

# **North Tyneside Council**

## **Report to Director of Regeneration and Economic Development**

### **Date: 6 June 2024**

**Title:** Pedestrian crossings – Sea Front Sustainable Route locations in Whitley Bay, Cullercoats and Tynemouth

**Report by:** Nick Saunders, Senior Traffic Engineer

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

**Wards affected:** Cullercoats and Whitley Bay South,  
Tynemouth, Whitley Bay North

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#### **PART 1**

##### **1.1 Executive Summary:**

This report seeks a delegated decision to advertise a proposal to establish and, in the event that no objections are received, proceed to establish a number of new or upgraded pedestrian crossings (zebra, Parallel or toucan crossings) on streets including A193 The Links, Promenade and Rockcliffe Gardens, Whitley Bay; Victoria Crescent, Cullercoats; and Beverley Terrace and Grand Parade, 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; and
- (2) that if no objections are received following the period of consultation, pedestrian crossings shall be installed in accordance with the proposal.

### **1.3 Forward Plan:**

Seeking delegated decisions to advertise proposals to install pedestrian crossings and, in the event that no objections are received, to determine that pedestrian crossings 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) and school streets programme
  - Footpath Upgrade Programme
  - Reduce car-based school trips via Go-smarter initiatives

### **1.5 Information:**

#### **1.5.1 Background**

The Our North Tyneside Plan 2021-2025 set an objective to increase opportunities for safe walking and cycling, including providing a sustainable walking and cycling route at the coast.

In line with this aim, the Authority has obtained grant funding from the Government's Active Travel Fund (ATF) for the Sea Front Sustainable Route project.

This major project will further progress the high-quality regeneration of the coast, following on from the Authority's previous successful delivery of significant schemes such as Spanish City and the renewal of promenades. The project 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.

Phase 1 of the project, between Tynemouth Village and the Longsands area, commenced construction in October 2023 using a combination of ATF funding and supplementary funding offered by Sustrans, and is now well progressed.

The proposals associated with this report, which relate to the planned delivery of Phase 2 of the project, involve improvements to cycling, walking and wheeling links in the sea front area between the Longsands area of Tynemouth and the Links in Whitley Bay.

#### 1.5.2 Proposal in relation to pedestrian crossings

It is proposed to establish new zebra crossings at the following locations:

- 1) Beverley Terrace, Tynemouth
  - a) At a point 15m south of its junction with John Street
  - b) At a point 6m south of its junction with Beverley Terrace Side Road (between No. 26 and 27)
  - c) At a point 9m south of its junction with Marden Avenue
- 2) Rockcliffe Gardens, Whitley Bay
  - At a point 61m north west of its junction with Cheviot View
- 3) Victoria Crescent, Cullercoats
  - a) At a point 22m south of its junction with Eskdale Terrace
  - b) At a point 29m south west of its junction with Unnamed Access Road to Cullercoats Bay and the RNLI

It is proposed to establish new Parallel crossings (zebra crossings with adjacent cycling provision) at the following locations:

- 1) Rockcliffe Gardens, Whitley Bay
  - At a point 232m south east of its junction with Edwards Road

It is proposed to replace a zebra crossing with a Parallel crossing at the following location:

- 1) A193 The Links, Whitley Bay
  - At a point 37m south of its junction with Coquet Park First School Access Road

It is proposed to replace a puffin crossing with a zebra crossing at the following location:

- 1) Promenade, Whitley Bay
  - At a point 17m south of its junction with Brook Street

It is proposed to replace a puffin crossing with a toucan crossing at the following locations:

- 1) Grand Parade, Tynemouth
  - At a point 59m south of its junction with Beverley Gardens
- 2) Promenade, Whitley Bay
  - At a point 18m west of its junction with Park 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. Further information and plans in relation to the Phase 2 proposals were published on the Authority’s website in early 2024. Feedback from this engagement informed the process of detailed design.

The Deputy Mayor and the Cabinet Member for Environment have 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 statutory and technical consultees in writing to advise of the proposals.





the chief officer of police about its proposal and give public notice of the proposal.

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 representations made and not withdrawn and to determine if a pedestrian crossing should be established.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation has involved the Deputy Mayor and 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 1.5.3. 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