

JULY 2023

MR JONATHAN SUTHERLAND

Former Women's Institute,
Newton-by-the-sea

Transport Note

PROJECT SUMMARY

CLIENT:	Mr Jonathan Sutherland
CLIENT'S REFERENCE:	N/A
PROJECT:	Former Women's Institute, Newton-by-the-sea
JOB NUMBER:	JN2635
REPORT:	Transport Note
FILE NAME:	JN2635-Rep-0001.2 Transport Note

REPORT HISTORY

Report No.	Issue No.	Comments	Prepared By	Checked By	Approved By	Date
0001.1	1 st Issue	Draft	LW	AS	SAJ	22/06/2023
0001.2	2 nd Issue	Final	LW	AS	SAJ	11/07/2023

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1. INTRODUCTION

1.1 Background

1.1.1 SAJ Transport Consultants Ltd has been commissioned by Mr Jonathan Sutherland (“the applicant”) to assess the highways and transport related impacts associated with a planning application for residential development (“the proposed development”) at the former Women’s Institute, Newton-by-the-sea, Northumberland (“the site”).

1.2 The Site and Surrounding Area

1.2.1 A Site Location Plan is attached at Appendix A.

1.2.2 The site has access to the public adopted highway via the C72.

1.3 Proposed Development

1.3.1 Full planning permission is sought for the demolition of the existing, former Women’s Institute building and to replace it with 2, 3-bedroom residential dwellings. The existing site is served off a shared access, which provides access to a nearby agricultural barn/outbuilding and agricultural fields. A new access will be formed off the public highway, which will be a re-alignment of the existing and will retain the shared agricultural access that currently exists.

1.3.2 The Proposed Site Layout Plan is attached at Appendix B.

1.4 Purpose of this Report

1.4.1 This report is the Transport Note for the proposed development, which has been prepared to accompany the planning application.

1.4.2 The purpose of this report is to provide an assessment of the potential development-related highways and transport impacts, and to identify any mitigation measures required, as necessary. The intention is to provide the necessary information to assist Northumberland County Council (NCC) as the Local Planning and Highway Authority in determining the planning application.

1.5 Structure of this Report

1.5.1 This report is structured as follows:

- Chapter 2 provides an overview of the national and local planning context in relation to the site and the development proposal.
- Chapter 3 provides a description of the existing transport networks within the vicinity of the site.

- Chapter 4 describes how the proposed development will be accessed by the main modes of transport.
- Chapter 5 summarises and concludes the outcomes of the report.

2. POLICY CONTEXT

2.1 Introduction

2.1.1 This Chapter provides an overview of the national and local planning context in relation to the site from a highways and transport perspective.

2.2 National Policy and Guidance

National Planning Policy Framework

2.2.1 The revised NPPF was updated by the Ministry of Housing, Communities and Local Government (MHCLG) on 20 July 2021. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. In effect, this means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

- An economic objective – to help build a strong, responsive and competitive economy.
- A social objective – to support strong, vibrant and healthy communities.
- An environmental objective – to protect and enhance our natural, built and historic environment.

2.2.3 The central tenet of the NPPF is a presumption in favour of sustainable development. This effectively means that development proposals that accord with an up-to-date development plan should be approved without delay. Where the development plan is out-of-date or absent, development proposals should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole or specific policies in the NPPF indicate development should be restricted (for example, if the site is subject to certain environmental designations).

2.2.4 Section 9 of the NPPF is entitled “Promoting sustainable transport” and outlines the important role that transport has to play in facilitating sustainable development.

2.2.5 Paragraph 111 of the NPPF states that the development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Planning Practice Guidance

2.2.6 The PPG was launched by the Department of Communities and Local Government (DCLG) on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, which is linked to the NPPF. The PPG replaces previous planning practice guidance documents. The guidance is a key material consideration in the decision-making process, set within the overarching NPPF.

2.2.7 The following PPG notes have been specifically considered in the preparation of this report:

- Transport evidence bases in plan making and decision taking (published 13 March 2015); and
- Travel Plans, Transport Assessments and Statements (published 6 March 2014).

2.3 Local Policy and Guidelines

Development Plan Documents

2.3.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In accordance with Paragraph 219 of the NPPF, the policies contained in the development plan can only be given weight according to their degree of consistency with the NPPF. If the policies of the development plan conflict with the NPPF then they should be given significantly reduced weight in determination of the planning application.

2.3.2 In respect of the site, the statutory development plan comprises the following documents:

- Northumberland Local Plan 2016 to 2036¹ (adopted March 2022).

2.3.3 In addition, there are supplementary planning documents which provide further details on the policies in development plan documents.

2.4 Summary

2.4.1 In this Chapter, national and local planning policy that is relevant to the proposed development from a highways and transport perspective has been identified. The following chapters of this report seek to demonstrate that the development proposal accords with the provisions of the NPPF and the relevant local policies of the development plan.

¹ *Northumberland Local Plan 2016-2036*, Northumberland County Council, 2022.

3. EXISTING SITUATION

3.1 Introduction

3.1.1 This Chapter provides a description of the existing situation and the existing transport networks within the vicinity of the site.

3.2 Site Usage

3.2.1 The site is currently occupied with a single storey building that was the formerly used by the Women's Institute (WI).

3.3 Local Highway Network

3.3.1 The site is situated to the east of the C72 and is served by a private access track which meets the public adopted highway network in the form of a priority T-junction (see Figure 2).



Figure 2: C72 / Private Access Track Priority T-Junction

3.3.2 Access to the track is controlled by a gate which is set back 22m from the adopted highway. The track is a shared access, which serves the WI site, a nearby agricultural barn/outbuilding and adjacent agricultural fields.

3.3.3 The C72 is an unlit two-way single lane rural link road and is subject to a 30mph speed limit within the vicinity of the site. Approximately 20m south the site access junction the speed limit of the C72 changes to National Speed Limit (60mph).

3.3.4 Along the site's boundary the C72 primarily runs in a north-south direction connecting High Newton-by-the-sea to Low Newton-by-the-sea, before continuing westwards to meet the B1339 and B1340 respectively. From this point further connections to the surrounding settlements of Embleton, Christon Bank and Beadnell can be achieved, as well as connections to the A1(M).

3.4 Traffic Surveys

3.4.1 In order to establish the baseline traffic conditions within the vicinity of the site, Automatic Traffic Count (ATC) surveys were undertaken on the C72 from 19 May 2023 to 26 May 2023 to record the volume, classification and speed of traffic. The surveys were conducted by SMS Market Research, an independent survey company. The full results are attached at Appendix C.

3.4.2 Table 3.1 presents a summary of the average two-way traffic flows for the C72 across the survey period.

Table 3.1 Traffic Volume Summary for the C72							
Hour Start	Number of Vehicles by Day						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00	0	1	2	0	2	0	0
01:00	0	0	0	0	1	0	1
02:00	0	0	0	2	1	0	0
03:00	2	2	0	2	0	2	0
04:00	0	0	0	0	2	0	2
05:00	0	1	3	0	2	0	0
06:00	2	6	3	3	6	7	3
07:00	16	22	16	12	20	10	6
08:00	24	35	25	28	25	17	11
09:00	40	35	44	36	39	26	31
10:00	47	57	78	68	50	75	65
11:00	71	62	60	64	63	95	77
12:00	75	43	74	60	58	94	72
13:00	65	58	74	34	69	85	50
14:00	81	75	78	58	68	80	63
15:00	65	56	78	62	60	108	80
16:00	45	62	67	52	45	72	69
17:00	40	44	61	32	39	81	49
18:00	27	30	34	29	39	21	53
19:00	28	18	27	28	33	25	30
20:00	20	6	16	18	23	22	14
21:00	11	5	10	14	15	9	3
22:00	6	3	3	4	6	1	2
23:00	12	0	0	2	1	1	0
Total	673	617	747	603	665	828	677

3.4.3 Table 3.1 demonstrates that the C72 is lightly-trafficked. The highest recorded hourly traffic volume was 108 vehicles on Saturday between 15:00 and 15:59 hours.

3.5 Highway Safety Assessment

3.5.1 Personal injury collision (PIC) data has been obtained from the Capita Innovations Road Traffic Accident System (CIRTAS) for the most recently available seven-year period (01 January 2016 to 01 January 2023). The data has been reviewed in detail

in order to determine whether or not there is a history of collisions that is attributable to the existing highway geometry within the vicinity of the site.

3.5.2 The PIC data has identified a total of 3 collisions have been reported across the study area during the study period. A map detailing the extent of the study area is included at Appendix C and the PIC results are included at Appendix D.

3.5.3 A description of the collisions are provided below:

- **Collision Reference: 0132113.** A collision of slight severity occurred on Sunday 18th September 2016 at 14:55 hours at the B1340 junction with B1339 and involved 2 cars. The collision occurred when the driver of one vehicle failed to stop in time and collided with the rear of the other vehicle which was stationary on the carriageway waiting to turn right. The reported contributory factors attributed to the collision were 'following too close' and 'sudden braking'.
- **Collision Reference: 0888656.** A collision of slight severity occurred on Wednesday 16th October 2019 at 15:30 hours at the B1340 junction with B1339 and involved 2 cars and a HGV. The collision occurred when the HGV collided with the rear of one vehicle, which subsequently collided with the rear of the other vehicle, whilst stationary at the junction waiting to turn right onto the B1340 from the B1339. No contributory factors were reported to the collision.
- **Collision Reference: 0935147.** A collision of slight severity occurred on Friday 28th February 2020 at 10:50 hours on the B1340 and involved 2 cars. The collision occurred when the driver of one vehicle failed to stop in time and collided with the rear of the other vehicle which was stationary on the carriageway. No contributory factors were reported to the collision.

3.5.4 No collisions were reported within the vicinity of the site or related to vehicle movements associated with the existing site access arrangement.

3.5.5 The PIC data does not indicate any existing highway safety patterns or concerns associated with the existing highway geometry.

3.6 Summary

3.6.1 In this Chapter, the existing situation and existing transport networks within the vicinity of the site have been described.

4. PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 This Chapter provides a description of how the proposed development will be accessed by the main modes of transport and their impact on the local highway network.

4.2 Vehicular Access

4.2.1 Vehicular access to the site will continue to be provided from the C72, but with the shared access track relocated south of its existing alignment, see Appendix B, and new junction formed with the C72. The access road will be surfaced to a standard that facilitates the proposed residential use but accommodates the retained shared use by agricultural vehicles. It is anticipated that the access road to the back of the adopted highway will be constructed to NCC construction standards. The shared access road is not being put up for adoption and will remain private.

4.2.2 The applicant will enter into an agreement with the Local Highway Authority, under Section 278 of the Highways Act 1980, in order to deliver the works within the existing highway.

4.2.3 The existing speed limit on the C72 is 30mph along the sites' boundary, changing to national speed limit (60mph) to the south. A review of the ATC surveys placed either side of the site access in terms of recorded speeds has been undertaken to determine whether suitable visibility can be achieved from the vehicular access. Table 4.1 provides a summary of the results, with the full survey results included at Appendix C.

Location		Speed Limit	Direction	Mean Speed (mph)	85th %ile Speed (mph)
C136	North	30mph	Northbound	20.0	24.2
		30mph	Southbound	20.8	24.8
	South	60mph	Northbound	24.8	29.6
		60mph	Southbound	27.6	32.4

4.2.4 On the basis of the results of the survey, the visibility splay requirements have been calculated using the safe stopping distance (SSD) formula in accordance with DMRB principles².

- $SSD = vt + v^2/2d$, where:

² Design Manual for Roads and Bridges CD 109 Highway Link Design Revision 1, 2020.

- v = speed
- t = driver perception-reaction time (seconds): - 2.0 seconds
- d = deceleration (m/s^2): $0.25g = 2.45m/s^2$

4.2.5 The resulting SSD requirements either side of the junction are as follows:

- 47m right (24.8mph)
- 62m left (29.6mph)

4.2.6 Drawing JN2635-Dwg-0002 (Appendix E) demonstrates that the visibility splays can be achieved in both directions to commensurate with the recorded 85th percentile speeds from a 2.4m setback. The visibility splays can be achieved wholly within land controlled by the applicant and/or the public adopted highway. There will be no obstructions greater than 0.6m height within the area of the visibility splays and any vegetation will be maintained at, or below, this height.

4.3 Parking Provision

4.3.1 The proposed development masterplan at Appendix B shows 2 parking spaces per dwelling, which is in accordance with the car parking standards that apply to developments of C3 Use Class within the Local Plan.

4.3.2 Cycle parking will be provided in line with the most recent cycle parking guidance³ for residential dwellings. As such, a cycle shed will be provided within the boundary of each dwelling capable of accommodating one cycle space per bedroom.

4.4 Refuse Collection

4.4.1 The intention is for the refuse vehicle to follow the route of the C72, with collections managed in the way they are at the nearby Croft Place residential development, which is also served off a private access road. It is anticipated that the residents wheel the bins to the C72 for a kerbside collection, with provision made for 2 bins to be stored at the site access, see Appendix B.

4.5 Traffic Impact

4.5.1 The traffic associated with the proposed development (2 no. dwellings) is considered minimal, therefore it is considered that the proposed development does not have the potential to result in a severe impact on the operation of the local highway network.

³ *Cycle Infrastructure Design: Local Transport Note 1/20*, Department for Transport, 2020.

4.6 Construction Traffic

4.6.1 No specific details in terms of the number of vehicles likely to be generated by the construction process is available at this stage. Vehicle movements generated by the construction process are likely to be associated with the delivery of plant and construction materials, as well as construction staff travelling to and from the site.

4.6.2 A Construction Method Statement will be submitted to and agreed in writing with the Local Planning Authority at the implementation stage in order to ensure that construction works do not have a detrimental impact on the surrounding community, both for the construction on-site and the transport arrangements for servicing the site.

4.6.3 The Construction Method Statement will address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. This is likely to include the following:

- The consideration of appropriate routes for construction traffic to access the site;
- Parking provisions for site operatives and visitors; and
- Suitable areas within the site for storage and the loading and unloading of vehicles.

4.7 Highway Safety

4.7.1 The PIC data presented within Chapter 3 of this report does not indicate any particular highways safety concerns on the local road network. The proposed development is not expected to result in a severe or detrimental impact on the operation of the highway. It is therefore considered that the proposed development can be accommodated within the highway.

4.8 Summary

4.8.1 In this Chapter, the development proposals have been described and the likely traffic impact on the surrounding road network is presented. It is considered that the proposed development will not result in a material impact on the surrounding road network.

5. SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 SAJ Transport Consultants has been commissioned by Mr Jonathan Sutherland to assess the highways and transport related impacts associated with a planning application for residential development at the former Women's Institute, Newton-by-the-sea, Northumberland.

5.1.2 Based upon the work presented within this report, it is considered that the development proposals should be supported from a highways and transport perspective. In particular:

- Vehicular access to the site is provided via the C72 in the form of a priority T-junction. the access road will be surfaced to a standard that facilitates the proposed residential use but accommodates the retained shared use by agricultural vehicles. Visibility splays from the vehicular access can be achieved in both directions to commensurate with the recorded 85th percentile speeds from a 2.4m setback.
- The parking provision for the proposed development is in accordance with the minimum car parking standards that apply to developments of C3 Use Class within the Local Plan.
- Cycle parking will be provided per dwelling in the form of a cycle shed located within the boundary of each dwelling capable of accommodating one cycle space per bedroom.
- Refuse collection will take place in accordance with current arrangements for the C72.
- A Construction Management Plan will be submitted to and agreed with the Local Planning Authority at the implementation stage in order to ensure that construction works do not have a detrimental impact on the surrounding community, both for the construction on-site and the transport arrangements for servicing the site.
- The impact of the proposed development on the operation of the highway network can be satisfactorily accommodated on the highway network, without resulting in any severe residual impacts on the free flow of traffic.
- A review of the personal injury collision data has been undertaken and no highway safety concerns have been identified that would be materially affected by the proposed development.

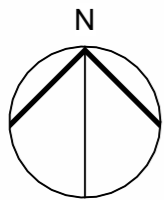
5.1.3 In summary, the proposed development accords with both national and local planning policy from a highways and transport perspective.

5.2 Conclusion

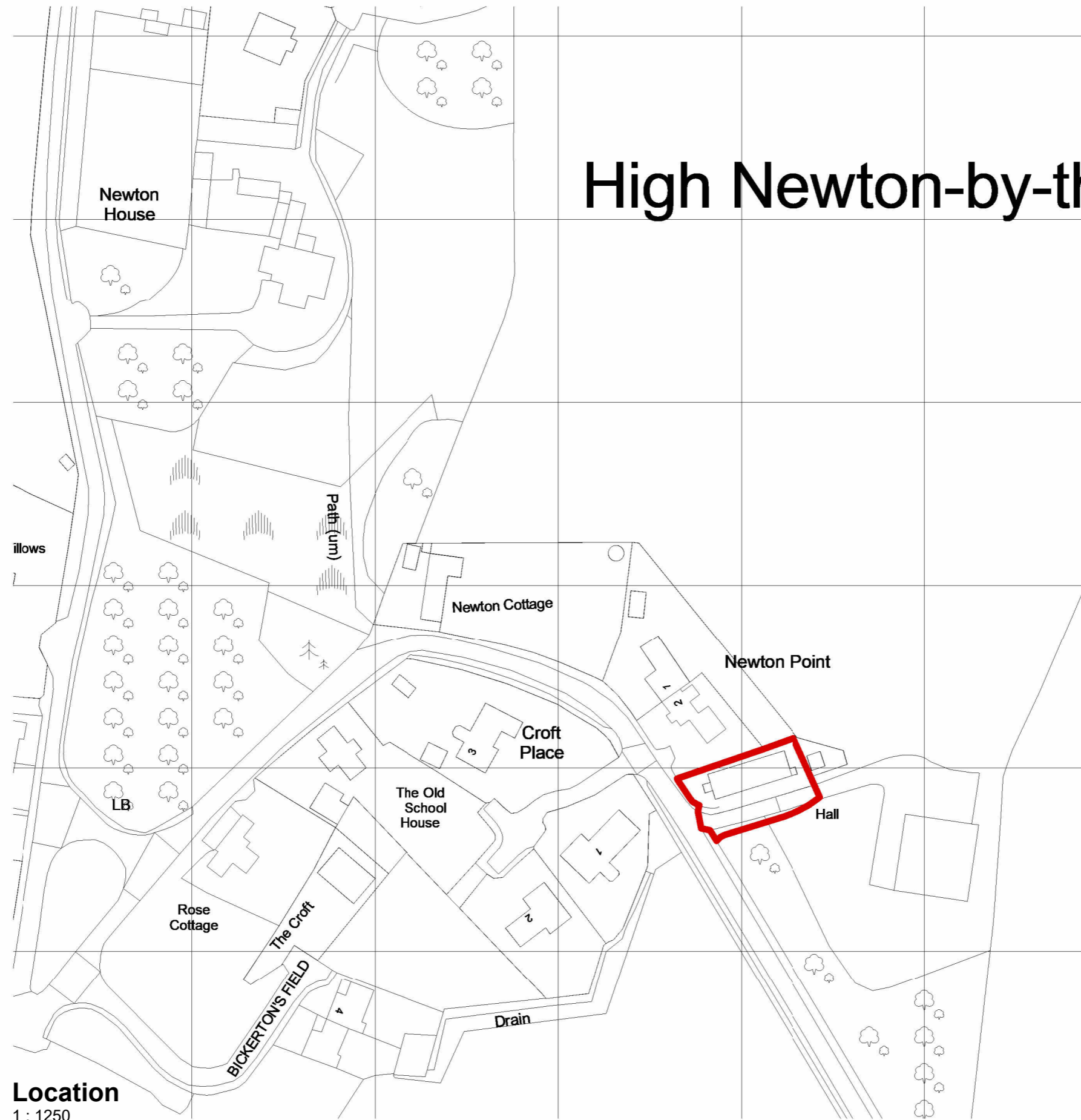
- 5.2.1 Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In this case, the proposed development will result in no unacceptable or severe impacts and, as such, there is no justification for refusing this planning application on highways grounds.
- 5.2.2 Considering all of the above, it is concluded that the proposed development is acceptable and should be supported from a highways and transport perspective.

APPENDICES

Appendix A



High Newton-by-the-Sea



Location
1 : 1250

Notes:
 1. This drawing is subject to copyright laws and the use of this drawing is licensed by GFW for use on this project only.
 2. In the event of any discrepancies being found these are to be brought to the attention of GFW architectural team prior to commencement of works.
 3. The attention of GFW architectural team prior to commencement of works.
 4. This drawing is to be used solely for the information titled.
 5. Construction staff and operatives must ensure the main contractor has provided accurate information on all H&S aspects relating to the designs identified on the drawing, including review of designers / contractors risk assessments, method statements, permits to work and pre construction information.
 6. The proposed layouts are subject to the following, although not exhaustive:
 - Structural and Drainage Engineers requirements.
 - Mechanical and Electrical Engineers requirements.
 - Planning, Listed Building and Building Control approvals as appropriate.
 7. Use only written dimensions for constructional purposes. Any discrepancies to be reported to the project manager prior to commencement of works.
 8. Where proposed layouts are based on third party survey information. The accuracy is not underwritten by GFW.

Date	Rev	Description	Chkd



Client
Mr Jonathan Sutherland

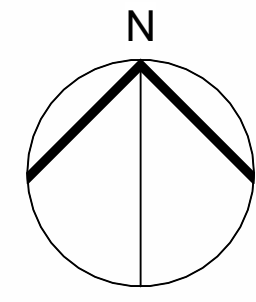
Project
Former Womens Institute, Newton-by-the-Sea

Status Planning	
Drawing Title Location Plan	
Date April 2023	Drwn/Chkd PE CR
Scale 1 : 1250	

GEORGE F. WHITE
 PLANNING ARCHITECTURE DEVELOPMENT
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Project Number 0001843	Dwg No. 1000	Revision
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Appendix B



Proposed Site
1 : 100

Notes:

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 - Planning, Listed Building and Building Control approvals as appropriate.
- Use only written dimensions for constructional purposes. Any discrepancies to be reported to the project manager prior to commencement of works.
- Where proposed layouts are based on third party survey information. The accuracy is not underwritten by GFW.

Date	Rev	Description	Chkd
10/07/23	P02	Layout amended	PE
14/06/23	P01	Layout amended	PE



Client
Mr Jonathan Sutherland

Project
**Former Womens Institute,
Newton-by-the-Sea**

Date	Drwn/Chkd	Scale
April 2023	PE CR	1 : 100

Status Planning		GEORGE F. WHITE PLANNING ARCHITECTURE DEVELOPMENT www.georgefwhite.co.uk
Drawing Title Proposed Site Plan		
Project Number 0001843	Dwg No. 1120	Revision P02

Appendix C

Site No: 00772101

Site Reference: 00772101

Newton Point Northern ATC

Speed Summary (Mon to Fri)-Lim From 19/05/2023 To 26/05/2023 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	0	-	20.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	23.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	33.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	24.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	23.1	3.5	0	0	0	0	2	0	0	0	0	0	0	0	0
07:00	10	-	21.8	3.5	0	0	0	2	5	0	0	0	0	0	0	0	0
08:00	16	25.6	22.5	4.1	0	0	0	4	9	1	0	0	0	0	0	0	0
09:00	21	25.3	21.3	4.3	0	0	2	5	10	1	0	0	0	0	0	0	0
10:00	38	24.8	20.8	3.9	0	0	2	19	14	3	0	0	0	0	0	0	0
11:00	38	24.8	20.9	4.2	0	0	1	17	18	2	0	0	0	0	0	0	0
12:00	32	24.3	19.6	4.4	0	0	4	15	10	1	0	0	0	0	0	0	0
13:00	30	24.6	20.3	4.2	0	0	3	13	11	1	0	0	0	0	0	0	0
14:00	31	24.2	19.8	4.5	0	1	3	15	10	2	0	0	0	0	0	0	0
15:00	28	24.3	20.2	3.9	0	0	2	16	8	1	0	0	0	0	0	0	0
16:00	22	24.6	21.1	3.3	0	0	1	9	12	0	0	0	0	0	0	0	0
17:00	21	25.1	21.3	4	0	0	0	9	8	1	0	0	0	0	0	0	0
18:00	14	24.7	20.9	4	0	0	2	5	7	1	0	0	0	0	0	0	0
19:00	16	25	21.2	4.4	0	0	1	5	8	1	0	0	0	0	0	0	0
20:00	5	-	20.3	4.5	0	0	0	2	3	0	0	0	0	0	0	0	0
21:00	4	-	20.8	3.4	0	0	0	1	3	0	0	0	0	0	0	0	0
22:00	1	-	19.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	301	24.8	20.7	3.8	0	1	20	129	122	14	0	0	0	0	0	0	0
16H,6-22	329	24.8	20.8	3.8	0	1	21	137	138	15	0	0	0	0	0	0	0
18H,6-24	330	24.8	20.8	3.8	0	1	21	137	138	15	0	0	0	0	0	0	0
24H,0-24	330	24.8	20.8	3.8	0	1	21	137	138	15	0	0	0	0	0	0	0
Am Peak	10:30 - 45	-	-	-	10:30	11:00	09:30	10:30	10:30	10:00	11:00	-	-	-	-	-	-
Pm Peak	12:00 - 33	-	22:45 - 28.5	-	12:00	12:15	13:45	14:15	16:00	14:15	17:00	16:45	-	-	-	-	-

Collated from 15 min
Created at 12:41:31 on 26 May 2023

Site No: 00772101

Site Reference: 00772101

Newton Point Northern ATC

Speed Summary (Mon to Fri)-Lim From 19/05/2023 To 26/05/2023 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	0	-	26	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	18.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	25.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	18.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	21.4	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	7	-	20.7	4.8	0	0	0	2	2	1	0	0	0	0	0	0	0
08:00	11	24.5	21.6	4.9	0	0	1	3	6	1	0	0	0	0	0	0	0
09:00	19	24.3	20.6	3.7	0	0	1	9	9	0	0	0	0	0	0	0	0
10:00	21	23.1	18.9	4.2	0	0	3	12	7	0	0	0	0	0	0	0	0
11:00	25	24.4	20.4	4	0	0	3	11	11	1	0	0	0	0	0	0	0
12:00	31	23.5	19	4.4	0	1	3	16	9	0	0	0	0	0	0	0	0
13:00	33	24.3	20.3	3.6	0	0	2	17	12	1	0	0	0	0	0	0	0
14:00	42	23.5	18.9	4.3	0	1	8	21	11	0	0	0	0	0	0	0	0
15:00	36	24.2	20.1	3.7	0	0	4	18	13	0	0	0	0	0	0	0	0
16:00	31	24	19.9	4.1	0	0	2	16	10	1	0	0	0	0	0	0	0
17:00	23	24.9	21.3	3.9	0	0	1	9	10	1	0	0	0	0	0	0	0
18:00	18	23.7	19.8	4.1	0	0	1	9	5	0	0	0	0	0	0	0	0
19:00	11	23.7	19.6	4	0	0	2	5	4	0	0	0	0	0	0	0	0
20:00	10	23.7	20	4.3	0	0	1	5	3	0	0	0	0	0	0	0	0
21:00	6	-	21.4	4.3	0	0	0	3	2	0	0	0	0	0	0	0	0
22:00	4	-	21.6	3.2	0	0	0	1	2	0	0	0	0	0	0	0	0
23:00	2	-	22.3	7.3	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	297	24.2	20	3.8	0	2	29	143	105	6	0	0	0	0	0	0	0
16H,6-22	325	24.2	20	3.8	0	2	32	156	114	6	0	0	0	0	0	0	0
18H,6-24	331	24.2	20	3.8	0	2	32	157	116	6	0	0	0	0	0	0	0
24H,0-24	331	24.2	20	3.8	0	2	32	157	116	6	0	0	0	0	0	0	0
Am Peak	11:00 - 26	-	-	-	-	10:15 - 1	10:45 - 4	10:30 - 12	11:00 - 11	08:15 - 2	-	-	-	-	-	-	-
Pm Peak	14:00 - 42	-	22:45 - 23.1	23:00 - 7.3	12:45 - 0	12:00 - 2	14:00 - 8	14:15 - 24	15:15 - 14	17:00 - 2	14:00 - 0	-	-	-	-	-	-

Collated from 15 min

Created at 12:41:31 on 26 May 2023

Site No: 00772102

Site Reference: 00772102

Newton Point Southern ATC

Speed Summary (Mon to Fri)-Lim From 19/05/2023 To 26/05/2023 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	0	-	26.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	31	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	36.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	43.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	30.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	28.5	3.7	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00	10	-	28.5	3.4	0	0	0	0	2	5	1	0	0	0	0	0	0
08:00	17	35.2	30.4	5.5	0	0	0	0	3	6	5	0	0	0	0	0	0
09:00	21	33.5	28	5.5	0	0	0	2	4	9	4	1	0	0	0	0	0
10:00	39	31.2	26.6	5.1	0	0	0	3	14	15	7	0	0	0	0	0	0
11:00	37	32.6	27.6	5.2	0	0	0	1	10	16	8	1	0	0	0	0	0
12:00	31	31.1	26.8	5.4	0	0	0	2	8	15	3	1	0	0	0	0	0
13:00	27	32	27.2	5.4	0	0	0	1	8	11	5	0	0	0	0	0	0
14:00	30	32	26.9	5	0	0	0	2	11	11	5	0	0	0	0	0	0
15:00	29	32	27.1	5	0	0	0	1	10	10	4	2	0	0	0	0	0
16:00	23	32.8	27.7	4.8	0	0	0	1	8	10	5	0	0	0	0	0	0
17:00	20	33.3	28.2	5	0	0	0	1	6	8	4	1	0	0	0	0	0
18:00	15	30.2	27.9	3.8	0	0	0	0	4	7	1	0	0	0	0	0	0
19:00	15	33.5	28.4	5.3	0	0	0	1	4	6	3	1	0	0	0	0	0
20:00	6	-	25.8	5.8	0	0	0	0	3	1	0	0	0	0	0	0	0
21:00	4	-	26.5	4.7	0	0	0	0	0	3	0	0	0	0	0	0	0
22:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	33.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	299	32.4	27.6	4.6	0	0	0	14	88	123	52	6	0	0	0	0	0
16H,6-22	326	32.4	27.6	4.6	0	0	0	15	95	134	55	7	0	0	0	0	0
18H,6-24	326	32.4	27.6	4.6	0	0	0	15	95	134	55	7	0	0	0	0	0
24H,0-24	326	32.4	27.6	4.6	0	0	0	15	95	134	55	7	0	0	0	0	0
Am	10:30	-	-	-	-	09:30	10:30	09:45	10:30	10:30	11:00	10:30	08:00	08:15	-	-	-
Peak	44	-	-	-	-	0	1	3	14	17	7	2	1	0	-	-	-
Pm	12:00	-	23:00	-	20:00	12:30	13:15	13:30	14:45	12:00	14:15	19:15	17:30	16:45	-	-	-
Peak	32	-	33.5	-	0	1	1	3	11	15	6	2	1	0	-	-	-

Collated from 15 min

Created at 12:42:18 on 26 May 2023

Site No: 00772102

Site Reference: 00772102

Newton Point Southern ATC

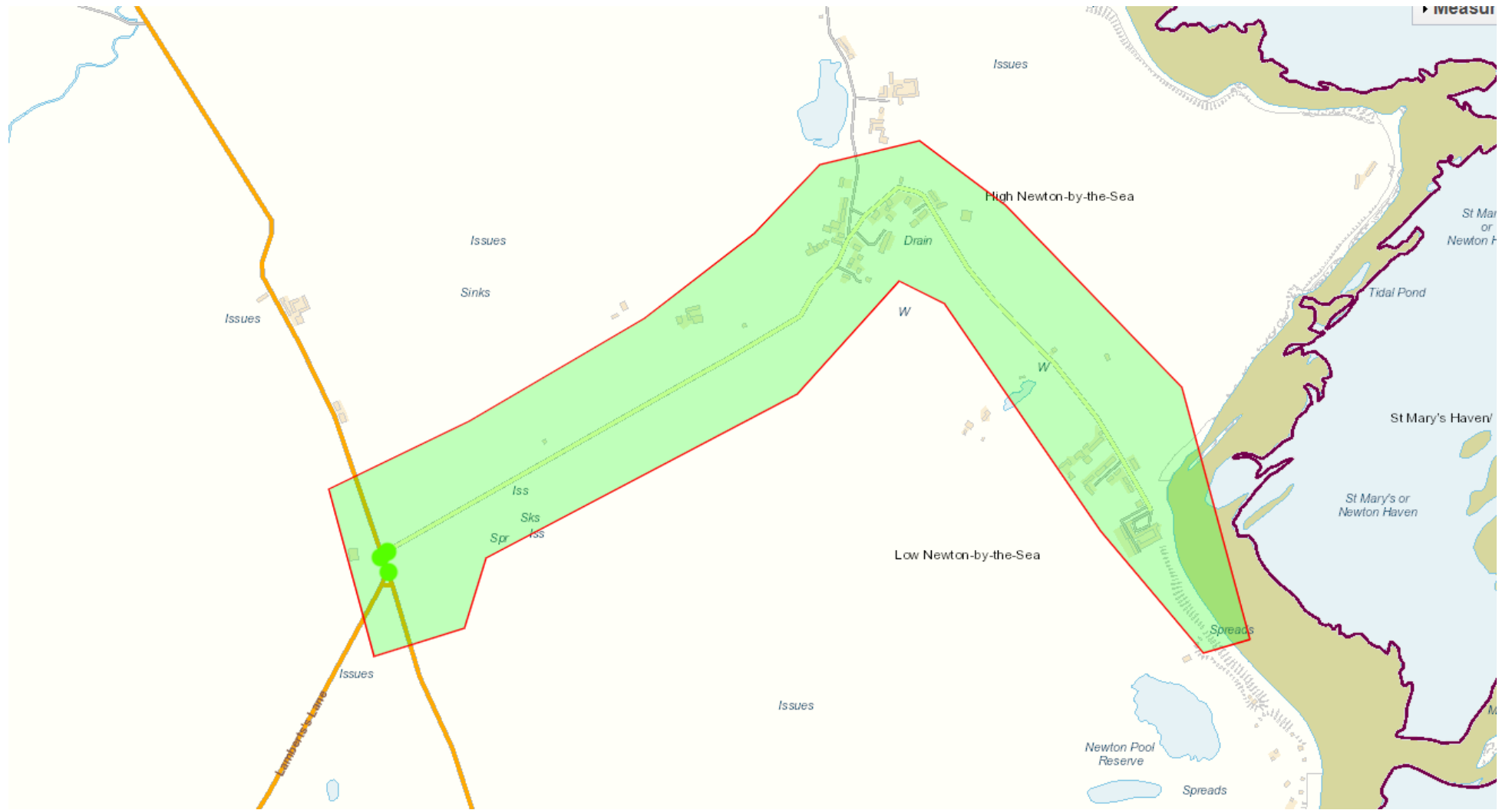
Speed Summary (Mon to Fri)-Lim From 19/05/2023 To 26/05/2023 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00		0 -	33.5 -		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00		0 -	23.5 -		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00		0 -	38.5 -		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00		0 -	33.5 -		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0 -	33.5 -		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00		0 -	23.5 -		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00		0 -	25.6	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00		7 -	27.1	6.1	0	0	0	0	3	1	1	0	0	0	0	0	0
08:00	12	32.8	26.9	6.8	0	0	1	0	5	2	3	0	0	0	0	0	0
09:00	18	29.9	25.7	4.5	0	0	0	1	8	5	2	0	0	0	0	0	0
10:00	21	29.6	23.8	5.6	0	0	1	5	5	6	1	0	0	0	0	0	0
11:00	25	29.5	25.3	4.5	0	0	1	2	12	8	1	0	0	0	0	0	0
12:00	28	29	24.4	4.4	0	0	0	5	13	6	2	0	0	0	0	0	0
13:00	31	29	24.3	4.6	0	0	0	6	12	10	0	0	0	0	0	0	0
14:00	41	28.8	23.8	5.5	0	0	2	7	20	8	2	0	0	0	0	0	0
15:00	35	29.3	24.6	5.1	0	0	0	5	16	10	1	0	0	0	0	0	0
16:00	29	29.8	25.3	4.3	0	0	0	5	14	10	1	0	0	0	0	0	0
17:00	23	30.6	25.9	5.3	0	0	0	1	10	8	3	0	0	0	0	0	0
18:00	16	29.3	24.9	4.5	0	0	0	3	6	5	0	0	0	0	0	0	0
19:00	10	29.4	25.4	4.8	0	0	0	2	4	3	0	0	0	0	0	0	0
20:00	10	29.6	25.2	4.5	0	0	0	0	5	4	1	0	0	0	0	0	0
21:00	6 -		27.1	7	0	0	0	0	3	0	0	1	0	0	0	0	0
22:00	4 -		27.3	4.4	0	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2 -		26	5.9	0	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	286	29.5	24.7	4.5	0	0	5	40	124	79	17	0	0	0	0	0	0
16H,6-22	312	29.6	24.8	4.5	0	0	5	42	136	86	18	1	0	0	0	0	0
18H,6-24	318	29.6	24.8	4.5	0	0	5	42	136	88	18	1	0	0	0	0	0
24H,0-24	318	29.6	24.8	4.5	0	0	5	42	136	88	18	1	0	0	0	0	0
Am Peak	11:00 - 25 -	-	-	-	10:30	10:45	10:30	10:30	11:00	11:00	08:00	08:15 - 1 -	-	-	-	-	-
Pm Peak	14:00 - 40 -	-	22:30	21:15 - 7.5 -	17:45	14:00	13:30	14:15	14:15	16:15	15:45	21:00	16:00 - 0 -	-	-	-	-

Collated from 15 min

Created at 12:42:18 on 26 May 2023

Appendix D



Slight Accident

Involving 2 Vehicle, 2 Casualties

0132113

Location	Northumberland B 1340 422523E, 624457N	Date/Time	Sunday 18 September 2016 14:55
Road	Single Carriageway 60	Junction	Other junction Give way or uncontrolled B 1339
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	Following too close (A) Sudden braking (A)

Vehicle 1

Driver	Female, 75 Not requested Postcode: NE66 7XW Not known	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Front None None	Location	On main carriageway - not in restricted lane Approaching junction or waiting/parked at junction exit
		Movement	Vehicle moving from South East to North West Going ahead other No skidding, jack-knifing or overturning Did not leave carriageway

Vehicle 2

Driver	Male, 35 Not requested Postcode: NE21 5GG Not known	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Back None None	Location	On main carriageway - not in restricted lane Approaching junction or waiting/parked at junction exit
		Movement	Vehicle moving from South East to North West Waiting to go ahead but held up No skidding, jack-knifing or overturning Did not leave carriageway

Casualty 1 - Slight

Driver or rider		Not a car passenger
Male	35	Not a bus or coach passenger
NE21 5GG		

Casualty 2 - Slight

Vehicle or pillion passenger

Front seat passenger

Female 35

Not a bus or coach passenger

NE21 5GG

Description of Location

B1340 AT JN WITH B1339

Description of Accident

V2 PULLED TO HALT DUE TO CAR AHEAD STATIONARY WHILST WAITING TO TURN RIGHT. VEHICLE 1 HAS SIMPLY FAILED TO STOP IN TIME AND COLLIDED AT SLOW SPEED WITH REAR OF VEHICLE 2.

Slight Accident

Involving 3 Vehicle, 2 Casualties

0888656

Location	Northumberland B 1339 422538E, 624426N	Date/Time	Wednesday 16 October 2019 15:30
Road	Single Carriageway 60	Junction	T or staggered junction Give way or uncontrolled B 1340
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	

Vehicle 1

Driver	Male, 25 Negative Postcode: TD15 2JL Journey as part of work	Vehicle	Goods vehicle 3.5 tonnes maximum gross weight (mgw) and under No tow or articulation
Collisions	Hit no other vehicle Front None None	Location	On main carriageway - not in restricted lane Approaching junction or waiting/parked at junction exit
		Movement	Vehicle moving from North to South Going ahead other No skidding, jack-knifing or overturning Did not leave carriageway

Vehicle 2

Driver	Male, 48 Negative Postcode: NG16 6AF Other	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Back None None	Location	On main carriageway - not in restricted lane Approaching junction or waiting/parked at junction exit
		Movement	Vehicle moving from North to South Slowing or stopping No skidding, jack-knifing or overturning Did not leave carriageway

Casualty 1 - Slight

Driver or rider		Not a car passenger
Male	48	Not a bus or coach passenger
NG16 6AF		

Casualty 2 - Slight

Vehicle or pillion passenger

Female 48

S42 6BE

Front seat passenger

Not a bus or coach passenger

Vehicle 3

Driver Female, 66
Negative
Postcode: YO7 1DG
Other

Collisions Hit no other vehicle
Back
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane
Mid junction - on roundabout or on main road

Movement Vehicle moving from South to West
Waiting to turn right
No skidding, jack-knifing or overturning
Did not leave carriageway

Description of Location B1339 AT JUNCTION WITH LAMBERTS LANE (B1340)

Description of Accident VEHICLE 3 LOCATED ON B1339 INTENDING TO TURN RIGHT ONTO B1340. VEHICLE 2 SLOWING DOWN TOWARDS VEHICLE 3. VEHICLE 1 FAILS TO SEE SLOWING TRAFFIC IN FRONT THEN COLLIDES WITH REAR OF VEHICLE 2 PUSHING IT INTO REAR OF VEHICLE 3 CAUSING DAMAGE TO ALL AND MINOR BRUISING TO LEGS OF DRIVER VEHICLE 2

Slight Accident

Involving 2 Vehicle, 4 Casualties

0935147

Location	Northumberland 422536E, 624468N	Date/Time	Friday 28 February 2020 10:50
Road	Single Carriageway 30	Junction	T or staggered junction Give way or uncontrolled B 1340
Conditions	Daylight - Street Lights Present Fine without high winds Wet/Damp None None None within 50 metres No physical crossing facility within 50 metres	Contributory	

Vehicle 1

Driver Female, 58
Driver not contacted at time of accident
Postcode:
Not known

Collisions Hit no other vehicle
Front
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane
Approaching junction or waiting/parked at junction exit

Movement Vehicle moving from North East to South West
Slowing or stopping
No skidding, jack-knifing or overturning
Did not leave carriageway

Vehicle 2

Driver Female, 53
Driver not contacted at time of accident
Postcode: NE4 9LL
Other

Collisions Hit no other vehicle
Back
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane
Approaching junction or waiting/parked at junction exit

Movement Vehicle moving from North East to South West
Waiting to go ahead but held up
No skidding, jack-knifing or overturning
Did not leave carriageway

Casualty 4 - Slight

Driver or rider
Female 53
NE4 9LL

Not a car passenger
Not a bus or coach passenger

Casualty 3 - Slight

Vehicle or pillion passenger
Female 68
NE28 6RJ

Rear seat passenger
Not a bus or coach passenger

Casualty 1 - Slight

Vehicle or pillion passenger
Female 77

Front seat passenger
Not a bus or coach passenger

Casualty 2 - Slight

Vehicle or pillion passenger
Female 72

Rear seat passenger
Not a bus or coach passenger

Description of Location

UNCLASSIFIED ROAD NEAR JUNCTION WITH B1340

Description of Accident


DRIVER OF V2 STATIONARY AT JUNCTION WITH 3 OTHER OCCUPANTS IN VEHICLE WHEN DRIVER OF V1 APPROACHES FROM BEHIND AND COLLIDES WITH REAR OF V2 CAUSING DAMAGE AND INJURY

Appendix E




PNG1	423675.067	625193.712	14.898
PNG2	423685.440	625176.235	14.797
PNG3	423693.506	625187.580	14.787
PNG4	423715.794	625198.491	14.688

KEY

 VISIBILITY SPLAY (2.4m SETBACK)

NOTES:

1. BASE DRAWING: 'A92 The Womens Institute - Topographic & Building Elevations Survey 03-2023 (1).DWG' (RECEIVED 12/05/2023)

DRG No JN2635-Dwg-0002		SCALE 1:400 @ A3	DATE JUNE 2023
DRAWN BY MS		CHECKED BY LW	APPROVED BY SAJ
			
http://www.saj-consultants.com			

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