

**Title:** CRSTS – Average Speed Cameras - Northumberland County Council  
**Portfolio:** Transport  
**Responsible Director:** Tobyn Hughes, Director of Transport  
**Report Author:** Andrew Dorrian, Principal Transport Planner

## Purpose of the report

The purpose of this report is to approve the Average Speed cameras scheme, which is funded through the City Region Sustainable Transport Settlement (CRSTS) capital funding, totalling £128,000. It is to agree to enter into a Grant Funding Agreement (GFA) with Northumberland County Council for scheme delivery.

## Recommendations

The Chief Executive is recommended to:

- Approve the Northumberland County Council Average Speed cameras scheme which has a total project value of £176,997. Capital costs of £128,000 are sought for the installation of the cameras.
- Approve entry into a GFA with Northumberland County Council, enabling the payment of CRSTS grant funding of £128,000.

## Executive Summary

### A. Context

| Project Outline                                                               |                                                               |
|-------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Funding Source</b>                                                         | City Region Sustainable Transport Settlement (CRSTS)          |
| <b>Proposal Name</b>                                                          | Average Speed Cameras scheme                                  |
| <b>Lead Organisation</b>                                                      | Northumberland County Council                                 |
| <b>Delivery Areas</b>                                                         | Otterburn                                                     |
| <b>Start Date</b>                                                             | August 2026                                                   |
| <b>Financial End Date</b>                                                     | October 2026                                                  |
| <b>Practical completion date (date by which all outputs will be achieved)</b> | October 2026                                                  |
| <b>Total Project Value</b>                                                    | £176,997 (Includes Match Funding)                             |
| <b>Grant Amount Requested</b>                                                 | £128,000                                                      |
| <b>Budget Implications</b>                                                    | The requested grant can be met from the CRSTS capital budget. |

## 1. Outline

Otterburn in Northumberland has traffic speeds more than the threshold for Police Enforcement on the A696 as an important North South link. This causes safety concerns through the village with 85th percentile speeds of 44.5mph at the west end of the Village in a 30mph location. Traffic calming measures were considered during optioneering but were ruled out owing to high costs for installation. Average Speed cameras, often used on open sections of highway are to be tested through the Village which is a new approach for the County Council.

Following independent appraisal and further scheme development, the project was recommended to be included in the CRSTS programme as a project that could be developed and tried in rural locations for potential deployment elsewhere in the county. At the July 2024 meeting of the North East MSA Cabinet, Members agreed a programme of investment for delivery through CRSTS, which included a £127,500 allocation to the scheme.

## 2. Scheme Development

The scheme has been developed, following its inclusion in the CRSTS Programme Business case, with a Business Justification case prepared and assured in accordance with the Single Assurance Framework.

During scheme development it is noted that the costs of installation have risen, with an additional grant ask of £500 based on the programme value. Match funding via Operational contributions from the County Council has however also risen meaning over the five-year assessment period the capital costs represent 72% of the overall scheme cost.

## B. Impact on North East Mayoral Strategic Authority Objectives

The project will contribute to the following Mayor Local Transport Plan objectives:

- *Healthier North East* – A reduction in speed will benefit and encourage active travel. Reduced speed will lead to a reduction in the number and severity of personal injuries.
- *Better Environment* - Speed reduction will lead to an improved local environment and reduce the impact of traffic. Carbon emissions will be reduced.

The project will support to the CRSTS Strategic Objective of “Improving the safety, security, and accessibility of the network”. It will also contribute to the objective of “Delivering exemplary active travel investments that improve and expand the network to target an uplift in Active Travel” by creating safer conditions for walking and cycling.

In addition, the scheme will contribute to the Mayoral Strategic Authority Objectives, specifically A North East We are Proud to Call Home and Home to a Growing and Vibrant Economy for all with a safer environment within Otterburn which acts as a gateway to the Northumberland National Park, supporting the businesses within the village making it safer to cross the A696 and a more pleasant environment.

## C. Key risks

The key risks associated with the project are the extent to which the system is effective in reducing speeds along the section of the A696. The council has implemented an evaluation process around the roll out with monitoring report to be published after the first 12 months of operation, with an interim report issued after 6 months. Data from Northumbria Police on the number of penalty notices issued and income generated will also be reported.

The further report will compare the costs and benefits of the project to traditional traffic calming measures and make recommendations on the further use of average speed cameras at other locations in the county.

## D. Corporate Implications

### D1. Financial and other resources implications

The grant cost of the scheme is £128,000. This has risen by £500 since the programme business case was approved in 2024. It is considered that this increase can be accommodated within CRSTS budgets and that the scheme remains value for money. Match funding of a minimum of 15% is required for CRSTS and Northumberland are committing to contribute £48,997 (27%) across the five-year appraisal of the project from a mixture of Local Authority and Northumbria Police costs. This will be formalised through a Grant Funding Agreement (forming a condition) and will be monitored over the period 2027-2031.

Any revenue generated from the cameras would be disbursed in the usual way to HM Treasury. The following profile would be achieved for the grant and match funding.

| <b>Funding Source</b>                               | <b>2026/27</b>  | <b>2027/28</b> | <b>2028/9</b>  | <b>2029/30</b> | <b>2030/31</b> | <b>Total</b>    |
|-----------------------------------------------------|-----------------|----------------|----------------|----------------|----------------|-----------------|
| <i>City Region Sustainable Transport Settlement</i> | <b>£128,000</b> | <b>£0</b>      | <b>£0</b>      | <b>£0</b>      | <b>£0</b>      | <b>£128,000</b> |
| <i>Northumberland County Council Match Funding</i>  | £0              | £11,625        | £12,031        | £12,453        | £12,888        | £48,997         |
| <b>Total</b>                                        | <b>£128,000</b> | <b>£11,625</b> | <b>£12,031</b> | <b>£12,453</b> | <b>£12,888</b> | <b>£176,997</b> |

### D2. Legal implications

A Grant Funding Agreement (GFA) will be entered into to govern the disbursement of the funding.

The Monitoring Officer has been consulted and has no comments to add.

### D3. Equalities implications

The North East MSA follows the Public Sector Equality duty, and this report has due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010. In June 2024 the North East MSA adopted equality objectives to reflect the different roles of the Combined Authority as an employer, a commissioner and deliverer of services, and a civic leader. This project will improve accessibility on this corridor for those walking, wheeling and cycling.

### D4. Consultation and engagement

Extensive consultation and engagement was undertaken in the development and agreement of the CRSTS programme; as such, the Speed Camera scheme has been consulted on and considered by Heads of Transport of the LA7 constituent authorities, Transport Advisory Board and at the July 2024 meeting of the North East MSA Cabinet.

Northumberland County Council have undertaken consultation and stakeholder engagement activities with local ward members (county and parish), the public, police and businesses whilst developing this scheme. This has been evidenced in the assurance process and has influenced the final design of the scheme.

Within the GFA, several clauses are included relating to publicity and communications. In addition, scheme promoters are issued with the North East MSA's communication guidelines which assists in the creation of impactful communications which represent the North East MSA in relevant and relatable ways and fairly reflect our role as a funder. The exact form of communications will be discussed and agreed between the North East MSA and Northumberland County Council prior to the scheme being deployed.

**E. Appendices**

None

**F. Background papers**

North East MSA, Cabinet (18 March 2025) - Item 5 The Mayor's Local Transport Plan and Transport Investments

**G. Contact officers**

Andrew Dorrian Principal Transport Planner, [Andrew.Dorrian@northeast-ca.gov.uk](mailto:Andrew.Dorrian@northeast-ca.gov.uk)

**H. Glossary**

CRSTS: City Region Sustainable Transport Settlement

GFA: Grant Funding Agreement

North East MSA: North East Mayoral Strategic Authority