

North Tyneside Council

Report to Cabinet Member for Environment

Date: 15 May 2023

Title: Road humps – West Lane, Killingworth

Portfolio(s): Environment	Cabinet Member(s): Councillor S Graham
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Report from Service Area: Regeneration and Economic Development

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development (Tel: 0191 643 7295)

Wards affected: Killingworth

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce road humps on West Lane, Killingworth and to set aside four objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling; and
- (3) determines that road humps should be installed in accordance with the proposal.

1.3 Forward Plan:

Considering any representations received in relation to the proposed construction of road humps, and thereafter determining if road humps should be installed, is a standing item on the Forward Plan.

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements.

The proposals in this report relate to the following priorities in the Carbon Net-Zero 2030 Action Plan:

- Low Traffic Neighbourhoods and School Streets
- Reduce car-based school trips by 5% annually

1.5 Information:

1.5.1 Background

In accordance with the Authority's aims to improve road safety, it is proposed to install traffic calming measures on West Lane, Killingworth, and introduce a 20mph speed limit on West Lane and its adjoining streets in Killingworth Village.

Following the introduction of traffic calming measures on nearby Killingworth Road and subsequent feedback from residents, a review of existing speed limits and average traffic speeds in the area was carried out. Taking the findings into account, officers decided that a 20mph speed limit would be more appropriate than the existing 30mph speed limit on West Lane and its adjoining streets due to the amount of pedestrian activity associated with the amenities and properties in this area. Whilst the existing average traffic speeds on Green Lane, Castles Green, Stonecroft West, The Spinney and some sections of West Lane were already appropriate for a 20mph speed limit, this was not the case on the section of West Lane adjacent to Percy Hedley School where traffic speeds were higher. It is therefore proposed to introduce some traffic calming measures on this section of West Lane to help ensure that average traffic speeds are compliant with a 20mph speed limit.

A plan showing the proposed traffic calming and 20mph speed limit is included at Appendix 3. Traffic survey data for West Lane is included at Appendix 4.

Ward members and key stakeholders were informed of the proposal and no concerns were raised. Affected residents were consulted about the proposed measures by letter. The proposal received comments from a number of residents both in support of and against the proposed measures. A number of requests for waiting restrictions at the Denewood/West Lane junction and on the bend by St John's church were received. These locations will be assessed for possible restrictions in due course.

The proposals were advertised in accordance with the Authority's usual procedure as set out in section 2.2 and four formal objections to the proposal were received.

1.5.2 Proposal in relation to road humps

It is proposed to construct four speed humps on West Lane adjacent to Percy Hedley School. These are intended to reduce average traffic speeds so that they become appropriate for the proposed 20mph speed limit in accordance with national guidance

(i.e. 24mph or less). This will reduce the requirement for enforcement action to be carried out by the police. Recorded traffic speeds on the remainder of West Lane were already compliant with a 20mph speed limit without the need for further traffic calming measures.

The proposed introduction of speed humps will contribute to reducing motorised traffic speeds in the area, thereby increasing safety for all road users, and will contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling. There will be a 1.5 metre gap between the kerb and the edges of the road humps to allow cyclists to easily bypass the features.

It is also expected that the road humps will reduce the volume of traffic using West Lane to avoid the recently installed traffic calming measures on Killingworth Road.

1.5.3 Statutory Consultation

Proposals to construct road humps are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public or businesses to object to the proposal. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

1.5.4 Summary of Objections

Objection 1

Local residents, **Mr & Mrs W** submitted an objection to the scheme based on their view that the extent of the proposed 20mph restriction was insufficient and asked that the restriction be extended further east to reduce traffic speeds at the junction with Killingworth Road.

An officer wrote to the objectors to clarify that the restriction would be monitored through the use of traffic surveys following its implementation. An extension of the 20mph restriction eastwards towards Killingworth Cottage and southwards towards Great Lime Road would be considered if determined to be required. It was also explained that existing speed data did not highlight a requirement for traffic calming in Killingworth Village, but this would be monitored if the scheme were to be implemented.

The objectors were invited to withdraw their objection and were advised that the objection, if not withdrawn, would be included in a report for consideration by the Cabinet Member for Environment. They confirmed that they would like their objection to stand.

Objection 2

Local resident, **Ms I** submitted an objection to the scheme based on their view that West Lane does not have an issue with excessive traffic speeds. They expressed concerns about the proposed speed humps as they felt they would make driving unpleasant. Ms I also commented that the issue of vehicles parking opposite the junction with Denewood and outside St John's Church should be addressed instead.

An officer wrote to the objector to clarify that traffic surveys had identified a requirement for traffic calming to ensure that the average speeds remain compliant with a 20mph

speed limit throughout the full extent of the scheme. It was explained that the number of speed humps proposed conforms to national guidance and their impact would be monitored following installation. The officer also advised that the request for parking restrictions on West Lane would be assessed in due course.

The objector was invited to withdraw their objection and was advised that the objection, if not withdrawn, would be included in a report for consideration by the Cabinet Member for Environment. No further correspondence was received.

Objection 3

Local resident, **Ms T** submitted an objection to the scheme based on their view that alternative methods of traffic calming such as chicanes, rumble strips or raised crossings should be used.

An officer wrote to the objector to clarify that road humps had been deemed the most appropriate and cost-effective form of traffic calming for this location and they are consistent with the measures introduced on Killingworth Road in 2021. It was explained that types of horizontal traffic calming such as chicanes and road narrowings can lead to confusion around priorities and inappropriate driver behaviour which can have a detrimental impact on road safety. It was also highlighted that there was insufficient evidence that pedestrian crossings were required on West Lane. However, the objector was invited to notify officers of any location they would like reviewed in this respect.

The objector was invited to withdraw their objection and was advised that the objection, if not withdrawn, would be included in a report for consideration by the Cabinet Member for Environment. No further correspondence was received.

Objection 4

Local resident, **Mr G** submitted an objection to the scheme based on their view that the proposed road humps are unnecessary. They also questioned the adequacy of the consultation process associated with the proposals as well as the Authority's approach to assessing traffic speeds and the requirement for traffic calming measures.

An officer wrote to the objector to clarify that a review of the existing situation including traffic speed data had suggested that a 20mph speed limit would be appropriate for West Lane and that the proposed traffic calming measures were required to ensure compliance with the new speed limit. It was explained that traffic speeds and the requirement for traffic calming measures were assessed in accordance with DfT guidance and that the consultation had been carried out in line with statutory requirements.

The objector was invited to withdraw their objection and was advised that the objection, if not withdrawn, would be included in a report for consideration by the Cabinet Member for Environment. No further correspondence was received.

Details of the objections and associated correspondence are included at Appendix 1 of this report.

1.6 Decision options:

The following decision options are available for consideration by the Cabinet Member for Environment:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.8 Appendices:

Appendix 1 Details of objection and associated correspondence

Appendix 2 Notice advertised on site



Notice of Intent -
West Lane.pdf

Appendix 3 Copy of Proposed Plan



WSL-CAP-GEN-XX-D
R-TR-1001.pdf

Appendix 4 Copy of Traffic Survey Data



West lane ATC.pdf

Appendix 5 Equality Impact Assessment



West Lane -
EqIA.pdf

1.9 Contact officers:

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

Amar Hassan, Principal Accountant Investment (Capital) and Revenue, 0191 643 5747

1.10 Background information:

(1) [North Tyneside Transport Strategy](#)

(2) [Highways Act 1980](#)

(3) [Highways \(Road Humps\) Regulations 1999](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to advertise and implement the proposals is available from the 2022/23 (Road Safety) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to the provision of road humps and the installation of any new road humps are subject to statutory legal process set out in the Highways Act 1980 and the Regulations that flow from that Act, namely, the Highways (Road Humps) Regulations 1999. The Authority is required to publish at least one notice detailing the proposal in a local newspaper stating the proposed nature and dimensions of the proposed humps and the address to which objections should be sent no less than 21 days from the date of the notice first appearing. The Authority is obliged to consult with Chief Officer of Police under the 1980 Act and the Fire and Rescue Authority, the body providing ambulance services and organisations appearing to the Authority to represent persons who use the highway or represent such persons who are likely to be affected by the road humps under the 1999 Regulations.

In addition to being advertised in a local newspaper, notices advertising the proposal for road humps were displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal were also available for public inspection at the Authority's offices at Quadrant.

In accordance with the Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those objections made and not withdrawn and to determine if road humps should be installed.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.1.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.3.

2.4 Human rights

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

2.5 Equalities and diversity

An Equality Impact Assessment for the scheme has been undertaken and is attached as Appendix 5 to this report. This notes that most of the identified potential impacts are positive; these related to improved accessibility for people who currently experience

difficulty crossing the road. Actions are specified to reduce the identified potential negative impact relating to access arrangements during construction work.

2.6 Risk management

There are no risk management implications directly arising from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There are potential positive environment and sustainability implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

- Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

Details of Objection [No 1] – Mr & Mrs W (Dated 31 January 2023)

Having just been shown a copy of the letter re West Lane, Killingworth – Proposed 20mph Speed Limit and Traffic Calming. I am disappointed to note that Stoneycroft East and Killingworth Cottage still within the ‘Village Boundary’ have not been included in your proposals.

As a resident for over 40 years, we have seen many changes to the road, and therefore I would like you to reconsider your proposals to include the remainder of the Village.

a) The traffic along this part of the road is heavy and speeding in both directions. Traffic transporting people to and from Percy Hedley School plus people avoiding the speed humps on Clousden Hill parents parking in the village to collect youngsters from George Stephenson High School.

b) Dog walkers, hikers, school children (High School), parents with push chairs are a few of those using this popular walk but it’s not easy passing on the pavement without stepping on to the road.

c) Without asking for sympathy, but so you are aware I am constantly in a wheelchair and often sit in our doorway talking to people passing by and often concerned with the speed of the traffic going past in both directions. In addition to the difficulties getting in and out of our driveway with our car due to the amount of traffic and at such a speed as well as our gateway.

Could you not consider including Stoneycroft East and Killingworth Cottage, up to the traffic calming measures at Moorfield Drive, in your proposed traffic calming measures and speed limit restrictions so that it includes “all” of the village.

I hope these points can be taken into account and considered.

Officer Response (Dated 15 February 2023)

Thank you for your representation regarding the proposals at West Lane.

If the proposed restriction is implemented, officers plan to monitor its effect through the use of traffic surveys. Consideration may be given to the extension of the restriction south to the junction of Great Lime Road and east towards Killingworth Cottage, depending on the outcome of these surveys. Further traffic calming may be introduced if also determined to be required.

Taking the above into consideration, I’d be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member’s decision with regard to this scheme in due course.

Details of Objection [No 2] – Mr I (Dated 27 January 2023)

I do not support your proposal for a 20mph speed limit. I do not agree that West Lane has a speed problem. Have there been any accidents or speed related problems in recent years? The alignment of the road, particularly at the church and at the double bend just south of Denewood coupled with the numerous cars that park on either side of the road form their own traffic calming measures. Cars parked opposite Denewood, presumably by staff of Percy Hedley school make access into Denewood dangerous and tackling that problem should be high on

your agenda. Similarly parking at the church reduces the road down to one lane on a blind bend which again is dangerous and should be addressed urgently. 20mph speed limits are not appropriate for through roads. In my opinion they should be used on residential roads only, where children play regularly and other obstructions are present.

I do not support your proposals for speed humps either. They will make driving along West Lane unpleasant just like the ones recently installed on Killingworth Road (B1317). If it is deemed that they are necessary, could they be reduced from four to two to minimise their inconvenience and preserve my car's suspension?

I understand you have a budget for this type of work which must be spent. I suggest it would be better spent elsewhere.

Officer Response (Dated 15 February 2023)

Thank you for your representation regarding the proposals at West Lane.

Traffic survey data collected in Killingworth Village demonstrated an average speed below 24mph, which is within the threshold set by the Department of Transport for a 20mph speed limit. Data collected on the section of West Lane outside Percy Hedley School identifies a requirement for traffic calming to ensure that the average speed remains compliant throughout the full extent of the scheme.

If the proposal is implemented, traffic surveys will be undertaken to monitor its impact. Further traffic calming such as speed cushions could be considered if the average speed is identified to rise to 24mph or higher, as per guidance from the Department for Transport.

Four speed humps have been proposed as a result of guidance from 'Traffic Signs Manual Chapter 3' which highlights the minimum separation distance between forms of traffic calming within a 20mph speed limit. Officers feel that the number of proposed humps is sufficient to treat this section of West Lane and would not look to reduce from four speed humps.

During previous consultation at the end of last year we received requests regarding parking opposite Denewood and outside St John's Church. Both of these locations have been added to our parking programme and are currently being assessed. Waiting restrictions may be recommended if parked vehicles in these locations are deemed to be causing a road safety or access issue.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Details of Objection [No 3] – Ms T (Dated 26 January 2023)

We welcome the proposed 20mph speed limit along West Lane and the named roads which link to it.

We ask that alternative methods of speed restriction be investigated such as narrowing the road and/or the installation of raised crossing points. There are no designated crossings on West Lane.

Alternatively, could the proposed speed bumps be replaced with a 'corrugated' surface for example (as found at the top of The Avenue in Seaton Delaval)?

Officer Response (Dated 15 February 2023)

Thank you for your representation regarding the proposals at West Lane.

Officers feel that road humps are the most appropriate and cost-effective form of traffic calming for this location and they are consistent with the measures introduced on Killingworth Road in 2021. Types of horizontal traffic calming such as chicanes and road narrowings can lead to confusion around priorities and inappropriate driver behaviour which can have a detrimental impact on road safety. With regard to crossings on West Lane, a survey was carried out at the junction with Great Lime Road in 2020 to assess the need for a formal crossing but this did not meet the necessary criteria in terms of the required number of pedestrian and vehicle movements. If you are able to notify us of any other locations on West Lane where you feel there may be a greater number of pedestrian crossing movements, these can be assessed.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Details of Objection [No 4] – Mr G (Dated 23 January 2023)

I would've used the correct title for the exact location of the proposed traffic calming measures which the council are preparing to undertake, but someone has taken down the lamp post signage that was briefly available to inspect. Would you please ensure that sufficient replacement signage is re-sited on the lampposts along West Lane and up through Killingworth village to the Killingworth Arms public house.

The proposed installation of four speed humps along West Lane and a 20mph speed limit from the West Lane junction with Great Lime Road up through Killingworth village to the Killingworth Arms public house is too important a decision not to have full resident opinion – and they need to be aware of what might happen.

I understand the council conducted a 5 day, 24 hours per day study of the road in question and have the statistics to back up the fact that some cars speed. Could you please let me know how many cars, or larger vehicles, were speeding and the times of such incidences.

Having lived in Killingworth village much of my life I still consider it to be a country lane and fitting that it has a 30mph speed limit. Entirely in keeping as it is not ever a speed track for boy racers. A 20mph limit around the Percy Hedley school is also entirely correct. What I do most strongly object to is the determination through a brief 5 day traffic study, that such draconian measures as a 4 strong section of speed humps need to be installed to deter traffic from speeding along the approximate ¼ mile of West Lane to just past the Percy Hedley school. Statistics we both know, can prove anything you want to prove, for or against this council project. The distance from the start of West Lane to the Killingworth Arms pub is approximately 65 mile. Sticking rigidly to the speed limit it takes 110 seconds approximately to drive. It's a very small road and the vast majority of traffic does not speed as there is nothing to be gained. The case for speeding is a gross deception.

There are 432,000 seconds in your 5 day study. During that time how many vehicles triggered the road strip sensors or whatever means your figures were arrived at? Lets say it was 1250 vehicles per day. 1250 per 5 day study period. That is 1 vehicle per 345 seconds or 1 per 5.76 minutes. However the vast majority of traffic happens for the 15 minutes before and after the Percy Hedley school opens and closes. There has never been an accident involving the children from this school as they have to be accompanied by adult staff whilst out on a trip up

West Lane. So the speed humps – please do not use the word “cushion” – it is demeaning to this discussion – are not being installed for safety reasons. And “speeding” is generally not possible along this stretch of West Lane as there are many occasions when cars are parked almost the entire length of one side of the lane, up and beyond the school.

On any road that you have put down statistic gathering strips I imagine you will find some drivers speeding. That is not an argument for putting down speed humps everywhere. Most schools in the area do not have speed humps outside their entrances and I find the council decision to do this on West Lane utterly unnecessary and ill conceived. The cost alone, on what is after all a relatively quiet road compared to many others locally, must surely be a consideration. When that budget could far better be spent on road repairs elsewhere on North Tyneside.

I can honestly state that I rarely see cars speeding down through the village and feel that a tiny majority of local people, many of whom do not drive, have grossly exaggerated the scale of the problem. If you do not believe me then come to Killingworth village at 10:30am or 5:30pm or any time outside of the school hours I mentioned and look at the road – it is EMPTY! A personal visit or re-visit, really should be undertaken by those taking the decision to install speed humps as this will affect every one of us of who lives on this road for evermore. 24/7 365 days P.A. And for what? To deter a few speeding taxis during at most one hour daily period for some 200 days of term time per year. In other words, for 200 hours out of a years 8760 hours. 2.2% of the time, leaving 97.8% of the time that we residents have to put up with speed humps that deter no one, as none of us need to speed. There must be a better plan. Please, I urge you to create one.

Officer Response (Dated 15 February 2023)

Thank you for your recent correspondence in which you made a formal objection to the proposed traffic calming and 20mph speed limit on West Lane, Killingworth.

I can confirm that prior to the advertisement of the traffic regulation notice, a full public consultation exercise was carried out with letters delivered to the surrounding residential estates to inform them of the proposed scheme and as part of this process a number of comments were received which resulted in amendments to the proposal.

In relation to your comments regarding the traffic survey that was carried out, I can confirm the survey was undertaken over the course of a full week in line with standard practice.

We are unable to provide the requested information regarding the dates and times of recorded instances of speeding due to the amount of data involved however I can confirm the data showed that there were 380 vehicles exceeding the speed limit from a total volume of approximately 1,400 vehicles.

When evaluating traffic speeds and the requirement for interventions, we use the 85th percentile figure as per guidance from the Department for Transport. This approach acknowledges that a certain proportion of drivers will choose to exceed the speed limit and means that remedial measures are directed to locations with a significant, demonstrable speeding issue. In this case, the 85th percentile figure was 34.6 mph which means that 85% of traffic was travelling at this speed or less. This figure is higher than we would like for a 30mph speed limit, but it is our view that a 20mph speed limit would be more appropriate for this type of road which serves various amenities including a school. The proposed traffic calming is required in order to make traffic speeds compliant with a 20mph speed limit and to ensure that the scheme is self-enforcing.

I have enclosed a copy of the 5-day summary sheet for your information which should assist with any other queries which you may have.

If you would like to withdraw your objection based on this information, please notify ourselves in writing by 2 March. If we do not hear from you, your objection will be referred to the Cabinet Member for Environment for consideration. You will of course be informed of the decision in due course.