

Fwd: 2024-25 LTP Programme Consultation

Belsay Parish Council <belsayparishcouncil@hotmail.co.uk>

Thu 18/07/2024 6:50 PM

To: Ann Howliston <ann.howliston@northumberland.gov.uk>

2 attachments (1 MB)

Parish LTP Letter May 2023.docx; Town and Parish Guidance Notes May 2023.docx

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Regards

Annie

Begin forwarded message:

From: Belsay Parish <belsayparishcouncil@hotmail.co.uk>

Date: 24 June 2024 at 21:58:10 BST

To: Annie <ann.howliston@northumberland.gov.uk>

Subject: Fwd: 2024-25 LTP Programme Consultation

Regards

Annie

Begin forwarded message:

From: Highways Programme <HighwaysProgramme@northumberland.gov.uk>

Date: 17 May 2023 at 10:42:28 BST

To: Belsay Parish Council <belsayparishcouncil@hotmail.co.uk>

Subject: 2024-25 LTP Programme Consultation

Please see the attached regarding the 2024-25 Local Transport Plan Programme.

Regards

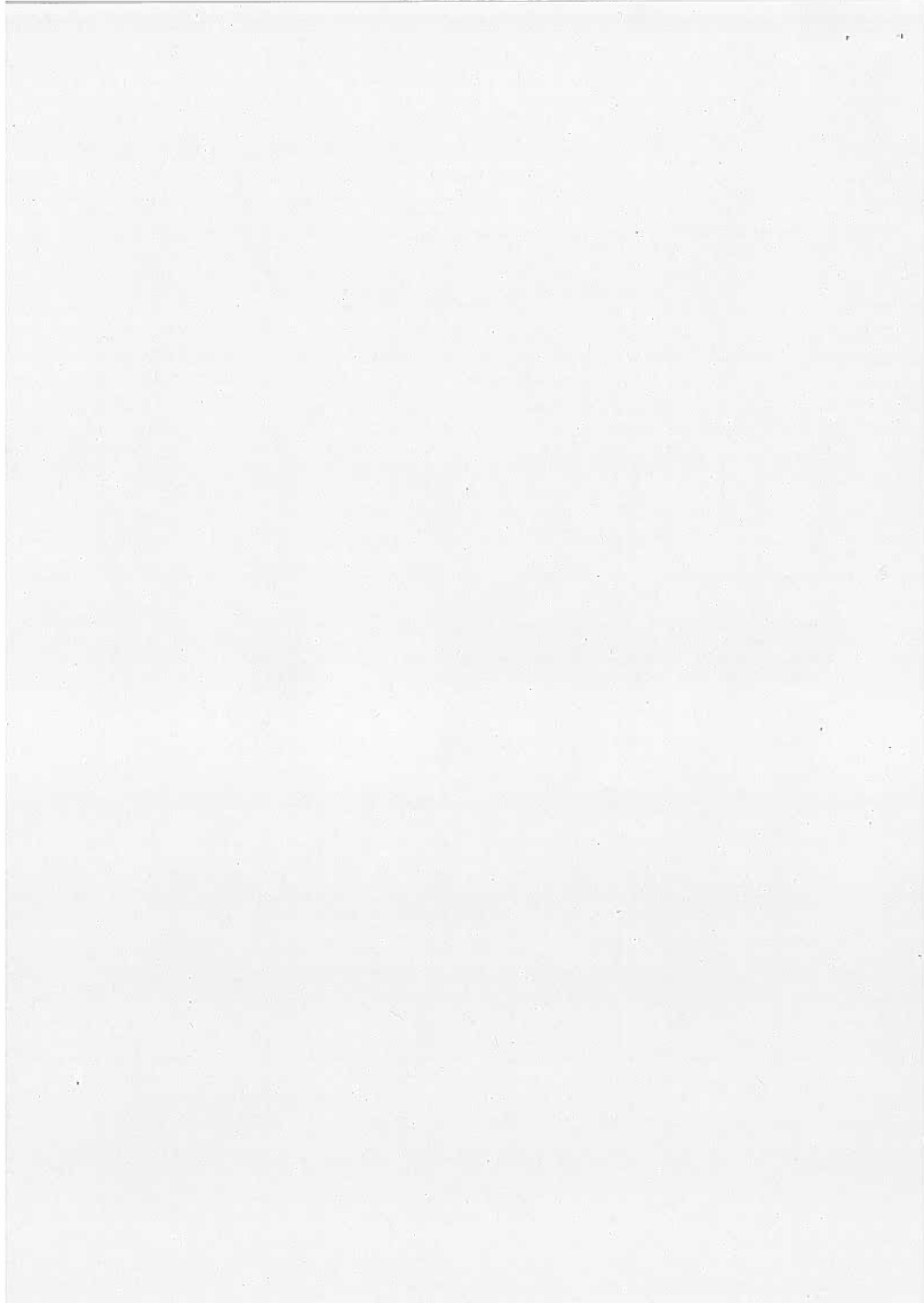
Highways Improvements Team

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 Northumberland County Council Stay Home





Northumberland County Council

To all Parish & Town Councils

Your ref:

Our ref: LTP 2024-25

Enquiries to: Highways Programme

Email: HighwaysProgramme@northumberland.gov.uk

Date: 15th May 2022

Dear Sir/Madam,

Local Transport Plan Capital Programme 2024-25

We are starting the process to prepare our Local Transport Plan (LTP) Capital Programme for 2024/25. As part of this process, we would like to know what your **top three** highways and transport priority issues are for your area, so that they can be considered for inclusion in the Programme.

The annual LTP capital programme is a programme of interventions that will be undertaken to achieve the objectives of the North East Transport Plan (NETP).

The North East Transport Plan is the first comprehensive Transport Plan for the region, providing a transport strategy for the seven local authorities in North East England: Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside, and Sunderland.

The NETP is centred on connecting people to good employment opportunities, generating economic growth, while enabling the region and its people to move to healthier and greener more sustainable ways of travel.

Our assessment criteria when assessing priorities submitted will be aligned with those of the NETP. Provided with this letter is a set of guidance notes to assist you in deciding your priorities.

- Enclosed is a record of requests contained in our Directory of Requests Database.
- This is simply a record of requests previously received and not proposals.
- It is for the Parish or Town Council to determine up to 3 priorities to be considered.
- Previous years priorities can be re-submitted.
- Only the 3 priorities selected will be considered.
- Any issue can be included as a priority even if it is not on the Directory of Requests.
- Inclusion on a combined list of priorities for consideration does not imply that a scheme will be successfully included in the capital programme.

Your input to put forward details of schemes which you consider are a local priority is valued and assists us to develop an LTP Capital Programme that reflects local needs. As I'm sure you will appreciate, it isn't possible for everyone's priorities to make it into the final agreed programme, but the priority issues you submit will be considered against the LTP criteria, and those with the highest ranking will be considered for inclusion in the Programme.



Highways Programme
T: 0345 600 6400 E: HighwaysProgramme@northumberland.gov.uk
www.northumberland.gov.uk

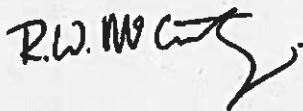


You are asked to submit your priorities by email to highwaysprogramme@northumberland.gov.uk before **Friday 28th July 2022**. Please note that this is earlier than in previous years. We have brought the timetable for requests for priorities forward to allow more time to assess the requests that are submitted.

Finally, I would also like to confirm that the LTP Capital Programme for 2023/24 has now been approved and is underway. If you submitted priorities for consideration for the 2023/24 programme, feedback on these is enclosed with this letter. Copies of the delegated decision report and appendices detailing the approved programme for 2022/23 can be found under LTP Programme on the following webpage <https://www.northumberland.gov.uk/Highways/Transport-policy/Transport-plan.aspx>.

Should you have any queries when it comes to submitting your future priorities, officers will be happy to provide advice as necessary to make the process more straight forward for those who may require assistance.

Yours sincerely,



Robin McCartney
Highways Infrastructure Manager



Highways Programme
T: 0345 600 6400 E: HighwaysProgramme@northumberland.gov.uk
www.northumberland.gov.uk





Northumberland County Council

Northumberland Local Transport Plan (LTP) Capital Programme

Town and Parish Council notes for Guidance

Criteria for LTP Schemes

Introduction

Each year we prepare a capital programme of works in line with the long term LTP strategy. The long term Northumberland LTP strategy has been replaced with the North East Transport Plan (NETP).

As part of preparing the annual LTP capital programme we like to know what your top three highways and transport priority issues are for your area, so that they can be considered for inclusion in the LTP Capital Programme.

Requests for improvements and maintenance received from the local community over time are recorded in the Directory of Requests database held by the County Council. Details of the requests that have been made within your area throughout the year are provided to assist in consideration of potential priorities.

When submitting priorities, please give as much information as possible, including the location and the reason for the priority, i.e., what is the issue that needs to be addressed? (e.g., pedestrian safety, speeding traffic). In each case it is the "issue" that is assessed, not any proposed solution.

The requests are assessed by officers in Technical Services. Our assessment criteria are aligned with those of the NETP.

The priorities submitted are discussed with County Council Members in the autumn for their comment before the final draft programme is developed and presented to the Local Area Councils for final comment (usually in February), prior to the final approval of the LTP capital programme in March.

The LTP programme is capital funding. It cannot be used for revenue funded schemes, such as public transport services or pothole repairs or general maintenance. Requests for new or improved bus or rail services will therefore be forwarded to the Public Transport Team who liaise with operators, (public transport infrastructure, e.g. raised kerbs at bus stops, is eligible for LTP funding). Routine maintenance requests such as pothole filling or ditch clearance will be forwarded to the relevant Highway Area.

We would note that as the demand for schemes significantly outweighs the funding available it is impossible to approve all the requests that we receive in the annual programme.

Requests are assessed against the following criteria:

- a) Overcome Inequality and Grow Our Economy
- b) Carbon Neutral Transport
- c) Healthier North East
- d) Appealing Sustainable Transport Choices
- e) Safe, secure network.

Other Criteria:

- f) Part of a package of measures
- g) Community Priority
- h) Attracts External Funding or Synergy with other projects

Scoring

- 2 = contributes to the criteria
1 = makes some contribution
0 = no contribution

The potential cost of schemes is also considered when developing the programme. For instance, the total funding provided annually by central government for LTP highways improvements is approximately £1.7m. Given the wide spread of improvement projects for road safety, cycling and walking, speed reduction, junction improvements etc it is unlikely that individual schemes requiring significant funding will be included in the annual LTP capital programme (eg major junction improvements, extensive cycleways)

Integrated Transport (Highway Improvement) Schemes

Integrated Transport schemes provide improvements to the existing highway network. They can include improvements to footways and cycleways, pedestrian crossings, road safety schemes, dropped kerbs, bus stop improvements, junction improvements, improvements to signs and road markings, speed management and changes to parking restrictions. The below provides some further information on some of these issues.

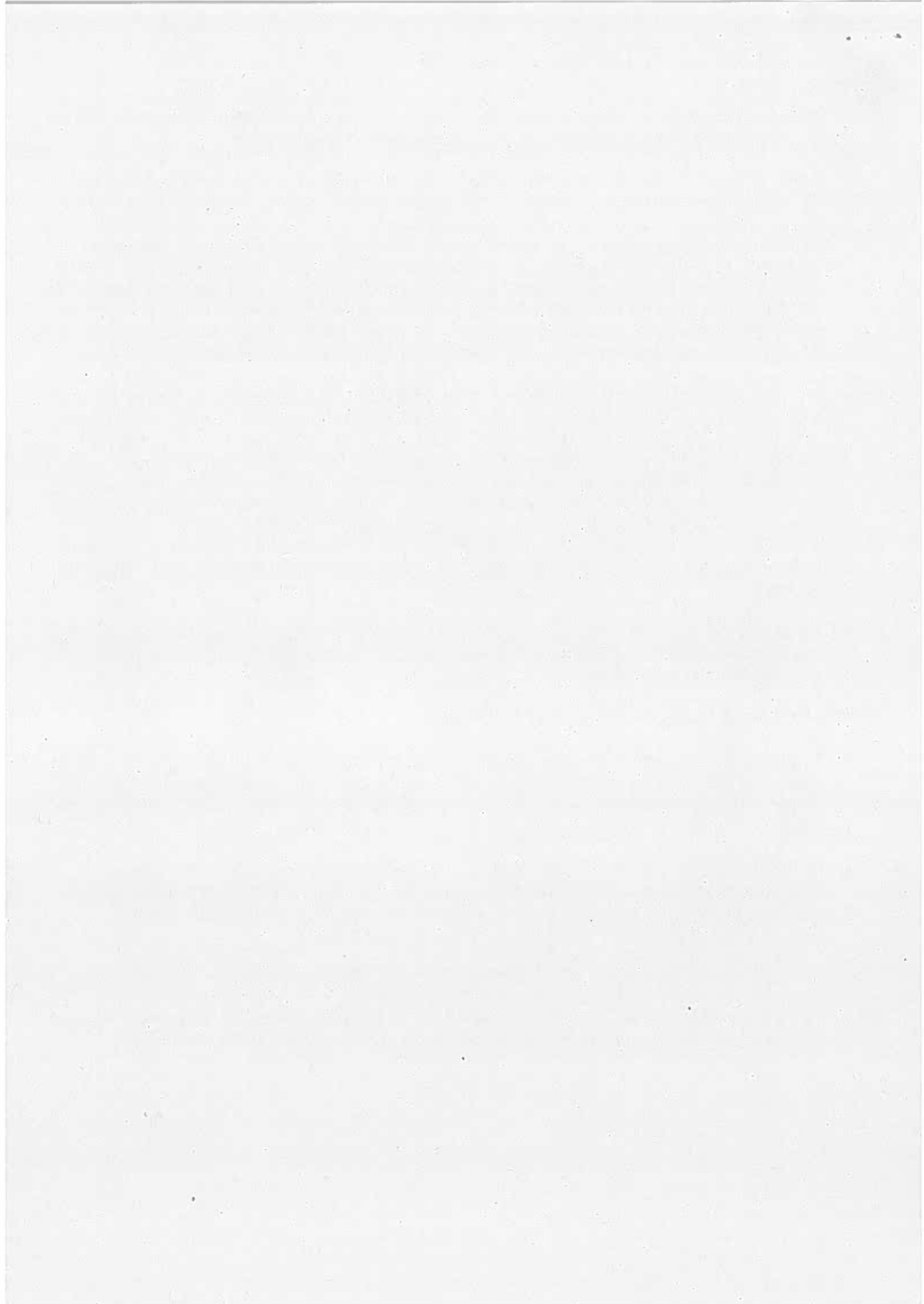
- Safety Schemes are assessed according to the number and severity of personal injury accidents from Police records.
- Speed management requests will be first discussed with the Police to consider any necessary enforcement intervention and may, if appropriate, be subject to a formal speeding survey before being considered for inclusion in the programme.
- This authority has a set policy for the introduction of local speed limits, which is based on national guidelines provided by the Department for Transport. This is predominantly based on road environment and the length and density of frontage development sufficient to justify the limit. The minimum requirement is for a distance of 600 metres of continuous frontage development.
- The County Council does not fund speed limit interactive signs. These are usually funded through Members Local Improvement Scheme allocations or by Town or Parish councils' contributions with agreements necessary to ensure Town or Parish Councils are aware of their commitments to fund the future costs of management and maintenance of these signs.

- ROSPA national guidance recommends that 20mph zones only be considered in residential areas and streets or in urban environments with a significant pedestrian interaction. 20mph zones should not be considered on strategic routes or through routes.
- When a request for a pedestrian crossing facility is received and is felt to be feasible for consideration a pedestrian/vehicle (PV2) survey is carried out for a two and a half hour period in the morning and afternoon, during school term. The survey involves recording the traffic flow and pedestrian crossing flow over a 50m length either side of the proposed crossing point. The policy adopted by the County Council is that where sites return a PV2 value of 0.2 or higher the provision of a crossing facility will be investigated further (this is dependent on funding being identified for the scheme and the location being suitable for introduction of a pedestrian crossing). However, where the PV2 value is below 0.2 the site is considered inappropriate for such a facility and no further investigation takes place.
- Northumberland County Council does not fund Resident Permit Schemes through the LTP. Although we receive regular requests for the introduction of Resident Permit Schemes as a means easing parking pressures in residential areas these are usually funded through Members Local Improvement Scheme allocations or by Town or Parish councils' contributions. The primary aim of a 'Resident Permit Parking' scheme is to protect residents, who live adjacent or close to settlement centres, from external parking pressures. They generally do not solve the majority of resident parking issues and in many circumstances create further ongoing problems. It should be noted that there is no right to park on a particular part of the highway and the only legal right a driver has is to pass and re-pass.
- Issues concerning traffic regulation (e.g., parking restrictions) are also considered as part of this annual review, rather than on an ad hoc basis throughout the year. This enables county wide priorities to be established.

Roads, Bridges & Public Rights of Way Maintenance

- The road, footway and bridge maintenance programme is developed largely from condition surveys. Foot/cycleway maintenance is prioritised from condition surveys, and on lengths where a lot of reactive maintenance work has been carried out and/or complaints from the public have been received.
- Public rights of way schemes are identified by the Countryside Access Team following consultation with path users. Works focus on meeting the Council's statutory duty by repairing flood damage or river erosion and improving the surface and drainage of damaged and well used paths in popular walking/riding areas.

Should you have any queries, officers will be happy to provide advice as necessary. Please contact highwaysprogramme@northumberland.gov.uk or contact Tel: 0345 600 6400



From: Neil Snowdon

Sent: 12 April 2024 09:53

To: r2jop@hotmail.com; Andy Fitz; Emily Fitzgerald; Ruth Davis; Ryan Brkovic; Sophie Atkinson; Rachael Kellett

Cc: Highways Programme; Cllr Richard Dodd; belsayparishcouncil@hotmail.co.uk

Subject: Red House Barns to Belsay

Hello all,

Thank you for your recent correspondence following the Belsay Parish Council meeting of Monday 4th March regarding access from Red House Barns to Belsay Village.

A request for a new footpath will be added to our Directory of Requests Database for consideration in a future Local Transport Plan (LTP) programme. However, the likelihood is that even if this was submitted as an LTP priority by either Councillor Dodd, or the Parish Council, such a scheme is unlikely to be included in a future LTP programme due to the limited funding available.

The introduction of a footpath around 400m in length is likely to cost a significant amount of money, and is likely to be only used by the residents of Red House Barns meaning it is difficult to justify inclusion despite the obvious benefits a footpath would bring.

For information, I have queried the original planning application with our Highways Development Management Team to ask if there were any conditions in the original planning application regarding the provision of a new footway.

The decision notice was issued on the 5th November 2004 by Castle Morpeth Borough Council, and there were no conditions requiring a footway, this was due to the application only being for 'Change of use converting existing farm building into 3 No dwellings'. I have also been advised that it wouldn't have passed the tests of reasonableness to require the developer to provide a footway (approx. 350m), as the cost of providing the length of footway required would have been disproportionate to the number of dwellings proposed.

While I appreciate that this is not the answer you are hoping for, given the concerns raised, we will however consider the introduction of pedestrians in the road warning signs together with associated SLOW road markings.

Regards

Neil

Neil Snowdon
Principal Programme Officer
Highways Improvements

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Technical Services
Northumberland County Council
County Hall
Morpeth
Northumberland
NE61 2EF

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