

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 30 June 2023

Title: Road Humps – associated with Sea Front Sustainable Route, Tynemouth

Report by: Nick Saunders, Senior Traffic Engineer

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

Wards affected: Tynemouth

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 and raised tables) at locations on Beach Road, Grand Parade and Sea Banks, Tynemouth.

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 priorities 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 also support a number of objectives in the Carbon Net Zero 2030 Action Plan, in particular:

- Travel
 - Creation of fully connected cycling network (LCWIP)
 - Cycling Parking at all key amenities
 - Footpath Upgrade Programme
 - Reduce car-based school trips by 5% annually

1.5 Information:

1.5.1 Background

The Authority has obtained grant funding from the Government's Active Travel Fund (ATF), and supplementary funding offered by Sustrans, for the 'Sea Front Sustainable Route' project.

A trial scheme, previously implemented by the Authority in Summer and Autumn 2020, demonstrated the demand for improved cycling, walking and wheeling provision on the sea front. The Our North Tyneside Plan 2021–2025 set an objective to increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast.

The project will progress the high-quality regeneration of the coast following the Authority's successful delivery of significant schemes such as Spanish City and the renewal of promenades. It will deliver safety improvements on the sea front route, improve crossings, and provide dedicated pedestrian space alongside a new segregated cycleway. This will increase the opportunities for walking, wheeling and cycling and contribute to delivering an enhanced visitor offer for North Tyneside's coastal area which supports its role as a destination.

The proposals associated with this report involve improvements to cycling, walking and wheeling links in the sea front area between Tynemouth Village and the Longsands area.

1.5.2 Proposal in relation to road humps

It is proposed to construct speed cushions at the following locations:

Sea Banks, Tynemouth

- On the northbound, one-way lane at a point 3m southeast of its junction with Percy Gardens (private road, northern access)

It is proposed to construct raised tables at the following locations:

Grand Parade, Tynemouth

- At a point 42m north of its junction with Tynemouth Aquarium Car Park Access Road, to a point 55m north of its junction with Tynemouth Aquarium Car Park Access Road.
- At a point 62m southeast of its junction with Beach Road, to a point 78m south of its junction with Beach Road.
- At a point 41m northwest of its junction with Parkside, to a point 53m northwest of its junction with Parkside.
- At a point 42m northwest of its junction with Percy Park, to a point 58m northwest of its junction with Percy Park.
- At a point 10m west of its junction with Hotspur Street, to a point 23m west of its junction with Hotspur Street.

Beach Road, Tynemouth

- Beach Road – from a point 7m west of its junction with Regent Drive to a point 7m east of its junction with Regent Drive, and on Regent Drive from its junction with Beach Road to a point 10m south of its junction with Beach Road

1.5.3 Consultation undertaken

Engagement on the full scheme was carried out in September–October 2021, via a news item on the Authority’s website linking to the ‘Placechangers’ consultation website. Feedback from this engagement informed the process of detailed design.

The Cabinet Member for Environment has been updated on the proposals. Arrangements have been made to update ward Members and to issue letters to households in the area to set out the elements of the proposed scheme.

Arrangements have been made to contact the standard technical consultees in writing to advise of the proposals.

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 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.

1.6 **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



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DR-C-1001_S2_P01.pdDR-C-1002_S2_P01.pdDR-C-1003_S2_P01.pdDR-C-1004_S2_P01.pdDR-C-1005_S2_P01.pdDR-C-1006_S2_P01.pd

Appendix 2 Equality Impact Assessment



Appx2-Equality
Impact Assessment_Sf

1.9 Contact officers:

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

1.10 Background information:

- (1) [North East Transport Plan](#)
- (2) [Highways Act 1980](#)
- (3) [North Tyneside Transport Strategy](#)
- (4) [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 proposal is available from the grant funding from the Government's Active Travel Fund and supplementary funding offered by Sustrans.

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 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 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. Arrangements have been made to update ward Members on the proposal 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

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 2 to this report. This identified potential impacts which are positive: these relate to improved accessibility for people who currently experience difficulty crossing the road and greater opportunity for people with limited mobility fully to participate in cycling and walking. Actions are specified to reduce the identified potential negative impacts relating to the advertising of notices and orders regarding the proposed change and 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. The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, such as the creation of fully connected cycling network.

PART 3 - SIGN OFF

- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive