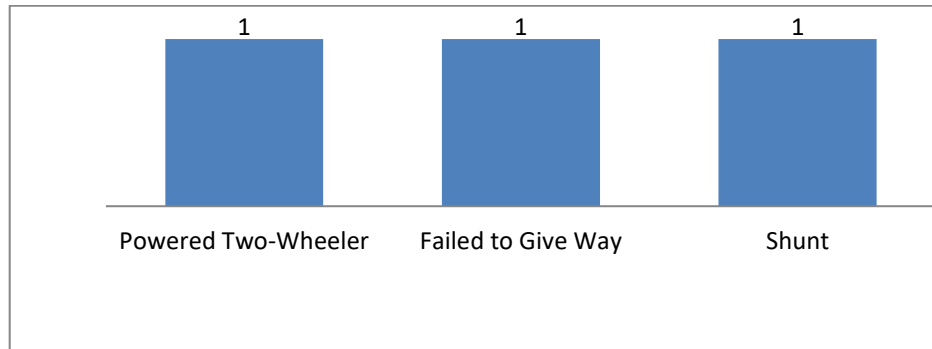
**Table 3.4.3 – Direction of Travel**

3.4.4 **Table 3.4.4** below shows the details of collisions where the description mentions the presence of a bend or close proximity of a junction, at the location of the collision.

| Direction of Travel | Right Hand Bend | Left Hand Bend | Junction |
|---------------------|-----------------|----------------|----------|
| Eastbound           | 0               | 0              | 1        |
| Westbound           | 1               | 0              | 0        |
| Northbound          | 0               | 0              | 1        |
| <b>Total</b>        | <b>1</b>        | <b>0</b>       | <b>1</b> |

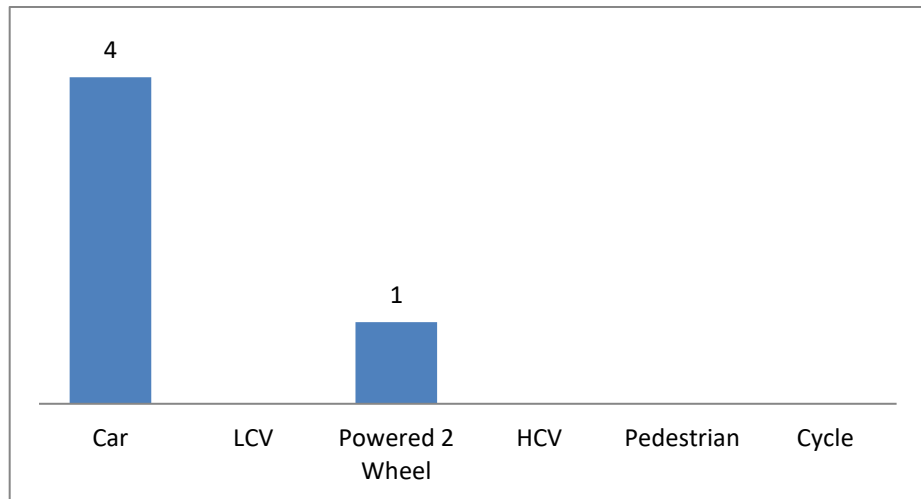
**Table 3.4.4 – Collisions on a bend or at a junction**

3.4.5 The collision types are classified in **Figure 3.4.1** below.



**Figure 3.4.1– Collisions by Type**

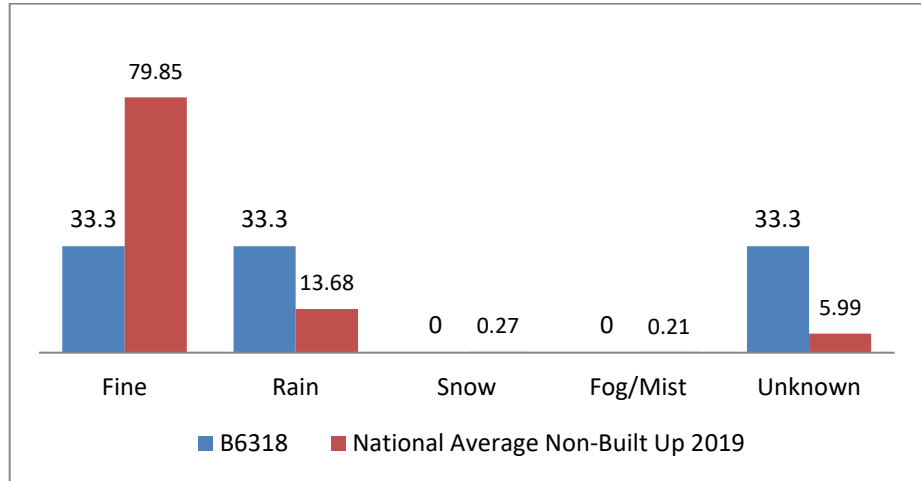
3.4.6 The mode of transport, involved in the collisions recorded, is classified in **Figure 3.4.2** below. An average of 1.67 modes of transport were involved in each collision, with the predominant vehicle type being a car (80%).



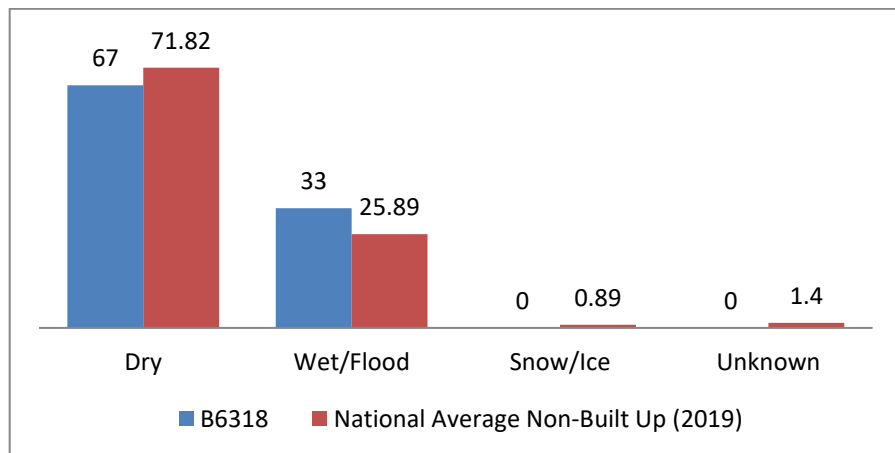
**Figure 3.4.2 – Mode of Transport**

3.4.7

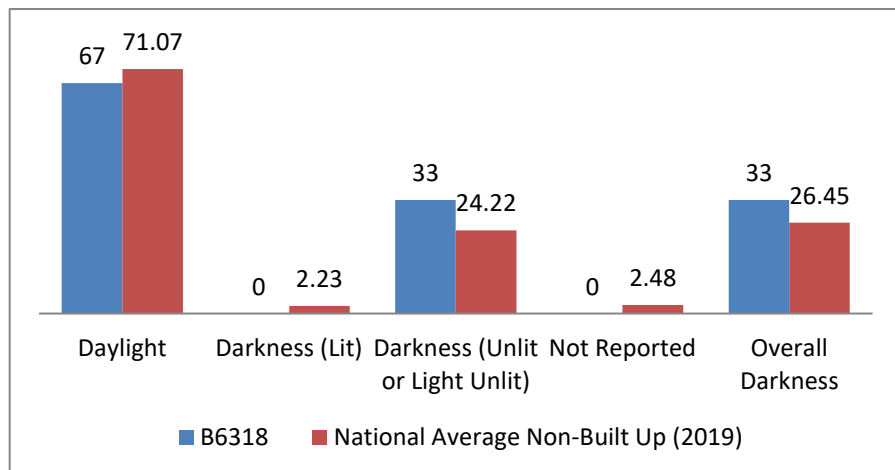
The information contained in the collision data has been compared to national averages obtained from the DfT publication “Road Casualties in Great Britain” (RCGB), 2019 in **Figures 3.4.3 to 3.4.5** below.



**Figure 3.4.3 – Percentage Collisions by Weather Conditions.**



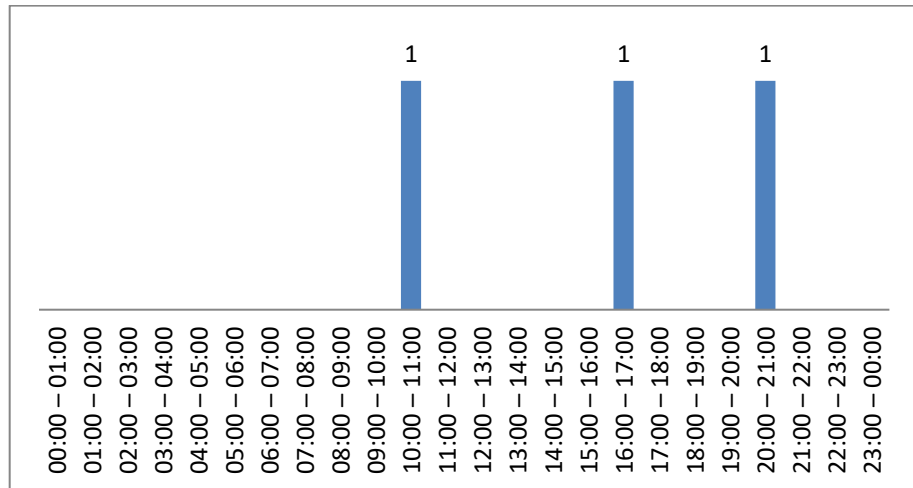
**Figure 3.4.4 – Percentage Collisions by Road Surface Conditions.**



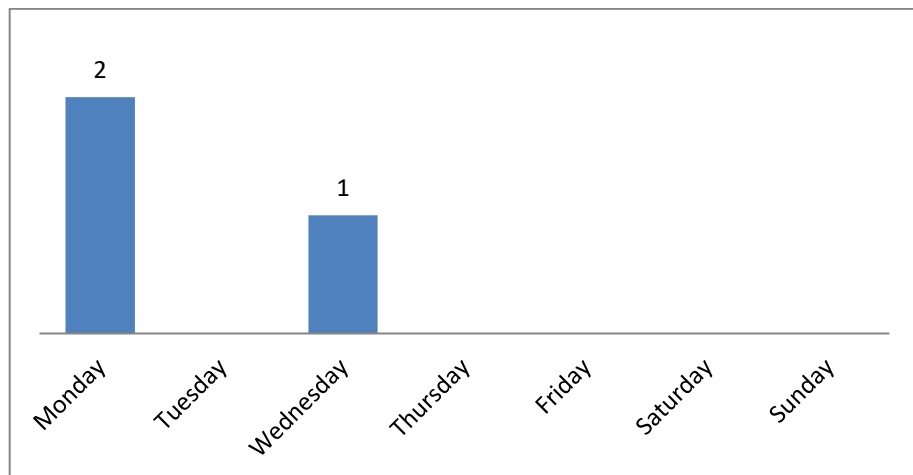
**Figure 3.4.5 – Percentage Collisions by Lighting Conditions.**

3.4.8 The above table's show that adverse road surface conditions and lighting conditions were factors in the collisions recorded, being above National norms.

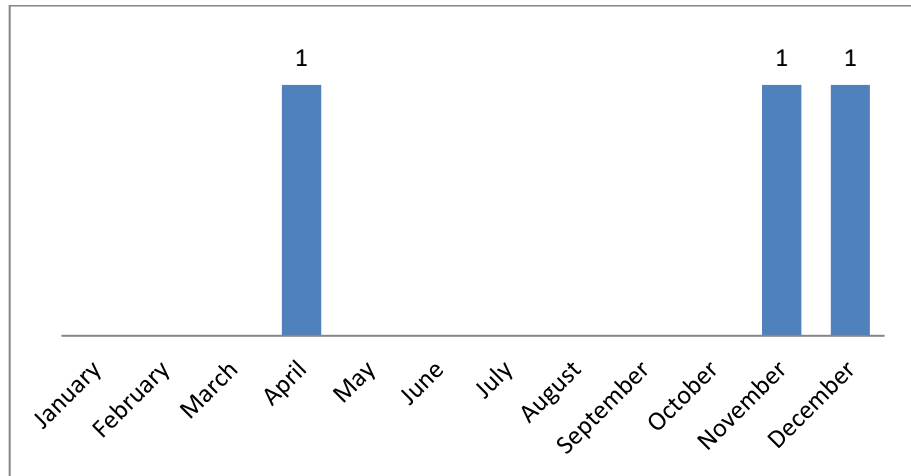
3.4.9 Details of the time of day, day of week and month of year during which collisions occurred are shown in **Figures 3.4.6 to 3.4.8** below.



**Figure 3.4.6 – Collisions by Time of Day**



**Figure 3.4.7 – Collisions by Day of Week**



**Figure 3.4.8 – Collisions by Month of Year**

3.4.10 Collisions by time and day of the week show no significant trends, but 67% of collisions occurred during Winter months and on a Monday.

| Collisions By Time of Day (%) |    |
|-------------------------------|----|
| AM Peak (06:00 – 10:00)       | 0  |
| Inter Peak (daytime)          | 33 |
| PM Peak (15:00 – 18:00)       | 33 |
| Off Peak (evening)            | 33 |

| Collisions By Time of Year (%) |    |
|--------------------------------|----|
| Spring (Mar to May)            | 33 |
| Summer (June to Aug)           | 0  |
| Autumn (Sept to Oct)           | 0  |
| Winter (Nov to Feb)            | 67 |

### 3.5 Section 2 – Hollins Hill to Harlow Hill

| Period |       | Collisions |         |       |       | Casualties |         |       |       |
|--------|-------|------------|---------|-------|-------|------------|---------|-------|-------|
|        |       | Slight     | Serious | Fatal | Total | Slight     | Serious | Fatal | Total |
|        | 2019  | 2          | 1       | 0     | 3     | 5          | 1       | 0     | 6     |
|        | 2020  | 2          | 0       | 0     | 2     | 2          | 0       | 0     | 2     |
|        | 2021  | 0          | 2       | 0     | 2     | 0          | 4       | 0     | 4     |
|        | Total | 4          | 3       | 0     | 7     | 7          | 5       | 0     | 12    |

**Table 3.5.1 – Total Collisions and Casualties**

3.5.1 **Table 3.5.1** above indicates that during this time period there were a total of three serious and four slight personal injury collisions recorded within the extents of the scheme collision data search area. Twelve casualties resulted from the seven collisions, an average of 1.71 casualties per collision.

3.5.2 **Table 3.5.2** below shows a summary of the average number of collisions/casualties over the full 36-month period, together with severity ratios.

| 36-month Coll's/yr | KSI Collision Severity Ratio | 36-month Cas/yr | KSI Casualty Severity Ratio |
|--------------------|------------------------------|-----------------|-----------------------------|
| 2.33               | 42%                          | 4.0             | 42%                         |

**Table 3.5.2 – Total Collisions and Casualties**

3.5.3 **Table 3.5.3** below shows the direction of travel for all collisions.

| Direction of Travel | Total    | %          |
|---------------------|----------|------------|
| Eastbound           | 6        | 86         |
| Westbound           | 0        | 0          |
| Southbound          | 1        | 14         |
| <b>Total</b>        | <b>7</b> | <b>100</b> |

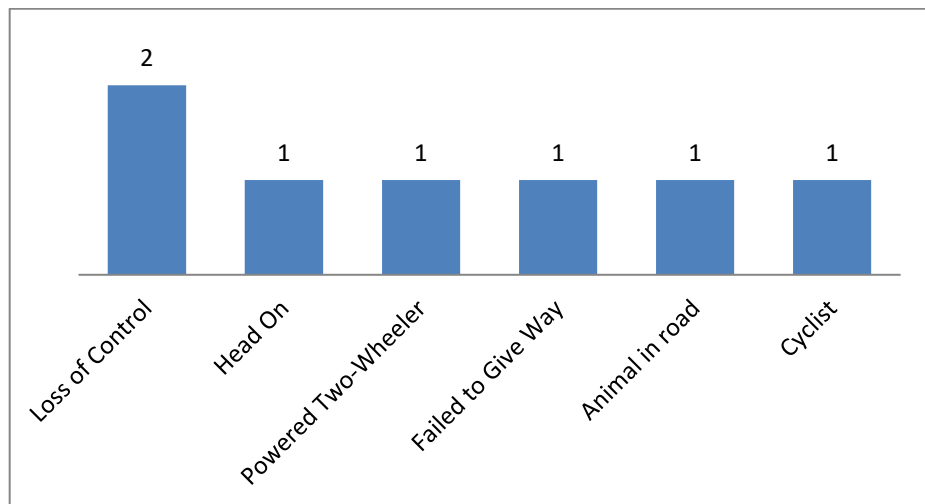
**Table 3.5.3 – Direction of Travel**

3.5.4 **Table 3.5.4** below shows the details of collisions where the description mentions the presence of a bend or close proximity of a junction, at the location of the collision.

| Direction of Travel | Right Hand Bend | Left Hand Bend | Junction |
|---------------------|-----------------|----------------|----------|
| Eastbound           | 1               | 0              | 1        |
| Westbound           | 0               | 0              | 0        |
| Southbound          | 0               | 0              | 1        |
| <b>Total</b>        | <b>1</b>        | <b>0</b>       | <b>2</b> |

**Table 3.5.4 – Collisions on a bend or at a junction**

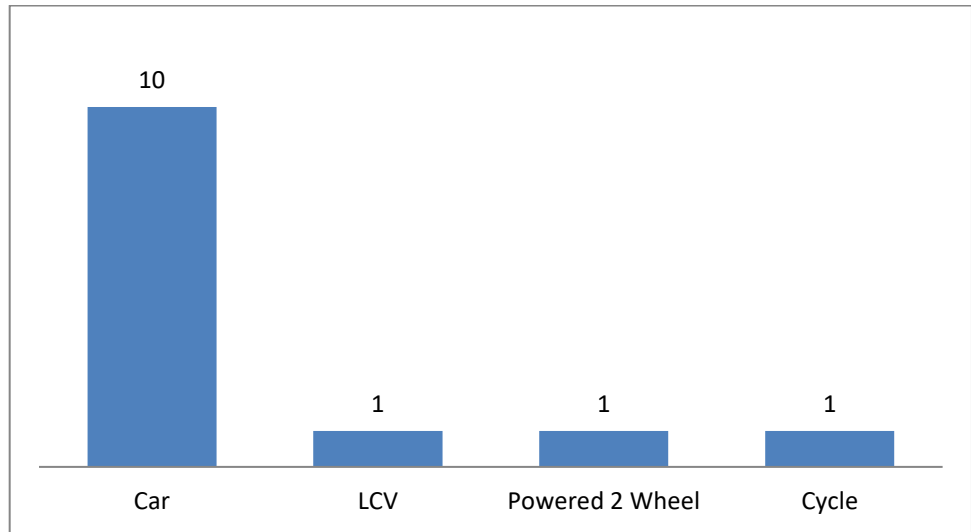
3.5.5 The collision types are classified in **Figure 3.5.1** below.



**Figure 3.5.1 – Collisions by Type**

3.5.6 The mode of transport, involved in the collisions recorded, is classified in **Figure 3.5.2** below. An average of 1.86 modes of transport were involved in each collision, with the predominant vehicle type involved being the car (77%).

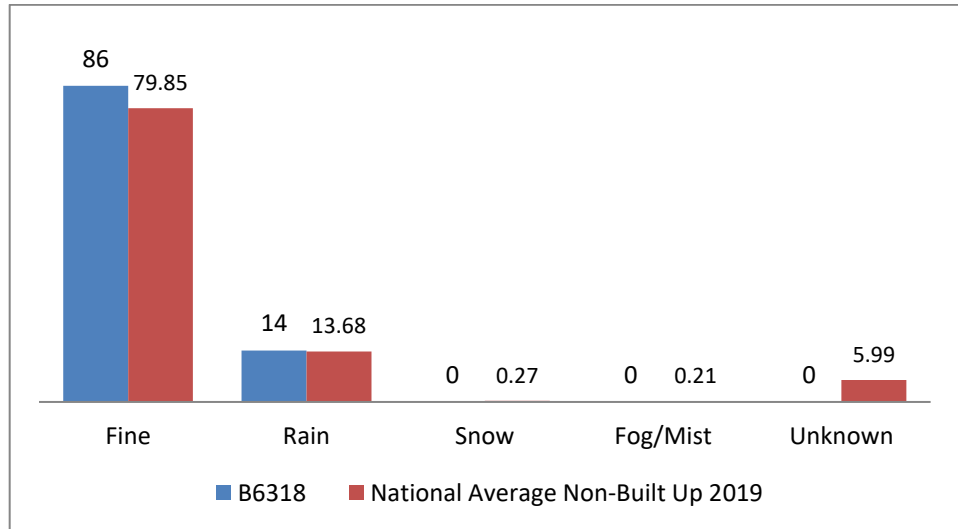




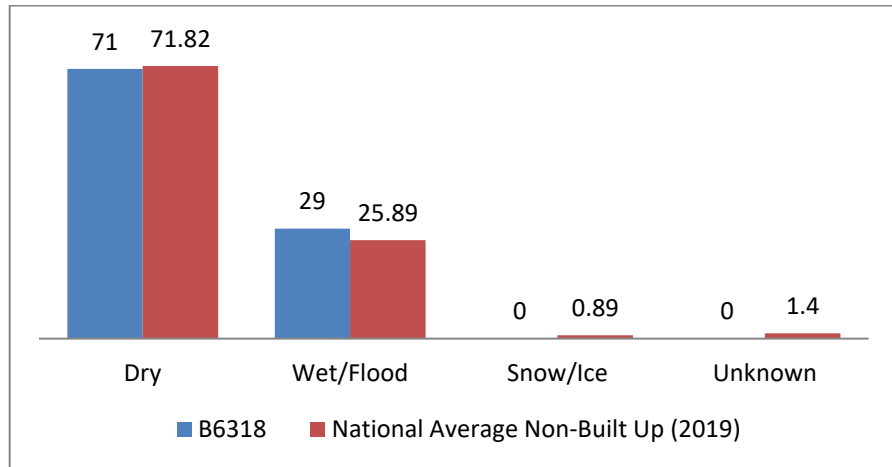
**Figure 3.5.2 – Mode of Transport involved in Collisions.**

3.5.7

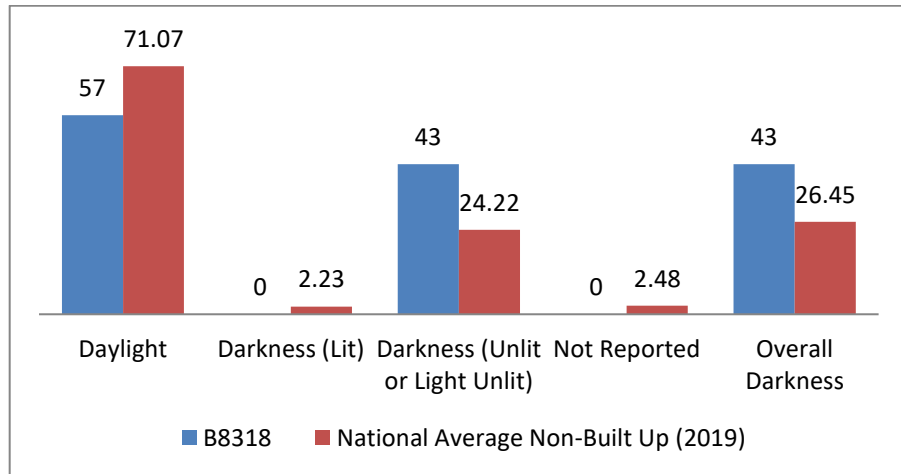
The information contained in the collision data has been compared to national averages obtained from the DfT publication “Road Casualties in Great Britain” (RCGB), 2019 in **Figures 3.5.3 to 3.5.5** below.



**Figure 3.5.3 – Percentage Collisions by Weather Conditions.**



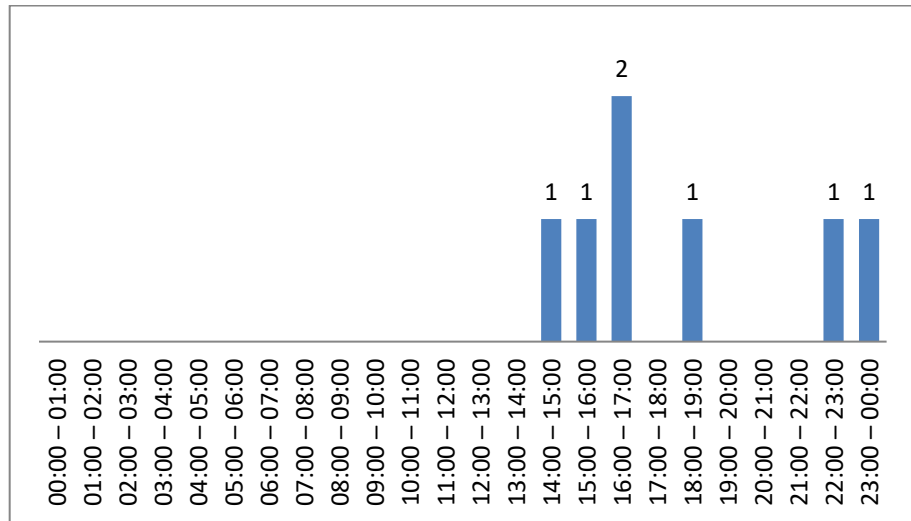
**Figure 3.5.4 – Percentage Collisions by Road Surface Conditions.**



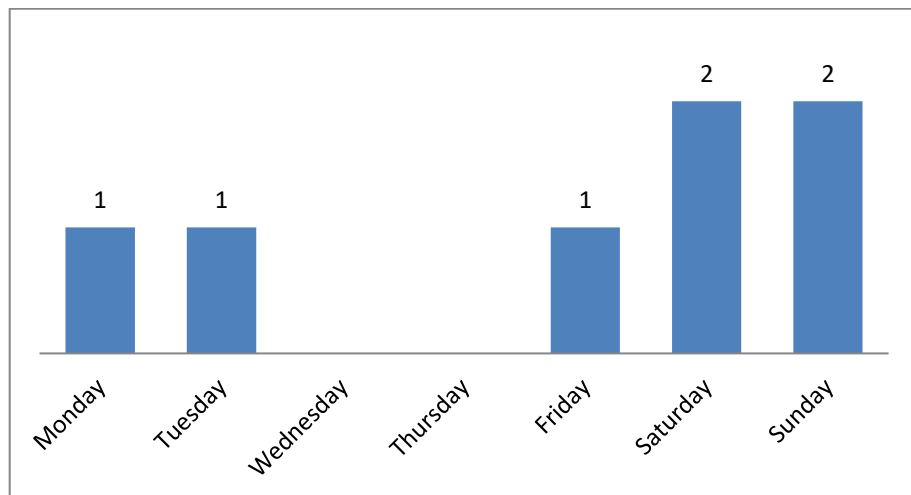
**Figure 3.5.5 – Percentage Collisions by Lighting Conditions.**

3.5.8 The above table's show that collisions on a wet road surface and during darkness hours were above National norms.

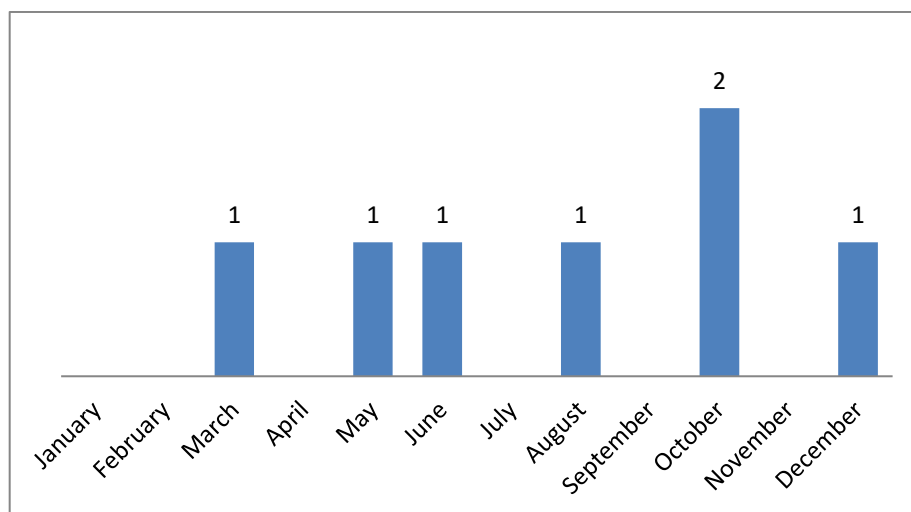
3.5.9 Details of the time of day, day of week and month of year during which collisions occurred are shown in **Figures 3.5.6 to 3.5.8** below.



**Figure 3.5.6 – Collisions by Time of Day**



**Figure 3.5.7 – Collisions by Day of Week**



**Figure 3.5.8 – Collisions by Month of Year**

3.5.10 Most collisions occurred towards the end of the week (including weekends) and during the PM peak.

| <b>Collisions By Time of Day (%)</b> |    |
|--------------------------------------|----|
| AM Peak (06:00 – 10:00)              | 0  |
| Inter Peak (daytime)                 | 14 |
| PM Peak (15:00 – 18:00)              | 43 |
| Off Peak (evening)                   | 43 |

| <b>Collisions By Time of Year (%)</b> |    |
|---------------------------------------|----|
| Spring (Mar to May)                   | 29 |
| Summer (June to Aug)                  | 29 |
| Autumn (Sept to Oct)                  | 29 |
| Winter (Nov to Feb)                   | 13 |

### 3.6 Section 3 – Harlow Hill to West Deneside

| Period |       | Collisions |         |       |       | Casualties |         |       |       |
|--------|-------|------------|---------|-------|-------|------------|---------|-------|-------|
|        |       | Slight     | Serious | Fatal | Total | Slight     | Serious | Fatal | Total |
|        | 2019  | 2          | 0       | 0     | 2     | 4          | 0       | 0     | 4     |
|        | 2020  | 1          | 0       | 0     | 1     | 1          | 0       | 0     | 1     |
|        | 2021  | 0          | 0       | 0     | 0     | 0          | 0       | 0     | 0     |
|        | Total | 3          | 0       | 0     | 3     | 5          | 0       | 0     | 5     |

**Table 3.6.1 – Total Collisions and Casualties**

3.6.1 Table 3.6.1 above indicates that during this time period there were a total of three slight personal injury collisions recorded within the extents of the scheme collision data search area. Five casualties resulted from the four collisions, an average of 1.67 casualties per collision.

3.6.2 Table 3.6.2 below shows a summary of the average number of collisions/casualties over the full 36-month period, together with severity ratios.

| 36-month Coll's/yr | KSI Collision Severity Ratio | 36-month Cas/yr | KSI Casualty Severity Ratio |
|--------------------|------------------------------|-----------------|-----------------------------|
| 1.0                | Zero                         | 1.67            | Zero                        |

**Table 3.6.2 – Total Collisions and Casualties**

3.6.3 Table 3.6.3 below shows the direction of travel for all collisions.

| Direction of Travel | Total    | %          |
|---------------------|----------|------------|
| Eastbound           | 2        | 67         |
| Westbound           | 1        | 33         |
| <b>Total</b>        | <b>3</b> | <b>100</b> |

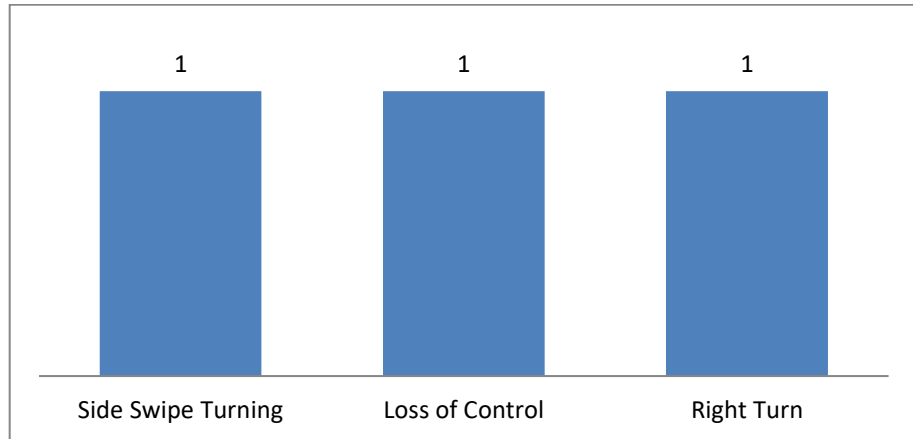
**Table 3.6.3 – Direction of Travel**

3.6.4 **Table 3.6.4** below shows the details of collisions where the description mentions the presence of a bend or close proximity of a junction, at the location of the collision.

| Direction of Travel | Right Hand Bend | Left Hand Bend | Junction |
|---------------------|-----------------|----------------|----------|
| Eastbound           | 0               | 0              | 1        |
| Westbound           | 0               | 0              | 1        |
| <b>Total</b>        | <b>0</b>        | <b>0</b>       | <b>2</b> |

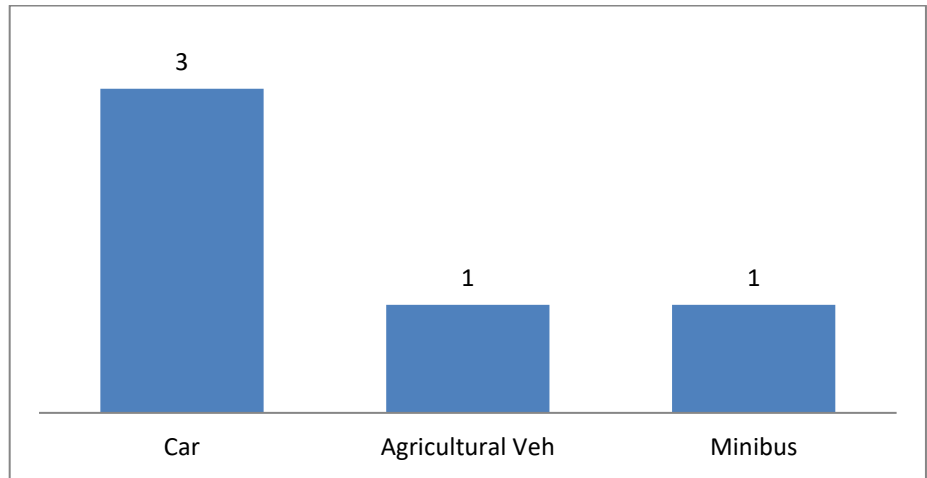
**Table 3.6.4 – Collisions on a bend or at a junction**

3.6.5 The collision types are classified in **Figure 3.6.1** below.



**Figure 3.6.1 – Collisions by Type**

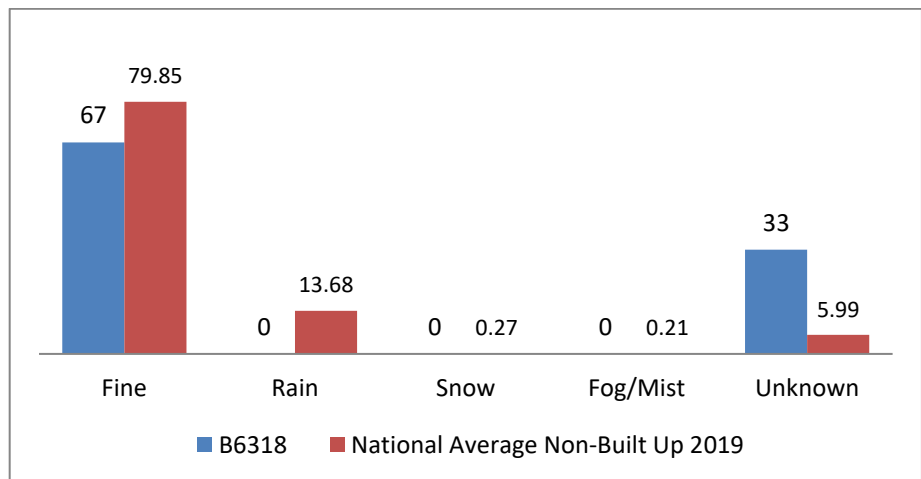
3.6.6 The mode of transport, involved in the collisions recorded, is classified in **Figure 3.6.2** below. An average of 1.67 modes of transport were involved in each collision, with the predominant vehicle type involved being the car (60%).



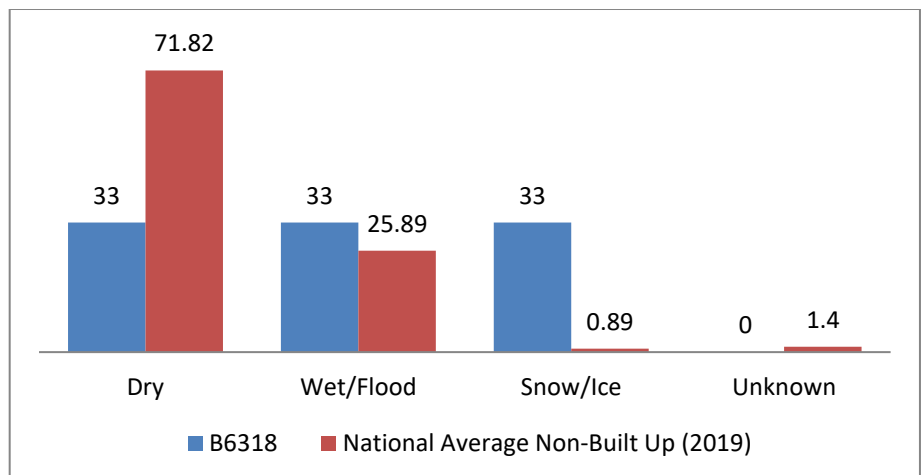
**Figure 3.6.2 – Mode of Transport involved in Collisions.**

3.6.7

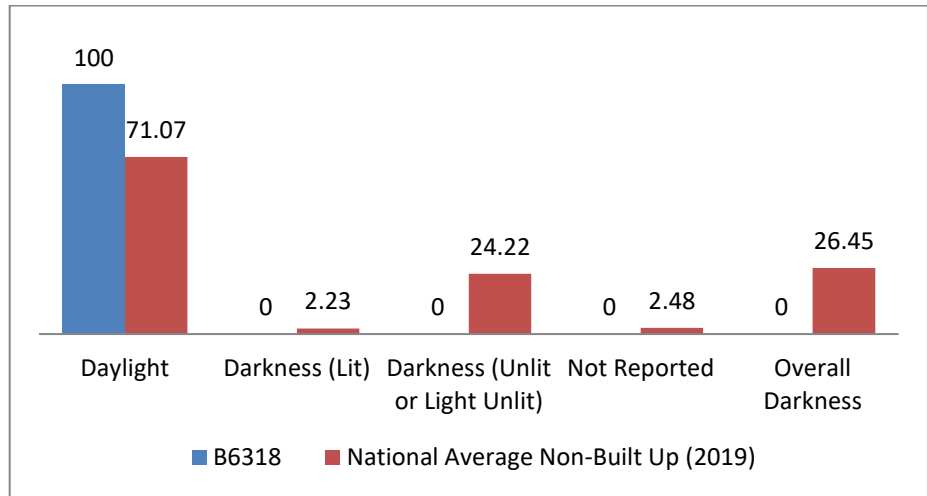
The information contained in the collision data has been compared to national averages obtained from the DfT publication “Road Casualties in Great Britain” (RCGB), 2019 in **Figures 3.6.3 to 3.6.5** below.



**Figure 3.6.3 – Percentage Collisions by Weather Conditions.**



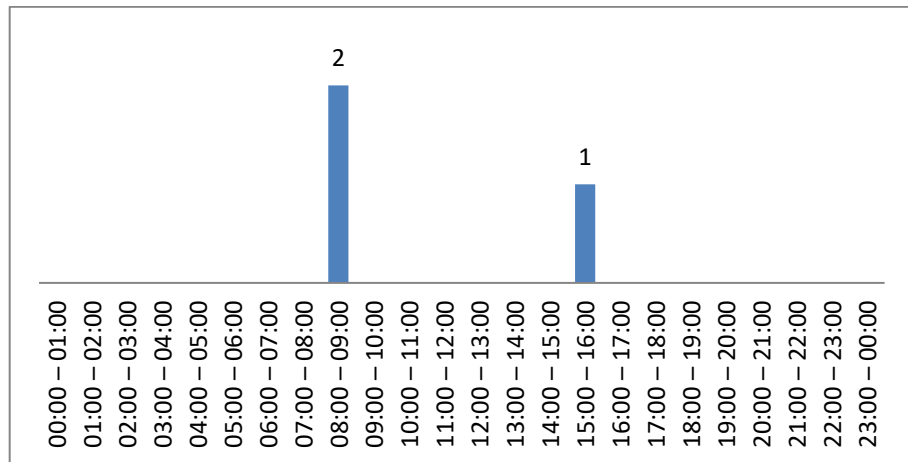
**Figure 3.6.4 – Percentage Collisions by Road Surface Conditions.**



**Figure 3.6.5 – Percentage Collisions by Lighting Conditions.**

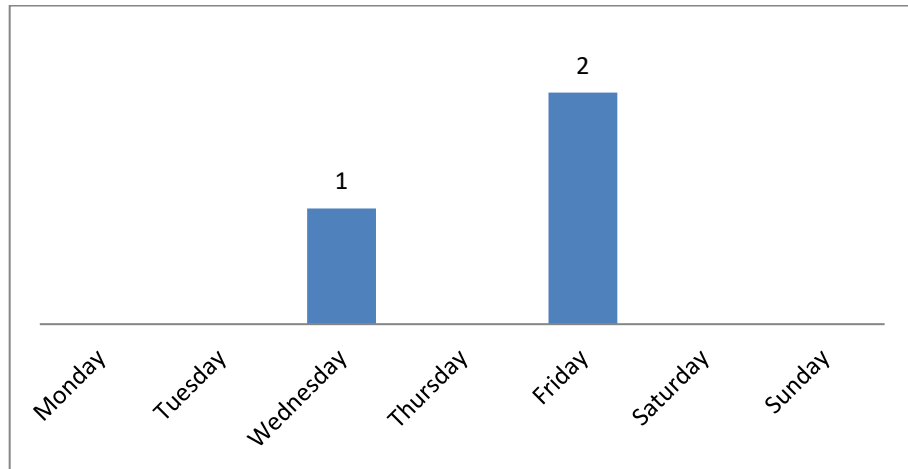
3.6.8 The above table’s show that collisions on a wet, snowy or icy road surface were above National norms.

3.6.9 Details of the time of day, day of week and month of year during which collisions occurred are shown in **Figures 3.6.6 to 3.6.8** below.

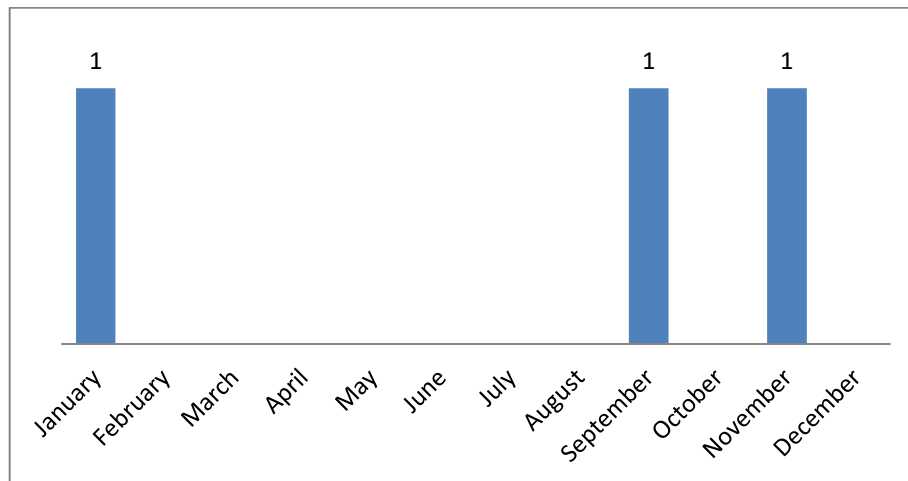


**Figure 3.6.6 – Collisions by Time of Day**





**Figure 3.6.7 – Collisions by Day of Week**



**Figure 3.6.8 – Collisions by Month of Year**

3.6.10 Most collisions occurred during the AM peak, towards the end of the week and during Winter months.

| Collisions By Time of Day (%) |    |
|-------------------------------|----|
| AM Peak (06:00 – 10:00)       | 67 |
| Inter Peak (daytime)          | 0  |
| PM Peak (15:00 – 18:00)       | 33 |
| Off Peak (evening)            | 0  |

| Collisions By Time of Year (%) |    |
|--------------------------------|----|
| Spring (Mar to May)            | 0  |
| Summer (June to Aug)           | 0  |
| Autumn (Sept to Oct)           | 33 |
| Winter (Nov to Feb)            | 67 |

### 3.7 Section 4 – West Deneside to Halton Shields

| Period |       | Collisions |         |       |       | Casualties |         |       |       |
|--------|-------|------------|---------|-------|-------|------------|---------|-------|-------|
|        |       | Slight     | Serious | Fatal | Total | Slight     | Serious | Fatal | Total |
|        | 2019  | 0          | 1       | 0     | 1     | 0          | 1       | 0     | 1     |
|        | 2020  | 1          | 1       | 0     | 2     | 2          | 1       | 0     | 3     |
|        | 2021  | 0          | 0       | 0     | 0     | 0          | 0       | 0     | 0     |
|        | Total | 1          | 2       | 0     | 3     | 2          | 2       | 0     | 4     |

**Table 3.7.1 – Total Collisions and Casualties**

3.7.1 **Table 3.7.1** above indicates that during this time period there were a total of two serious and one slight personal injury collisions recorded within the extents of the scheme collision data search area. Four casualties resulted from the three collisions, an average of 1.33 casualties per collision.

3.7.2 **Table 3.7.2** below shows a summary of the average number of collisions/casualties over the full 36-month period, together with severity ratios.

| 36-month Coll's/yr | KSI Collision Severity Ratio | 36-month Cas/yr | KSI Casualty Severity Ratio |
|--------------------|------------------------------|-----------------|-----------------------------|
| 1.0                | 67%                          | 1.33            | 50%                         |

**Table 3.7.2 – Total Collisions and Casualties**

3.7.3 **Table 3.7.3** below shows the direction of travel for all collisions.

| Direction of Travel | Total    | %          |
|---------------------|----------|------------|
| Eastbound           | 2        | 67         |
| Westbound           | 1        | 33         |
| <b>Total</b>        | <b>3</b> | <b>100</b> |

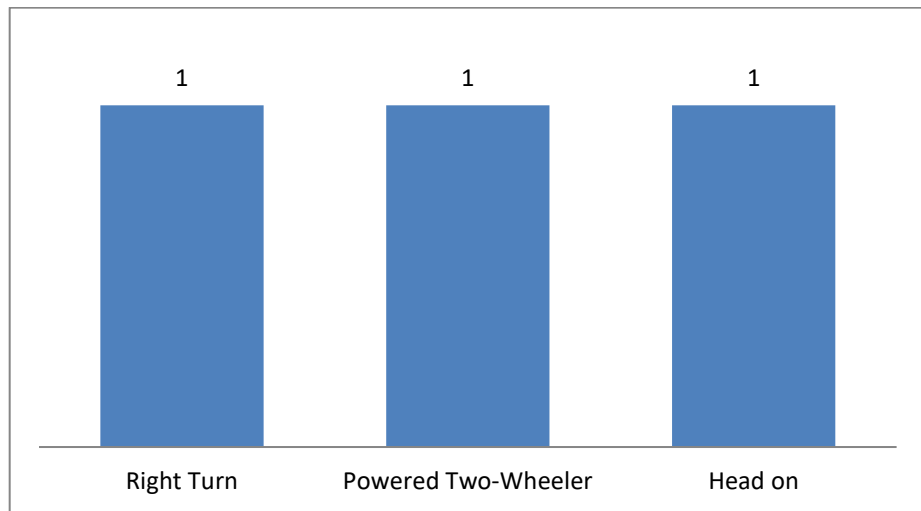
**Table 3.7.3 – Direction of Travel**

3.7.4 **Table 3.7.4** below shows the details of collisions where the description mentions the presence of a bend or close proximity of a junction, at the location of the collision.

| Direction of Travel | Right Hand Bend | Left Hand Bend | Junction |
|---------------------|-----------------|----------------|----------|
| Eastbound           | 0               | 0              | 1        |
| Westbound           | 0               | 0              | 1        |
| <b>Total</b>        | <b>0</b>        | <b>0</b>       | <b>2</b> |

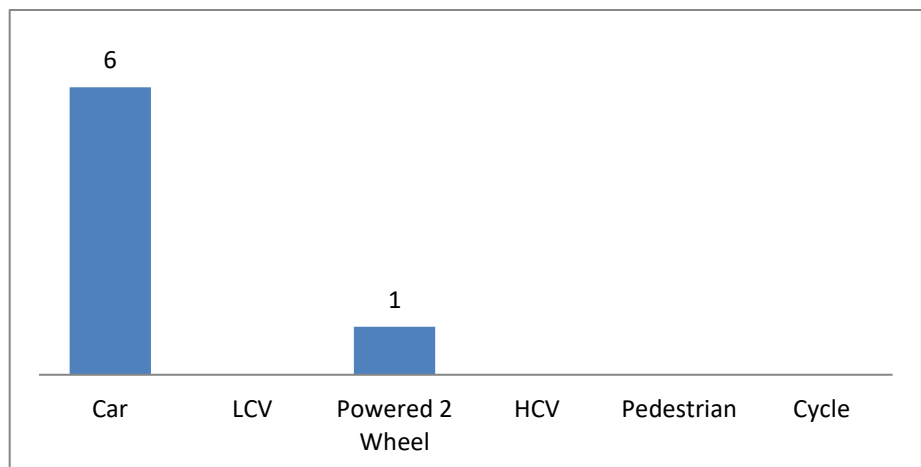
**Table 3.7.4 – Collisions on a bend or at a junction**

3.7.5 The collision types are classified in **Figure 3.7.1** below.



**Figure 3.7.1 – Collisions by Type**

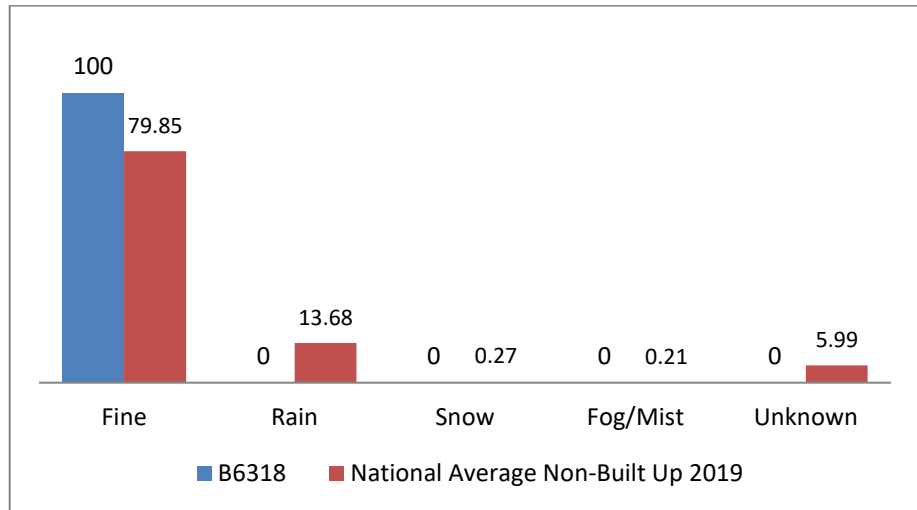
3.7.6 The mode of transport, involved in the collisions recorded, is classified in **Figure 3.7.2** below. An average of 2.33 modes of transport were involved in the collisions, with the predominant vehicle type involved being the car (86%).



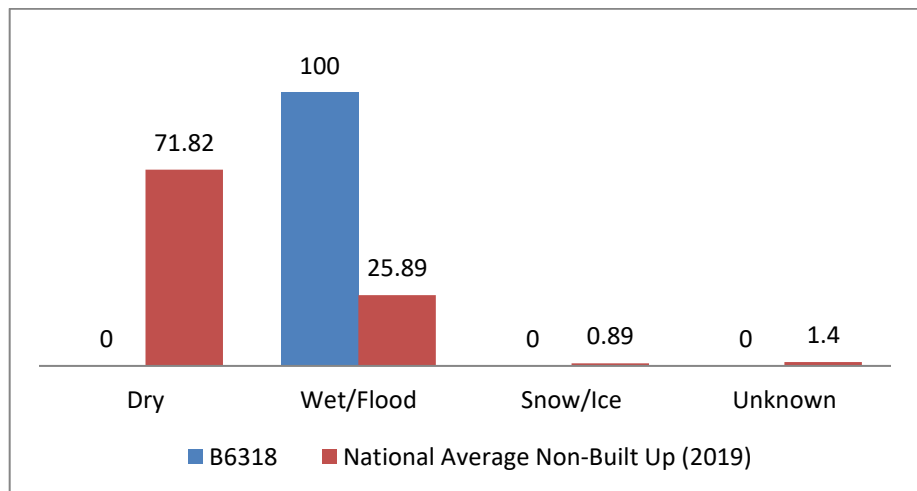
**Figure 3.7.2 – Mode of Transport involved in Collisions.**

3.7.7

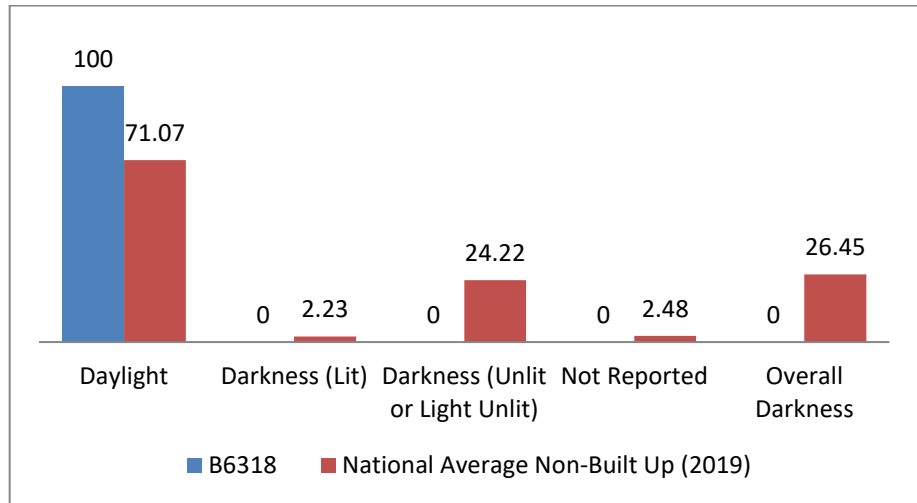
The information contained in the collision data has been compared to national averages obtained from the DfT publication “Road Casualties in Great Britain” (RCGB), 2019 in **Figures 3.7.3 to 3.7.5** below.



**Figure 3.7.3 – Percentage Collisions by Weather Conditions.**



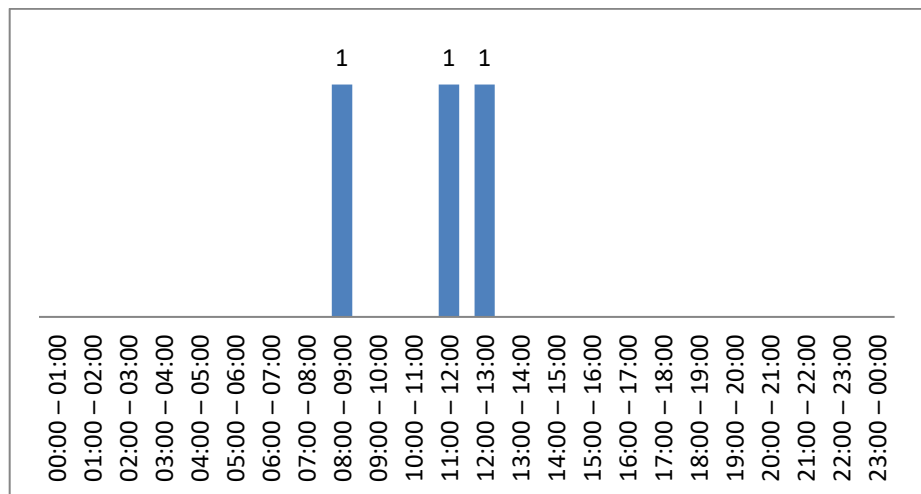
**Figure 3.7.4 – Percentage Collisions by Road Surface Conditions.**



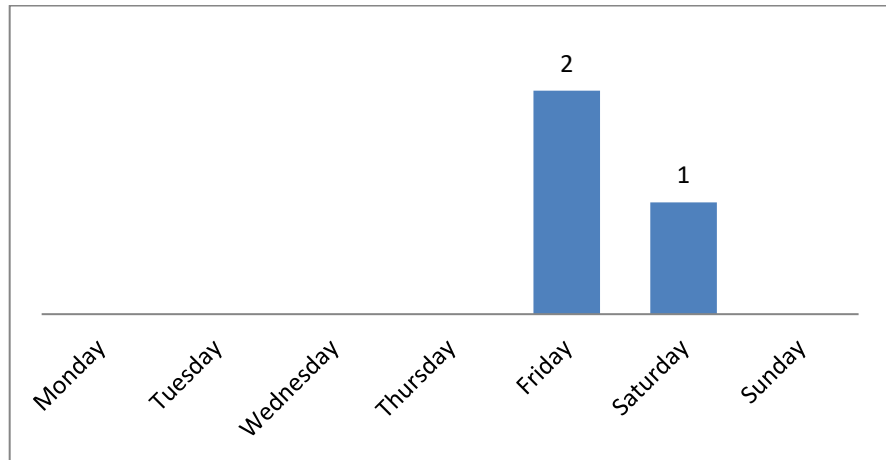
**Figure 3.7.5 – Percentage Collisions by Lighting Conditions.**

3.7.8 The above table’s show that collisions on a wet road surface were well above National norms.

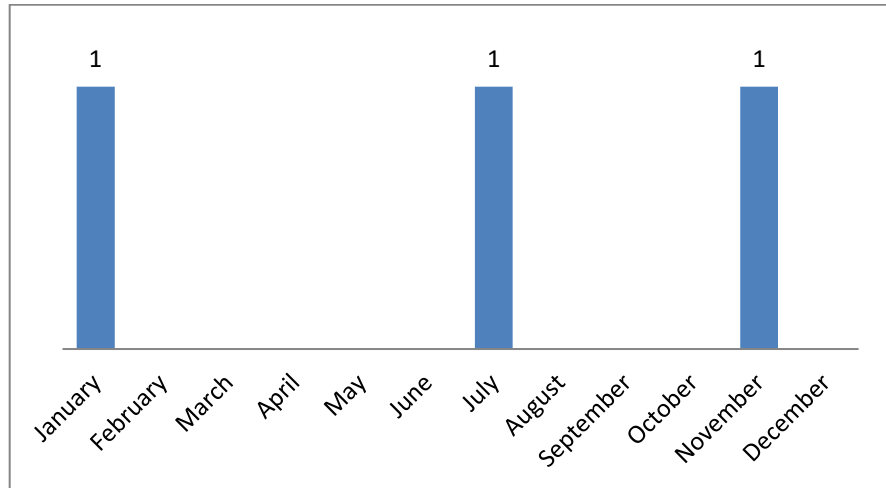
3.7.9 Details of the time of day, day of week and month of year during which collisions occurred are shown in **Figures 3.7.6 to 3.7.8** below.



**Figure 3.7.6 – Collisions by Time of Day**



**Figure 3.7.7 – Collisions by Day of Week**



**Figure 3.7.8 – Collisions by Month of Year**

3.7.10 Most collisions occurred in the daytime inter-peak, towards the end of the week and during Winter months

| Collisions By Time of Day (%) |    |
|-------------------------------|----|
| AM Peak (06:00 – 10:00)       | 33 |
| Inter Peak (daytime)          | 67 |
| PM Peak (15:00 – 18:00)       | 0  |
| Off Peak (evening)            | 0  |

| Collisions By Time of Year (%) |    |
|--------------------------------|----|
| Spring (Mar to May)            | 0  |
| Summer (June to Aug)           | 33 |
| Autumn (Sept to Oct)           | 0  |
| Winter (Nov to Feb)            | 67 |

### 3.8 Section 5 – Halton Shields to A68 Roundabout

| Period |       | Collisions |         |       |       | Casualties |         |       |       |
|--------|-------|------------|---------|-------|-------|------------|---------|-------|-------|
|        |       | Slight     | Serious | Fatal | Total | Slight     | Serious | Fatal | Total |
|        | 2019  | 0          | 0       | 0     | 0     | 0          | 0       | 0     | 0     |
|        | 2020  | 2          | 1       | 0     | 3     | 2          | 1       | 0     | 3     |
|        | 2021  | 0          | 0       | 0     | 0     | 0          | 0       | 0     | 0     |
|        | Total | 2          | 1       | 0     | 3     | 2          | 1       | 0     | 3     |

**Table 3.8.1 – Total Collisions and Casualties**

3.8.1 **Table 3.8.1** above indicates that during this time period two slight and one serious personal injury collision was recorded within the extents of the scheme collision data search area. Three casualties resulted from the three collisions, an average of 1.0 casualty per collision.

3.8.2 **Table 3.8.2** below shows a summary of the average number of collisions/casualties over the full 36-month period, together with severity ratios.

| 36-month Coll's/yr | KSI Collision Severity Ratio | 36-month Cas/yr | KSI Casualty Severity Ratio |
|--------------------|------------------------------|-----------------|-----------------------------|
| 1.0                | 33%                          | 1.0             | 33%                         |

**Table 3.8.2 – Total Collisions and Casualties**

3.8.3 **Table 3.8.3** below shows the direction of travel for all collisions.

| Direction of Travel | Total    | %          |
|---------------------|----------|------------|
| Eastbound           | 0        | 0          |
| Westbound           | 3        | 100        |
| <b>Total</b>        | <b>3</b> | <b>100</b> |

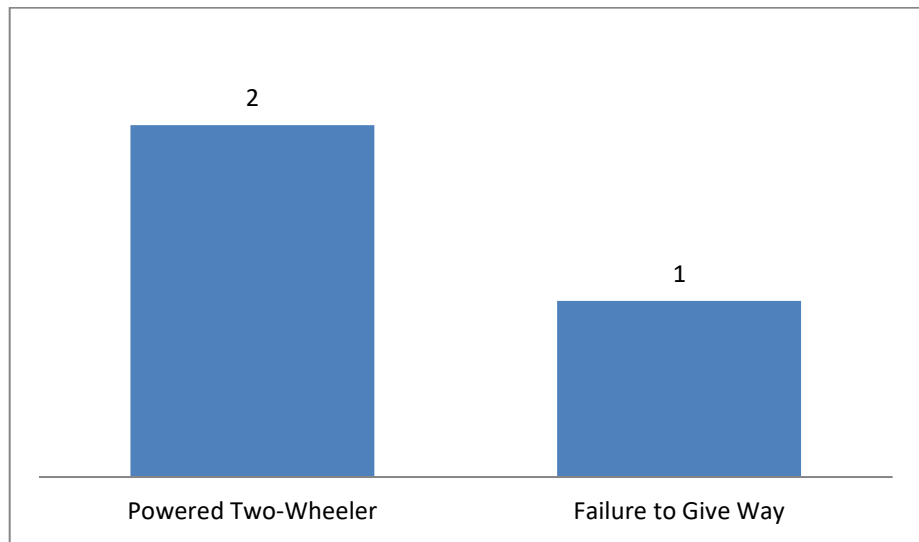
**Table 3.8.3 – Direction of Travel**

3.8.4 **Table 3.8.4** below shows the details of collisions where the description mentions the presence of a bend or close proximity of a junction, at the location of the collision.

| Direction of Travel | Right Hand Bend | Left Hand Bend | Junction |
|---------------------|-----------------|----------------|----------|
| Eastbound           | 0               | 0              | 0        |
| Westbound           | 0               | 1              | 2        |
| <b>Total</b>        | <b>0</b>        | <b>1</b>       | <b>2</b> |

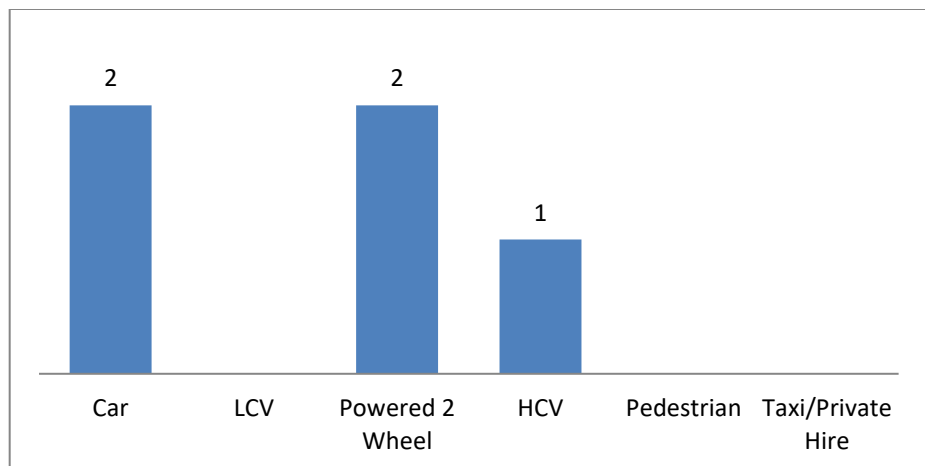
**Table 3.8.4 – Collisions on a bend or at a junction**

3.8.5 The collision types are classified in **Figure 3.8.1** below.



**Figure 3.8.1 – Collisions by Type**

3.8.6 The mode of transport, involved in the collisions recorded, is classified in **Figure 3.8.2** below. An average of 1.67 modes of transport were involved in each collision, with the predominant vehicle type involved being the car and powered two wheeler (both 40%).

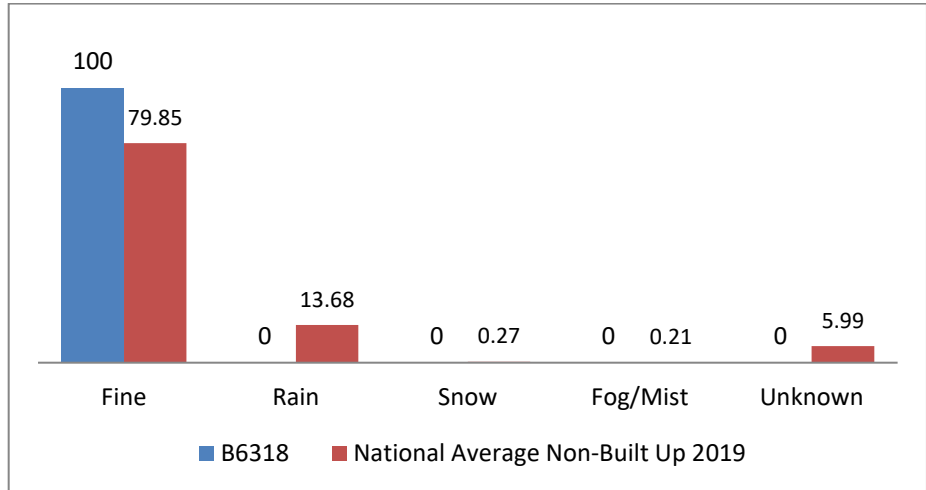


**Figure 3.8.2 – Mode of Transport involved in Collisions.**

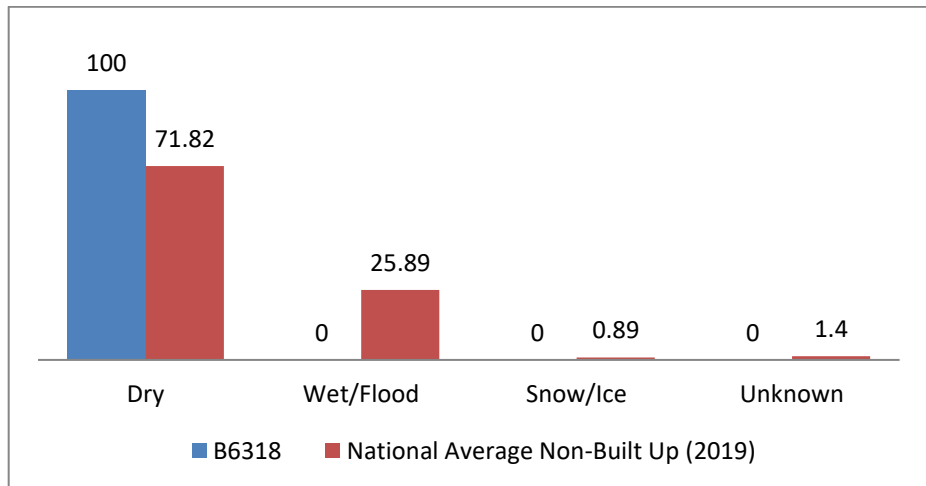


3.8.7

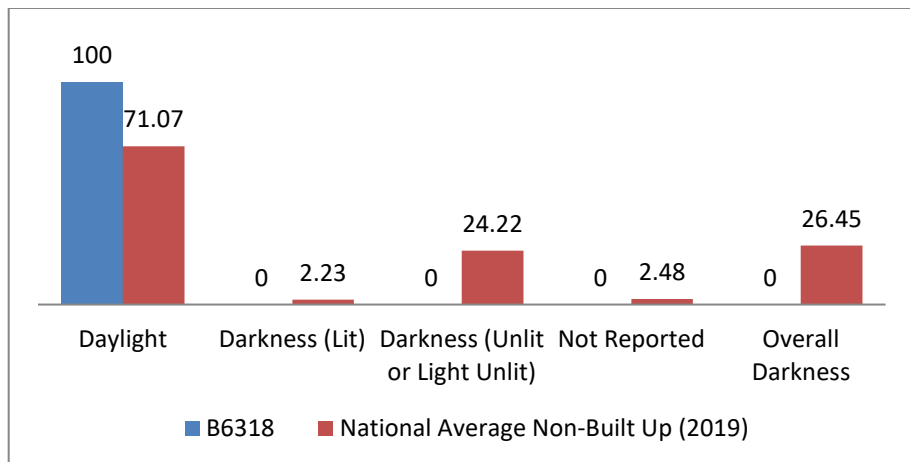
The information contained in the collision data has been compared to national averages obtained from the DfT publication “Road Casualties in Great Britain” (RCGB), 2019 in **Figures 3.8.3 to 3.8.5** below.



**Figure 3.8.3 – Percentage Collisions by Weather Conditions.**



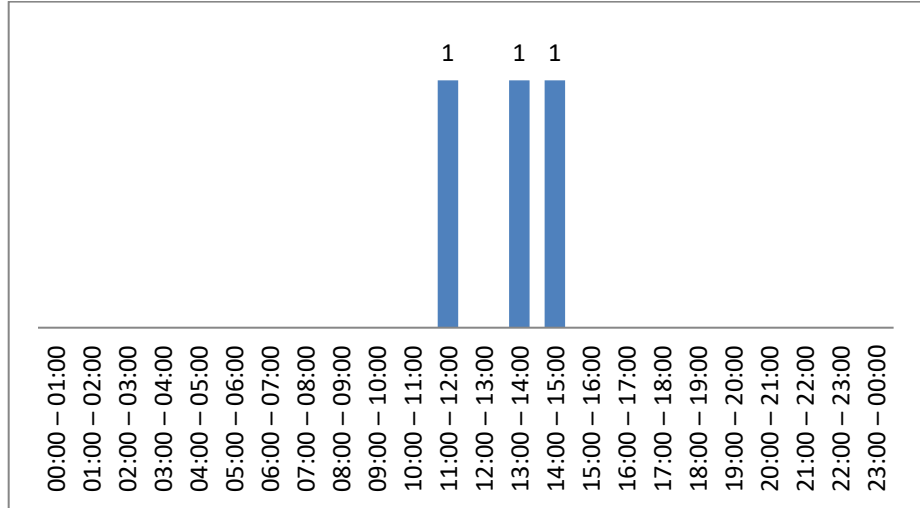
**Figure 3.8.4 – Percentage Collisions by Road Surface Conditions.**



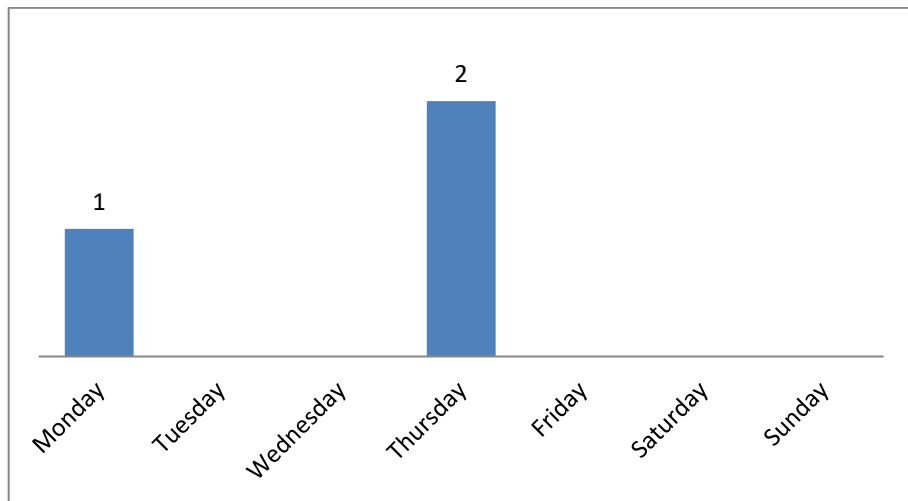
**Figure 3.8.5 – Percentage Collisions by Lighting Conditions.**

3.8.8 The above table's show that collisions during adverse conditions were well below National norms.

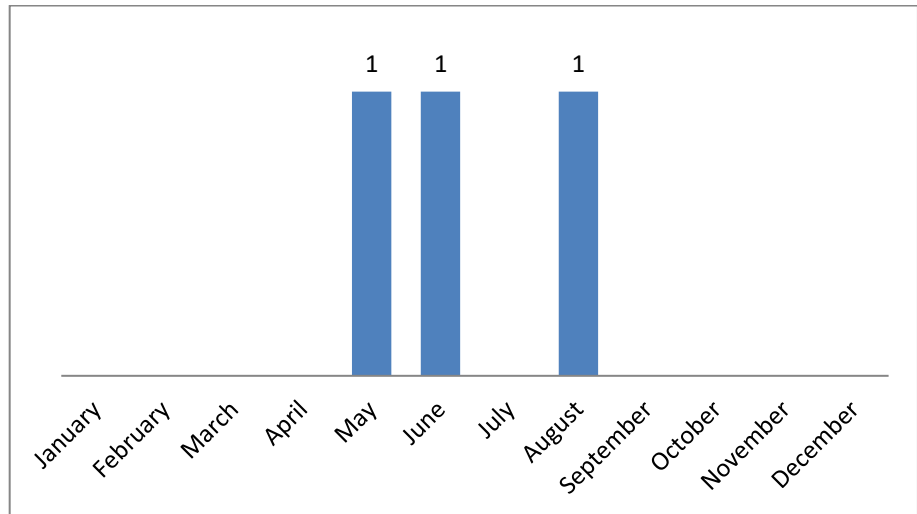
3.8.9 Details of the time of day, day of week and month of year during which collisions occurred are shown in **Figures 3.8.6 to 3.8.8** below.



**Figure 3.8.6 – Collisions by Time of Day**



**Figure 3.8.7 – Collisions by Day of Week**



**Figure 3.8.8 – Collisions by Month of Year**

3.8.10 The majority of collisions occurred during the daytime Inter Peak period and during the Summer months.

| Collisions By Time of Day (%) |     |
|-------------------------------|-----|
| AM Peak (06:00 – 10:00)       | 0   |
| Inter Peak (daytime)          | 100 |
| PM Peak (15:00 – 18:00)       | 0   |
| Off Peak (evening)            | 0   |

| Collisions By Time of Year (%) |    |
|--------------------------------|----|
| Spring (Mar to May)            | 33 |
| Summer (June to Aug)           | 67 |
| Autumn (Sept to Oct)           | 0  |
| Winter (Nov to Feb)            | 0  |

### 3.9 Traffic Volume & Speeds

3.9.1 During 2022 new traffic volume data was obtained through the undertaking of one week surveys within each of the five route sections. This data has been applied to each section of the route under consideration, to produce a collision rate for each section as shown in the tables which follow.

3.9.2 Traffic speed data (85<sup>th</sup> percentile and mean), for the individual traffic count locations is shown below, however this data applies to a specific location and vehicle speeds will vary throughout each section based upon speed limits and the carriageway alignment present.

| Section Number | Name                               | 24h AADT Two-way |
|----------------|------------------------------------|------------------|
| 1              | Heddon-on-the-Wall to Hollins Hill | 2631             |
| 2              | Hollins Hill to Harlow Hill        | 2969             |
| 3              | Harlow Hill to West Deneside       | 5486             |
| 4              | West Deneside to Halton Shields    | 5353             |
| 5              | Halton Shields to A68 Roundabout   | 2740             |

**Table 3.9.1 – AADT by section**

| Section Number | Name                               | 85 <sup>th</sup> %ile EB mph | 85 <sup>th</sup> %ile WB mph |
|----------------|------------------------------------|------------------------------|------------------------------|
| 1              | Heddon-on-the-Wall to Hollins Hill | 43                           | 44                           |
| 2              | Hollins Hill to Harlow Hill        | 56                           | 57                           |
| 3              | Harlow Hill to West Deneside       | 63                           | 63                           |
| 4              | West Deneside to Halton Shields    | 62                           | 60                           |
| 5              | Halton Shields to A68 Roundabout   | 61                           | 62                           |

**Table 3.9.2 – 85<sup>th</sup> Percentile speeds by section**

| <b>Section Number</b> | <b>Name</b>                        | <b>Mean EB mph</b> | <b>Mean WB mph</b> |
|-----------------------|------------------------------------|--------------------|--------------------|
| 1                     | Heddon-on-the-Wall to Hollins Hill | 37                 | 38                 |
| 2                     | Hollins Hill to Harlow Hill        | 47                 | 49                 |
| 3                     | Harlow Hill to West Deneside       | 55                 | 55                 |
| 4                     | West Deneside to Halton Shields    | 54                 | 52                 |
| 5                     | Halton Shields to A68 Roundabout   | 54                 | 54                 |

**Table 3.9.3 – Mean speeds by section**

### **3.10 Site Visit**

- 3.10.1 Kevin Brown and John Mather visited the site together during daylight on Thursday 1 December 2022 between 11:00 and 12:25 hours (the route was driven first westbound then eastbound with Dash Cam video footage taken throughout). The weather was overcast/cold, and the road surface was wet/damp during the site visit. The video footage was later viewed jointly on a TV screen at County Hall, Morpeth on Tuesday 7 February 2023, with discussions taking place along the route.
- 3.10.2 Traffic flows were observed to be moderate/low during the site visit, on Thursday 1 December 2022.

### **3.11 Road Surface Condition**

- 3.11.1 No route wide SCRIM survey skid resistance data was available for the B6318; however, it was observed that significant lengths of the route had been resurfaced or surface dressed in recent years.
- 3.11.2 A SCRIM survey has been requested for the length of B6318 carriageway (both directions) within the study area and this will be utilised when developing improvements for the individual route section in future years.

## **3.12 Traffic Signs**

3.12.1 Six situations were evident during the course of the site visit as follows:

- There are several existing warning signs where clear visibility distance of the sign is reduced through the presence of vegetation located in advance of the sign;
- Centre line, road stud and edge line road markings are in poor condition at some locations;
- There are several warning/directional signs either in poor condition visually, with the sign face obscured by detritus or signs may be missing;
- An opportunity exists to rationalise use of warning signs with appropriate supplementary plate information and coloured backing board; and
- Advance give way warning and directional signage improvements could be made on both the main road and side roads at junctions.

### 3.13 Comparison of Key Data

3.13.1 The tables below provide comparisons of key data across all five sections of the route in order to highlight potential priority route sections where remedial measures could be undertaken.

3.13.2 Traffic volume and collision data has been applied to the five sections of the route under consideration, to produce a collision rate for each section as shown in **Table 3.13.1** below. **Section 2** and **Section 1** are shown to have the highest collision rates respectively.

| Section Number | 24h AADT Two-way | Total Collisions (3 Year) | Length (km) | Collision Rate (per 100 million vehicle km) |
|----------------|------------------|---------------------------|-------------|---|
| 1              | 2631             | 3                         | 3           | 35  |
| 2              | 2969             | 7                         | 3           | 72  |
| 3              | 5486             | 4                         | 3           | 17  |
| 4              | 5353             | 2                         | 3           | 17  |
| 5              | 2740             | 3                         | 3           | 33  |

**Table 3.13.1 – Collision Rate (per 100 Million Vehicle km) by section**

3.13.3 The variables used in **Table 3.13.1** to derive the collision rate are summarised in the formula below:

$$\frac{\text{Total no. of PIC's} \times 10^8}{\text{Days of Year} \times \text{No. of years data} \times \text{length of road (km)} \times \text{Annual Average Daily Traffic (AADT) Flow}}$$

3.13.4 Example for **Section 1**

$$\frac{3 \times 10^8}{365 \times 3 \times 3.0 \times 2631} = 35$$

3.13.5 Analysis shown in **Table 3.13.2** below indicates that **Section 2** experienced the highest collisions per year. **Section 2, Section 1, Section 5** and **Section 4** are shown to have the highest KSI casualty severity ratios.

| Section Number | Collisions per Year | KSI Collision Severity Ratio | Casualties per Year | KSI Casualty Severity Ratio |
|----------------|---------------------|------------------------------|---------------------|-----------------------------|
| 1              | 1.0                 | 0.33                         | 2.0                 | 0.33                        |
| 2              | 2.33                | 0.43                         | 4.0                 | 0.42                        |
| 3              | 1.0                 | zero                         | 1.67                | zero                        |
| 4              | 1.0                 | 0.67                         | 1.33                | 0.50                        |
| 5              | 1.0                 | 0.33                         | 1.0                 | 0.33                        |

**Table 3.13.2 – Collisions, Casualties and Severity per year by section**

3.13.6 Analysis shown in **Table 3.13.3** below indicates that only some collisions in **Section 1** and **Section 2** occurred during darkness hours.

| Section Number | % Daylight | % Darkness (lights lit) | % Darkness (unlit) | % Darkness (combined) |
|----------------|------------|-------------------------|--------------------|-----------------------|
| 1              | 67         | 0                       | 33                 | 33                    |
| 2              | 57         | 0                       | 43                 | 43                    |
| 3              | 100        | 0                       | 0                  | 0                     |
| 4              | 100        | 0                       | 0                  | 0                     |
| 5              | 100        | 0                       | 0                  | 0                     |

**Table 3.13.3 – Collisions by lighting conditions by section.**



3.13.7 Analysis shown in **Table 3.13.4** below indicates that **Section 3** experienced the highest proportion of collisions during AM Peak period. **Section 2** experienced the highest proportion of collisions during PM Peak period. **Section 5** experience the highest proportion of collisions during daytime inter peak period with **Section 2** showing higher numbers in the night time off peak period.

| Section Number | % AM Peak<br>07:00 to<br>10:00 | % PM Peak<br>15:00 to<br>18:00 | % Inter Peak<br>10:00 to<br>15:00 | % Off<br>Peak |
|----------------|--------------------------------|--------------------------------|-----------------------------------|---------------|
| 1              | 0                              | 33                             | 33                                | 33            |
| 2              | 0                              | 43                             | 14                                | 43            |
| 3              | 67                             | 33                             | 0                                 | 0             |
| 4              | 33                             | 0                              | 67                                | 0             |
| 5              | 0                              | 0                              | 100                               | 0             |

**Table 3.13.4 – Percentage collisions by time of day and section**

3.13.8 **Table 3.13.5** ranks the six route sections in order of highest to lowest based on the collision rate per 100 million vehicle Km.

| Rank | Section                            | Route<br>Section<br>Number | No. of Collisions<br>(36 months) |         |        | Total<br>No of<br>PIC's | Collision<br>Rate<br>Per 100<br>MvKm | KSI<br>Collision<br>Ratio | Predicted<br>FYRR |
|------|------------------------------------|----------------------------|----------------------------------|---------|--------|-------------------------|--------------------------------------|---------------------------|-------------------|
|      |                                    |                            | Fatal                            | Serious | Slight |                         |                                      |                           |                   |
| 1    | Hollins Hill to Harlow Hill        | 2                          | 0                                | 3       | 4      | 7                       | 72                                   | 0.43                      | 367 %             |
| 2    | Heddon-on-the-Wall to Hollins Hill | 1                          | 0                                | 2       | 1      | 3                       | 35                                   | 0.67                      | 157 %             |
| 5    | Halton Shields to A68 Roundabout   | 5                          | 0                                | 1       | 2      | 3                       | 33                                   | 0.33                      | 157 %             |
| 3    | West Deneside to Halton Shields    | 4                          | 0                                | 2       | 1      | 3                       | 17                                   | 0.67                      | 157 %             |
| 4    | Harlow Hill to West Deneside       | 3                          | 0                                | 0       | 3      | 3                       | 17                                   | zero                      | 157 %             |

**Table 3.13.5 – Sections shown by Rank and Rate by Section including FYRR**

3.13.9 This allows the sections to be categorised as follows:

**HIGHEST PRIORITY**

- Section 2 - Hollins Hill to Harlow Hill
- Section 1 – Heddon-on-the-Wall to Hollins Hill

**MEDIUM PRIORITY**

- Section 5 – Halton Shields to A68 Roundabout
- Section 4 - West Deneside to Halton Shields

**LOWER PRIORITY**

- Section 3 – Harlow Hill to West Deneside

**3.14 First Year Rate of Return (FYRR)**

3.14.1 **Table 3.13.5** shows predicted collision savings per year (FYRR) for each individual section.

3.14.2 These figures are calculated based on the following:

- Average cost of a collision on a Non Built-Up road (RCGB, 2021 – Table RAS60002 – 2021 Prices) = **£190,394**;
- Proposed spend per section = **£40,000** - *Depending on the scale of works to be undertaken on each individual section some sections may cost more than £40,000 and others less than £40,000, however the indicative figure provided is considered to be a suitable indicative overall cost for evaluation purposes*;
- Predicted annual collision savings as a result of the implemented scheme = **33%** (typical collision saving return from warning sign and road marking type schemes);
- *Example (Section 1)*
  - *3 year collisions = 3*
  - *Collisions per year –  $3/3 = 1.0$*
  - *Predicted savings –  $1.0 \times 0.333 = 0.33$*
  - *$0.33 \times £190,394 = £76,158$*
  - *$£76,158/£40,000 \times 100 = 157\%$  (FYRR)*

3.14.3 This illustrates that all of the five sections are predicted to provide first year rates of return (FYRR) between 367% and 157%.

3.14.4 Undertaking work on route **Section’s 1, 2, 3, 4 and 5** therefore demonstrates a significant return on investment.

## 4 Options Review

### 4.1 Overview

4.1.1 Following interrogation of the STATS 19 collision records along the route, for the period 1 January 2019 to 31 December 2021, the main factors relevant to the collisions recorded are considered to be as follows:

- A higher KSI collision severity ratio of 42%, compared to the National Average (RCGB, 2019) of 31% for All Rural Roads;
- Powered two wheeler (27%); failure to give way (16%) and loss of control, head-on and right turn (all individually 11%) were the most prevalent types of collision;
- Three (16%) of the overall nineteen collisions listed occurred on bends, ten (52%) occurred in the general vicinity of junctions. Six (32%) occurred on otherwise straight sections of road away from junctions. 42% of the overall collisions occurred on a wet or icy road surface.
- 58% of collisions occurred eastbound, 32% westbound and on approaching side roads, 5% southbound and 5% northbound;
- Adverse weather conditions was not a significant factors in the collisions recorded.
- Collisions on a wet or icy surface and during darkness hours (no lights present) were higher than National norms;
- 4 (21%) of all collisions involved a vehicle skidding.
- The predominant vehicle types involved in recorded collisions were car (71%) and a powered two-wheeler (14%).
- Collisions by the time of year showed that most collisions occurred during Summer (26%) and Winter (36%);
- Collisions by day of the week were quite evenly spread other than a Friday or Monday when 27% and 21% respectively of collisions occurred; and
- 36% of collisions occurred during the (inter-peak) daytime and 27% during the PM peak.

4.1.2 Based upon the desktop study, data analysis and a subsequent site visit the overriding collision causation factors are considered to be as follows:

- Loss of control collisions, primarily on bends;
- Head-on type collisions;
- Right turn collisions at junctions;
- Failure to give way collisions;
- Collisions involving powered two wheelers;
- Collisions on a wet or icy road surface; and
- Collisions during darkness hours.

## **4.2 Available Remedial Measures**

4.2.1 The main types of collision remedial measures considered to be appropriate for this route, to address the problems identified, are as follows:

- Enhancement of the existing provision of bend warning and junction warning signs (including yellow backing board, advisory speed limit and reduce speed now supplementary plates where necessary) to provide consistent provision throughout the route;
- Improved directional and advanced directional signing where appropriate;
- New or enhanced “chevron” warning signs or marker posts where appropriate;
- General road marking improvement (evaluation of extents of double white line, “SLOW” and edge lines for example);
- Use of red surface treatment or HFS surfacing where warranted;
- Provision of marker posts to identify accesses where appropriate;
- Improved give-way signage at junctions (main road and side roads) where required; and
- Vegetation clearance to improve clear visibility of existing directional and warning sign faces.

4.2.2 Additionally, although less relevant to road safety, in comparison with the above measures, the following works may also be beneficial when undertaking packages of works

- Replacement of weathered signs (although this should be a function of the maintenance regime); and
- Upgrading of any non-complaint blue bordered direction signs which remain.

4.2.3 The undertaking of significant improvement works, under systems of traffic management also affords an opportunity for routine maintenance tasks to be undertaken, which may have added road safety benefits. For example, gully cleansing, vegetation clearance and channel clearance.

4.2.4 Examples of conditions present along the route are shown below.

|  |   |
|--|---|
|    |    |
| <p><b>Photo 1 - Example of bend which could benefit from improved advanced warning, refreshed road markings/studs and red surface strips</b></p> | <p><b>Photo 2 - Example worn roadmarkings/studs approaching a bend and potential to improve conspicuity of chevron signs located at the bend.</b></p> |
|   |   |
| <p><b>Photo 3 - Example of use of yellow backing board and reduce speed now supplementary plate with SLOW road marking/with red strips.</b></p>  | <p><b>Photo 4 - Example of undulating section of road which may benefit from Hidden Dip warning signs.</b></p>  |



**Photo 5 - Example of bend warning sign which may benefit from being located on yellow backing board with a speed reminder.**



**Photo 6- Example of location where enhanced chevron signing on bend may be beneficial along with road marking/stud refreshment.**



**Photo 7- Example of location where enhancement of the warning sign, with a supplementary distance plate may be beneficial.**



**Photo 8 - Example of bend warning sign which could benefit from an appropriate reduced speed supplementary plate**



**Photo 9 – Chevron sign is hidden within vegetation – suitable clearance required and sign enhanced on yellow backing board.**



**Photo 10 – Warning sign twisted to face in wrong direction and sign may benefit from an appropriate reduced speed supplementary plate**



**Photo 11 – Ensure termination of double white line system is located correctly, opportunity to enhance junction warning sign and provide SLOW roadmarkings and red surface strips.**



**Photo 12 - Example of worn sign and SLOW road markings which can be improved.**



**Photo 13 – Worn stack type advanced direction sign which has slipped on posts. Opportunity to improve advanced signage and provide SLOW road markings and red strips.**



**Photo 14 - Worn junction warning sign which can be improved and opportunity to provide SLOW road markings and red strips.**



**Photo 15 – Warning sign face is badly worn and requires replacement and sign is twisted to face in the wrong direction.**



**Photo 16 - Example of advanced direction obscured by vegetation.**



**Photo 17 - Warning sign face is badly worn and requires replacement**



**Photo 18 – Example of use of yellow backed junction warning sign with supplementary distance plate.**



**Photo 19 – Example worn set of road markings/studs alongside other markings which have been refreshed more recently.**



**Photo 20 – Example of staggered junction warning sign which could have improved conspicuity and a supplementary distance plate.**



**Photo 21 - Example of use of marker posts to highlight presence of minor side road junction.**



**Photo 22 – Incorrect signage in place for a location where pedestrians cross.**



**Photo 23 - Example of use of double banked double bend warning signs with advisory speed limit supplementary plate.**



**Photo 24 – Missing warning sign (vacant post) in advance of a section of road with non standard vertical and horizontal alignment.**



**Photo 25 - Missing warning sign (vacant post).**



**Photo 26 – Badly worn double bend warning sign. Sign and supplementary plate could be enhanced on yellow backing board**



**Photo 27 – Chevron sign has been dislodged and is facing the wrong way – should be directing traffic left around the bend.**



**Photo 28 – Incorrect signage in place for a location where pedestrians cross.**





**Photo 29 - Example of indistinct road markings beyond another section of road markings which have been refreshed more recently.**



**Photo 30 – Twisted supplementary plate and worn SLOW road markings and centre line road markings.**



**Photo 31 – Warning sign has been twisted to face wrong direction and sign appears worn**



**Photo 32 - Example of crossroads warning sign which could be enhanced on yellow backing board with a supplementary distance plate**



**Photo 33 - Example of use of yellow backed warning sign with advisory speed limit. Note however that the advisory speed limit conflicts with the 40mph speed limit terminal signs a short distance ahead.**



**Photo 34 – Check that termination of double white lines and start of broken line is located correctly on an undulating section of road.**



**Photo 35 - Warning sign has been twisted to face wrong direction**



**Photo 36 - Example of worn warning sign which could be replaced and enhanced.**



**Photo 37 – Yellow back crossroads warning sign has slipped on existing post.**



**Photo 38 - Example of indistinct road markings beyond another section of road markings which have been refreshed more recently.**



**Photo 39 - Example of warning sign and chevron sign in advance of and at bend which could be enhanced and provided with SLOW road markings and red strips and refreshed markings and studs.**



**Photo 40 – Chevron “target” signs installed incorrectly. Left chevron should face left or location may appear to be a right bend from a distance.**



**Photo 41 – Advanced stack type advanced direction sign which requires replacement and which could be re-designed to be map type showing the junction layout ahead and provided with SLOW markings and red strips.**



**Photo 42 – Advance junction warning sign could be enhanced and provided with SLOW markings and red strips.**

### 4.3 Indicative Costs of Remedial Measures

4.3.1 At this stage detailed individual costs of works packages for individual sections have not been calculated as budget allocations and exact phasing of works are unknown. **Table 4.3.1** below however, provides indicative costs of the collision remedial measure types deemed suitable to address collisions on this route.

| Measure                                     | Per        | Indicative Cost Estimate |
|---|------------|--------------------------|
| Disposal of traffic signs plate only        | Unit       | £75.00                   |
| Disposal of traffic signs including posts   | Unit       | £150.00 - £200.00        |
| Disposal of marker posts                    | Unit       | £30.00                   |
| Disposal of road studs (shoe and reflector) | Unit       | £5.50                    |
| Disposal of road studs (reflector only)     | Unit       | £4.50                    |
| New Warning Sign mounted on new posts       | Unit       | £500-£750                |
| New Warning Sign mounted on existing posts  | Unit       | £250-£500                |
| New Direction Sign on new posts             | Unit       | £600-£1200               |
| New Direction Sign on existing posts        | Unit       | £500-£700                |
| New Marker Posts                            | Unit       | £50.00                   |
| Road Marking Gang –Shift                    | Shift/Site | £1200.00 min             |
| New Red Surface Treatment Strips            | Sq M       | £19.75                   |
| New Road Studs (shoe and reflector)         | Stud       | £17.50                   |
| New road studs (reflector only)             | Unit       | £4.50                    |
| Vegetation Clearance                        | Per Site   | £350.00                  |

**Table 4.3.1 – Indicative Costs of Proposed Collision Remedial Measures**

4.3.2 The above indicative costs do not include elements for Design (approximately 15%), Supervision (approximately 5%), Risk (approximately 10%) and any diversions required for utilities (although these are not anticipated given the nature of the proposed measures) or Traffic Management (as discussed below).

4.3.3 An indication of potential phased annual budget allocations would allow a more detailed (and costed) works programme to be established.

#### **4.4 Traffic Management Requirements for works on Principal Roads**

4.4.1 The nature of this route (mix of rural speed limits on single carriageway, which is unlit) will require appropriate traffic management in accordance with TSM Chapter 8.

4.4.2 Evidence from recent route action schemes, undertaken on the A697, A696, A68, A1068 and B6320 in Northumberland, indicate that Traffic Management costs have been as follows:

- Two-way traffic lights - £300 per individual location; and
- Convoy working to cover road marking installation - £900 per individual location.

4.4.3 However, any future route action works undertaken, as a result of this study, will require individual costing of Traffic Management requirements based upon the exact nature of works proposed.

## 4.5 High Priority Route Sections

4.5.1 **Table 4.5.1** below sets out high priority route sections, along with problems identified and recommended intervention measures. The route section numbers considered to lie within the High Priority category are:

- **Section 2** - Hollins Hill to Harlow Hill (**RANK 1**); and
- **Section 1** – Heddon-on-the-Wall to Hollins Hill (**RANK 2**).

| <b>HIGH PRIORITY</b> |                      |   |
|----------------------|----------------------|---|
| <b>Option Ref</b>    | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 1.1                  | 2                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>Iron Sign Farm Crossroads and bends and crests between Iron Sign Farm Crossroads and north of Northside Farm.</b>             |
| 1.2                  | 1                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>bends East and West of A69(T), Rudchester Crossroads and Eastbound approach to B6318/B6528 junction in Heddon-on-the-Wall</b> |

**Table 4.5.1 – Potential Remedial Measures in High Priority Route Sections**

## 4.6 Medium Priority Route Sections

4.6.1 **Table 4.6.1** below sets out medium priority route sections, along with problems identified and recommended intervention measures. The route section numbers considered to lie within the Medium Priority category are:

- **Section 5** – Halton Shields to A68 Roundabout (**RANK 3**); and
- **Section 4** – West Deneside to Halton Shields (**RANK 4**)

| <b>MEDIUM PRIORITY</b> |                      |   |
|------------------------|----------------------|---|
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 2.1                    | 5                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>bends East of Halton Red House</b>              |
| 2.2                    | 4                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>various junctions in vicinity of Wallhouses</b> |

**Table 4.6.1 – Potential Remedial Measures in Medium Priority Route Sections**

## 4.7 Lower Priority Route Sections

4.7.1 **Table 4.7.1** below sets out lower priority route sections, along with problems identified and recommended intervention measures. The route section numbers considered to lie within the Low Priority category are:

- **Section 3** – Harlow Hill to West Deneside (**RANK 5**).

| <b>LOWER PRIORITY</b> |                      |  |
|-----------------------|----------------------|--|
| <b>Option Ref</b>     | <b>Route Section</b> | <b>Proposed Intervention Measures</b>  |
| 3.1                   | 3                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>B6318/B6309 Crossroads and approaches.</b> |

**Table 4.7.1 – Potential Remedial Measures in Lower Priority Route Sections**

4.7.2 The improvements identified above will be subject to more detailed evaluation upon the identification of funding sources to enable implementation of collision remedial measures. The extent of works which can be undertaken will therefore be dependent on the level of funding made available.

4.7.3 Experience of works undertaken on the B6320, A1068, A68, A696 and A697 in Northumberland, in recent years, following the undertaking a Route Study report for those roads in 2021, 2020, 2019, 2018 and 2014 respectively, indicates that

- **an allocation of £40,000 per route section** can allow the implementation of significant traffic sign, road marking and vegetation clearance. Depending on the scale of works to be undertaken on each individual section some sections may cost more than £40,000 and others less than £40,000, however the indicative figure provided is considered to be a suitable indicative overall cost for evaluation purposes.

## 5 Key Findings & Recommendations

### 5.1 Collision Totals

5.1.1 During the study period the total number of collisions occurring on the whole route is 19 (averaging 6.3 per year) with 28 casualties resulting from those collisions (an average of 9.33 casualties per year and 1.47 casualties per collision). The killed and seriously injured (KSI) severity ratio for collisions is 0.42 and for casualties is 0.32.

### 5.2 Collision Types

5.2.1 Throughout the whole route the most prevalent collision types were powered two wheeler (27%); failure to give way (16%) and loss of control, head-on and right turn (all individually 11%).

5.2.2 Three (16%) of the overall nineteen collisions listed occurred on bends, ten (52%) occurred in the general vicinity of junctions. Six (32%) occurred on otherwise straight sections of road away from junctions. 42% of the overall collisions occurred on a wet or icy road surface.

5.2.3 An average of 1.8 modes of transport were involved in each collision with the predominant vehicle types involved being a car (71%) and a powered two-wheeler (14%).

### 5.3 Priority Ranking

5.3.1 The five 3km sections have been ranked in order of highest to lowest collision rate per million vehicle Km. This allows the sections to be categorised as follows:

#### **HIGHEST PRIORITY**

- Section 2 - Hollins Hill to Harlow Hill
- Section 1 – Heddon-on-the-Wall to Hollins Hill

#### **MEDIUM PRIORITY**

- Section 5 – Halton Shields to A68 Roundabout
- Section 4 - West Deneside to Halton Shields

#### **LOWER PRIORITY**

- Section 3 – Harlow Hill to West Deneside

## **5.4 Collision Clusters**

5.4.1 Evaluation of the collision data for the route did not identify locations meeting typical cluster site criteria (3 or more collisions in the last three year period). It was also observed that significant sections of the route had been resurfaced or surface dressed recently, providing a safety benefit. Evidence of previous High Risk Site treatments were also observed along the route.

5.4.2 As such, although there are locations where two or less collisions have occurred at the same general location, collisions are spread out along the route at locations with similar hazard types (changes in vertical and horizontal alignment of the road and at junctions).

5.4.3 Notwithstanding the above, general locations which may benefit from specific treatments in each individual section are as follows:

- Iron Sign Farm Crossroads and bends and Iron Sign Farm Crossroads and north of Northside Farm (**Section 2**);
- Bends East and West of A69(T), Rudchester Crossroads and Eastbound approach to B6318/B6528 junction in Heddon-on-the-Wall (**Section 1**);
- Bends East of Halton Red House (**Section 5**);
- Various junctions in vicinity of Wallhouses (**Section 4**); and
- B6318/B6309 Whittle Dene Crossroads and approaches (**Section 3**)

5.4.4 In addition to this, the scope for improved signing, road marking and vegetation clearance works to take place generally within each route section has been identified.

## **5.5 Weather, Road Surface and Lighting Conditions**

5.5.1 Analysis of the whole route showed that adverse weather conditions were not significant factors in the collisions recorded. Collisions on a wet or icy surface and during darkness hours were above National norms.



## **5.6 Time of Day, Day of Week and Month of Year**

5.6.1 Throughout the whole route the following is evident:

- Collisions by the time of year showed that most collisions occurred during Summer (26%) and Winter (36%);
- Collisions by day of the week were quite evenly spread other than a Friday and Monday when 26% and 21% respectively occurred; and
- 36% of collisions occurred during the (inter-peak) daytime and 27% during the PM peak.

## **5.7 Traffic Signs**

5.7.1 Seven situations were evident during the course of the site visit as follows:

- An opportunity exists to rationalise bend warning sign provision throughout the route including provision of appropriate supplementary plate (i.e., REDUCE SPEED NOW or an Advisory Speed limit and coloured backing board).
- The vertical alignment of the route is substandard at several locations introducing bends and crests and would benefit from additional appropriate form of warning;
- Introduction of SLOW road markings, chevron signs or marker posts at bends or marker posts at minor junctions may also be beneficial;
- There are several existing warning signs and direction signs where clear visibility distance of the sign is reduced through the presence of vegetation located in advance of the sign;
- Centre line road markings, and road studs are in poor condition at some locations and no edge line road markings are present;
- There are several warning/directional signs either in poor condition visually, with the sign face obscured by detritus or signs may be missing; and
- Some non-complaint blue bordered direction signs may remain.

## **5.8 Road Markings and Road Studs**

- 5.8.1 Significant sections of the route have been resurfaced or surfaced dressed recently and therefore road markings on those sections are in generally very good condition. Road stud and carriageway edge line road marking provision throughout the route is inconsistent.
- 5.8.2 Existing road markings were observed to be in poor condition at several locations throughout route and some improvements could be made in terms of packages of remedial measures undertaken at specific locations.

## **5.9 Route Maintenance**

- 5.9.1 No route wide SCRIM survey skid resistance data was available for the B6318, routine SCRIM test surveys are undertaken only on “A” class roads in Northumberland. Nevertheless, it is evident that significant lengths of the route have been subject to resurfacing or surface dressing treatment in recent years.
- 5.9.2 Resurfacing works would fall outside the scope of any collision remedial measures proposed however, this report will be brought to the attention of the Principal Programme Officer (Maintenance) for further consideration in terms of future Principal Roads Maintenance programmes.
- 5.9.3 A SCRIM survey has been requested for the length of B6318 carriageway (both directions) within the study area and this will be utilised when developing improvements for the individual route section in future years.

## **5.10 Hadrian’s Wall World Heritage Site**

- 5.10.1 The whole extents of the Study Area lies within the Hadrian’s Wall World Heritage Site. Any required digging to install new infrastructure would therefore require Scheduled Monument Consent and Archaeological Watching Briefs.

## 6 Conclusions

### 6.0 General

6.0.1 This report has been prepared in response to a request, from Northumberland County Council Highways Programme Team to undertake a Route Road Safety Study of the B6318 route Heddon-on-the-Wall-on-the-Wall in the east and A68/B6318 Errington Arms Roundabout in the west.

6.0.2 The scope of the study covers the above section of the B6318, 15 km in all. To aid analysis, the route has been divided into five 3km long route sections (see **Section 2**).

6.0.3 The collisions occurring during the last 36 month period (1 January 2019 to 31 December 2021) has been analysed for both the overall route and then the five individual sections (see **Section 3**). This report has identified the following main collision types and attendant circumstances:

- Loss of control collisions, primarily on bends;
- Head-on type collisions;
- Right turn collisions at junctions;
- Failure to give way collisions;
- Collisions involving powered two wheelers;
- Collisions on a wet or icy road surface; and
- Collisions during darkness hours.

6.0.4 In **Section 3** the five individual route sections have been ranked based on their respective collision rate per 100 Mvkm respectively as follows:

| Rank | Section                            | Route Section Number | Total No of PIC's | Collision Rate Per 100 MvKm | KSI Collision Ratio | Predicted FYRR |
|------|------------------------------------|----------------------|-------------------|-----------------------------|---------------------|----------------|
| 1    | Hollins Hill to Harlow Hill        | 2                    | 7                 | 72                          | 0.43                | 367 %          |
| 2    | Heddon-on-the-Wall to Hollins Hill | 1                    | 3                 | 35                          | 0.67                | 157 %          |
| 5    | Halton Shields to A68 Roundabout   | 5                    | 3                 | 33                          | 0.33                | 157 %          |
| 3    | West Deneside to Halton Shields    | 4                    | 3                 | 17                          | 0.67                | 157 %          |
| 4    | Harlow Hill to West Deneside       | 3                    | 3                 | 17                          | zero                | 157 %          |

**Table 6.0.1 – Sections shown by Rank and Rate by Section including FYRR**

6.0.5 The study report also offers a range of potential remedial measures deemed appropriate to reduce the individual risks identified within the five sections above which have been allocated to Highest, Medium and Lower priority (see **Section 4** of this report).

6.0.6 **Section 4** summarises the key findings and recommendations of the report and identifies the following remedial measures as being appropriate to address the collision patterns and circumstances evident.

## Route Sections by Priority

6.0.7 The route sections considered to lie within the High, Medium & Lower Priority categories are shown below, together with potential remedial measures:


| <b>HIGH PRIORITY</b>   |                      |   |
|------------------------|----------------------|---|
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 1.1                    | 2                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>Iron Sign Farm Crossroads and bends and crests between Iron Sign Farm Crossroads and north of Northside Farm.</b>             |
| 1.2                    | 1                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>bends East and West of A69(T), Rudchester Crossroads and Eastbound approach to B6318/B6528 junction in Heddon-on-the-Wall</b> |
| <b>MEDIUM PRIORITY</b> |                      |   |
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 2.1                    | 5                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>bends East of Halton Red House</b>  |
| 2.2                    | 4                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>various junctions in vicinity of Wallhouses</b>   |
| <b>LOWER PRIORITY</b>  |                      |   |
| <b>Option Ref</b>      | <b>Route Section</b> | <b>Proposed Intervention Measures</b>   |
| 3.1                    | 3                    | General warning signing and road marking/road stud improvements/ refreshment particularly focussing on <b>B6318/B6309 Crossroads and approaches.</b>  |

**Table 6.0.2 – Potential Remedial Measures Ranked by Priority Route Sections**

- 6.0.8 The scale of works which could be undertaken, should implementation be phased, would depend upon the value of annual allocations made. At this stage detailed individual costs of works packages for individual sections have not been calculated as budget allocations and exact phasing of works are unknown. **Table 4.3.1** of this report, however, provides indicative costs of the collision remedial measure types deemed suitable to address collisions on this route.
- 6.0.9 Experience of works undertaken on the B6320, A1068, A68, A696 and A697 in Northumberland, in recent years, following the undertaking a Route Studies for those road in 2021, 2020, 2019, 2018 and 2014 respectively, and evaluation of the type and scale of works which may be possible on the B6318, indicates that
- **an allocation of £40,000 per route section** would allow the implementation of significant traffic sign, road marking and vegetation clearance. Depending on the scale of works to be undertaken on each individual section some sections may cost more than £40,000 and others less than £40,000, however the indicative figure provided is considered to be a suitable indicative overall cost for evaluation purposes.
- 3.14.5 **Table 3.14.5** shows predicted collision savings per year (FYRR) for each individual section. This illustrates that all of the five sections are predicted to provide first year rates of return (FYRR) between 367% and 157%.
- 6.0.10 It is recommended therefore that collision remedial measures, in line with those outlined above, demonstrate a positive return on investment and should be considered for implementation in a phased programme of work funded from future year LTP Local Safety Schemes programmes.

## 7 Details of Study Team

### ROAD SAFETY STUDY MEMBER

KEVIN BROWN HNC, ENGTECH MICE, MCIHT, MSORSA Signed: 

Senior Traffic Safety Engineer

Design Team - Traffic  
Technical Services  
Northumberland County Council  
County Hall  
Morpeth, NE61 2EF

Dated: 8 February 2023

### ROAD SAFETY STUDY MEMBER

JOHN MATHER DIP ASM, I.ENG, MCIHT, MSORSA Signed: 

Traffic Safety Engineer

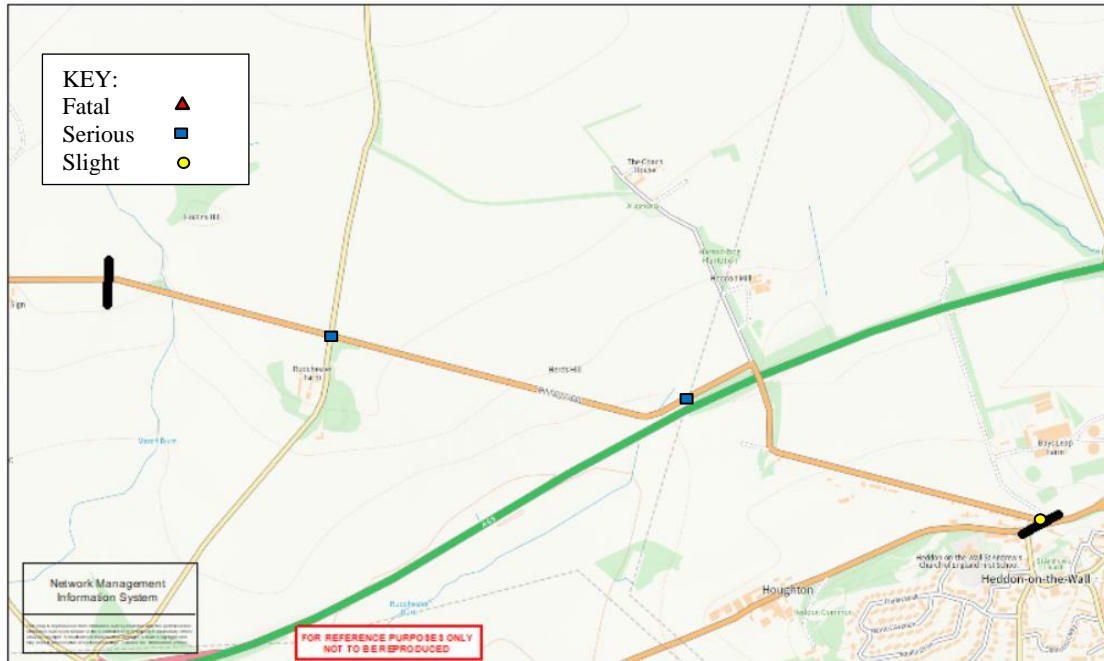
Design Team - Traffic  
Technical Services  
Northumberland County Council  
County Hall  
Morpeth, NE61 2EF

Dated: ... 8 February 2023

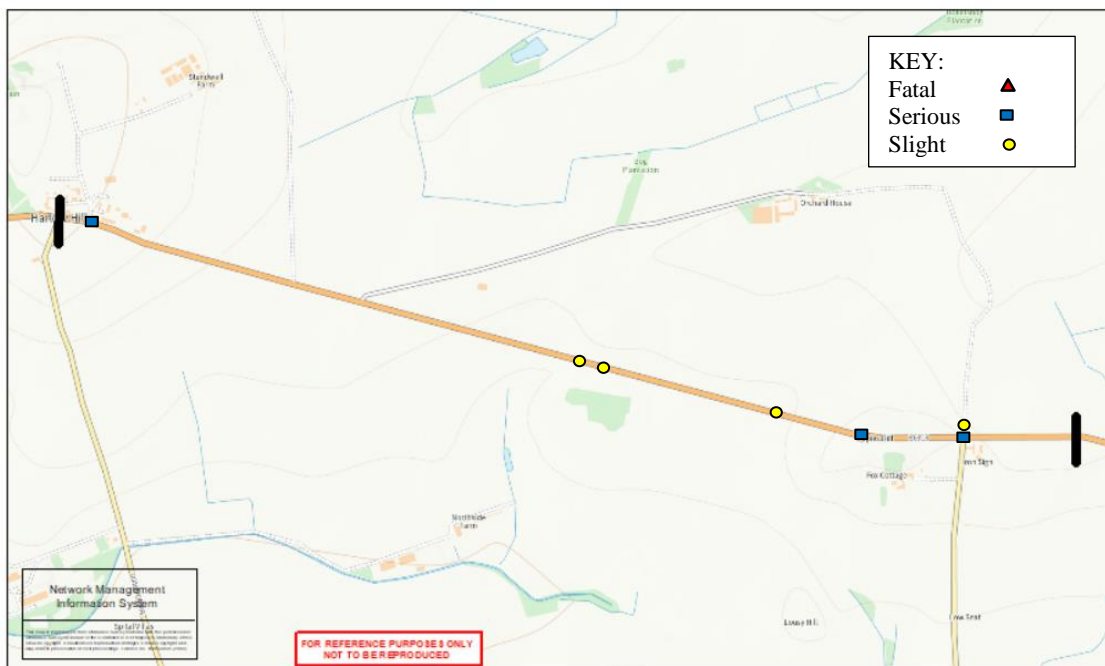
**Appendix A**  
**Collision Location Plot**



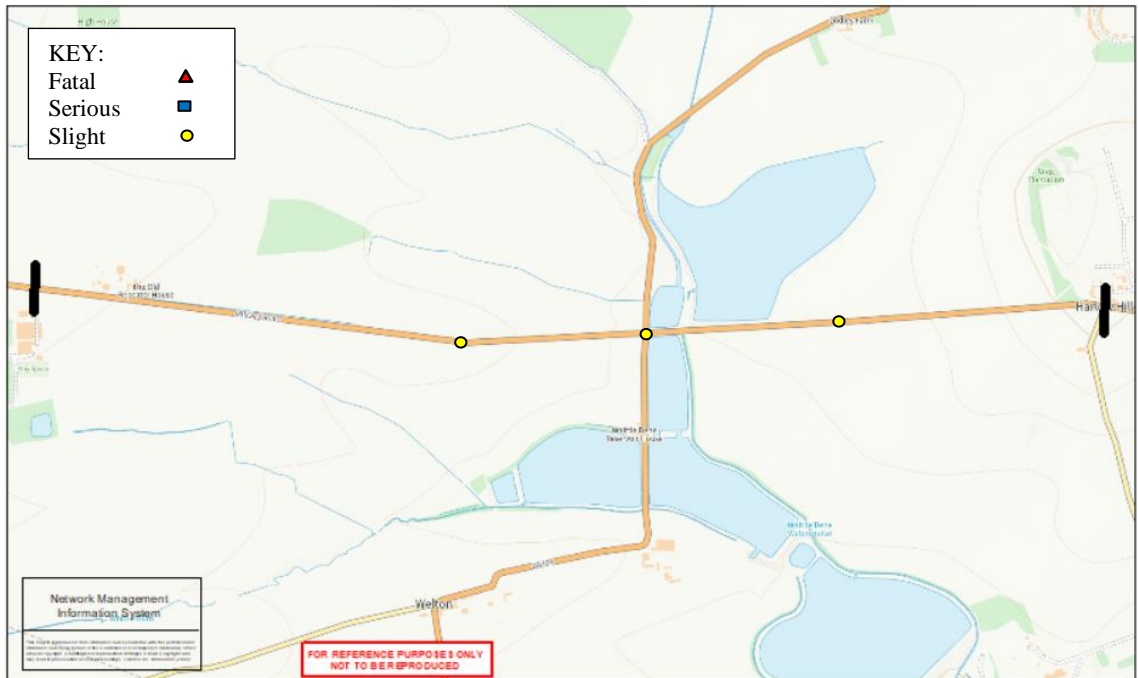
# Appendix A



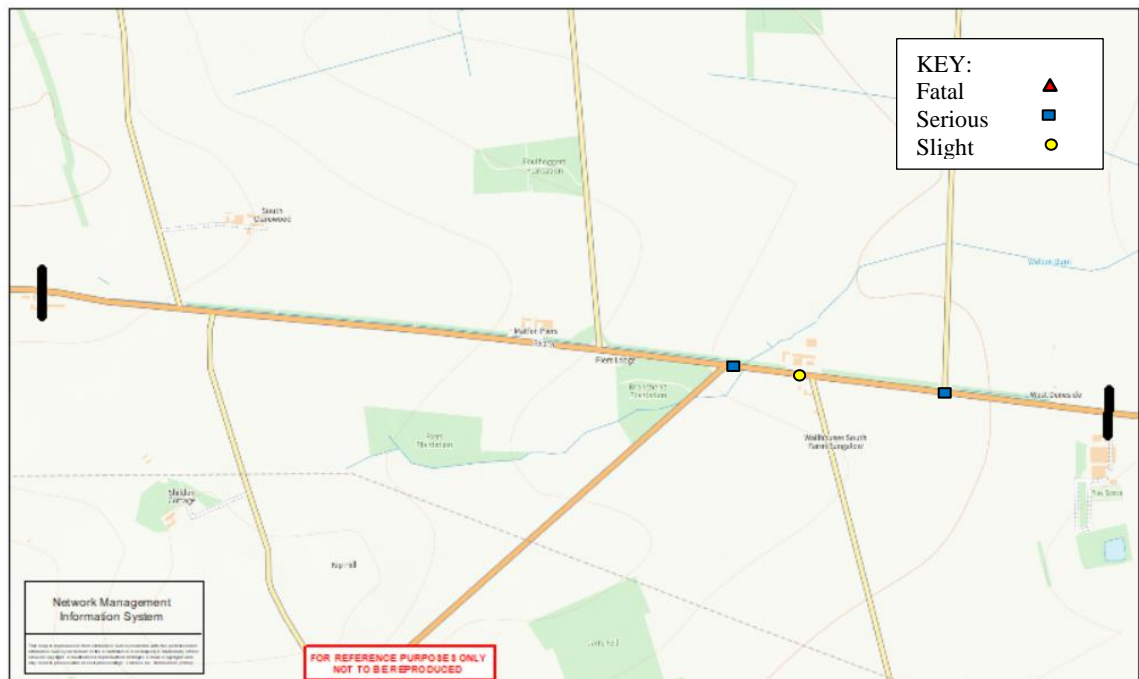
## SECTION 1 - Heddon-on-the-Wall to Hollins Hill



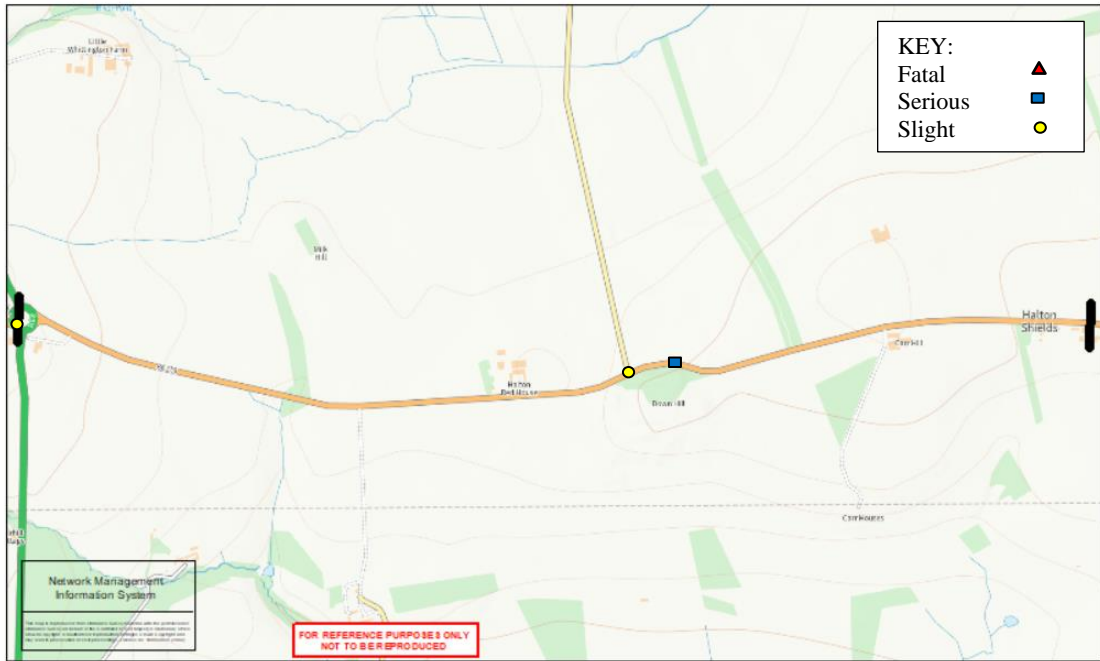
## SECTION 2 - Hollins Hill to Harlow Hill



**SECTION 3 - Harlow Hill to West Deneside**



**SECTION 4 – West Deneside to Halton Shields**



**SECTION 5 - Halton Shields to A68 Roundabout**



# Northumberland

## County Council

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**Technical Services**  
**Design Section**



# Northumberland

## County Council

### PETITIONS COMMITTEE

DATE: 26TH JANUARY 2022

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## PETITION – COMMUNITY CAMPAIGN TO AMEND THE USE OF MILITARY ROAD B6318 JUNCTION OF A68 TO HEDDON ON THE WALL

**Report of: Service Director - Local Services, Paul Jones**

**Cabinet Member: John Riddle**

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### **Purpose of report**

To acknowledge receipt of the petition received by Democratic Services regarding a community campaign to amend the use of the B6318 Military Road from its junction with the A68 at Stagshaw Roundabout to Heddon-on-the-Wall.

### **Recommendations**

It is recommended that the Petitions Committee note the content of this report, acknowledge receipt of the petition and support the proposed actions.

### **Link to Corporate Plan**

How - "We want to be efficient, open and work for everyone"

Enjoying - "We want you to love where you live"

Connecting - "We want you to have access to the things you need"

### **Key Issues**

1. A petition has been received following a community campaign to improve road safety and restrict HGV usage on the B6318 Military Road from its junction with the A68 at Stagshaw Roundabout to Heddon-on-the-Wall.
2. The petition states:- "We are calling on the community and visitors from the A68 Stagshaw Roundabout to Heddon on the Wall to support our request to improve road safety on the B6318."
3. The petition requests that reduced speed limits are introduced along with improved signage, distinctive road markings, restricted overtaking and for HGV and quarry wagons to be restricted to access only.
4. The petition was signed by a total of 179 signatories.

## **Background**

### **The Petition**

The County Council has received a petition relating to road safety concerns on the B6318 Military Road on the section between the A68 at Stagshaw Roundabout and Heddon-on-the-Wall. The lead petitioners cover note states that:-

“Over the past few years, I have been involved in highlighting the issues of the Military road (B6318) between Heddon on the Wall and the Stagshaw Roundabout with A68. Speaking to other members of the community they have also raised concerns over the past 20 years but no action has been taken.

We therefore enclose a petition signed by every home along the fore-mentioned road, concerned motorists, equestrians, pedestrians and tourists walking Hadrian’s wall. Without exception every citizen has raised three concerns: -

1. Safety of the road within villages and hamlets
2. Vehicles driving at excess speeds
3. Volume of HGV use along a B-road saving 1 minute on a journey vs. the advised signposted and safer route of the A68/A69

The attached petition is proof of the serious and unified nature of the request and we plead our elected leaders and business leaders to take action based on the will of the entire community.

1. Improved road safety
2. Speed camera’s to be installed
3. Change the road to “HGV access only” unless an emergency

Based on the changes requested together we will improve the health of those living along the road, save citizens lives and enforce the already advised HGV route

### **Petition results**

Written petition = 117

Online petition = 62, Northumberland County Council – Petitions (Community campaign to amend the use of Military Road B6318)

Total petition results = 179”.

The written petition itself asked people to identify whether they supported “Access Only to HGV Traffic on Military Road B6318 Yes / No” and “Improved Road Safety Yes / No” together with leaving their comments. See Appendix 1

Further information was provided from the Lead Petitioner setting out concerns at the various lengths along the route and suggested changes. This can be seen at Appendix 2

### **Accident Data**

The Petition stated that there had been “an estimated 16 serious accidents over the last 2-3 years between the roundabout A68/B6318 and Heddon on the Wall”.

The length of the B6318 from the A68 Heddon on the Wall is 15km or 9.3 miles. According to accident data supplied from the North East Regional Road Safety Resource from Police records of injury accidents, there were 17 injury accidents in the period 2019 to 2021, of which 8 involved serious injury. There were 27 total casualties in this period, of which 10 were serious and 17 slight according to Police records (note the higher figure recorded for ‘casualties’ is due to the potential for a single accident to result in injuries being sustained to more than one person, for example if two vehicles are involved both of which have passengers that sustain injuries).

For the 5 year period 2017 to 2021, there were 27 injury accidents of which 12 involved serious injuries (including 1 fatal accident in 2018). There were 41 total casualties in this 5 year period, of which 1 was fatal, 13 were serious and 27 slight according to Police records.

Police records only identify injury accidents and data is not available for any damage only incidents.

## **Current Situation with Areas of Concern Identified in Petition**

### **Harlow Hill**

We are already aware of speeding concerns raised by residents at Harlow Hill. This has been a site identified for Police mobile camera enforcement as a speed concern site for a number of years. The existing 40mph speed limit is regularly enforced by one of Northumbria Police’s mobile camera vans. A scheme to improve signs and road markings was also implemented at Harlow Hill in 2018/19. It appears that traffic is in general conforming with the 40mph limit, though it is acknowledged that the petition is requesting a 30mph limit.

Colleagues in the Road Safety Unit at the police have informed the County Council that each time they receive a complaint for Harlow Hill they increase visits temporarily. However, they have also confirmed that they detect very few offences there and don’t recall an HGV being detected speeding through the village above the limit. They suggest that it is probably more a perception of HGV speed and associated noise at that location.

### **Halton Shields**

Speeding concerns have already been raised by residents living in Halton Shields, a speed survey is planned however this issue has also been passed onto the Road Safety Unit of Northumbria Police. The police in partnership with all Local Authorities in the force area have recently developed a new enforcement strategy, known as Operation Modero which will assist the police with dealing with this type of issue. Halton Shields is already included in the Operation Modero database, and the location will be considered for further investigation and any appropriate action which may be deemed necessary.

It should be noted that the police don’t currently have any designated enforcement sites on any National Speed Limit section of the Military Road in this area.

## **Robin Hood Inn, Two Hoots Junction and Approach to Heddon on the Wall**

Following the receipt of this petition, speed surveys will be arranged at the Robin Hood Inn, at Two Hoots Junction and within the 40mph section on the approach to Heddon-on-the-Wall to assess actual speed of traffic. Speeding concerns have never been previously raised at the Two Hoots Junction, and it is some years since a survey was completed in the vicinity of the Robin Hood Inn.

### **General speeding**

With regards to the requests for reduced speed limits, the County Council currently has no plans for such works on this length of road. The aforementioned speed surveys will provide information on actual vehicle speeds to assess whether there is a speeding problem which needs to be addressed further. Any change in speed limits need to comply with DfT Circular 01/2013 Setting Local Speed Limits, and in particular length and number of frontages in villages.

Comments about average speed cameras are noted. To date we don't have any of these on the County's road network, although we are currently looking into their feasibility and whether a pilot scheme could be taken forward in the future at an appropriate location somewhere in the County. However, average speed cameras would generally need a consistent speed limit on the road over a considerable distance.

For information, based on previous speed surveys which have been undertaken across the County when issues relating to excessive HGV speeds have been raised, we have found that HGVs are complying with speed limits and that perceptions of HGV speeding have not been confirmed by data. HGVs should only be travelling at a maximum speed of 50mph on this route even when they are travelling on a derestricted speed limit. Obviously, when travelling through locations where a lower speed limit is in force, such as Harlow Hill, this speed limit should be adhered to.

While we sympathize with the concerns raised in the petition, it would not be possible to implement double white lines to prevent overtaking as visibility is adequate. Double white lines are already in place where it has been considered unsafe to carry out such manoeuvres.

### **HGV Traffic from Quarries**

From a Planning perspective, the quarries in the area have planning conditions controlling vehicle movements. These will generally cover the approved access point onto the public highway from the sites that vehicles are required to use, the number of vehicle movements into and out of the site in a given period of time (normally a maximum daily number and an average over a given period of time), and the times of the day that the vehicles are allowed to enter and exit the site.

In some circumstances the planning conditions will control the direction vehicles are permitted to turn when leaving the site (e.g. All vehicles shall turn right upon exiting the site) but that is as far as they go in terms of controlling vehicle routeing. We cannot use planning conditions to control vehicle routeing outside of the site as the conditions can only apply to the red line boundary of the site. In some circumstances, and where a particular issue is identified, a legal agreement may be used to control vehicle routeing beyond the



site boundary but such a legal agreement can only be used where it is needed to make the site acceptable in planning terms. In addition, an operator could have a voluntary agreement to cover vehicle routing but this would not necessarily be controlled by the planning permission for the quarry.

In relation to this petition, there are two quarries that are likely to be the principal contributors to the movements of heavy goods vehicles along this section of the Military Road. These are Barrasford Quarry and Swinburne Quarry, which are located over 8 miles north of Corbridge and are accessed directly from the A68. Vehicles could also be associated with Keepersfield Quarry (located to the north of Humshaugh and accessed from the B6320) and Divethill Quarry (located west of Great Bavington and accessed from the B6342 between the A68 and A696). Each of these quarries have planning conditions as described above and do not have anything to control movements elsewhere on the highway network.

When the Council receive a planning application for a quarry, matters relating to vehicle movements and highways matters are considered and assessed in consultation with NCC in its role as the highway authority. National Highways would be consulted where relevant. The main matters that are considered include whether the proposal includes a safe and suitable access to the public highway, the suitability of the roads for heavy good vehicles and network capacity. It may be difficult to address issues elsewhere on the highway network where these are not directly related to the development and where it can be demonstrated safe and suitable access to the core road network. For example, vehicles from Barrasford have access to the A68 which can be used to get to the A69 and the strategic road network. Also all vehicle movements from the site do not necessarily go in this direction. When looking at proposals for minerals extraction, it must be noted that minerals can only be extracted where they occur which limits where these developments can be located.

The policy in the Northumberland Minerals Local Plan (Policy EP18) would be used to assess the effects of such proposals on the road network and the effects on local communities. This policy will be replaced by policies in the emerging Local Plan if it is found sound following the examination. The most relevant policies are Policy MIN 1 (Environmental criteria for assessing minerals proposals) and Policy TRA 2 (The effects of development on the transport network). The most applicable parts of these policies are provided below:

*Policy TRA 2:*

*1. All developments affecting the transport network will be required to:*

*a. Provide effective and safe access and egress to the existing transport network;*

*b. Include appropriate measures to avoid, mitigate and manage any significant impacts on highway capacity, congestion or on highway safety including any contribution to cumulative impacts;*

*c. Minimise conflict between different modes of transport, including measures for network, traffic and parking management where necessary;*

*d. Facilitate the safe use of the network, including suitable crossing points, footways and dedicated provision for cyclists and equestrian users where necessary;*

*e. Suitably accommodate the delivery of goods and supplies, access for maintenance and refuse collection where necessary; and*

*f. Minimise any adverse impact on communities and the environment, including noise and air quality.*

*Policy MIN 1:*

*1. Proposals for mineral extraction will be supported where the applicant can demonstrate that any adverse effects on local communities and the environment are acceptable.*

*2. In considering applications, appropriate weight will be given to potential effects on:*

*... g. The capacity and suitability of the transport network, including numbers of movements, site access arrangements, and impacts on non-motorised users – The transport of minerals using rail and water is encouraged and where road transport is proposed applicants will be required to demonstrate that transport by rail or water is not practicable or feasible;*

From a Highways perspective, the B6318 is identified as a part of the Resilient Road Network that maintain economic activity and will be prioritised to be kept open in times of severe weather. As such it is expected that this route would be able to take HGV traffic, and as noted in the petition the B6318 is a diversionary route should there be issues with the A69. Given this it would not seem appropriate to restrict HGV use on the B6318 to “for access only”. If such a restriction were to be considered, this would need to be in the form of a 7.5t weight restriction along it’s length. Given the difficulties of HGV vehicles being able to turn around on other roads which join the B6318, this would also mean having to impose weight restrictions on these adjoining roads such as the B6321, C342, B6309 etc. And this would have an impact on the wider network. Any restriction to allow HGV use for access only would be a traffic movement offence which would require enforcement by the police and would be very difficult to enforce.

Therefore, whilst having sympathy with the view that where possible through HGV traffic should use the A68 and A69 rather than the B6318, it is felt more appropriate to try to achieve this through voluntary means and advisory signage. Further consideration could be given to strengthening existing advisory HGV signage and further dialogue could be held with main haulage users in the area.

### **Proposed actions**

In light of the numerous concerns raised it is proposed the following actions would be taken.

A) Further speed surveys will be undertaken at the locations highlighted to identify traffic speeds.

B) Further investigation will be carried out regarding the causes of the injury accidents along this route over the last five years to better understand and evaluate any potential patterns in contributory factors.

C) Consideration will be given to any potential signage and road marking improvements which may assist in alleviating the road safety concerns raised depending on the outcome of the investigations outlined in A) and B) above.

D) Consideration will also be given to strengthening existing advisory signage for HGVs to try to further encourage use of the A68 / A69 for through HGV traffic. Further dialogue will be held with main haulage users in the area to encourage use of the A68 / A69 route.

### Implications

|  |   |
|--|---|
| <b>Policy</b>  | The response to the issues raised in this petition is consistent with LTP Policies.   |
| <b>Finance and value for money</b>   | Any improved signage / road markings to be considered for funding through the Rural Roads Safety Improvements allocation in the 2022/23 Local Transport Plan. |
| <b>Legal</b>   | None  |
| <b>Procurement</b>   | None  |
| <b>Human Resources</b>   | None  |
| <b>Property</b>  | None  |
| <b>Equalities</b><br>(Impact Assessment attached)<br><br>Yes <input type="checkbox"/> No <input type="checkbox"/><br>N/A <input checked="" type="checkbox"/> | None  |
| <b>Risk Assessment</b>   | n/a   |
| <b>Crime Disorder &amp;</b>  | Driving at excessive speeds and also non-compliance with weight restrictions are both offences which are only enforceable by the police.                      |

|                               |  |
|-------------------------------|--|
| <b>Customer Consideration</b> | Petition identifies excessive speeds and HGV traffic affecting quality of life of residents along this route |
| <b>Carbon reduction</b>       | n/a  |
| <b>Wards</b>                  | Ponteland West, Ponteland South with Heddon, Corbridge, Bywell   |

**Background papers:**

Written Petition – Appendix 1

Additional Information from Lead Petitioner – Petition Template – Appendix 2

**Report sign off**

|                          |              |
|--------------------------|--------------|
| Chief Executive          | Daljit Lally |
| Finance Officer          | N/A          |
| Monitoring Officer/Legal | N/A          |
| Human Resources          | N/A          |
| Procurement              | N/A          |
| I.T.                     | N/A          |
| Director                 | Rob Murfin   |
| Portfolio Holder(s)      | John Riddle  |

**Author and Contact Details**

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