

North Tyneside Council

Delegated Decision Report

Date: 21 December 2022

Title: Road humps – West Lane, Killingworth

Report by: Nick Saunders, Senior Traffic Engineer

Report to: John Sparkes, Director of
Regeneration and Economic
Development

Wards affected: Killingworth

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise a proposal to introduce and, in the event that no objections are received, proceed to introduce road humps on a section of West Lane, Killingworth.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;
- (2) that in the event that no objections are received following the period of consultation, that the circumstances do not warrant the holding of a local inquiry; and
- (3) that if no objections are received following the period of consultation, road humps shall be installed in accordance with the proposal.

1.3 Forward Plan:

Seeking delegated decisions to advertise proposals to install road humps and, in the event that no objections are received, to determine that 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

1.5 Information:

1.5.1 Background

In accordance with the Authority's aims to improve road safety, it is proposed to reduce the speed limit and introduce traffic calming measures on West Lane, Killingworth.

The full scheme involves proposals to introduce a 20mph speed limit on West Lane, Killingworth and adjoining side streets, and install road humps on a section of West Lane.

1.5.2 Proposal in relation to road humps

It is proposed to install four road humps on the section of West Lane in the vicinity of Percy Hedley School, as shown in Appendix 1.

There will be a 1.5m gap between the kerblines and the edges of the road humps to allow people cycling to bypass these features. This is in accordance with guidance set out in the Department for Transport's Local Transport Note LTN1/20 – Cycle Infrastructure Design and the North Tyneside Cycling Design Guide.

It is expected that the introduction of road humps on this section of West Lane will facilitate compliance with the new 20mph speed limit which is proposed to be introduced as part of the full scheme. It is further anticipated that the road humps will reduce the likelihood of traffic using West Lane as a means to avoid the traffic calming measures recently installed on B1317 Killingworth Road.

The proposed introduction of road 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.

1.5.3 Consultation undertaken

Letters have been issued to households in the area and Percy Hedley School to set out the elements of the proposed scheme. Killingworth ward members have been updated on the proposals by email.

Arrangements were also made to contact the standard technical consultees in writing to advise of the proposals in September 2022 as well as consultation with a local residents' group.

1.5.4 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the local 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 Scheme of Delegation for Cabinet Members.

1.6 Decision options:

The following decision options are available for consideration by the Director of Regeneration and Economic Development:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The proposals will increase safety for all road users and contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – West Lane area



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R-TR-1001_P03.pdf



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

1.10 Background information:

- (1) [Highways Act 1980](#)
- (2) [North Tyneside Transport Strategy](#)
- (3) [Highways \(Road Humps\) Regulations 1999](#)
- (4) [North Tyneside Cycling Design Guide](#)
- (5) [Department for Transport Local Transport Note LTN 1/20 Cycling Infrastructure Design](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to advertise and implement the proposal is available from the 2022/23 Local Transport Plan Road Safety Initiatives 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 which makes the proposal is required to publish at least one notice detailing the proposal in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided.

In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Authority's scheme of Delegation to Cabinet Members, 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 the objections should be set aside to enable the humps to 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 1.5.3.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 1.5.4.

2.4 Human rights

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

An Equality Impact Assessment for the scheme has been undertaken and is attached as Appendix 2 to this report. This notes that most of the identified potential impacts are positive; these relate 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 arising directly 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 implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive