

North Tyneside Council

Report to the Director of Regeneration and Economic Development

Date: 5th August 2025

Title: Road humps – Edmund Road and Francis Way, Holystone

Report by: Dave McCall, Team Leader – New Developments

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

Wards affected: Backworth & Holystone

PART 1

1.1 Executive Summary:

This report seeks agreement from the Director of Regeneration and Economic Development to advertise a proposal to introduce and, in the event that no objections are received, proceed to introduce road humps on Edmund Road and Francis Way, Holystone.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development agrees: –

- (1) that notices for the proposal should be prepared and advertised in line with relevant legislative 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.

In accordance with the Authority's Constitution and Budget and Policy Framework Procedure Rules, the Authority has commenced the process to develop a new Council Plan for the period 2025–2029. The new Council Plan will be based on the following five policy priorities: –

1. Working with local people and organisations for a healthier, fairer and better quality of life;
2. Giving our children and young people the best start in life;
3. Building neighbourhoods and town centres that are clean, green and safe, and places to be proud of;
4. Increasing jobs, skills and work experience opportunities; and
5. Delivering more affordable and social housing.

This report links to priority 3 as well as the priorities identified above in the Our North Tyneside Plan 2021–25.

1.5 Information:

1.5.1 Background

In accordance with the Authority's aims to improve road safety, it is proposed to introduce traffic calming measures on sections of Edmund Road and Francis Way, Holystone to ensure traffic speeds remain appropriate for a residential area.

Edmund Road and the section of Francis Way between Holystone Way and Edmund Road were adopted by the Authority in its capacity as the Local Highway Authority several years ago when the hotel and public house at the northern end of Edmund Road were accessed from there. Since then, the housing development known as Scaffold Hill or Holystone Park has been built out and the adjacent new roads and footpaths are currently part of an adoption agreement made under Section 38 of The Highways Act 1980. The wider development will include traffic calming but the existing adopted highway on Edmund Road and the small section of Francis Way specified above is not part of that agreement. Introducing traffic calming at these locations will bring them in line with the wider development.

As part of the Section 38 adoption agreement mentioned above, it is also intended to introduce a 20mph speed limit in the Holystone Park estate which will include Edmund Road and Francis Way in their entirety. The proposed traffic calming will help to support compliance with this speed limit.

1.5.2 Proposal in relation to road humps

It is proposed to install three road humps on the section of Edmund Road between Francis Way and the mini roundabout adjacent to the hotel. These will be full width road humps but there will be a 1.5 metre gap between the kerb 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 LTNI/20 – Cycle Infrastructure Design and the North Tyneside Cycling Design Guide.

It is also proposed to introduce a set of two speed cushions on Francis Way between Holystone Way and Edmund Road. Given the regular use of Francis Way by buses, speed cushions have been identified as the most appropriate form of traffic calming for this location. The use of cushions rather than full width road humps will minimise any discomfort to bus users and also reduce noise and vibrations owing to the smaller dimensions of these features.

A plan showing the proposed road humps and speed cushions is included at Appendix 1.

The proposed introduction of road humps will contribute to reducing motorised traffic speed 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 walking, wheeling and cycling.

1.5.3 Consultation undertaken

Consultation with ward councillors was carried out by e-mail in January 2024 and then again in July 2025. Residents in the affected area were sent letters inviting comments in February 2024. All responses received expressed support for the proposed measures. A further letter was sent to residents in June 2025 informing them that the proposed traffic calming measures would be formally advertised in the near future.

The standard technical consultees (including the emergency services and Nexus) were advised of the proposals by email in July 2024 and then again in July 2025.

No concerns were raised about the proposed measures.

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 walking, wheeling and cycling.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Road Humps

1.9 Contact officers:

Dave McCall, Team Leader New Developments, 0191 643 6107

Nick Saunders, Senior Traffic Engineer, 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

There is an agreement in place with the housing developer involved in the construction of the estate to provide the necessary funding to advertise and implement the proposal.

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

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

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 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

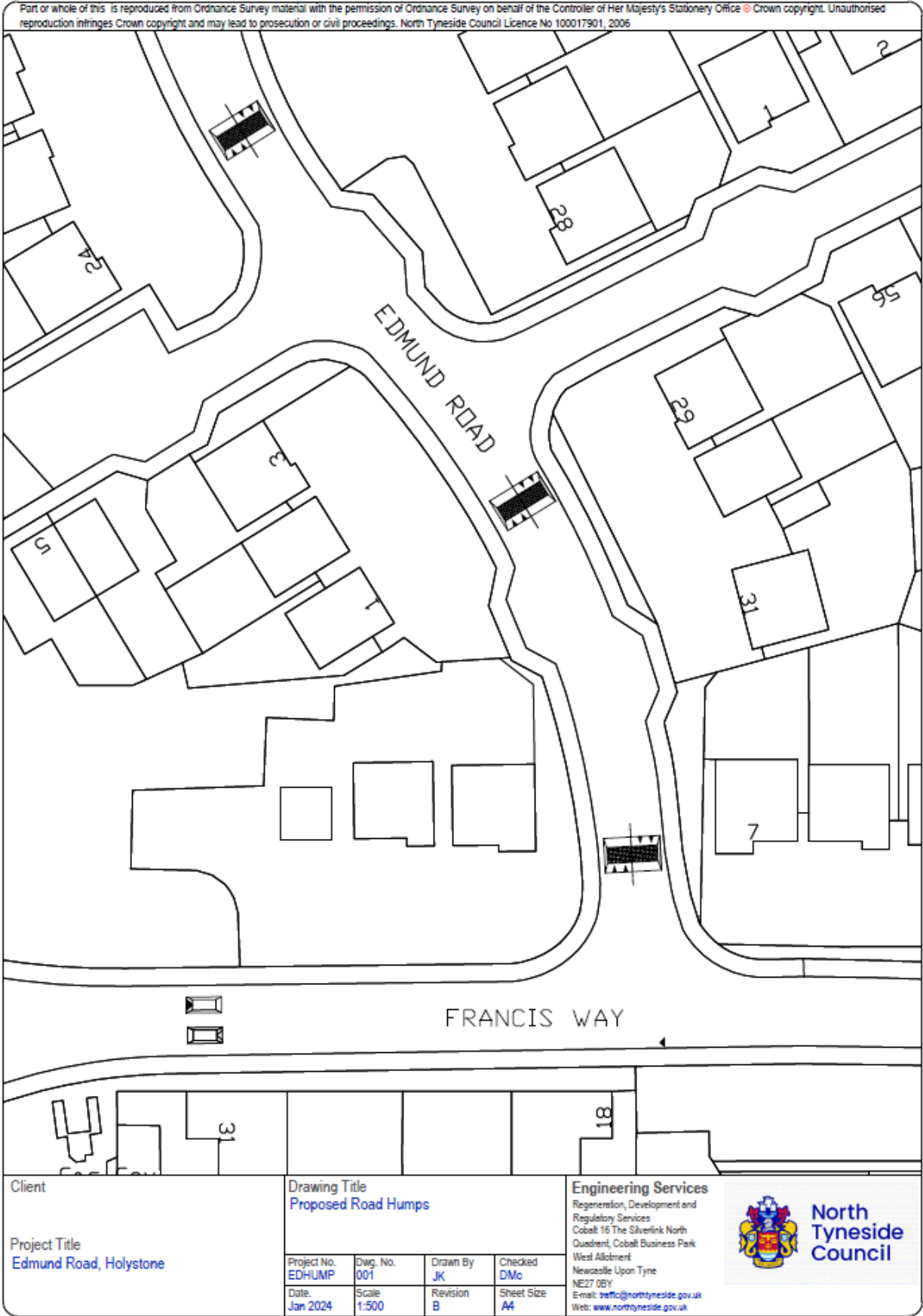
There are no crime and disorder implications directly arising from this report.

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 ☐
- Interim Director of Corporate Strategy and Customer Service ☐





EqlA #5

The details of an EqlA and its associated actions, actions and attachments.

1. Project/Activity Information

Collection name	Highways
Name of the activity being assessed	Installation of road humps - Traffic and Road Safety
EqlA type	Business As Usual (BAU)
Current status	Completed
Service Area	Highways and Transportation
Purpose of activity	<p>The business-as-usual activity is the installation of road humps.</p> <p>In accordance with the Authority's aims to improve road safety, it is proposed to install traffic calming road humps that will help to reduce vehicle speeds and improve road safety for all road users. It is envisaged that the pro</p>
Who is the activity intended to benefit?	Residents, visitors, local businesses, and local schools.

2. Groups Impacted

Does the project / activity impact on the following groups?

Service Users

No

Carers or family of service users

No

Residents

Yes

What is the estimated number of residents impacted?

Unknown

What is the estimated impact level on the residents?

Low

Additional comments for residents

Residents in the immediate vicinity will be impacted, although the proposal will impact any road

Visitors

No

Staff

No

Partner organisations

No

3. Evidence gathering and engagement**What evidence has been used for this assessment?****Internal evidence**

Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net-zero by 2030 (Our North Tyneside Plan); improve the street network, putting cycling and walking first (North Tyneside Transport Strategy); and promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy). Responses to initial resident and stakeholder consultation completed by the team.

External evidence

We follow Department for Transport guidance within the Local Transport Note 1/20.

Have you carried out any engagement in relation to this activity?

Yes

If yes of what kind and with whom? If no, why not?

Consultation with local Ward Councillors, local residents, local businesses and local schools via e-mail and by letter.

Is there any information you don't have?

Yes

Why is this information not available?

Not answered

All evidence attachments that have been added to this EqlA

There are no attachments for this EqlA

All evidence links that have been added to this EqlA

No evidence links have been added to this EqlA

4. Impact on groups with different characteristics

Will the project/activity positively or negatively impact on each of the following groups

Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Age	Yes	No
Description of the potential impact and evidence used in the assessment: People for whom age makes crossing the road more difficult (including pupils at the local schools) may experience a positive impact from reduced traffic speeds.		
Disability	Yes	Yes
Description of the potential impact and evidence used in the assessment: Footway users with a disability (e.g., wheelchair users and visually or audio impaired people) may experience a positive impact from reduced traffic speeds. Temporary traffic management arrangements during construction have potential to		
Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified

have a negative impact on accessibility for people with a disability. This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.

Gender reassignment	No	No
Marriage and civil partnership	No	No
Pregnancy and maternity	No	No
Race	No	Yes
Description of the potential impact and evidence used in the assessment: People who do not speak English as a first language may experience issues reading the notices and any communication. All our communication has an accessibility statement and can be provided in other formats or languages.		
Religion or belief	No	No
Sex	No	No
Sexual orientation	No	No
Intersectionality	No	No
Non-Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Carers	No	No
Socio-economic disadvantage	No	No

5. Achievement of the Authority's Public Sector Equality Duty

Will the activity contribute to any of the following?

Eliminate unlawful discrimination, victimisation and harassment?

No

Advance equality of opportunity between people who share a protected characteristic and those who do not?

Yes

Foster good relations between people who share a protected characteristic and those who do not? No

6. Negative Impacts

All negative impacts logged against the EqlA

Negative Impact #1

Potential negative impact

Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.

Can it be reduced or removed

Reduced

If yes how? If no, why not and what alternative options were considered and not pursued?

This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.

Negative Impact #2

Potential negative impact

People who do not speak English as a first language may experience issues reading the notices and any communication.

Can it be reduced or removed

Reduced

If yes how? If no, why not and what alternative options were considered and not pursued?

All our communication has an accessibility statement and can be provided in other formats or languages.

7. EqlA Review

Date review of EqlA to be completed

31-03-2026

Responsible officer

John Cram

Responsible officer's directorate

Regeneration and Economic Development

Responsible officer's service area

Highways and Transportation

8. Outcome of EqlA

Outcome

The proposal is robust, no major change is required

Please explain and evidence why you have reached this conclusion

Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impact.

Actions

All actions that have been created for this EqlA

Action ID: 27

Action Title

Traffic and Road Safety

Action Type

Action to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them

Due Date

31-Mar-2026

Status

To do

Assignee/Responsible officer

John Cram

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)

Action ID: 28**Action Title**

Traffic and Road Safety

Action Type

Action already in place to remove or reduce potential negative impacts

Status

To do

Impact

Reduce

Assignee/Responsible officer

John Cram

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Consideration of accessibility factors as part of the scheme design process.

Action ID: 29**Action Title**

Traffic and Road Safety

Action Type

Action that will be taken to remove or reduce potential negative impacts

Due Date

31-Mar-2026

Status

To do

Impact

Reduce

Assignee/Responsible officer

John Cram

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Confirm that construction work takes account of accessibility factors, e.g., not obstructing footpaths which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs

Action ID: 30**Action Title**

Traffic and Road Safety

Action Type

Action that will be taken to make the most of any potential positive impact

Due Date

31-Mar-2026

Status

To do

Assignee/Responsible officer

John Cram

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

Inform the public of any positive impacts as part of communications and publicity when the scheme is completed

Action ID: 31**Action Title**

Traffic and Road Safety

Action Type

Action that will be taken to monitor the equality impact of this proposal once it is implemented

Due Date

31-Mar-2026

Status

To do

Assignee/Responsible officer

John Cram

Assignee/Responsible officer's Directorate

Regeneration and Economic Development

Assignee/Responsible officer's Service Area

Highways and Transportation

Description

The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.

EqlA History

This section shows the submission and approval history of the EqlA, including any rejections

Status	Actioned by	Actioned Date	Comments
Completed	John Sparkes	01/04/2025 13:13:02	
Approved by CEG Member	Leslie Platt	01/04/2025 12:46:19	
Submitted	Pippa Kennedy	10/02/2025 11:44:43	
Draft	Pippa Kennedy	17/12/2024 14:23:26	