



Northumberland County Council

To all Town and Parish Councils

Your ref:

Our ref: LTP 2026-27

Enquiries to: Highways Programme

Email: HighwaysProgramme@northumberland.gov.uk

Date: 1st September 2025

Dear Sir/Madam,

Local Transport Plan Capital Programme 2026/27 to 2028/29

We are starting the process of preparing a 3-year Local Transport Plan (LTP) Capital Programme for the period 2026-27 to 2028-29. As part of this process, we would like to know what the highways and transport priority issues are for your area. This will assist with programme development and ensure that no issues are overlooked.

The LTP capital programme is a programme of interventions designed to achieve the objectives of the North East Transport Plan (NETP).

The NETP provides a transport strategy for the seven local authorities in North East England, (Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside, and Sunderland), and is centred on connecting people to good employment opportunities and generating economic growth, while enabling the region and its people to move to healthier and more sustainable ways of travel. Our criteria when assessing priorities submitted is aligned with those of the NETP.

Your input on issues 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 all eligible priority issues you submit will be considered against the criteria, and those with the highest ranking will be considered for inclusion in the Programme. By moving to a 3-year capital programme we expect that more of the priorities put forward that are eligible for consideration will actually make it into the programme and be taken through the process of scheme development, consultation, design and delivery over the next 3 year period.

To assist you in deciding your priorities a series of advice and guidance workshops has been arranged for September. The aim of these workshops is to improve understanding over how priorities are evaluated and scored so that you can make more informed decisions about which priorities you choose to submit. These workshops will last around 90 minutes and will involve a brief presentation on the LTP process and the evaluation and scoring arrangements, followed by staff from the Highways Programme team being on hand to discuss any issues/answer any queries you may have. Details of these workshops and how you can confirm your attendance are as follows:-

- **North Area – Monday 29th September 18.00-19.30 St James Church Centre - Alnwick**
- **West Area – Monday 15th September 18.00- 19.30 Hexham Community Centre**
- **SE – Thursday 18th September 18.00- 19.30 Bedlington Community Centre**
- **Central – Thursday 25th September 17.00- 18.30 County Hall Morpeth**

We would like to invite two representatives from each council to the workshops, so please confirm if you would like to attend one of the workshop sessions by emailing highwaysprogramme@northumberland.gov.uk and stating which session you wish to attend, your name and the council you represent.

To further assist you in deciding your priorities please note the following:

- Guidance notes are enclosed with this letter.
- Previous years priorities can be re-submitted.



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- Due to the large number of submissions received, a maximum of 3 priorities will be considered per parish.
- Inclusion on a combined list of priorities for consideration does not imply that a scheme will be successfully included in the capital programme. Details of the approved capital programme will be publicised in March 2026.

You are asked to submit your priorities by email to **highwaysprogramme@northumberland.gov.uk** before **Friday 17th October**.

Finally, I would also like to confirm that the LTP Capital Programme for 2025-26 has now been approved and is well underway. If you submitted priorities for consideration for the 2025-26 programme, feedback on these is enclosed with this letter. Copies of the delegated decision report and appendices detailing the approved programme for 2025/26 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.

Yours sincerely,



Robin McCartney
Highway Infrastructure Manager



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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 North East Transport Plan (NETP) Strategy.

Significant work goes on throughout the year to develop this programme from existing known issues and from collected data.

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

Submissions agreed at Community Development Committee meeting held 10 September 2024 for potential inclusion.

7	Local Transport Plan 2025-26 Following discussion, it was RESOLVED that the following priorities be submitted: 1- Maintenance of the Cowpen Quay Home Zone 2- Pedestrian Crossing Rotary to Amersham way 3- Rotary Way/Plessey Road issue with speeding, signage and a pedestrian crossing would be welcome.
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Feedback from NCC on submissions.

Dear Sir/Madam,

Please see the attached regarding the 2026-27 Local Transport Plan Programme.

For those Parishes who submitted priorities for the current programme, feedback is shown below.

Kind Regards

Highways Improvements Team

Maintenance of the Cowpen Quay Home Zone	Phase 1 included in this year's LTP programme.
Pedestrian Crossing Rotary Way to Amersham Road	A survey will be carried out to determine whether a pedestrian crossing is justified at this location. If it is, it will be considered for the programme.