



# Northumberland County Council

**TECHNICAL SERVICES  
DESIGN TEAM (TRAFFIC)**

**A6079 WALL VILLAGE**

**SPEED REDUCTION/TRAFFIC CALMING**

**FEASIBILITY AND OPTIONS REPORT**






**DATE: February 2023**



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**Prepared by**  
**Design Team (Traffic)**

	Name	Signature	Date
Prepared by	John Mather		17 February 2023
Checked by	Kevin Brown		20 February 2023
Approved by	Gary Mills		28 February 2023
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Local Services, Technical Services,  
County Hall, Morpeth,  
Northumberland NE61 2EF.  
Telephone: 0345 600 6400

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# 1. Introduction

- 1.1. Northumberland County Council, Technical Services Design Section, has been requested to investigate the potential for “speed reduction/traffic calming measures” at A6079 Wall Village, north-west of Hexham.
- 1.2. The Design Brief indicated the following:
  - “Concern over traffic speeds on the A6079 through Wall, particularly at the entrances to the 30mph speed limit.
  - Consider what potential options could be implemented to reduce traffic speeds entering Wall village, having regard to the road status and need to accommodate all traffic.
  - Set out potential options drawings with budget estimates in a feasibility report.”
- 1.3. The site location is shown in **Figure 1** below.
- 1.4. A site visit was conducted, during daylight between 08.30 and 09.30 hours on the morning of Monday 25 April 2022 to observe existing traffic and NMU conditions, evaluate the existing highway infrastructure and to determine the potential for providing improvement measures. The weather was overcast and the road surface was dry during the site visit. Traffic flows were moderate and a low number of pedestrians and cyclists were observed.

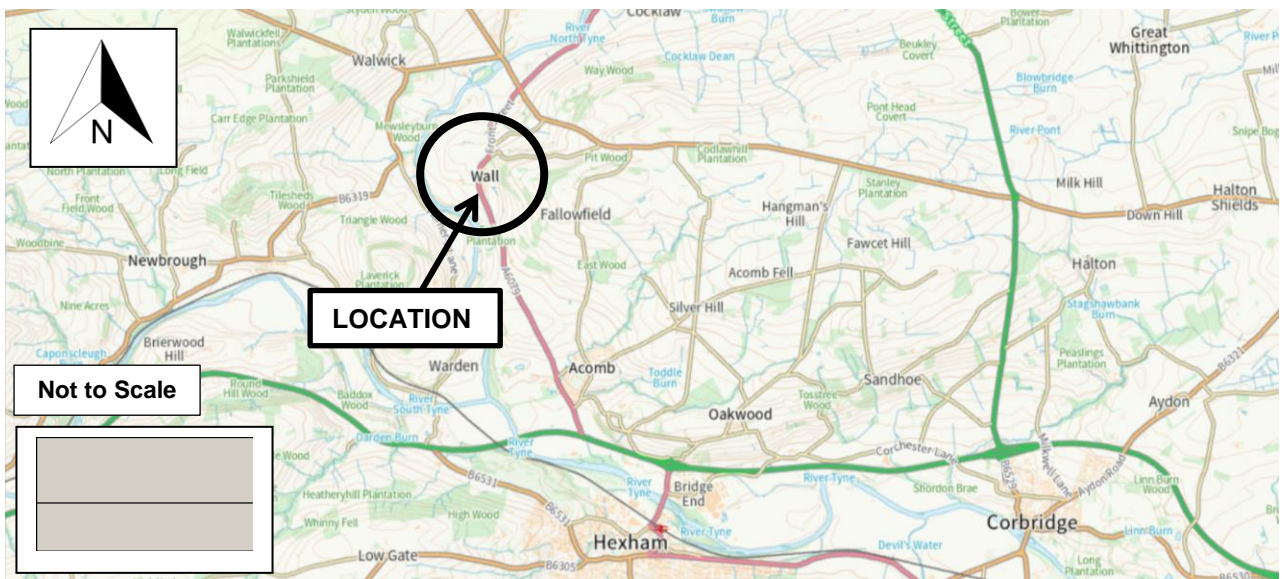


Figure 1 – A6079 Wall Village - Location Plan

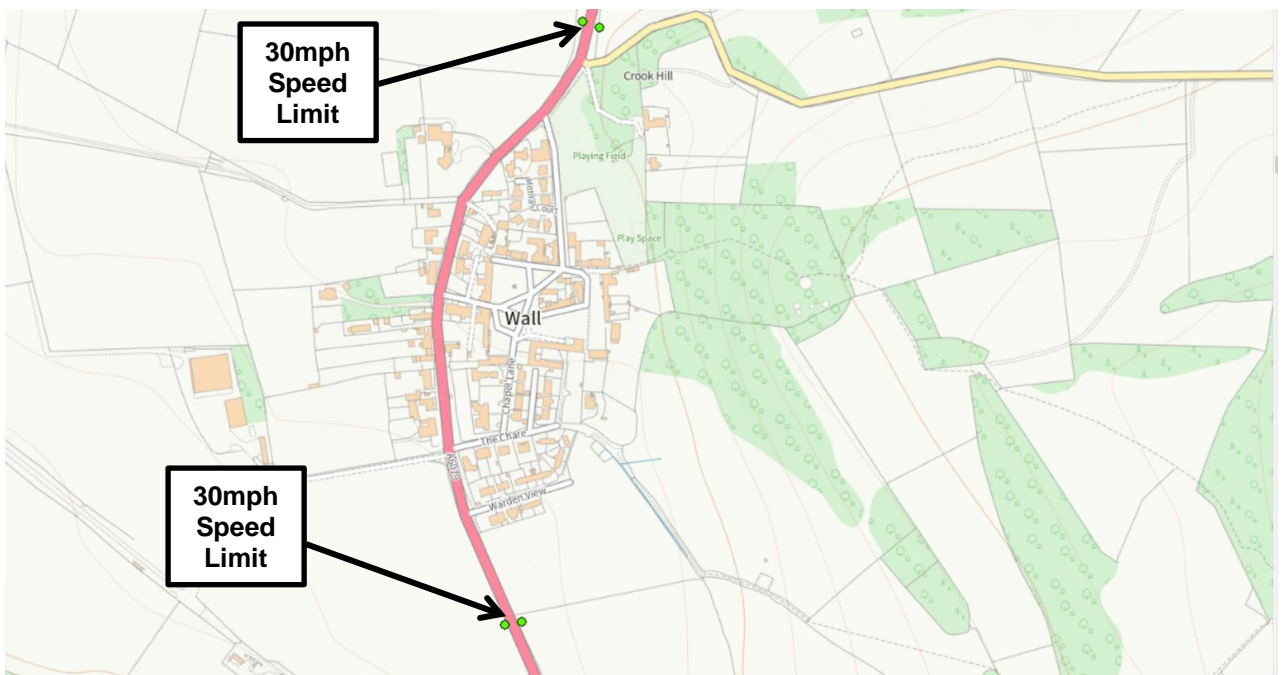


Figure 2 – A6079 Wall Village – Layout of Village



Figure 3 – A6079 Wall Village - Aerial View of Village © Google Maps

## 2. Existing Layout

- 2.1. The study area relates to the A6079 through Wall Village and immediate approach and exit lengths (see **Figures 2 and 3 above**).
- 2.2. The A6079 is single carriageway subject to a 30mph speed limit, through the village, and subject to the National speed limit to the north and south of the Village. The A6079 through the village is partially illuminated by street lighting.

## 3. Previous Safety Related Improvements

- 3.1. The annual Local Transport Plan Local Safety Schemes – High Risk Site (LSS-HRS) Programme addresses 8 to 12 locations countywide which display a recent history of three or more personal injury collisions in the previous three-year period. Sites with a pattern of similar collision types are then treated through the introduction of “low-cost” remedial measures usually comprising signing, road markings, surfacing, and pedestrian/cyclist facilities.
- 3.2. Analysis of recent years collision data indicates that Wall Village has not met the criteria to be considered as a LSS-HRS site however, it was noted that the following measures appear to have been provided in recent years:
  - LED speed warning signage;
  - Enhanced village 30mph gateway features (yellow backed signage, speed limit road marking roundels and village nameplate structures); and
  - Road marking improvements and red surface treatment.

## 4. Collision Data

- 4.1. From information supplied to this authority by Northumbria Police there has been one (severity - serious) reported personal injury collision, within the extents of the study area, during the full 4-year period (1 January 2019 to 31 December 2022).
- 4.2. Details of the single collision was as follows:
  - *The collision (Serious) occurred on A6079 Front Street, 110m from the junction with Warden View. This occurred at 20:08 hours on Wednesday 30 September 2020 and car (travelling west on the A6079) colliding with a pedestrian walking west, with back to traffic. The collision occurred during darkness (no lights) in fine conditions and on a dry road surface. The pedestrian (male, aged 41) was the only casualty in the collision.*
- 4.3. This information does not however, contain details of damage only incidents which may have taken place during the above time period.

## 5. Traffic Volume and Speeds

5.1. **Table 1** below shows the Annual Average Daily Traffic (AADT) flows on the A6079 (obtained from a one-week duration traffic counts) undertaken during the years and months shown.

Date	Location	Northbound	Southbound	Combined
12 May to 19 May 2008 (TS 07/29)	A6079 Centre of Wall Village	2,326	2,115	4,441
18 March 2010 to 25 March 2010 (TS 09/12)	A6079 towards north end of Wall Village	2,017	1,927	3,944
14 July to 20 July 2012 (TS 11/12)	A6079 towards south end of Wall Village	1,970	2,246	4,216
4 February 2022 to 17 Feb 2022 (TS 21/03)	A6079 Centre of Wall Village	1,645	1,550	3,195
18 November to 24 November 2022 (TS 22/140)	A6079 towards south end of Wall Village	1,696	1,581	3,277

**Table 1 – A6079 - AADT data – Various Years and Months**

5.2. Traffic speed data was also obtained from the surveys above (same dates) and are shown in **Table 2** below. The speed limit on this section of road is 30mph.

	Location	85th %ile Speed * NB	85th %ile Speed * SB	Mean Ave Speed NB	Mean Ave Speed SB
12 May to 19 May 2008 (TS 07/29)	A6079 Centre of Wall Village	35.5 mph	35.1mph	29.7 mph	29.9 mph
18 March 2010 to 25 March 2010 (TS 09/12)	A6079 towards north end of Wall Village	31.6 mph	30.4 mph	26.2 mph	27.4 mph
14 July to 20 July 2012 (TS 11/12)	A6079 towards south end of Wall Village	35.6 mph	34.0 mph	30.3 mph	28.1 mph
4 February 2022 to 17 February 2022 (TS 21/03)	A6079 Centre of Wall Village	31.3 mph	33.2 mph	27.2 mph	29.4 mph
<b>18 November to 24 November 2022 (TS 22/140)</b>	<b>A6079 towards south end of Wall Village</b>	<b>32.9 mph</b>	<b>35.2 mph</b>	<b>28.6 mph</b>	<b>30.8 mph</b>

**Table 2 – A6079 – Traffic speed data – Various Years and Months**

\* the speed at which 85 percent of drivers surveyed drove at, or below, under free-flowing conditions.

5.3. The current speed enforcement policy guidance, issued by Association of Chief Police Officers (ACPO), suggests that enforcement will normally occur when a driver exceeds the speed limit by a particular margin. The particular margin is normally 10 per cent over the speed limit plus 2 mph. The guidance sets criteria for when it would be appropriate to issue a fixed penalty notice or for the driver to attend a speed awareness course, and when it becomes appropriate to issue a summons. These are guidelines only and a police officer has discretion to act outside of them providing he acts fairly, consistently and proportionately.

5.4. In summary the guidelines (with regard to a 30mph speed limit location such as in Wall Village) are:

ACPO threshold for:

- a fixed penalty or a Speed Awareness course = 35 mph
- summoning = 50 mph.

- 5.5. The Northumbria Safer Roads Initiative (NSRI), which evaluates locations of mobile speed camera van enforcement sites, would require 85<sup>th</sup> percentile speeds of at least 35mph to consider identifying the location as suitable for enforcement by a mobile speed camera van.
- 5.6. The most recent 85<sup>th</sup> percentile traffic speed survey (November 2022) indicate that Wall village may just meet the criteria for enforcement by a mobile speed camera, in terms of the southbound 85<sup>th</sup> percentile of 35.2mph, in conjunction with the level of concerns expressed by local residents and the Town Council, , should Northumbria Police wish to include this on their list of enforcement sites.

**6. Non-Motorised Users (NMU) and Bus Services**

- 6.1. There are no formal controlled or un-controlled pedestrian crossing points, providing access over the A6079, throughout the village.
- 6.2. Pairs of northbound and southbound bus stops are located at two locations in the village as follows:
  - North of The Hadrian PH (south) and Wall Garage (north).
- 6.3. Details of frequency of services are shown below.

STOP - WALL GARAGE	STOP - THE HADRIAN (NB)	STOP - THE HADRIAN (SB)
<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>
Hexham	Bellingham	Bellingham
7:02 AM	6:55 AM	7:05 PM
<b>680 Tynedale Links</b>	<b>AD122</b>	<b>680 Tynedale Links</b>
Hexham	Haltwhistle	Hexham
8:02 AM	8:41 AM	7:03 AM
<b>AD122</b>	<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>
Hexham	Bellingham	Hexham
10:44 AM	9:45 AM	8:03 AM
<b>680 Tynedale Links</b>	<b>AD122</b>	<b>AD122</b>
Hexham	Haltwhistle	Hexham
10:52 AM	10:41 AM	10:45 AM
<b>AD122</b>	<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>
Hexham	Bellingham	Hexham
12:44 PM	11:45 AM	10:53 AM
<b>680 Tynedale Links</b>	<b>AD122</b>	<b>AD122</b>
Hexham	Haltwhistle	Hexham
12:52 PM	12:41 PM	12:45 PM
<b>AD122</b>	<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>
Hexham	Bellingham	Hexham
2:44 PM	1:45 PM	12:53 PM
<b>680 Tynedale Links</b>	<b>AD122</b>	<b>AD122</b>
Hexham	Haltwhistle	Hexham
2:52 PM	2:41 PM	2:45 PM
<b>AD122</b>	<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>
Hexham	Bellingham	Hexham
4:44 PM	4:05 PM	2:53 PM
<b>680 Tynedale Links</b>	<b>AD122</b>	<b>AD122</b>
Hexham	Haltwhistle	Hexham
5:12 PM	4:41 PM	4:45 PM
<b>AD122</b>	<b>680 Tynedale Links</b>	<b>680 Tynedale Links</b>
Hexham	Bellingham	Hexham
6:44 PM	6:05 PM	5:13 PM
<b>680 Tynedale Links</b>		<b>AD122</b>
Hexham		Hexham
7:12 PM		6:45 PM
<b>680 Tynedale Links</b>		<b>680 Tynedale Links</b>
Hexham		Hexham
8:12 PM		7:13 PM
		<b>680 Tynedale Links</b>
		Hexham
		8:13 PM

## 7. Review of Existing Highway Infrastructure

7.1. The A6079 northbound and southbound carriageway, within and approaching the village, has been reviewed in terms of existing highways infrastructure already present to warn of the road layout ahead. The details of this assessment are shown below.

**A6079 (signs and markings shown are as viewed by a driver travelling northbound).**



**Photo 1 – A6079 south entrance to village showing speed limit signs and roundel**



**Photo 2 – A6079 south entrance to village showing LED speed indicator sign**



**Photo 3 – A6079 south entrance to village showing stone village nameplate sign**



**Photo 4 – A6079 view north at The Hadrian PH**



**Photo 5 – A6079 view north at centre of village**



**Photo 6 – A6079 view north at first bend at north end of village**



Photo 7 – A6079 view north at second bend at north end of village



Photo 8 – A6079 view north at end of 30mph speed limit at north of village

A6079 (signs and markings shown are as viewed by a driver travelling southbound).



Photo 9 – A6079 north entrance to village showing stone village nameplate signs



Photo 10 – A6079 north entrance to village showing 30mph speed limit signs and roundel



Photo 11 – A6079 north end of village showing LED speed indicator sign



Photo 12 – A6079 north end of village showing approach to centre of village



Photo 13 – A6079 view from centre of village towards The Hadrian PH



Photo 14 – A6079 view towards The Hadrian PH and south end of village



Photo 15 – A6079 view south end of village towards the end of the 30mph speed limit



Photo 16 – A6079 south end of the village at the end of the 30mph speed limit

- 7.2. It is considered that the existing signing and road marking provision (in terms of regulation of speeds and provision of warning) at this location is generally in line with current National guidance and limited opportunity exists to improve the current situation further, through the introduction of more signs and markings in the village centre.
- 7.3. Improvement options will, therefore, focus on reducing approach and entry speeds to the village and to encourage that reduced speed to be maintained through the village, also utilising existing signing and LED signing.

## 8. Carriageway Surface Conditions

- 8.1. SCRIM survey skid resistance data (for 2019 on the A6079 in the vicinity of the study area) is shown in **Figure 3** below. This indicates SCRIM readings, which fall below the investigatory level of <0.4 (in red) indicating that at those locations the carriageway surface may be nearing the end of its serviceable life. It should be noted however, that the carriageway condition within the built up area of the village does not fall below the investigatory level of <0.4.
- 8.2. Resurfacing works would fall outside the scope of any collision remedial measures proposed within this report however, the SCRIM readings have been brought to the attention of the Principal Programme Officer (Maintenance) for further consideration in terms of future Principal Roads Maintenance programmes.
- 8.3. This would of course require consideration of maintenance priorities countywide, to be funded from limited annual funding made available to the County Council. It is understood that presently there are no resurfacing schemes planned on this section of the A6079.

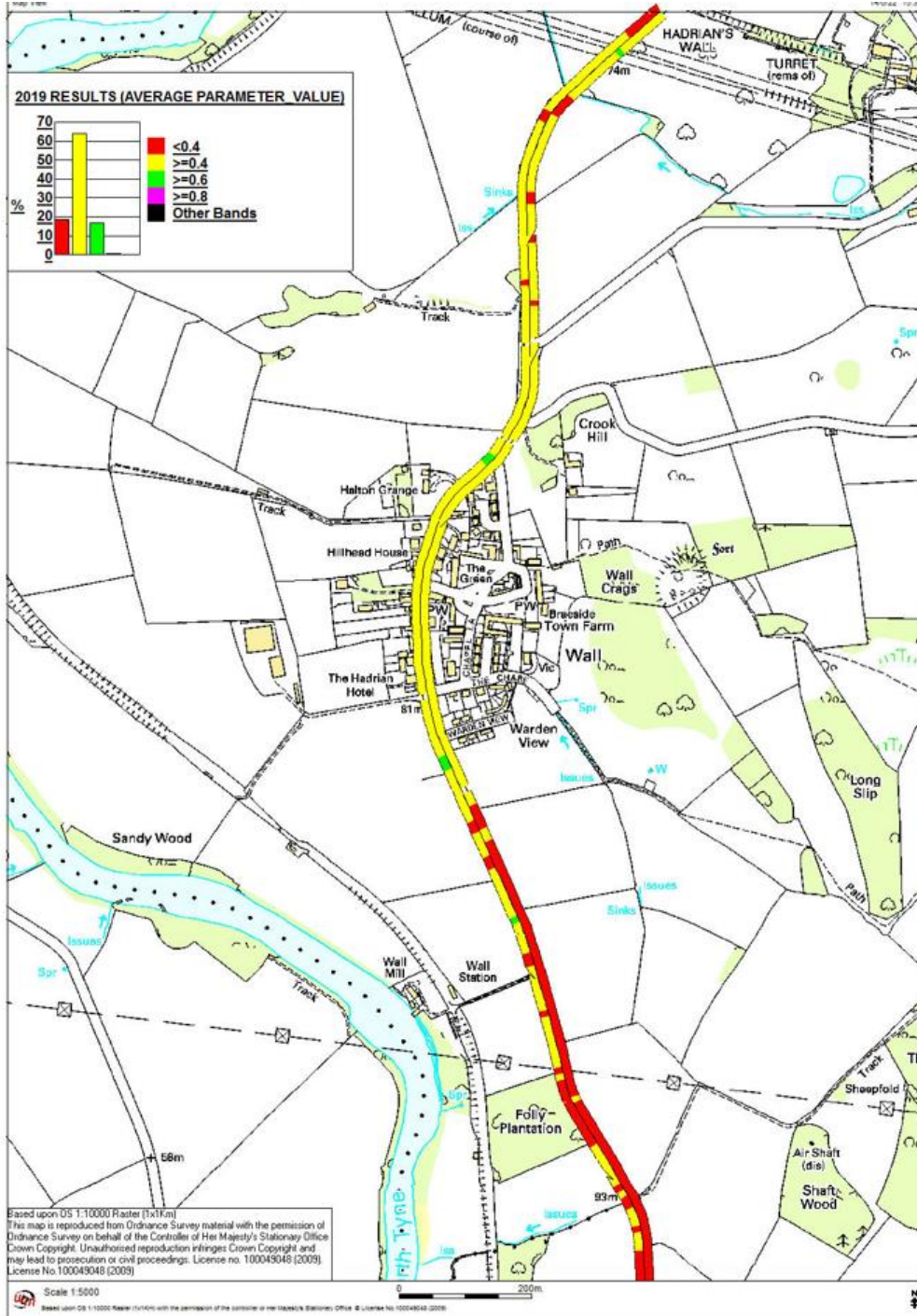


Figure 4 – A6079 at Wall SCRIM survey data (2019)

## 9. Potential Improvements

- 9.1. Following evaluation of the existing highway infrastructure, at this location, and analysis of recent traffic speed data, the following measures are considered to be worthy (either singly or combined) of consideration for implementation at this location. The measures are detailed, on the pages which follow, under the headings below
- (a) **Mobile Speed Camera Site (to be agreed by Northumbria Police);**
  - (b) **Buffer 40mph approach Speed Limits;**
  - (c) **Removal of carriageway centre line; and**
  - (d) **Horizontal Traffic Calming Measures.**

- 9.2. As part of this process the following measures were considered however, they were discounted due to the reasons explained below:
- **Permanent Speed Camera** – This site does not meet NSRI criteria which requires a recent history of high severity personal injury collisions;
  - **Average Speed Camera** - This site does not meet NSRI criteria which requires a recent history of high severity speed related personal injury collisions;
  - **Vertical traffic calming measures** – It is considered that the presence of vertical traffic calming measures (in the form of road humps, speed tables or speed cushions) would not be in keeping with the village setting and may result in noise nuisance due to the reasonably high volume of HCV's which pass through the village.
  - **Gateways** – The village is already provided with speed limit signs and roundels, red surface treatment and village nameplate structure gateways.
  - **LED signage** – The village is already provided with LED speed indicator signs at the north and south of the Village.

### (a) Mobile Speed Camera Site (to be agreed by Northumbria Police)

- 9.3. As the latest 85th percentile traffic speeds recorded at Wall Village (32.9mph northbound & 35.2 mph southbound) show that the southbound direction lies above their enforcement threshold it would fit with the current criteria to be considered further as a mobile safety camera site. It was advised that Northumbria wouldn't require provision of any speed camera signage under their Op Modero strategy but if it was agreed to consider Wall further they would need to do a Site Assessment, to see if there is somewhere safe for an enforcement vehicle park and be clearly visible from both directions, as well as requiring Northumberland CC to look at other legalities around the speed limit TRO and assessment of speed limit signage. The justification for an enforcement site to be agreed at Wall village is also backed up by significant resident and Parish Council concerns expressed over several years.
- 9.4. After receiving a vast number of complaints highlighting locations of concern force wide Northumbria Police have now decided on a way of prioritising which sites to progress first and now consider speed survey results or feedback from officers who have attended with a handheld device, showing that there is a genuine speeding issue, rather than just a perception.
- 9.5. To enable Northumbria Police to establish sites quicker 30mph speed limit roads, with a system of streetlights, or National Speed Limit roads, are the preferred option as there is generally no TRO required with either, though there still can be one in existence, and with such roads there is usually less signage to check for compliance.

#### Cost Estimate

- **TOTAL - £4,000** (Not inc. Design, Supervision, Traffic Management).

### (b) Buffer approach 40mph Speed Limits

- 9.6. The current advice to local Highway Authorities, when setting speed limits is contained in **Department for Transport Circular 01/2013 – Setting Local Speed Limits (DfT Circular 01/13)**. This should be referred to when considering new or amended speed limits. That guidance includes the following advice:
- Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.***
- 9.7. This advice may be applicable to the situation to the north and south of Wall Village. An opportunity does exist for a "buffer" 40mph speed limit to be applied on the A6079 northbound and southbound approaches to the 30mph speed limit at the village to encourage reduced approach speeds. Dft Circular 01/13 indicates that the minimum length of a speed limit should generally be not less than 600 metres and regular changes to speed limit on a single stretch of road will be avoided where possible to prevent confusion. In exceptional circumstances the minimum length will be reduced to 300m but only in conjunction with lower speed limits. Any Buffer 40mph speed limits provided would therefore adhere to this criteria.

- 9.8. Introduction of buffer 40mph speed limits could be provided, approaching the existing 30mph speed limit terminal signs, on both the northbound and southbound approaches to Wall Village. Reduction of the speed limit from derestricted (60mph on a rural single carriageway road) to 40mph would require consultation and making of a suitable speed limit Traffic Regulation Order, appropriate signage and amending the length of existing centre line road markings (and any road studs present) to 6m as opposed to 9m modules.
- 9.9. The exact start of the 40mph speed limit buffer zone must also take account of minimum length requirements, the existing road layout in the vicinity of the terminal point, and any other nearby changes in speed limit. Evaluation of exact terminal points of the “buffer” speed limit would be evaluated should this option we agreed for future implementation.

#### Cost Estimate

- **TOTAL - £13,500** (Not inc. Design, Supervision and Traffic Management).

### (c) Removal of carriageway centre line

- 9.10. *Manual for Streets (DfT, 2007)* suggests that “*There is some evidence that, in appropriate circumstances, the absence of white lines can encourage drivers to use lower speeds ...*” Absence of the carriageway centre line, in association with provision of a carriageway edge line, can give the perception of the road width being narrowed and encourage a reduction in speed. This method has been used at several village of including Lesbury, Whalton and Belford.
- 9.11. Removal of the centre line is more appropriate on straight sections of road, with clear forward visibility, and as such this method could be used at Wall Village, in association with introduction of continuous edge line road markings and edge of carriageway at access/junction road marking (over the same length where carriageway centre lines are removed) to provide a “visual” narrowing of the carriageway through the centre of the village which may (along with other physical measures proposed) combine to achieve a reduction in vehicles speeds through the village.



Photo 17 - Example of removal of carriageway centre line at B1339 southbound entrance to Lesbury Village

#### Cost Estimate

- Remove the carriageway centre line, and road studs, between the locations shown above.
- **TOTAL - £5,500** (Not inc. Design, Supervision and Traffic Management).

## (d) Horizontal Traffic Calming Measures

- 9.12. Installation of such measures are site specific and where “priority working” is implemented the location of the measures requires adequate forward visibility of oncoming traffic in order to work effectively and safely.
- 9.13. Siting of “priority working” measures must also take account of the fact that residents may object to such measures being located adjacent to their homes due to concerns about noise and air pollution associated with vehicles having to brake, stop, queue and start. For this reason, it is not considered appropriate to locate such measures in the central “built up” area of the village.
- 9.14. It is also a requirement that “priority working” measures should be located within a 30mph speed limit and within an existing system of street lighting, which illuminates the measures during darkness hours.
- 9.15. In view of the above two locations (one at the north end of the Village and one at the south) are considered to be the only suitable locations for horizontal traffic calming measures to be located.
- 9.16. Through lane widths and stagger distances between dual chicanes will take account of advice given in *Local Transport Note 01/07 – Traffic Calming* particularly in terms of numbers of HCV’s and potential agricultural vehicles which pass through the village.
- 9.17. The photos below show examples of single and dual island chicane “priority” working systems introduced elsewhere in Northumberland in recent years.



Photo 18 – Example of dual build out priority working chicane at Felton



Photo 19 – Example of dual build out priority working chicane at Hadston



Photo 20 – Example of dual build out priority working chicane at Longframlington



Photo 21 – Example of single build out priority working chicane at Longframlington



Photo 22 – Example of single build out priority working chicane at New Ridley

- 9.18. At A6079 Wall Village site constraints at the north and south gateways to the village would indicate that the following forms of horizontal traffic calming measures could be provided, for the reasons explained:
- **North End of Village** – Required visibility splays indicate that a double chicane could not be accommodated, due to the road alignment. As such a single chicane (located in the southbound carriageway) would be the most appropriate option; and
  - **South End of Village** – Forward visibility requirements at this location indicate that a double chicane could be accommodated at this location.
- 9.19. National guidance in respect of the installation of horizontal traffic calming measures requires that the measures should be suitably illuminated. As such street lighting improvements (to be agreed/specified with NCC Street Lighting Team) will be required at both proposed chicane locations. Regulatory signing associated with the priority working system would also require illumination.
- 9.20. Use of composite type kerbs with concrete infill have been used widely throughout the County and provide a saving in the cost of carriageway excavation and the composite kerbs can be manufactured in colours which provide a visual warning of the obstruction ahead, within the carriageway. As such this method would be used should this option be implemented.

#### Cost Estimate

- 1 No Single Priority Chicane (north) and 1 No Double Priority Chicane (south) including associated signs, road markings and street lighting improvements
- **TOTAL – £57,000** (Not inc. Design, Supervision and Traffic Management).

## 10. Conclusions

10.1. This report has evaluated concerns raised about vehicle speeds and road safety at A6079 Wall Village

10.2. Evaluation of available data for this section of road indicates the following:

- Personal injury collision data at this location does not reveal a significant recent history of personal injury collisions (one in the last four year period) in comparison to other comparable locations countywide;
- Traffic volume and traffic speed surveys at this location do not indicate exceptional traffic flows, however 85th percentile speeds (southbound) exceed 35mph, in comparison with the speed limit of 30mph; and
- The present provision of signing and road markings are generally consistent with current guidance and standards, although scope does exist to make improvements which have the aim of reducing speeds through traffic speeds, at Wall Village.

10.3. Notwithstanding the above the report has evaluated several options, appropriate to the nature of this route through a village. The options evaluated were as follows:

- (a) Mobile Speed Camera Site (to be agreed by Northumbria Police)**
- (b) Buffer 40mph approach Speed Limits;**
- (c) Removal of carriageway centre line; and**
- (d) Gateways Horizontal Traffic Calming Measures.**

10.4. The individual and overall cost estimates for the options evaluated are shown in **Table 3** below.

Improvement	Unit Cost Estimate
(a) Mobile Speed Camera Site (to be agreed by Northumbria Police)	£4,000
(b) Buffer 40mph approach Speed Limits	£13,500
(c) Removal of carriageway centre line	£5,500
(d) Horizontal Traffic Calming Measures	£57,000

**Table 3 – Improvement Options & Individual Cost Estimates (not including materials, labour, design, supervision, contingency, traffic management and legal fees associated with any TRO).**

10.5. It should be noted that the above figures are basic cost estimates only. A detailed costing must be obtained from NCC Estimators should works progress and Public Utility Information must also be requested which in turn, may or may not require diversion or protection as necessary and is not included in any of the estimates above.

10.6. Should some, or all, of the above work be combined within one scheme then the overall cost could be reduced due to savings in traffic management, design and supervision costs.

10.7. Traffic Management costs, for a scheme of this type, would be dependent on the option chosen and Design, Supervision and contingencies costs are typically estimated to be **20%** of the overall scheme cost. The overall estimated costs (including materials, labour, design, supervision, contingencies, traffic management and TRO's where required) are therefore shown in **Table 4** below for typical potential options. Again, this would be subject to detailed costing should any options proceed to construction stage.

10.8. An opportunity may exist to provide speed reduction improvements in two phases, with suitable intermediary monitoring of 85<sup>th</sup> percentile traffic speeds, to measure the effectiveness of a first phase of works to then allow a decision to be made on whether a further phase of works are justified, or not. Potential phasing of works are outlined in **Table 4** below.

POSSIBLE OPTIONS	MEASURES INCLUDED	Mobile Speed Camera Site	2 No 40mph buffer speed limits	Centre Line Removal	2 No traffic calming measures	COST ESTIMATE Including TM, Design & Supervision and contingency
A	Do Nothing	x	x	x	x	£0
B	<b>PHASE 1 WORKS</b> <ul style="list-style-type: none"> <li>• Add to Northumbria Police Community Concern Site or Modera speed enforcement sites and undertake a Site Compliance Check and rectify any signage issues if required; and</li> <li>• Removal of carriageway centreline and introduction of edge line.</li> </ul>	✓	x	✓	x	£11,400
C	<b>PHASE 2 WORKS (If required)</b> <ul style="list-style-type: none"> <li>• Approach 40mph buffer speed limits to north and south of village.</li> <li>• Horizontal Traffic Calming Measures at north and south of village.</li> </ul>	x	✓	x	✓	£84,600 <i>(if all measures are implemented)</i>

Table 4 – Overall Cost Estimate – including materials, labour, design, supervision, contingency, traffic management and legal fees.

10.9. The Cost Estimate for potential phases of works (dependant on the final options chosen) are shown in **Table 4** above.

## 11. Recommendations

11.1. This key findings of research undertaken for the report concludes that at Wall Village:

- Traffic speed surveys at this location do indicate 85th percentile speeds, meeting ACPO guidelines, southbound (32.9mph northbound and 35.2 mph southbound), in comparison with the speed limit of 30mph; and
- Present signing, gateways and road markings are generally consistent with current guidance and standards, although scope does exist to make improvements which have the aim of reducing approach speeds, and through speeds.

11.2. It is evident therefore that concerns about road safety appear to relate to recent 85th percentile speeds recorded in the village, which are above the speed limit of 30mph (and meet ACPO guidelines, southbound, to warrant possible introduction of mobile speed camera enforcement) and may result in future personal injury collisions, rather than evidence that such speeds have resulted in actual personal injury collisions, in recent years.

11.3. As such it is considered that existing enhanced measures provided at the village, have failed to reduce traffic speeds in line with the posted speed limit, despite these speeds not presently leading to personal injury collisions. In this instance therefore it is suggested that the option of “Do Nothing” would not be acceptable.

11.4. This report has evaluated various other options comprising mobile speed camera enforcement (to be agreed with Northumbria Police), buffer speed limits, physical traffic calming measures and psychological traffic calming measures, and combinations of such measures.

11.5. In terms of taking a balanced and justifiable approach (considering the lack of a recent history of personal injury collision numbers, but evidence of excess 85<sup>th</sup> percentile traffic speeds, southbound) to achieving speed reduction at Wall Village therefore the following is recommended.

### IMPLEMENT PHASE 1 WORKS

- Agree the addition of Wall village to the list of Northumbria Police Community Concern or Modera speed enforcement sites and undertake a Site Compliance Check and rectify any signage issues if required; and
- Removal of carriageway centreline through the built up area of the village, where appropriate, and in association with installation of edge of carriageway road markings to visually narrow the carriageway width.

### MONITORING

- Prior to implementation of **PHASE 1** works (see **Table 4, OPTION B**), undertake new speed surveys at three locations within the village, during neutral months, as follows (approximately 100m inside the 30mph speed limit to the north of the village, the centre of the village and approximately 100m inside the 30mph speed limit to the south of the village) this will determine typical entry and through speeds within the village in both directions; and
- Repeat these surveys at the same locations, following implementation of **PHASE 1** works, to provide “Before and After” comparisons.

### EVALUATE THE NEED FOR PHASE 2 WORKS (One year after the PHASE 1 works)

- Should the results of the speed surveys indicate that a reasonable reduction in traffic speeds has not been achieved then it would indicate that enhanced/physical measures may be justified; and
- If such measures are shown to be justified, by the “Before and After” comparisons, following the introduction of **PHASE 1** works, then implement **PHASE 2** works, comprising approach 40mph buffer speed limits to the north and south of the village in association with physical traffic calming measures – chicanes – within the 30mph speed limit entering the village in both directions (see **Table 4, OPTION C**)

11.6. It is further recommended that these options are discussed with the Parish Council/County Councillor as appropriate.

11.7. In accordance with Northumberland CC Design Section Road Safety Audit (RSA) Protocols any proposals to introduce physical traffic calming measures and/or carriageway centre line removal would be subject to this process through the undertaking of an external independent RSA, should this scheme progress to detailed design, with approved funding.

# Appendix A

## Layout of potential Horizontal Traffic Calming Measure and Carriageway Centre Line Removal Options

*See Drawing Nos (attached as PDF's)*

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***HF224203D-00-A6079 -01-02 - WALL VILLAGE – Appendix A – 2 of 2***



**Northumberland**  
County Council

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**Technical Services**

**Design Team**