

# North Tyneside Council

## Delegated Decision Report

Date: 21 December 2022

### Title: Road Humps – Coach Lane, Hazlerigg

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Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Weetslade

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## 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 (speed cushions) on a section of Coach Lane, Hazlerigg.

### 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 install traffic calming measures on Coach Lane, Hazlerigg.

Following representations from local residents, traffic surveys were carried out on the section of Coach Lane between its eastern junction with Windt Street and the A1 bridge, to determine traffic speeds. The surveys indicated that recorded average vehicle speeds did not conform to Department for Transport guidance for 20mph speed limits.

Consequently, a proposal to introduce traffic calming on this section of Coach Lane was developed. Existing traffic calming measures are in place on the section of Coach Lane within Hazlerigg village to the west of its eastern junction with Windt Street, which falls within the boundary of Newcastle City Council.

As several bus services use Coach Lane, speed cushions were identified as the most appropriate form of traffic calming. The use of speed cushions rather than full-width road humps will minimise any discomfort to bus users and also reduce noise and vibrations, as the smaller dimensions of speed cushions means that large vehicles can pass over them.

It is proposed to install speed cushions on the section of Coach Lane between its eastern junction with Windt Street and the A1 bridge as set out in Appendix 1. There will be 1.5m gap between the kerb and the edges of the speed cushions to allow people cycling to bypass these features. This is in accordance with guidance set out within the North Tyneside Cycling Design Guide and the Department for Transport's Local Transport Note LTN1/20 – Cycle Infrastructure Design.

The proposed introduction of speed cushions 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.

### **1.5.2 Consultation undertaken**

Letters have been issued to households in the area to set out the elements of the proposed scheme. The Cabinet Member for Environment, Weetslade ward members, members for the Castle ward of Newcastle City Council and Hazlerigg Parish Council were also informed of the proposal by email.

The standard technical consultees were advised of the proposals in writing in October 2022.

### **1.5.3 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 – Coach Lane Speed Cushions



Coach Lane  
Cushions-Layout1.pdf



Coach 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 LTN1/20 Cycle 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 road 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 1.5.2.

#### **2.3.2 Community engagement**

Views on the proposal were sought as described in section 1.5.2. The proposal is to be advertised in line with statutory process as set out in section 1.5.3.

### **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