



North
Tyneside
Council

Working in partnership with

Capita



Seafront Sustainable Route

Consultation Review

05/05/2023





1 INTRODUCTION

- 1.1 This Consultation Review & Response Report is prepared in response to the public consultation exercise North Tyneside Council undertook between September 14th 2021 and October 25th 2021 in relation to the Sea Front Sustainable Route.
- 1.2 This response report has been prepared by the representatives from the scheme's designers (WSP on behalf of Capita).
- 1.3 The report considers the comments, suggestions and feedback raised by members of the public and stakeholders and identifies key themes which the scheme proposals have sought to incorporate. This report sets out how the designs have changed to incorporate each of these themes, or in circumstances where suggestions have not been practicable, why this is the case.



2 CONSULTATION SUMMARY

2.1 The consultation exercise for this scheme was undertaken through a combination of using an online portal to post individual comments on specific parts of the proposals, and at drop-in events held between September 14th 2021 and October 25th 2021 where written responses could be submitted. Members of the public were able to access the online portal, review and comment on the proposals and we received almost 11,000 comments.

2.2 Comments were grouped into the following categories:

- Good idea
- Needs improving
- Question
- None / Bad idea

2.3 The responses received on the Seafront Sustainable Route, were as follows;

Category	No of Responses
Good idea	6,965
Needs improving	1,808
Question	246
None	1,433
Total	10,452

2.4 The key themes / questions arising from the Consultation were:-

- **Segregation & Space** - Physical separation between pedestrians and cyclists and vehicles is important with adequate space for each to improve safety for all user groups
- **Crossings** - Requests for several new/upgraded raised crossing points to serve adjacent amenities, including schools.
- **Enforcement** - Can any new provision be made mandatory for cyclists to use?
- **Congestion & Access** - Do not force traffic into adjacent residential streets and consider access for services and emergency services
- **Quality** - Ensure the quality of the materials used are high and consistent with previously completed sections of the Sea Front (Whitley Bay Promenade)
- **Design Standards** – Need for the route to meet all the current design standards set out by LTN 1/20 and Active Travel England.



- **Road Safety** - Traffic speeds along the coast are a concern for residents, can the route be traffic calmed?
- **Principle of Scheme** - Why is the scheme required and could the funding not be spent on something else?
- **Cycle Parking** – Lots more cycle parking provision is required along the Coast to support cycle trips to/from the area.
- **Highway/Footpath condition** – Could the funding not be better spent on surfacing the roads and footpaths in the area?
- **Connections** – Are there any routes being planned that connect to the Sea Front proposals?

A full breakdown of the consultation responses is available on the Council website .



3 THEMES IDENTIFIED DURING THE CONSULTATION

Theme	Detail	Designers Response
Segregation & Space / Design Standards	<p>Carriageway widths</p> <p>Reduce Carriageway width to provide a more pedestrian friendly environment</p>	<p>Where possible, dependent on constraints, road width have been reduced. There is a large proportion of reallocated highway space within the current proposals. Carriageway widths of the Seafront Sustainable Route have been designed in line with national guidance. Manual for Streets suggests that streets on bus routes should ideally not be less than 6 metres wide. To facilitate bus and other large vehicles to progress efficiently, carriageway widths of 6 metres should be retained and swept path analysis used to confirm width requirements dependent on the alignment.</p>
Segregation & Space	<p>Segregation</p> <p>Concern over separation between pedestrian and cyclists</p> <p>Ensure cyclists are protected from motor traffic</p>	<p>LTN1/20 allows for cycle tracks to be at the same or different levels to pedestrian facilities. Segregation between pedestrian and cyclists will be taken into account to make cycle tracks distinguishable from the footway. This will primarily be through the use of different surface materials, kerbs, road markings and street furniture.</p> <p>Protection provided to cyclists from motor traffic will be in line with LTN1/20. Use of light segregation is appropriate in line with the existing/proposed traffic speeds, and no buffer shall be provided in line with LTN1/20 as this is deemed suitable for all users within a 20MPH speed limit.</p>
Segregation & Space	<p>Interface with businesses and pedestrians users</p> <p>Concern over uncontrolled dogs entering cycle lane</p> <p>Concern over crowds in front of businesses stepping into cycle lane</p>	<p>Throughout the scheme extents the footway will not be of a narrower width than the proposed cycle tracks / lanes.</p> <p>It is recommended to keep the dogs on a short lead as the highway code suggested. Concerns over dogs entering the cycleway could be designed out through the introduction of large sections of pedestrian guardrail, however this would be unsightly and detract from the aesthetic of a coastal location.</p> <p>The proposals consist of providing cycling infrastructure on the eastern side of the carriageway along the vast majority of the route, this will result in minimal interactions between businesses and the cycle provision. In instances where the Seafront Sustainable Route passes businesses, the proposals include reallocating highway space to keep the footway sufficiently wide for customer use.</p>



Crossings	Controlled crossings Concern over pedestrian safety on crossings with shared-use pedestrian and cycling approaches.	Prior to consultation shared use pedestrian and cycling areas were proposed at all controlled crossings e.g. Toucans and Parallel crossings. These have been reviewed and the number of shared use areas have been reduced and made clearer to provide clarity on user group priorities.
Enforcement	NCN route realignment / "Shared Use" status revoked	<p>Rule 61 of the Highway Code states "Cycle lanes are marked by a white line (which may be broken) along the carriageway (see Rule 140). Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62 and 73) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them." Therefore whilst the provision will be appropriate for all cycle users, some may still choose to use the highway instead along some sections. During the temporary "pop-up" scheme operation during Covid the cycle lane was utilised by 97% of cyclists with the remainder on the highway.</p> <p>To encourage usage of the new provision and reduce conflicts with pedestrians, the shared use status of the remaining footpath will revert back to pedestrian only. Therefore Rule 64 of the Highway Code applies, which states "You MUST NOT cycle on a pavement."</p>
Congestion & Access	Refuse Collection Ensure bin collection will not be affected by the proposed scheme	Refuse collection will not be adversely affected by the proposals. The delivery team will discuss the proposals with the waste management team to ensure they don't negatively impact collections. The proposed carriageway width fulfils the requirement of Manual for Streets.
Congestion & Access	Buses and HGV Ensure carriageway wide enough for passage of Buses and HGV	Swept Path analysis has been undertaken to inform the design of appropriate on carriageway width requirements. The carriageway widths are a minimum of 6.0m as per Manual for Streets.
Quality	Surfacing treatments, design continuity, and sustainable materials	The colour palette of the Sea Front Sustainable Route will be consistent with the sections of the Whitley Bay Promenade, but will formalise that sections in dark red are designated for cyclists and sections in sand/tan colour are for pedestrians. This can already be seen with the ramped section between Northern Promenade and Briar Dene. The section between Watts Slope, past the Dome, and onwards to Grant's Clock will be retained, but with minor changes to the alignment of new and existing street furniture to separate the pedestrian and cyclist provision along this wide section. Material selections are considering sustainability and where options are available we are selecting materials with high proportions of recycled aggregate as well as innovations such as "living roof" bus shelters.
Design Standards	Cycle lane / track widths	Cycle tracks and lane widths within the proposals have been designed in line with national guidance. LTN 1/20 states that a desired minimum width of 3 metres should be adopted for 2-way



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	Concern over the width to allow two cyclists to pass each other within a protected cycle track and cycle lanes.	cycling. The proposed scheme has provided bi-directional cycle tracks and lanes of 3 metres width, which is wide enough for cyclists to pass each other safely. However, at specific constraints there may be short sections less than 3m in width. Where specific constraints are present the width may drop to 2.0m as per the absolute minimum of LTN1/20.
Design Standards	Roundabouts Ensure cyclists are segregated from roundabouts	Within the proposals cyclists bypass all roundabouts through the provision of segregated bi-directional cycle tracks. LTN 1/20 advises to provide protected space for cycling around junctions. The proposed scheme has segregated cyclists from motor traffic, so that cyclists do not interact with vehicular traffic in these locations. At these locations, a level difference will be provided between cyclists and vehicular traffic.
Design Standards	Bus Stops Concern over safety of alighting bus passengers in cycle lanes	In line with LTN1/20 bus stop bypasses and bus stop boarders are proposed at all bus stop locations. These will be reviewed with bus operators as part of the detailed design process to ensure that the provision is appropriate for each location.
Road Safety	Traffic Speeds Concern over excessive traffic speeds along some sections of route and near misses with crossing pedestrians	Where practicable existing and new crossings will be raised to improve traffic speed compliance on approaches. These will be supplemented with traffic calming humps and raised features along the route between Marine Avenue, Whitley Bay and Front Street, Tynemouth for which this section will be reduced to a 20mph limit, and connect the existing 20mph zones in Cullercoats and Tynemouth.
Scheme Principle	Why is the scheme needed and could the funding not be used for something else?	<p>North Tyneside Council introduced a temporary scheme along the Coast during the Covid pandemic which supported a significant increase in cycling trips, particularly with younger cyclists. The scheme's popularity was largely due to its continuous segregated nature which gave cyclists of all abilities confidence to travel safely and quickly to destinations via/along the Coast. The popularity of the North Tyneside Coast to local, regional and international visitors continues to deliver increased visitor numbers and trips every year. This puts increasing pressure on the existing shared footway/cycle path which also forms part of the National Cycle Network.</p> <p>The scheme therefore seeks to provide appropriate safe and convenient provision for all user groups, of all abilities, so that no-one is excluded from enjoying the Coast. The funding secured to deliver the scheme is from the Active Travel Fund and as the name implies this is only eligible for schemes that deliver improvements to walking and cycling trips. As there are more walking and cycling trips along the Coast than anywhere else across the Borough this is a logical location to invest. Furthermore, the quality of the scheme is likely to support the continued increase in visitor numbers and the benefits this provides to the local economy that has grown around the visitor offer.</p>

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Cycle Parking	Concern was raised over where the growing number of cycle users will park their bikes while visiting the various amenities along Coast.	The scheme proposals include for approximately 100 new cycle parking spaces which will be provided through a combination of high quality secure covered hangars, as well as more traditional cycle hoops and racks. These will be spread across multiple locations adjacent key visitor destinations, such as Beach entry points, local shops, parks, and within some existing car parks.
Highway Condition	Concerns were raised by both pedestrians and cyclists that the existing highway/footpaths were in poor condition.	The scheme proposals include 2.6 miles of resurfaced footpath, 0.6 miles of additional new paths and 0.4miles of highway resurfacing in addition to localised resurfacing where new crossings and highway kerb lines are being modified.
Connections	Are there any other routes being delivered that connect to this scheme	In advance of works commencing on the Sea Front there will be a new cycle route created linking the Coast to Whitley Bay Town Centre via South Parade. This scheme commenced construction in May 2023 and will be delivered by end of Summer. A route connecting North Shields to Tynemouth (via A193 Tynemouth Road) is due to commence later in 2023 and be complete by early 2024. Longer term there are plans being developed to connect the route North to Blyth and proposals included in our Local Cycle and Walking Improvement Plan (LCWIP) for connections into the wider network West from the Coast.

4 CHANGES FOLLOWING CONSULTATION

Location	Layout Change
A193 – The Links	Scheme extended from The Brierdene to St Marys Lighthouse.
A193 – The Links	On road cycle infrastructure between Brierdene and Marine Avenue removed.
A193 – The Links	New segregated footway / cycle track linking from Waves/Coquet Park First School to the proposed new route, including Parallel crossing across A193.
A193 – Promenade	Proposed link into Whitley Park, included upgraded controlled crossing to allow for cyclists.
Throughout	Shared areas at crossings omitted to remove potential conflict between pedestrians and cyclists, where practicable.
Throughout	Controlled crossings raised where practicable.
Throughout	Adjacent to roundabouts, proposed on carriageway cycle lanes upgraded to footway level segregated footway / cycle tracks.
Norma Crescent	Cycle route relocated from Norma Crescent to Promontory Terrace to create a more direct route.
Grand Parade	New segregated footway / cycle track on the west side of Grand Parade from Beach Road to the Aquarium to create a safer link from the Coast Road Cycle Route.
Beach Road	Shared provision between Grand Parade and Broadway upgraded from shared use to segregated footway / cycle track, including a new parallel crossing across Broadway, adjacent to Monks Way.
Beach Road	To promote the new 20mph speed limit, a raised junction plateau is to be introduced at the Beach Road / Regent Drive junction.
Beach Road	New Parallel crossing across Beach Road, adjacent to the development formerly the Park Hotel site.
Grand Parade	Proposed bus boarder island shortened to accommodate a loading bay, opposite Tynemouth Boating Lake.
Percy Park Road	New Zebra crossing introduced on Percy Park Road
Percy Park	New uncontrolled crossing introduced on Percy Park.
Sea Banks	Segregation upgraded from light segregation to physical island segregation.
Front Street	New island to accommodate left turning cyclists adjacent to the Arcade.
Front Street	New mandatory cycle lane, reducing junction of Front Street and A193 to single lane, for a short section.