



# North Tyneside Sea Front Sustainable Route

High level consultation report for North Tyneside Council

Sebastian Weise (PlaceChangers) 10th Jan 2022



DRAFT

# Participants overview

# Consultation response summary

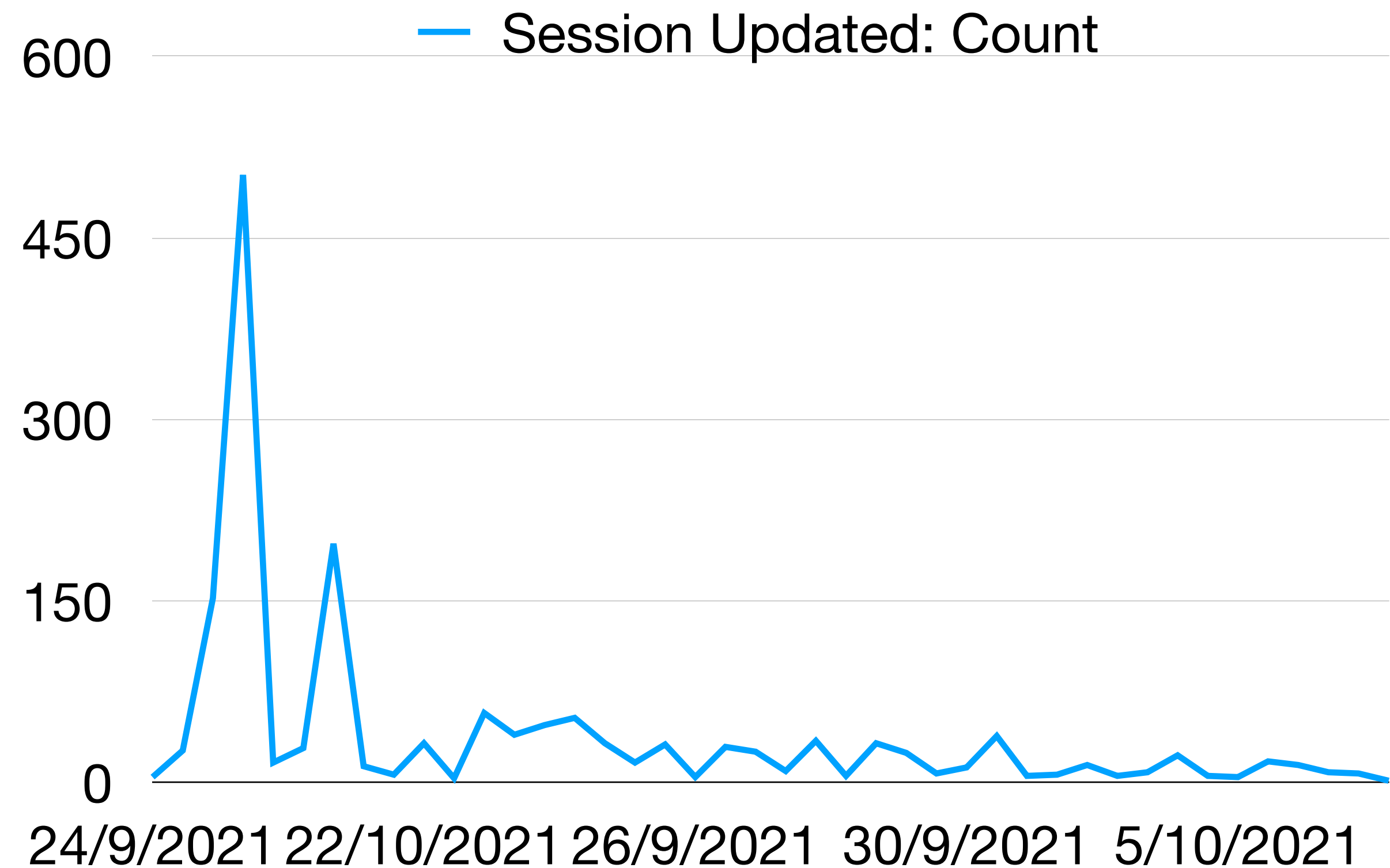
12th Sep - 24th Oct 2021

1588 participants

8272 viewers

10,761 responses

19.20% response rate

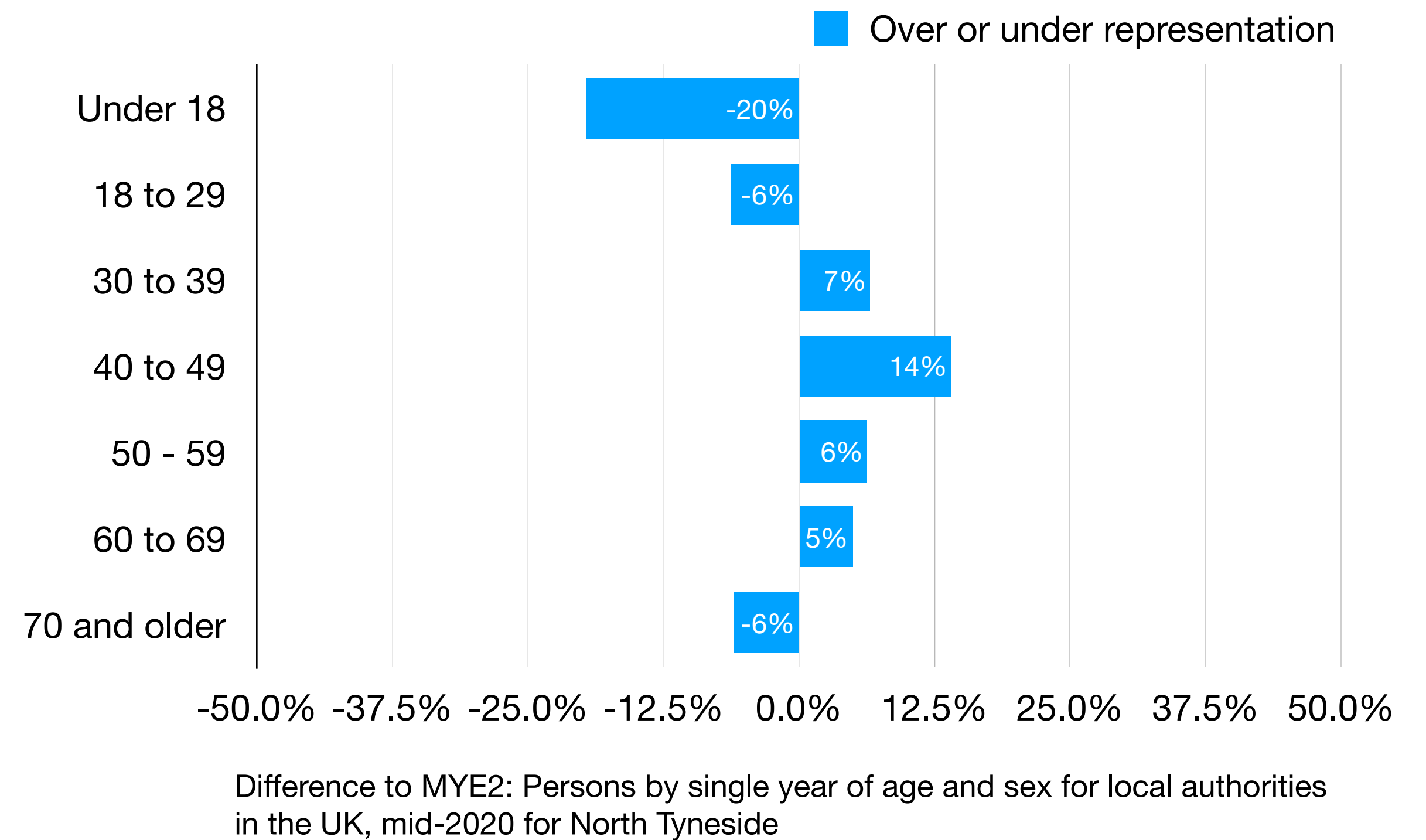


# Participants by age breakdown

## Slight over-representation of ages 30 to 69

Age breakdown of respondents

	Count	% of total
<b>Under 18</b>	5	0.5%
<b>18 to 29</b>	63	6.0%
<b>30 to 39</b>	210	19.8%
<b>40 to 49</b>	288	27.2%
<b>50 - 59</b>	219	20.7%
<b>60 to 69</b>	181	17.1%
<b>70 and older</b>	92	8.7%
<b>Total</b>	<b>1058</b>	<b>100.0%</b>

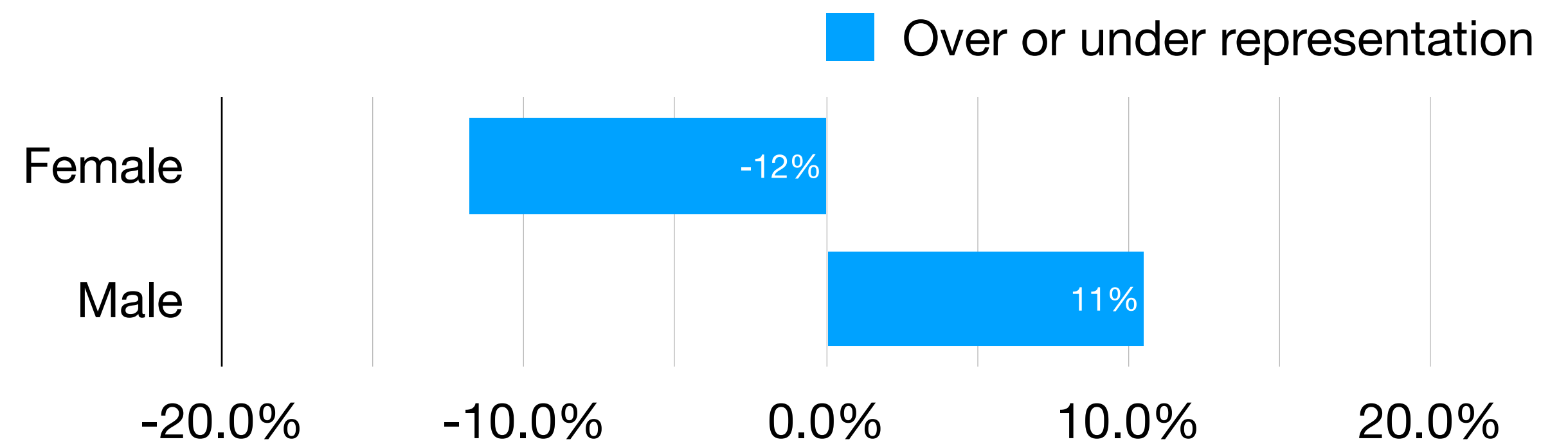


# Participants by gender breakdown

## Slight over-representation of males

Gender breakdown of respondents

	Count	% of total
Female	344	39.8%
Male	509	58.9%
Other	11	1.3%
<b>Total</b>	<b>864</b>	<b>100.0%</b>



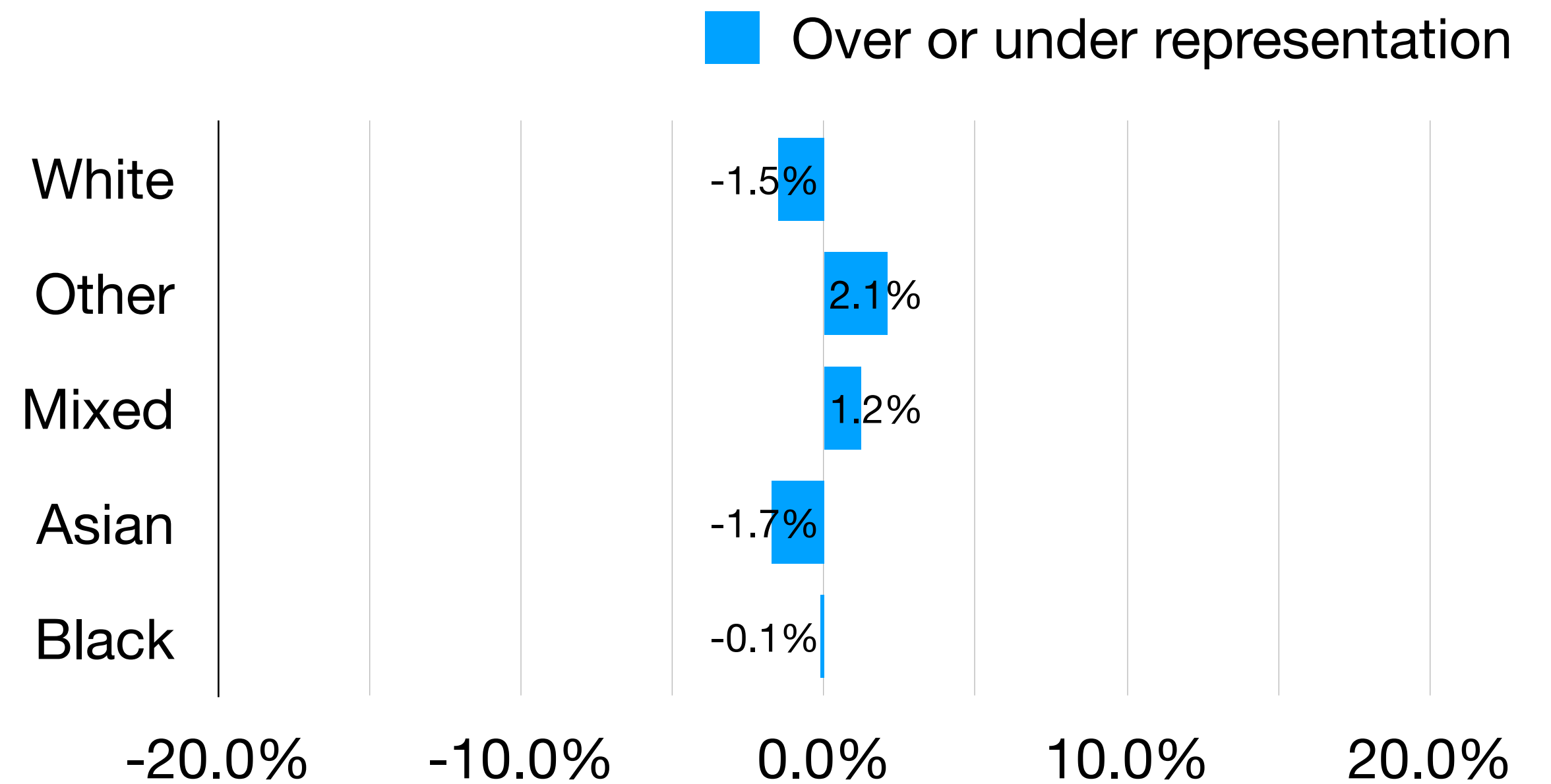
Difference to MYE2: Persons by single year of age and sex for local authorities in the UK, mid-2020 for North Tyneside

# Participants by ethnicity breakdown

## Ethnicities are broadly represented as per 2011 Census

Ethnicity breakdown of respondents

	Count	% of total
<b>White</b>	992	95.1%
<b>Other</b>	24	2.3%
<b>Mixed</b>	22	2.1%
<b>Asian</b>	2	0.2%
<b>Black</b>	3	0.3%
<b>Total</b>	<b>1043</b>	<b>100.0%</b>



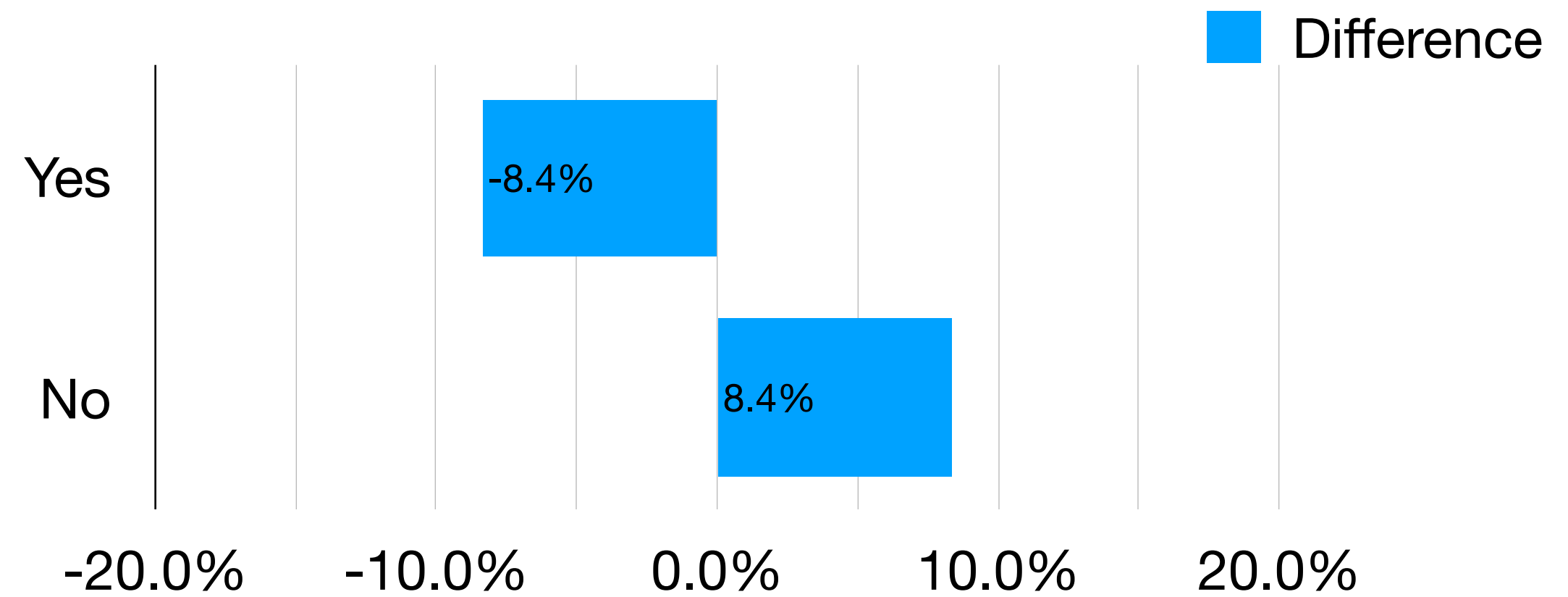
Extract from Census 2011 table KS201EW - 2011 Census: Ethnic group, local authorities in England and Wales

# Participants by disability breakdown

## Non-disabled are slightly over represented

Disabled breakdown of respondents

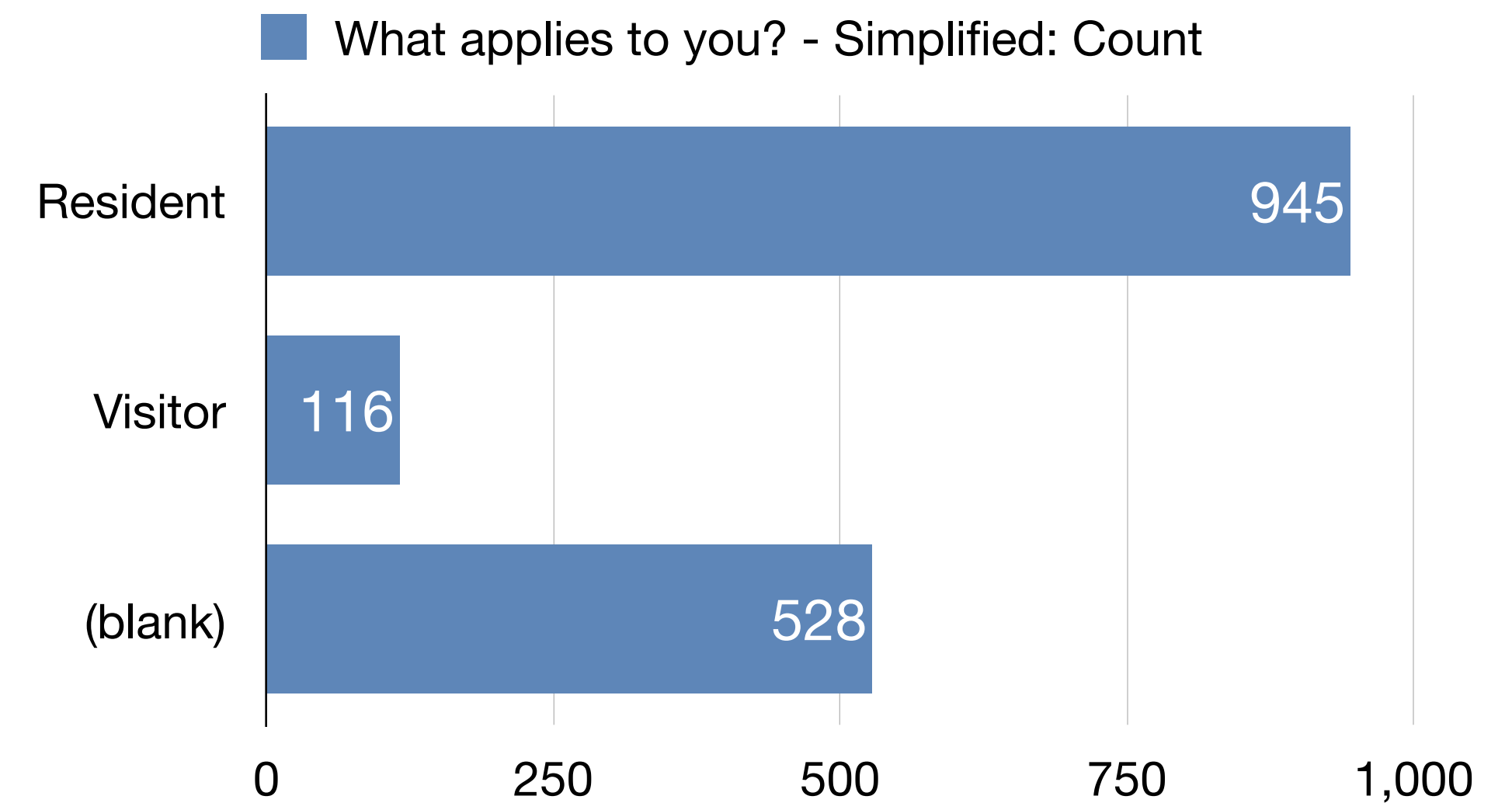
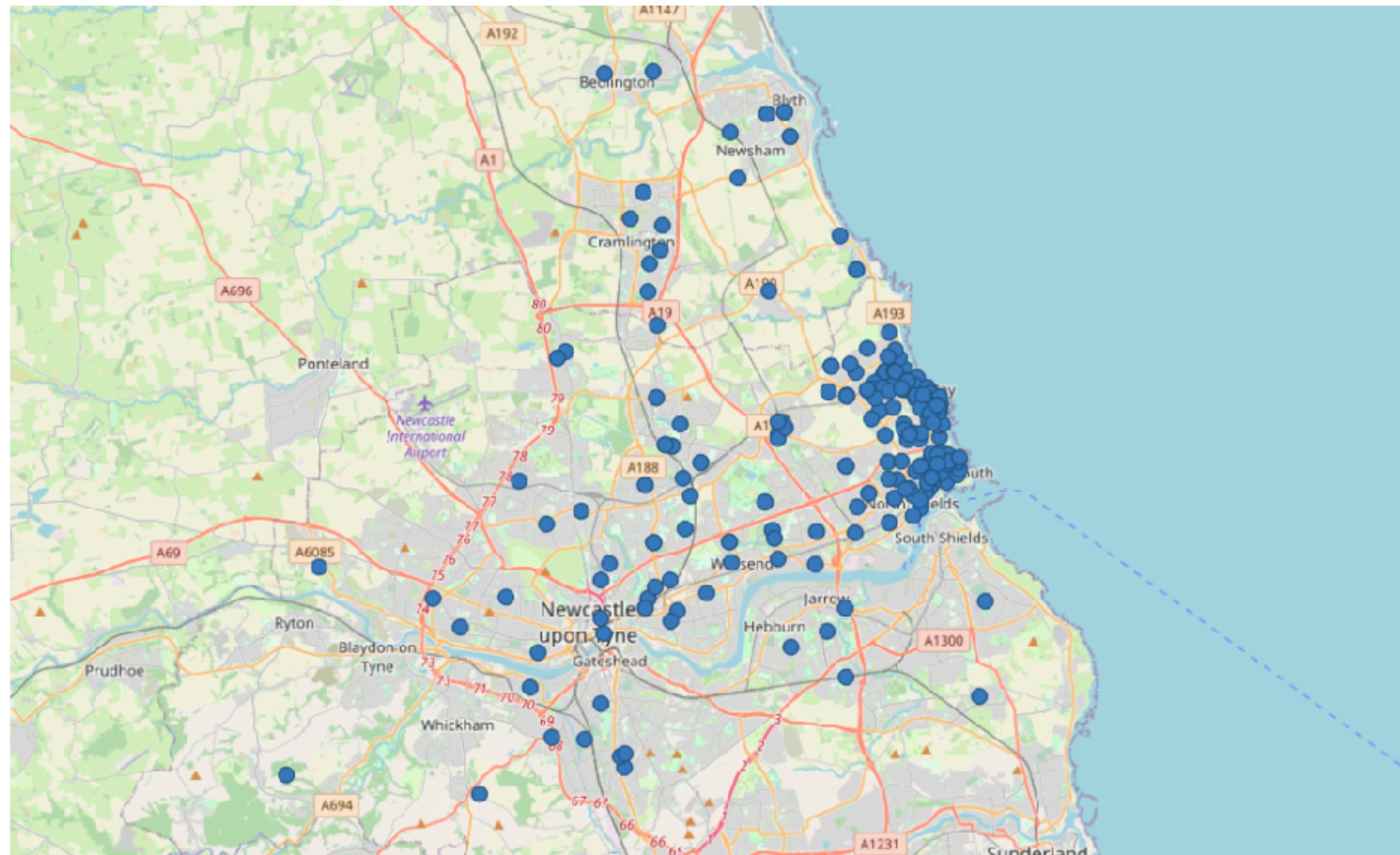
	Count	% of total
Yes	76	9.2%
No	747	90.8%
<b>Total</b>	<b>823</b>	<b>100.0%</b>



Compared against Extract from Census 2011 table QS303EW - Long-term health problem or disability

# Location of respondents

89% of respondents were residents in North Tyneside

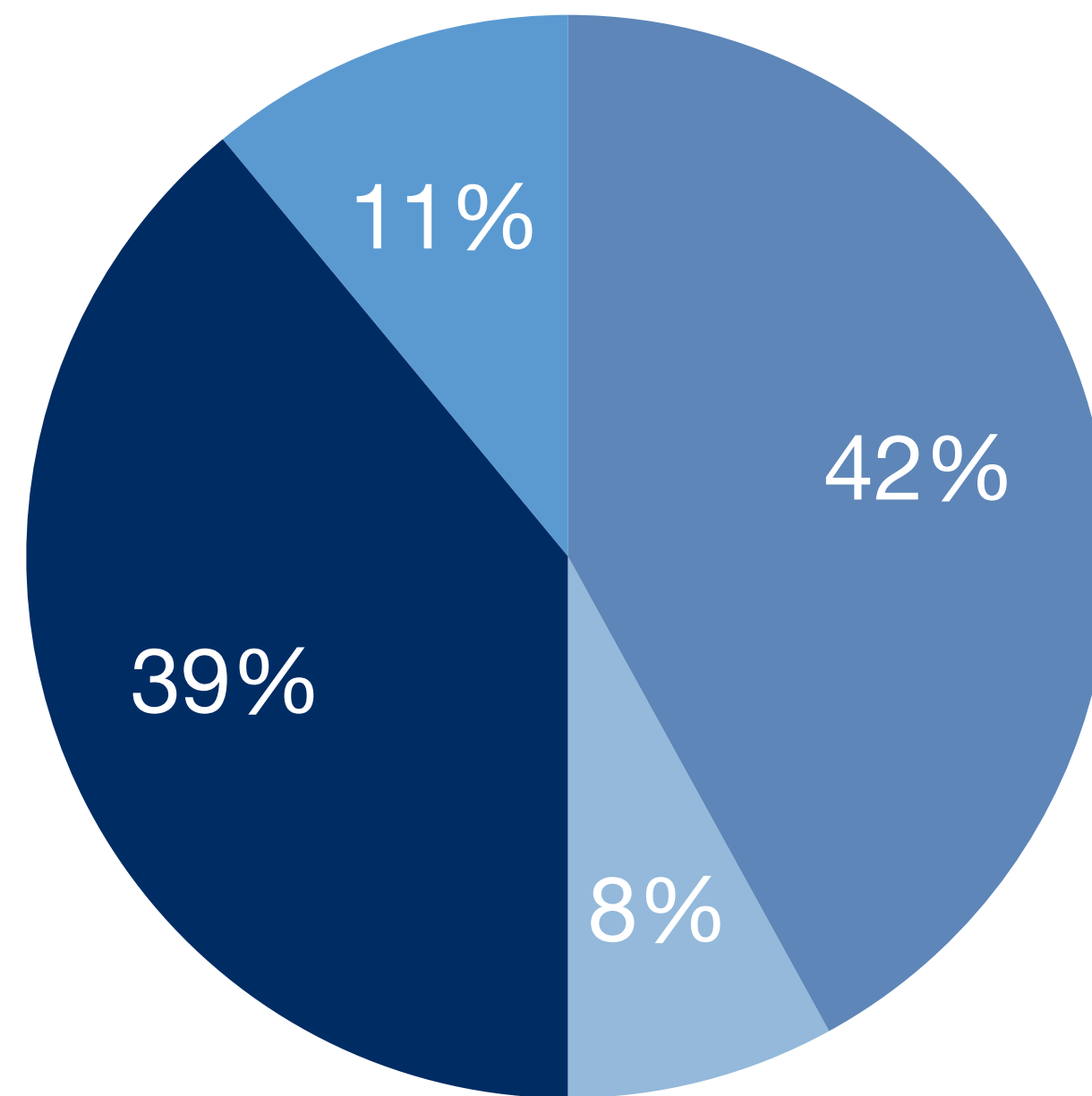




# Use and access of the coast

# What is the nature of your visit to the sea front at the moment?

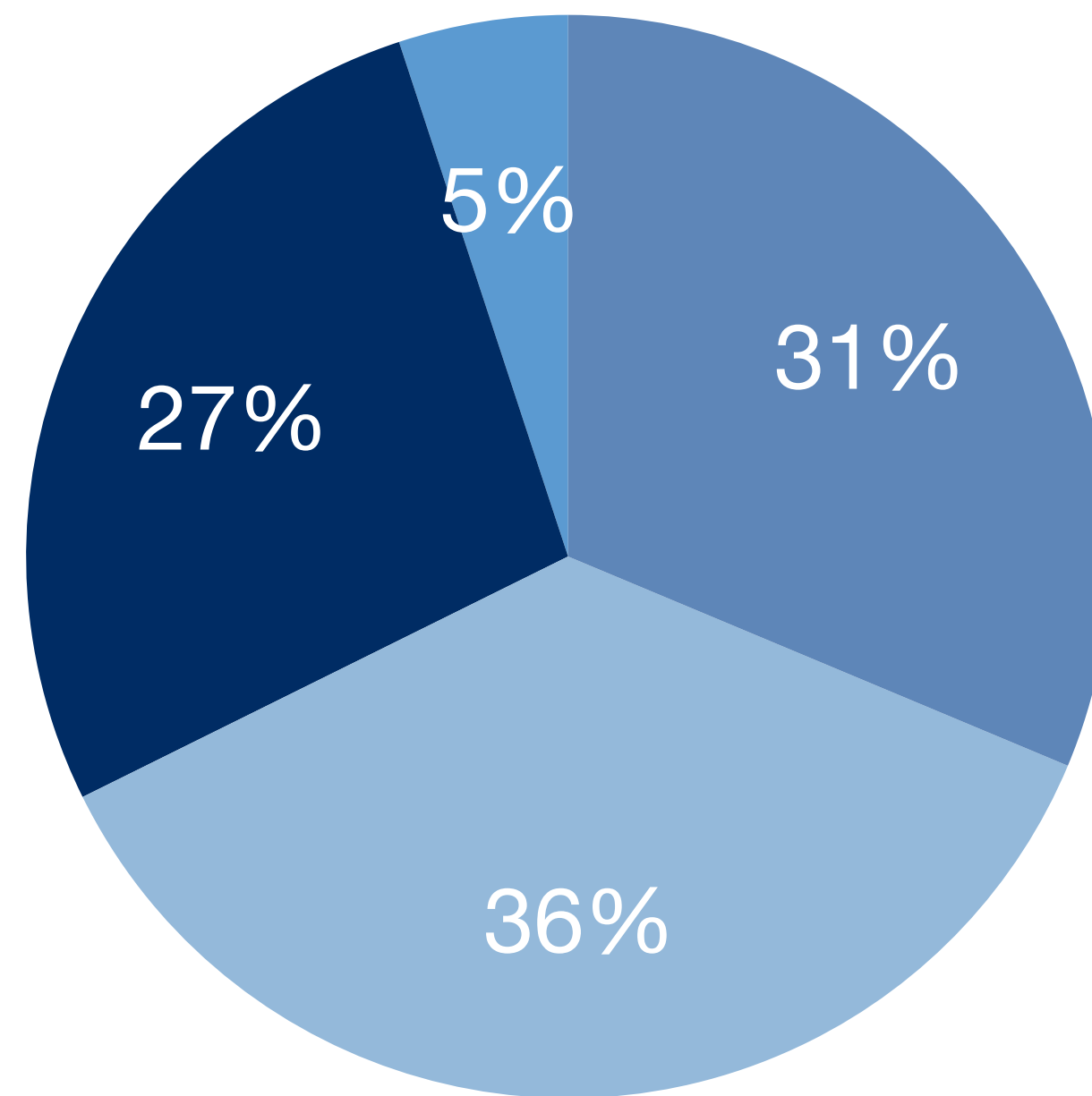
- Leisure and recreation
- Resident
- Work
- Shopping



1,061 responded to this question

# How do you currently travel along the Coast?

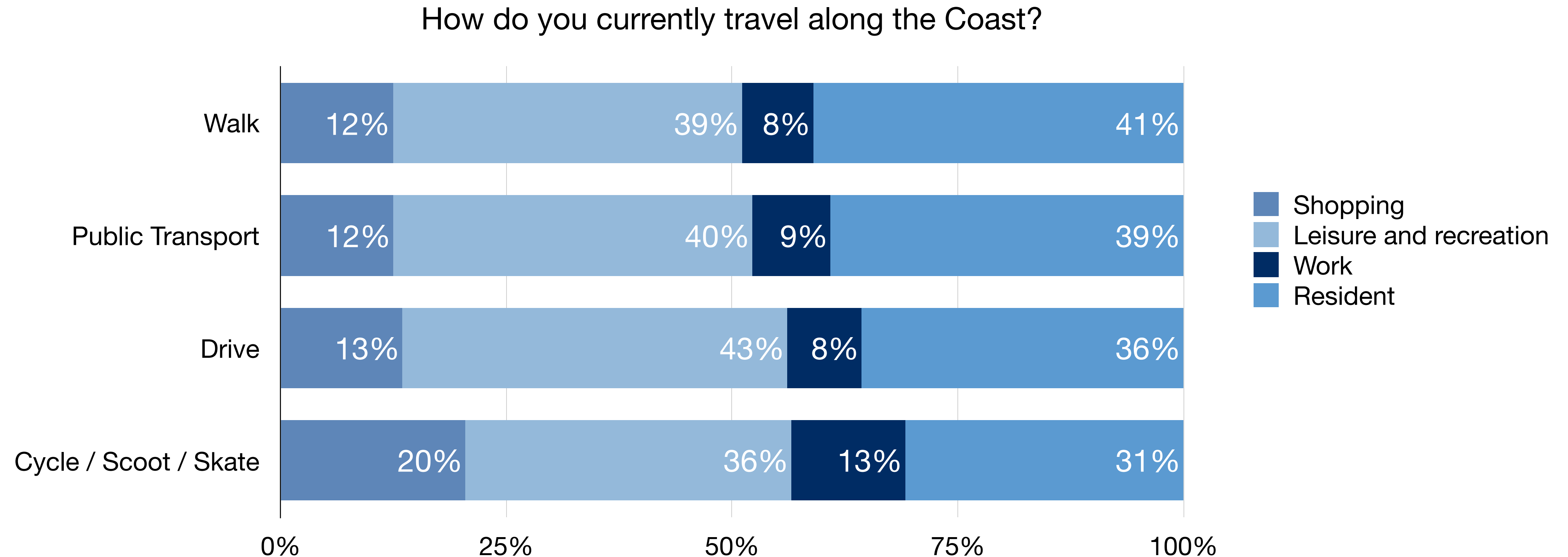
- Drive
- Walk
- Cycle/scoot/skate
- Public transport



927 responded to this question

# Travel mode by nature of visit

Residents tend to walk more along the coast; cyclists tend to come here to shop or work. Trips by car tend to be for leisure and recreation.



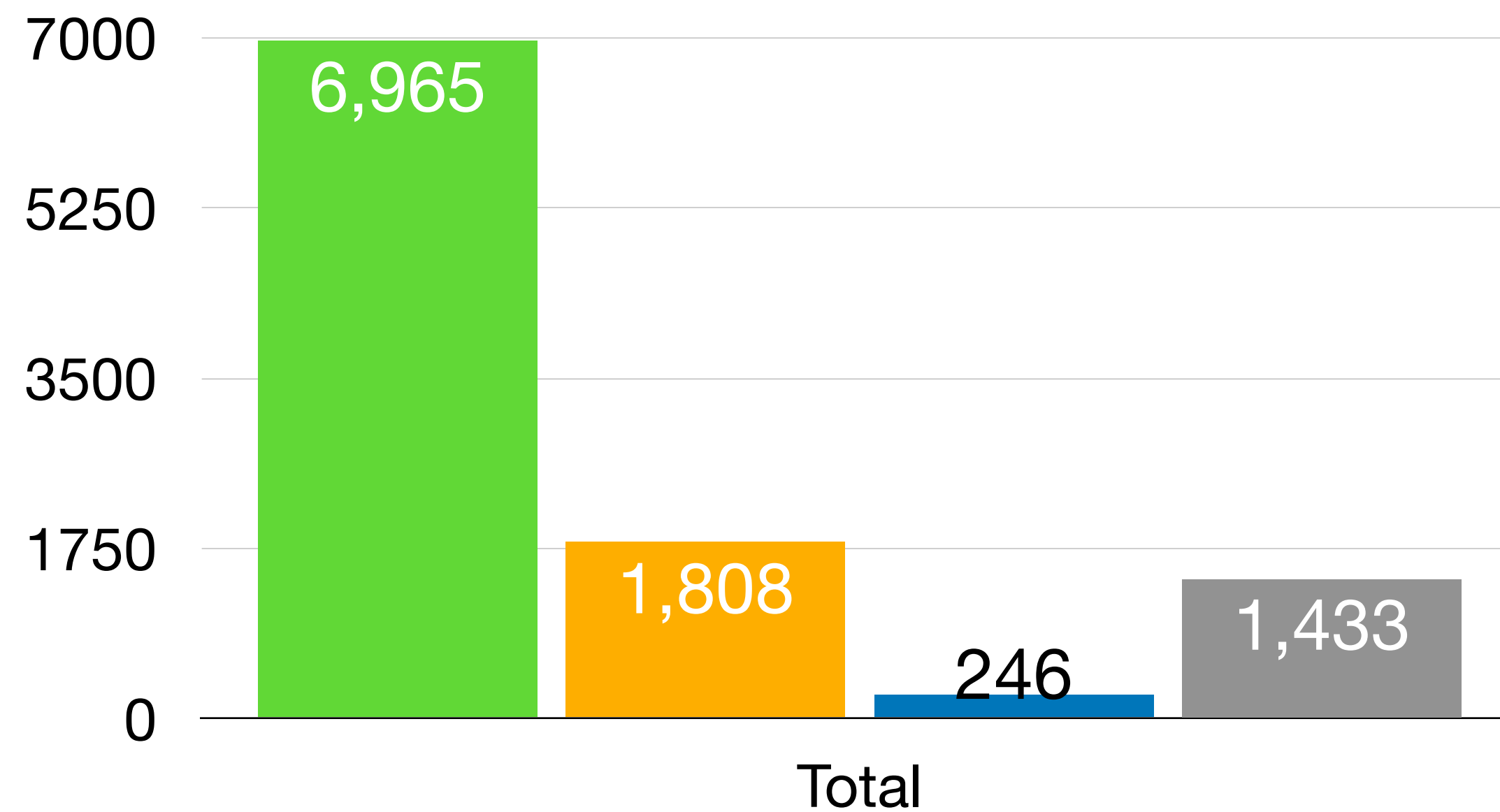
# Sentiment towards proposed interventions

# Sentiment of feedback on all interventions

The broad majority of responses offered a positive sentiment towards proposals

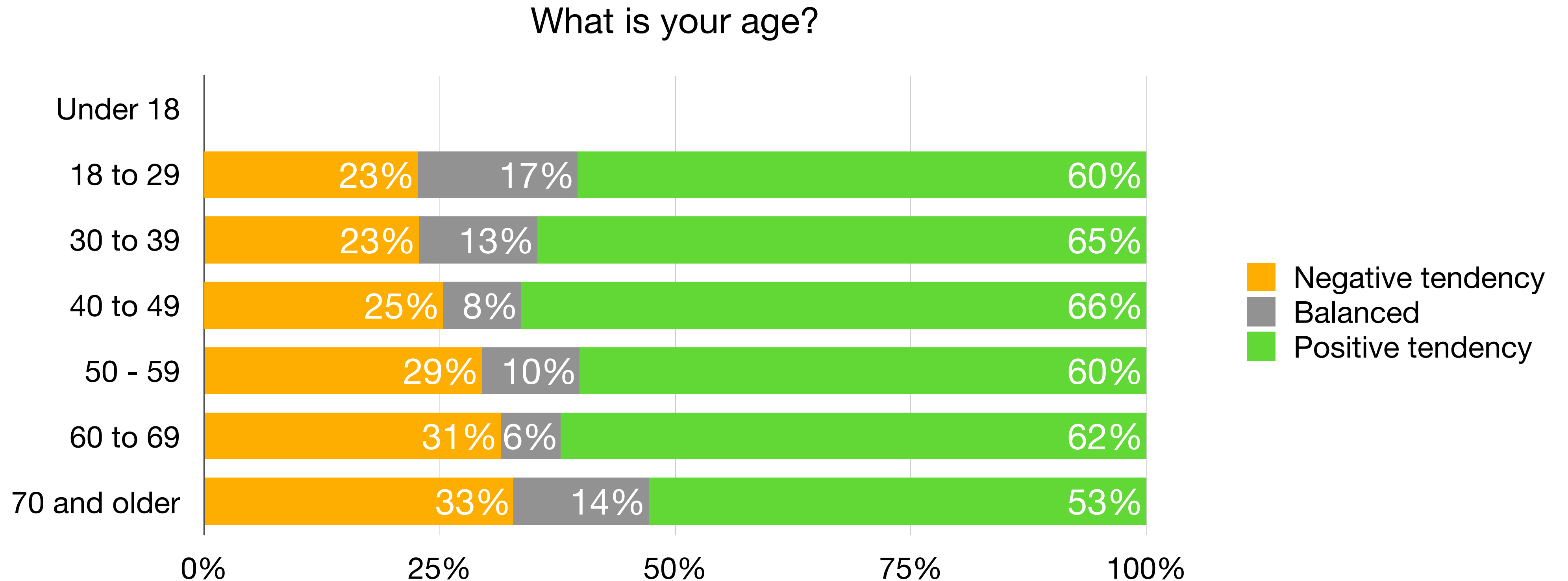
Sentiment on 10,452 responses

Good idea Needs improvement Question None



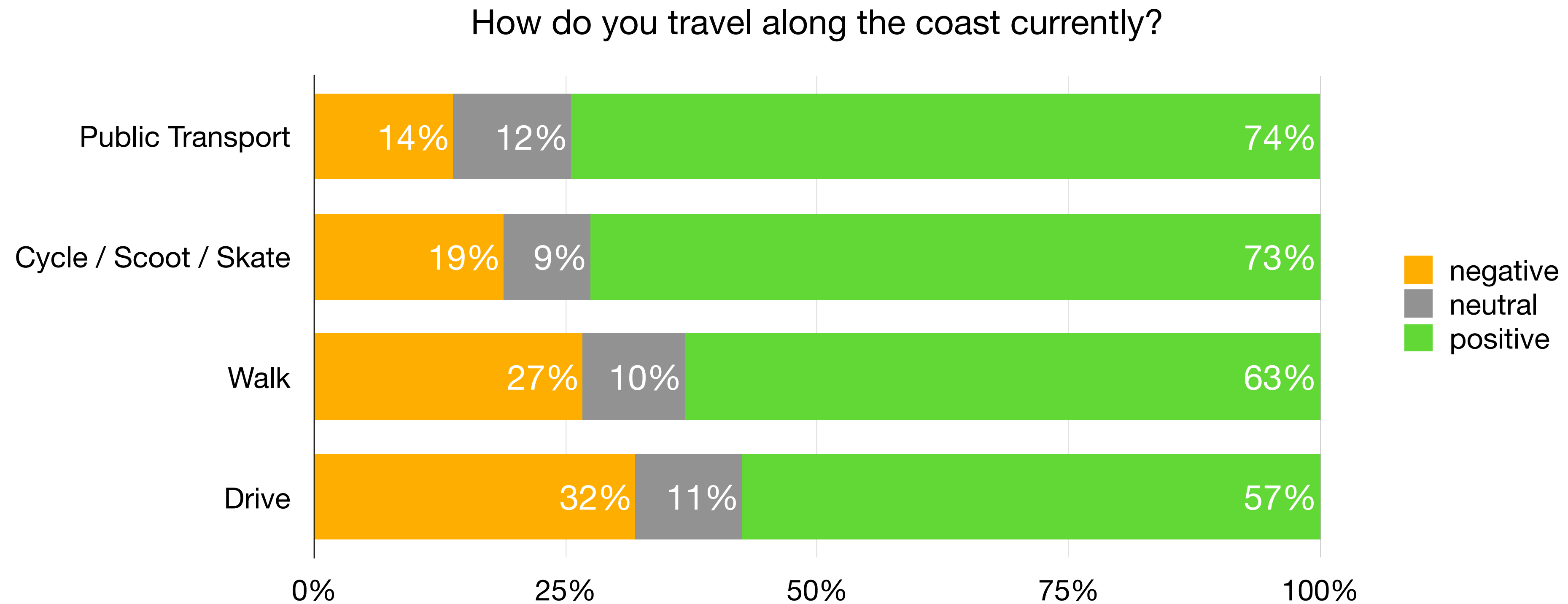
# Sentiment by age

Support was greater amongst younger people and those in age brackets likely to have families



# Sentiment by mode of transport

Support tends to be greatest amongst cyclists and public transport users

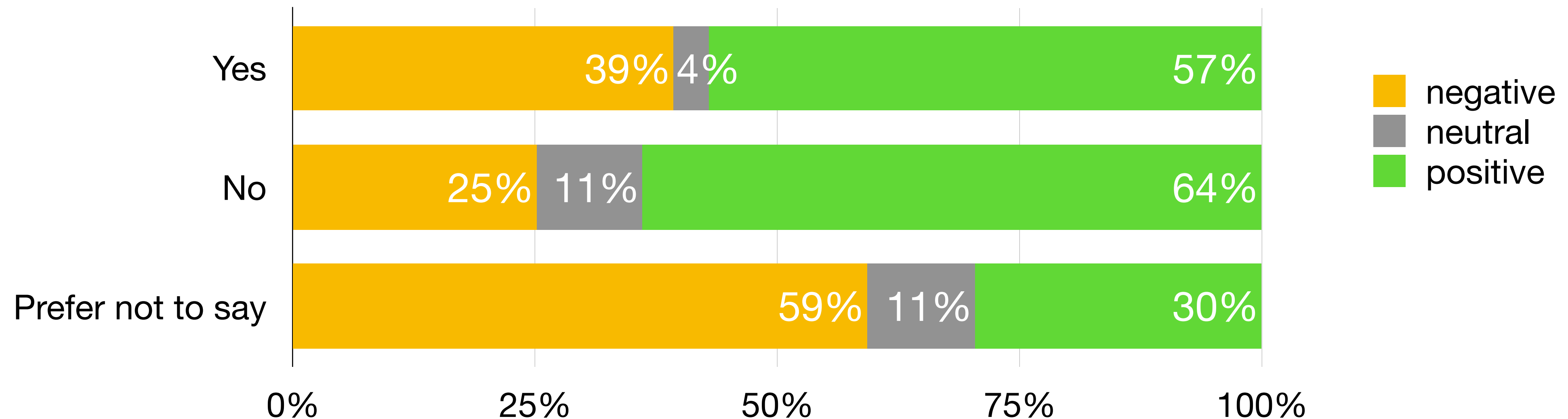




# Sentiment by indication of disability

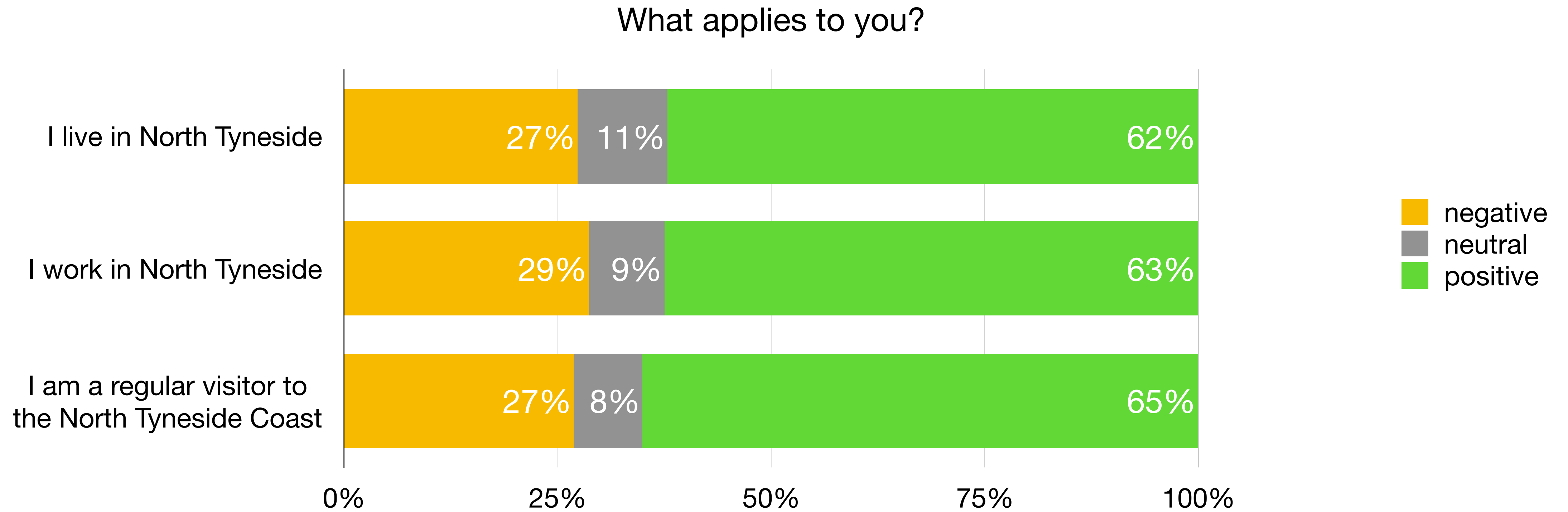
Those who indicated a disability tend to be more concerned about the proposals.

Do you consider yourself to have a disability, sensory impairment, chronic health condition or learning disability/difficulty which has a substantial and long-term impact on your ability to carry out day-to-day activities?



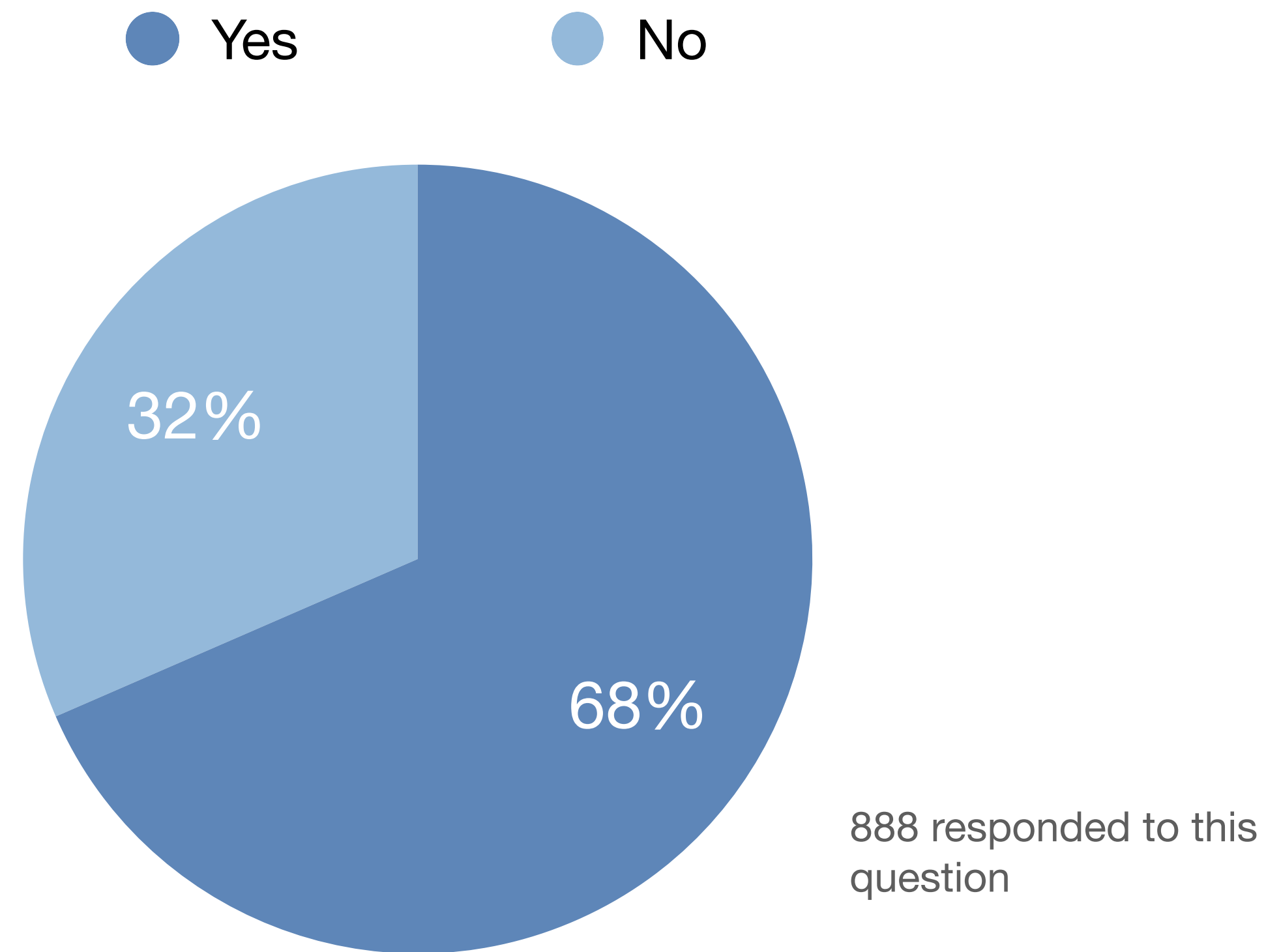
# Sentiment by type of respondent

Sentiment appears largely similar across types of respondents



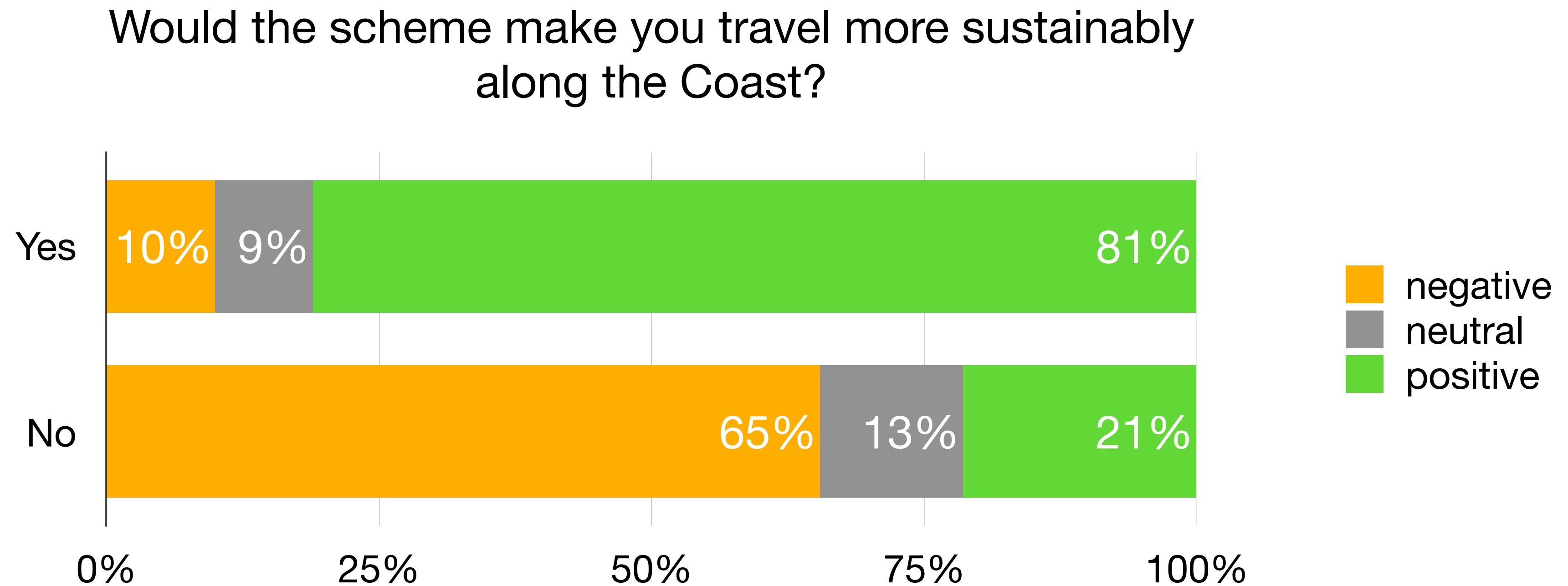
# Would the scheme make you travel more sustainably along the Coast?

68% percent of respondents thought they would travel more sustainably if the scheme was implemented



# Sentiment by future mode choice

Those who said the proposals would make them travel more sustainability also tend to be supporters of the scheme.



**What people talked about**

# Key phrases in positive responses

“Great set of plans - **long overdue** - be good if there was a way to better segregate cyclists and pedestrians though - dogs accompany pedestrians and can get in the way of cyclists”

Great for **encouraging cycling and walking** along the coast and **keeping everyone safe**

Also very good for cyclists and pedestrians to have **clear physical separation**

“Enhanced **traffic calming measures** should be introduced”, as well as speed cameras, to “deter reckless driving at night”.

“A **one way system** would be great and really excited to see us move away from the idea that roads are just for cars”

“I love (the) **bus stop bypass**, but is it wide enough for two cyclists to pass each other at speed?”

“Needs even **clearer signage** to separate walkers from cyclists”

“Please run the grade separated cycle way right past the **roundabout** rather than rejoining the road - it is at roundabouts that the least confident cyclists need the most protection”

# Key phrases in negative responses

“As a community we can not afford to loose these car **parking spaces** along our coastline, giving many tourists a place to park to spend money and boost our local economy”

It is important to **manage different modes**. “Zebra crossing needs extending onto the cycle way so that cyclists and pedestrians know to stop for each other.”

“There is simply **no need for a dedicated cycle lane** we have a very wide pavement here with enough room for everyone”

“Not sure there is **enough space** for the wider path between Percy Road and Edwards Road”

Potential for congestion and “**significant delays** in crew access to lifeboat station, increasing launch times and increasing risk of harm to those in difficulty on the coastline”

Negative impact on cafes and nearby residents from congestion and one-way system.

“**Waste of money** changing as cycling is mainly taken up by road use, despite the facility of a cycle lane provided”

“A much safer proposal would be to simply direct cyclists along **Promontory Terrace.**”

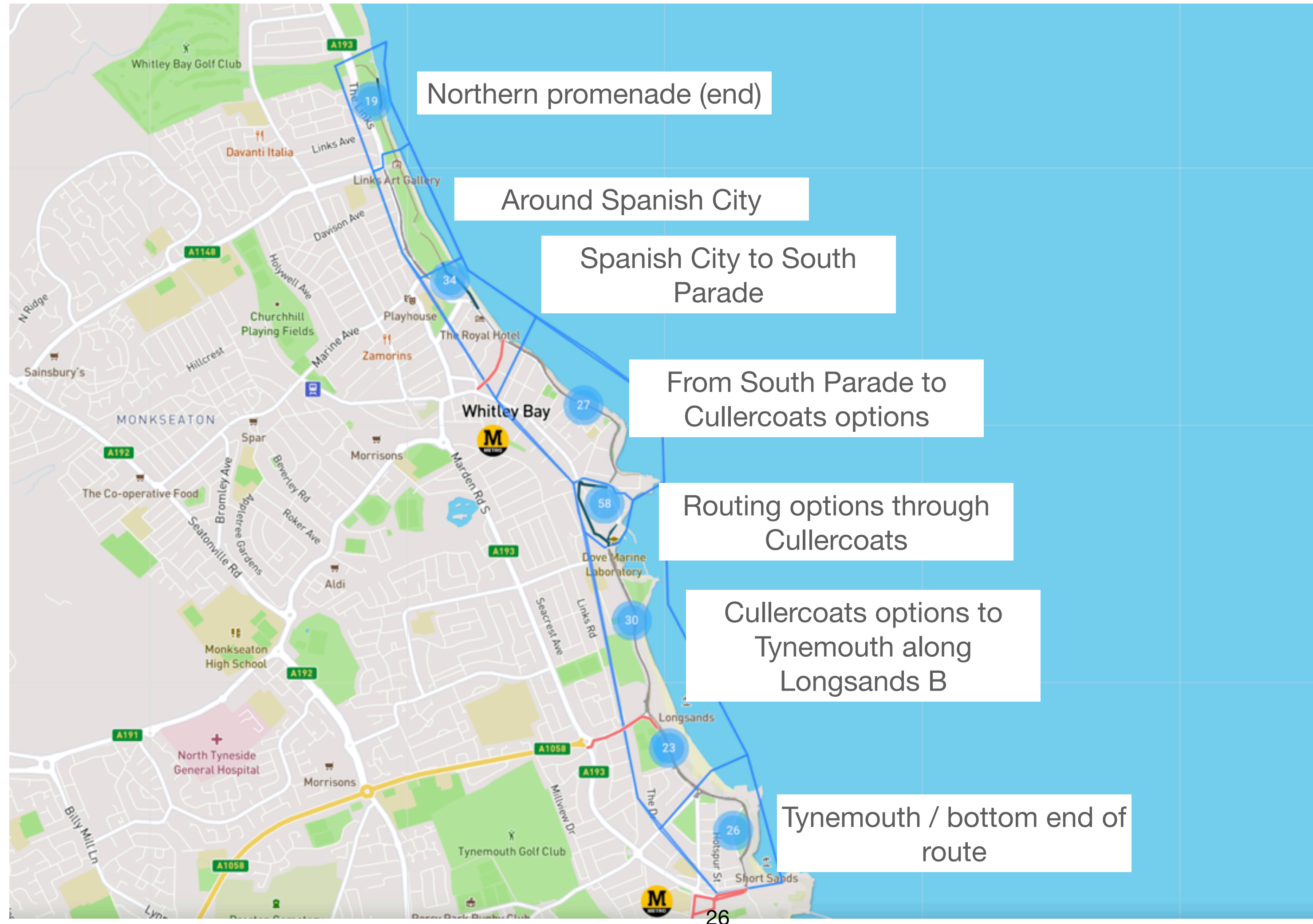
# General feedback

What people like	Concerns	Suggestions
<ul style="list-style-type: none"> <li>- Makes routes safer</li> <li>- Encourages active travel use along the coast.</li> <li>- Excellent scheme supported by a large share of respondents</li> </ul>	<ul style="list-style-type: none"> <li>- Cullercoats options contested for traffic issues and impact on residents</li> <li>- Traffic impact around Percy Park and from potential one way system</li> <li>- Loss of parking (wheelchair access, surfing clubs equipment drop)</li> <li>- Are the paths too narrow in sections?</li> <li>- Cullercoats options impact</li> <li>- Does this consider impact on older people and those with mobility issues?</li> <li>- Are pedestrian/cycling conflicts properly managed at crossings</li> <li>- 20mph &amp; raised tables not needed (especially in winter)</li> <li>- Impact on Broadway neighbouring roads</li> </ul>	<ul style="list-style-type: none"> <li>- Accommodate parking on roadspace</li> <li>- Improve Broadway cycle path &amp; crossings</li> <li>- Consider access for wheelchairs and elderly (need parking; certain ramps and intersections)</li> <li>- Direct cycle traffic along John Street / Eskdale terrace? Make cycle route run along top of the bank to avoid gradient on northern end</li> <li>- One way traffic on Tynemouth end / Pedestrianise Tynemouth Front St</li> <li>- Separate cycle/scoot/skate lane around Spanish City</li> <li>- Signage to deter through traffic along Beach Road / Broadway</li> <li>- What about EV chargers or parking charges waived for zero carbon cars</li> </ul>



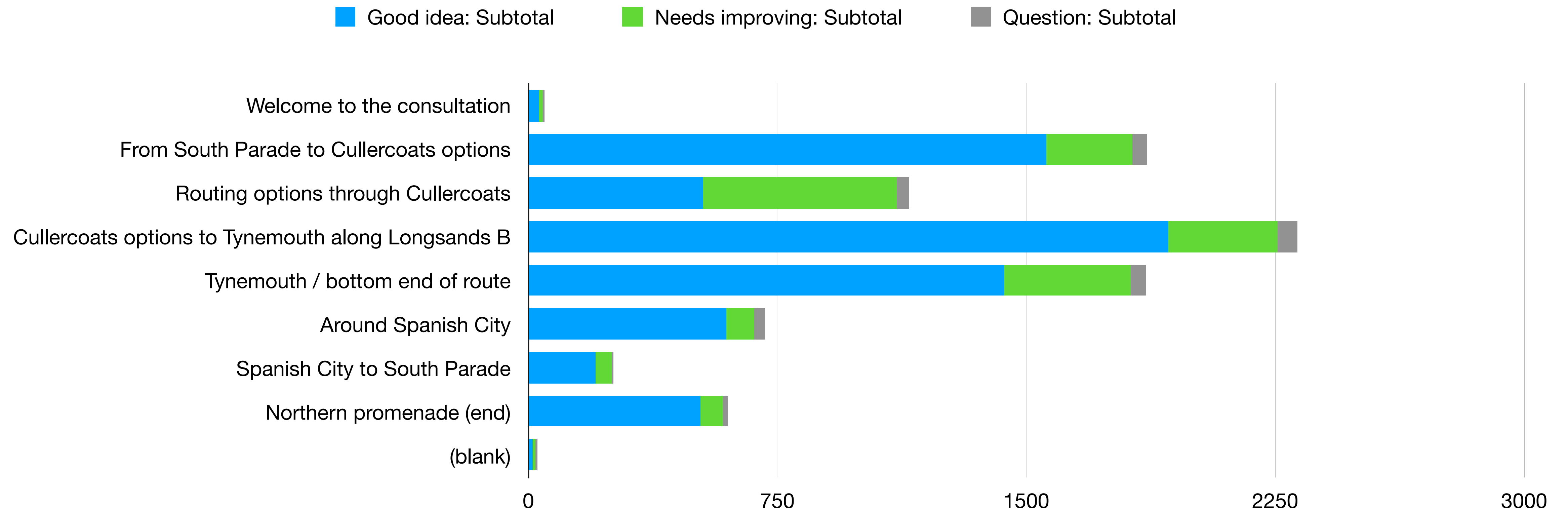
# **Review of critical feedback by consultation area**

# Consultation areas

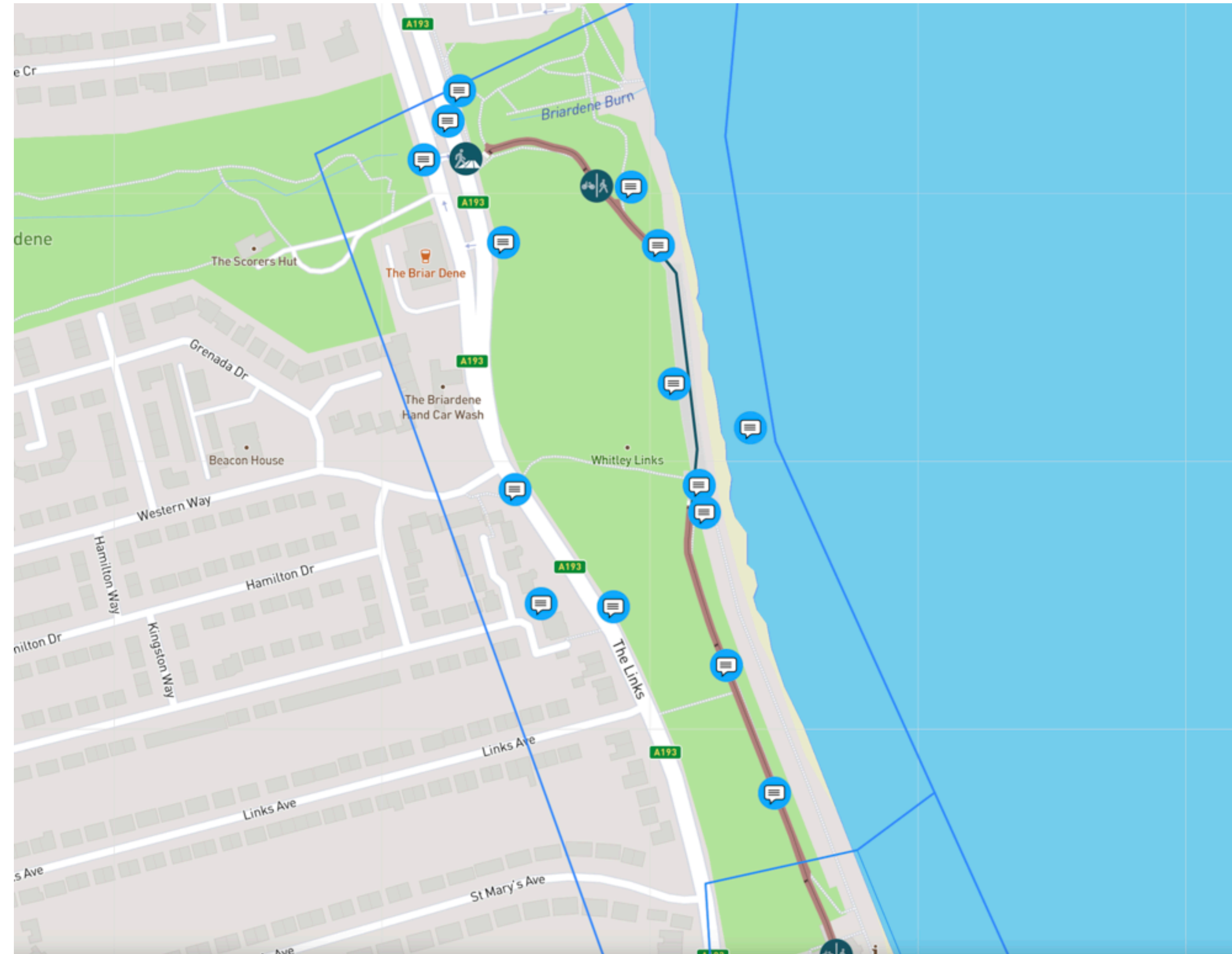


# Sentiment on locations per consultation area

Proposed interventions were largely viewed as positive. Options at Cullercoats received most critical feedback.



# Northern End



# Consultation area: Northern End

Location	Concerns	Suggestions
Northern Promenade Access Path	<ul style="list-style-type: none"> <li>- Surface needs improving</li> <li>- High speed of cyclists due to gradient               <ul style="list-style-type: none"> <li>— potential conflict with pedestrians</li> </ul> </li> <li>- Conflicts with pedestrians when cyclists cross</li> <li>- Dangerous gradient - high speed cyclists</li> <li>- Added congestion</li> <li>- Ensure that pedestrians are considered</li> <li>- Walkway is congested</li> <li>- Don't disrupt the hills</li> </ul>	<ul style="list-style-type: none"> <li>- Physical curb between pedestrians and cyclists</li> <li>- A zebra crossing for cyclists across pedestrian path</li> </ul>
Briardene Zebra Crossing	<ul style="list-style-type: none"> <li>- Cyclists use footpath instead if segregation only indicated by markers</li> <li>- Presently a rough crossing / proposed crossing too close to bus stop</li> </ul>	<ul style="list-style-type: none"> <li>- Crossing should be raised - currently cars fail to stop</li> <li>-</li> </ul>
Northern Promenade Regen Scheme		<ul style="list-style-type: none"> <li>- Upgrade cycle provision along the Links / could you not take cycle/footpath along Links</li> </ul>

# Around Spanish City



# Consultation area: Around Spanish City

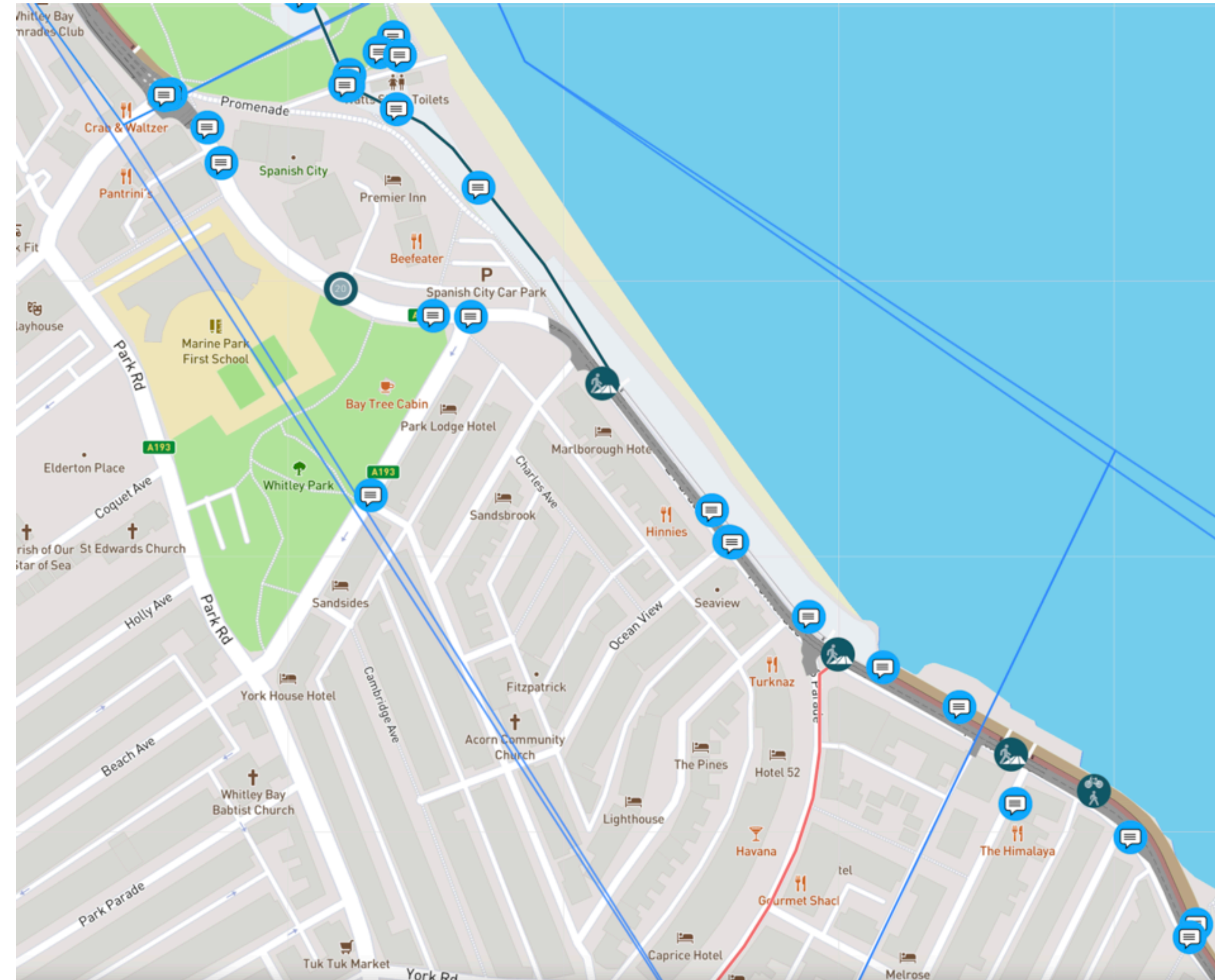
Location	Concerns	Suggestions
Links footpath widening	<ul style="list-style-type: none"> <li>- Cyclists: white lines don't work; pedestrians: a curb will be ignored.</li> <li>- Concerns about conflicts with pedestrians</li> <li>- Some question the need for works as there's space on Promenade</li> <li>- Conflicts with park run?</li> </ul>	<ul style="list-style-type: none"> <li>- Add path furniture on promenade to reduce cycling use; add small bridge to take cyclists over drip before promenade.</li> <li>- Safety rail along path from Brierdene to the Skate to avoid cyclists being pushed onto promenade</li> </ul>
On-Road cycle lanes	<ul style="list-style-type: none"> <li>- Duplication if Links and on-road provision is improved?</li> <li>- Keep separate from road to avoid congestion</li> </ul>	<ul style="list-style-type: none"> <li>- Join up to existing cycle path north</li> <li>- Needs raised crossing at Waves &amp; 20 mph to reduce speeding drivers</li> <li>- Round about needs improving, too: connect Monkseaton Drive &amp; taper away from North of Round about</li> <li>- Full height kerb is needed</li> </ul>
Waves Zebra Crossing	<ul style="list-style-type: none"> <li>- Notorious area for drivers to ignore pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>- Is this raised - should be raised.</li> <li>- Consider new link over the grass to access road</li> </ul>

# Consultation area: Around Spanish City (continued)

Location	Concerns	Suggestions
Pedestrian Refuge Upgrade to Signal Controlled Crossing	<ul style="list-style-type: none"> <li>- Does it need lights? Pelican crossing is fine</li> <li>- Make it a Zebra to give priority to pedestrians</li> <li>- Width of the road too substantial to effect 20mph compliance</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce road width and traffic calming</li> </ul>
Refreshed Zebra Crossing		<ul style="list-style-type: none"> <li>- It's not really clear how to get from the lightly segregated southbound cycle lane, onto the new bi directional cycleway. Will there be a dropped kerb?</li> <li>- Should be raised to safeguard pedestrians</li> </ul>



# From Spanish City to South Parade



# Consultation area: From Spanish City to South Parade

Location	Concerns	Suggestions
Upgraded to Raised Crossing	<ul style="list-style-type: none"> <li>- Raised tables potential issue with emergency vehicles / public transport</li> <li>- Damage to cars if improperly constructed</li> <li>- Increased congestion if 20mph?</li> <li>- Look at Brierdene raised crossing - tricky to navigate at 20mph in car</li> </ul>	<ul style="list-style-type: none"> <li>- School in this area has no boundary fence / high risk - why not do more to enforce speed limit (e.g. speed monitors?)</li> <li>- Reroute car traffic from the coast up A1148 and along A192</li> <li>- Signal crossing still required</li> <li>- additional Zebra crossing between Hinnies and Fisherman's Bay</li> <li>- Look at crossing at the Hancock museum in Newcastle to accommodate cyclists/pedestrians</li> <li>- Keep the traffic light control system</li> </ul>
New Raised Zebra Crossing	<ul style="list-style-type: none"> <li>- Cyclist: too many crossings?</li> <li>- Too many crossings?</li> <li>- junction is at an angle and may impede traffic flow</li> </ul>	<ul style="list-style-type: none"> <li>- Build out pavements, increase radius of vehicles to support safe crossing, remove guard railing.</li> <li>- Could the crossing be set back so that cyclists don't have to share?</li> <li>- Better: should cross to Turknaz, then it provides access to both N Parade and S Parade.</li> </ul>

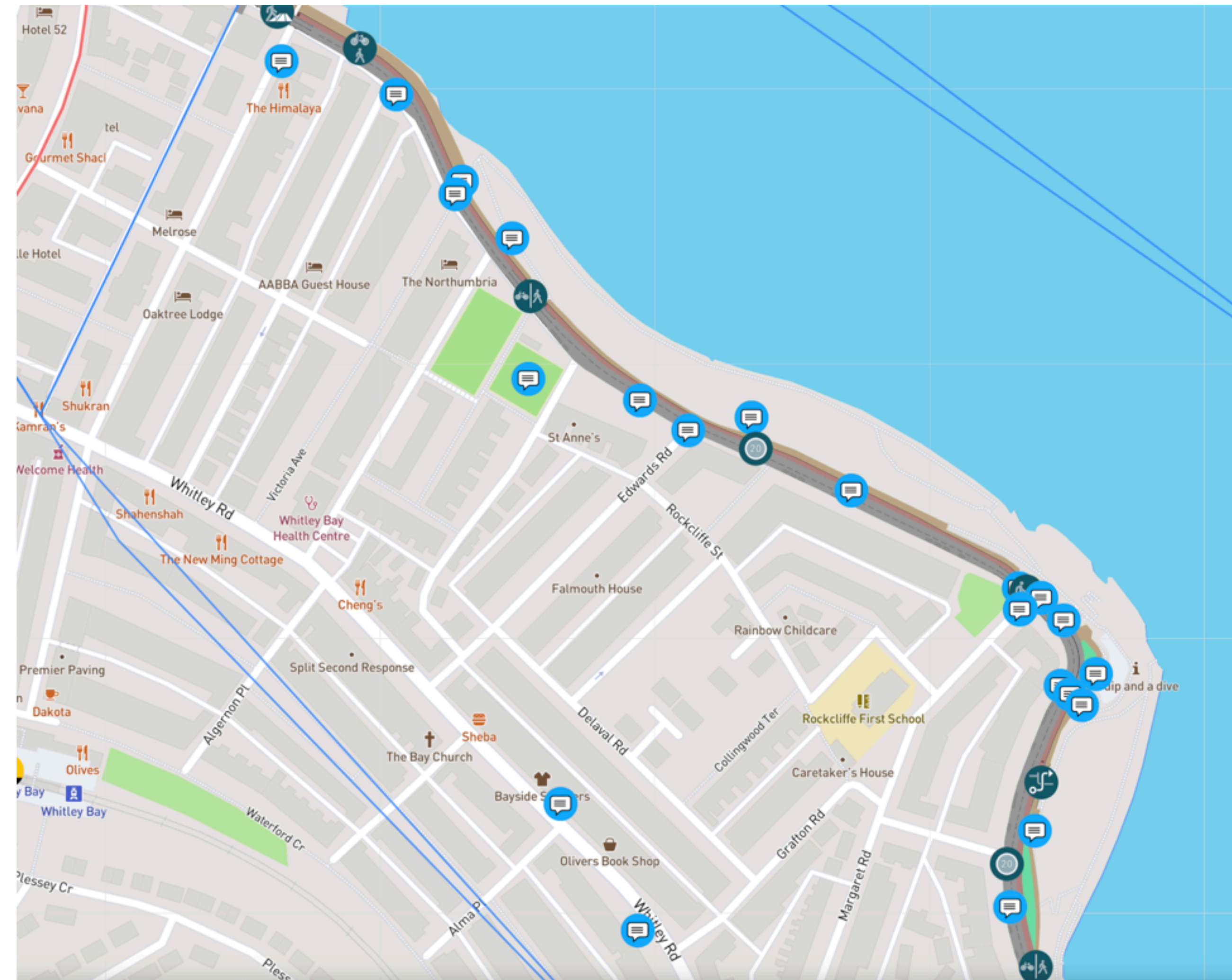
# Consultation area: From Spanish City to South Parade

Location	Concerns	Suggestions
Reduced Speed Limit - 20mph	<ul style="list-style-type: none"> <li>- Concern for extra pollution and slowed traffic</li> <li>- If traffic is separated why do you need to reduce speed limits</li> <li>- Concerns that it is not needed: Only needed in areas where footfall is very high. Not needed from November to April. 30mph only achievable during night time - save money on new signs.</li> </ul>	<ul style="list-style-type: none"> <li>- should be extended to at least the new singalised crossing by Panama Dip</li> <li>-</li> </ul>
NCN1 Diversion	<ul style="list-style-type: none"> <li>- gradients either side of Watt's Slope are too steep for safe cycling</li> <li>- Crossing Watts Slope on the level brings perpendicular conflict with pedestrians.</li> <li>- Very busy section - concerns for conflict if unseparated</li> <li>- Need a proper crossing at Watts Slope.</li> <li>- area in front of Spanish City should be pedestrians only</li> </ul>	<ul style="list-style-type: none"> <li>- Route should be taken behind SPanish City as per the original set up of temporary cycleway. This would then also remove the break from the on road provision behind Spanish City.</li> <li>- Why not widen the road and put in solid lines on the left of the carriageway to creat a safe continuous hardshoulder that cyclists can use.</li> </ul>

# Consultation area: From Spanish City to South Parade

Location	Concerns	Suggestions
Whitley Bay Town Centre Link	<ul style="list-style-type: none"><li>- against rerouting traffic</li><li>- This road is already tight - model impact on nearby roads</li></ul>	Needs a pedestrian crossing (note: presume that's covered by other proposals)

# From South Parade to Cullercoats options



# Consultation area: From South Parade to Cullercoats options

Location	Concerns	Suggestions
Segregated Promenade	<ul style="list-style-type: none"> <li>- Concerns for taking space from pedestrians / Section too narrow for two bikes to pass?</li> <li>- Needs some segregation between south/northbound cyclists (even if just white line)</li> <li>- Ok if 2 car lanes stay - single lane traffic 'test' during lockdown was terrible.</li> <li>- Is this at expense of road width?</li> <li>- Traffic disruption / Horrendous traffic increase in the summer</li> <li>- Is emergency access considered?</li> <li>- the area in front of the Premier Inn, as well as the crossing point at Watt;s Slope, does not work well and cyclists frequently cut across pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>- Pavement wide enough - accommodate cyclists here?</li> <li>- Needs a kerb or low barrier between the road and cyclepath // Temporary bollards look messy.</li> <li>- Consider a 'clean air charging zone' for motor vehicles using the seafront route.</li> </ul>

# Consultation area: From South Parade to Cullercoats options

Location	Concerns	Suggestions
Widened and Segregated Footpath	<ul style="list-style-type: none"> <li>- Making the footpath wider and the road narrower would make this difficult for passing traffic.</li> <li>- Where will parking spaces go? / concerns from local residents</li> <li>- Concerns if cyclists ignore separation</li> <li>- Resident on Victoria Avenue: saw large increase in traffic last year.- concerns about impact.</li> <li>- Poor road surface around the area</li> </ul>	<ul style="list-style-type: none"> <li>- A dropped kerb should be available for those cyclists who wish to pull off the cycle track in order to cross the road at the crossing. Crossing needs to be set back further so that the cycle track (like the carriageway) can continue for those traveling ahead.</li> <li>- additional crossing close to Victoria or Percy Avenue would be ideal.</li> <li>- Consider pedestrians &amp; cyclists near crossings: the cyclists should have to wait at the crossing also and the 'pink bobbles' moved further in to the pedestrian path.</li> <li>- will you prevent parking on the northbound side of the road               <ul style="list-style-type: none"> <li>- this stretch is narrow enough already.</li> </ul> </li> <li>- Compensate loss of parking space</li> <li>- From cyclist: A strong separation between the footpath and cycle path will significantly increase the chances of cyclists actually using it (i.e. avoid pedestrians on path).</li> <li>- Physical separation from road traffic needed</li> <li>- Make track for cyclist different colour.</li> <li>- From cyclist: Do I need to go off the road, and ride slowly to avoid pedestrians?</li> </ul>

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# Consultation area: From South Parade to Cullercoats options

Location	Concerns	Suggestions
<p>Separate Footpath and Cyclepath Routes</p>	<ul style="list-style-type: none"> <li>- Not enough road space? / Narrow bend - accident prone? Too little space for cycle path?</li> <li>- Do wheelchair users now have to use the ramp? / Ensure wheelchair / buggy - visual suggest steps!</li> <li>- Loss of parking</li> <li>- Conflict prone area / Will pedestrians accept being diverted down a ramp?</li> <li>- The detour for the bike route around Norma Crescent is not good.</li> <li>- Plans ignore the pinch point around promontory from browns bay to cullercoats</li> <li>- Questions about which part is two-way traffic and which not.</li> </ul>	<ul style="list-style-type: none"> <li>- Merging or shared use needs to be managed!</li> <li>- This needs to be fully segregated with barriers, it is not clear enough and people will walk in the cycle Lane // Temp bollards in image look messy - need permanent measure</li> <li>- Needs more work to direct cyclists along the existing cycle around the headland onto Norma Crescent</li> <li>- Local resident: make sure the cycle route goes down south Cliffe and along Norma crescent (safety issues)</li> <li>- Run cycle route round Brown's Point as well</li> <li>- Consider moving the central median on the road for effective use of space</li> <li>- Cyclist: can there be drop kerbs to allow faster cyclists to go on road?</li> </ul>

# Consultation area: From South Parade to Cullercoats options

Location	Concerns	Suggestions
New Footpath Ramp	<ul style="list-style-type: none"> <li>- Concerns for wheelchair access. Unless this area is built up to level with the existing pavement this whole stretch will be difficult for some less able people and wheelchair users. Not good.</li> <li>- Pedestrian: Concerns of non-level paths</li> </ul>	<ul style="list-style-type: none"> <li>- Please ensure a safe ramp footpath is provided for the sea front walk and also a ramped pedestrian and vehicle route to browns bay for emergency vehicles</li> </ul>
Reduced Speed Limit - 20mph	<ul style="list-style-type: none"> <li>- No need</li> <li>- Ineffective and cause extra pollution</li> <li>- 20mph limit is great - but where is all the parking going?</li> <li>- What does the data say?</li> <li>- Cyclist: confusion about cyclist, pedestrian, vehicles spaces?</li> <li>- Mix of speed limits confusing?</li> </ul>	<ul style="list-style-type: none"> <li>- Speed limit needs other traffic calming measures— : Plant pots, trees, cycle parking and car parking (with triangle curbing) on alternate sides of the road would also slow cars</li> <li>- Speed limits broken at night - raised crossing causing acceleration noises - we need a speed camera.</li> </ul>

# Consultation area: From South Parade to Cullercoats options

Location	Concerns	Suggestions
New Raised Zebra Crossing	<ul style="list-style-type: none"> <li>- Again concerns about how pedestrians navigate around cyclists at crossings</li> <li>- Crossing too close to the corner — potential for accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Can this be moved further from the bend? It's a very blind corner with parking as it is and creating a new hazard might be dangerous</li> <li>- Good idea. Red light crossing might be better</li> <li>- Traffic lights</li> </ul>
Upgraded to Raised Crossing	<p>Similar comments as on other raised crossings</p> <ul style="list-style-type: none"> <li>- Uncomfortable for cyclists</li> <li>- Not another speed bump</li> <li>- Congestions as result of raised crossing?</li> </ul>	<ul style="list-style-type: none"> <li>- Avoid bumps; enforce speed limit - 30mph, using average speed cameras along the stretch.</li> </ul>

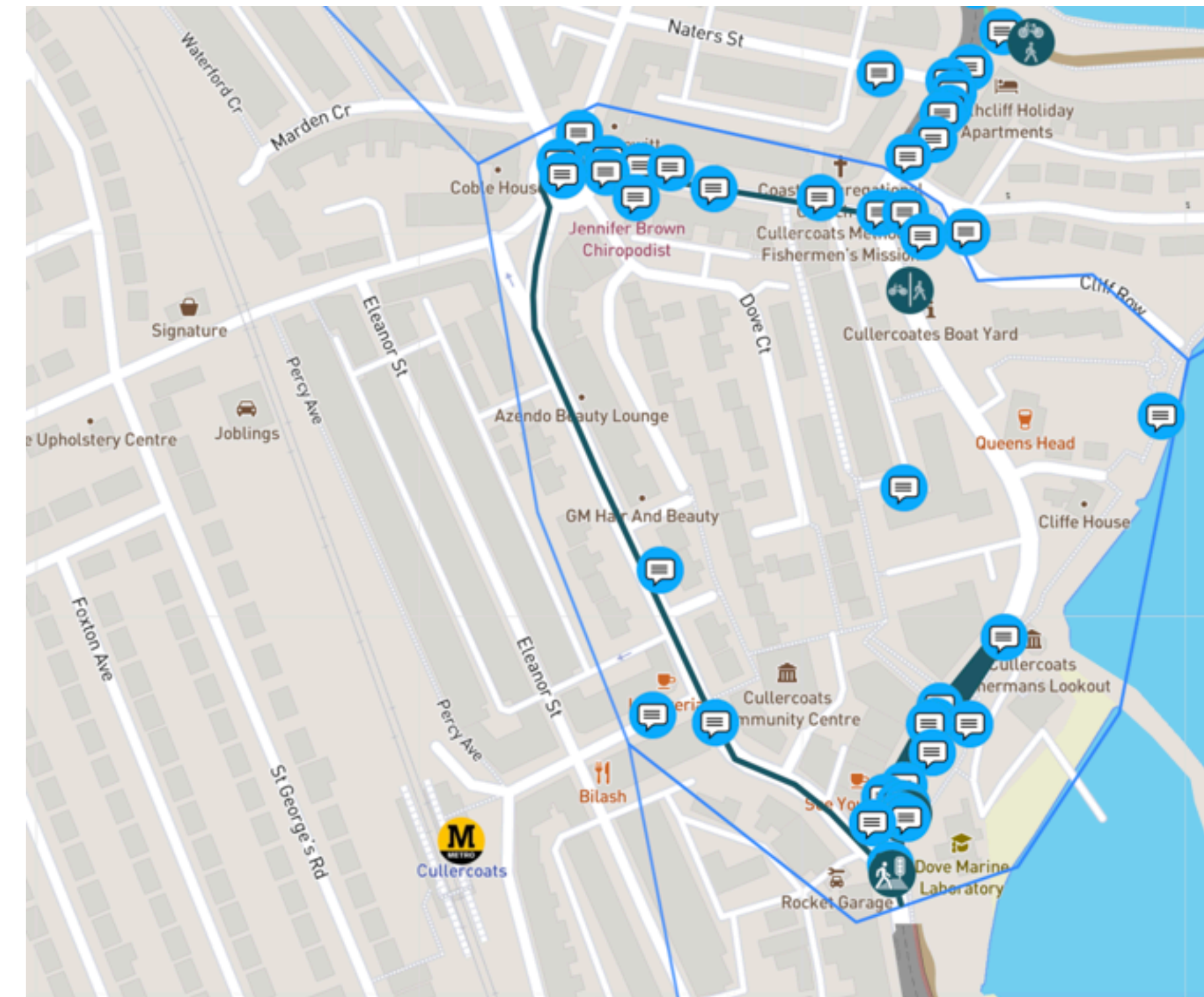
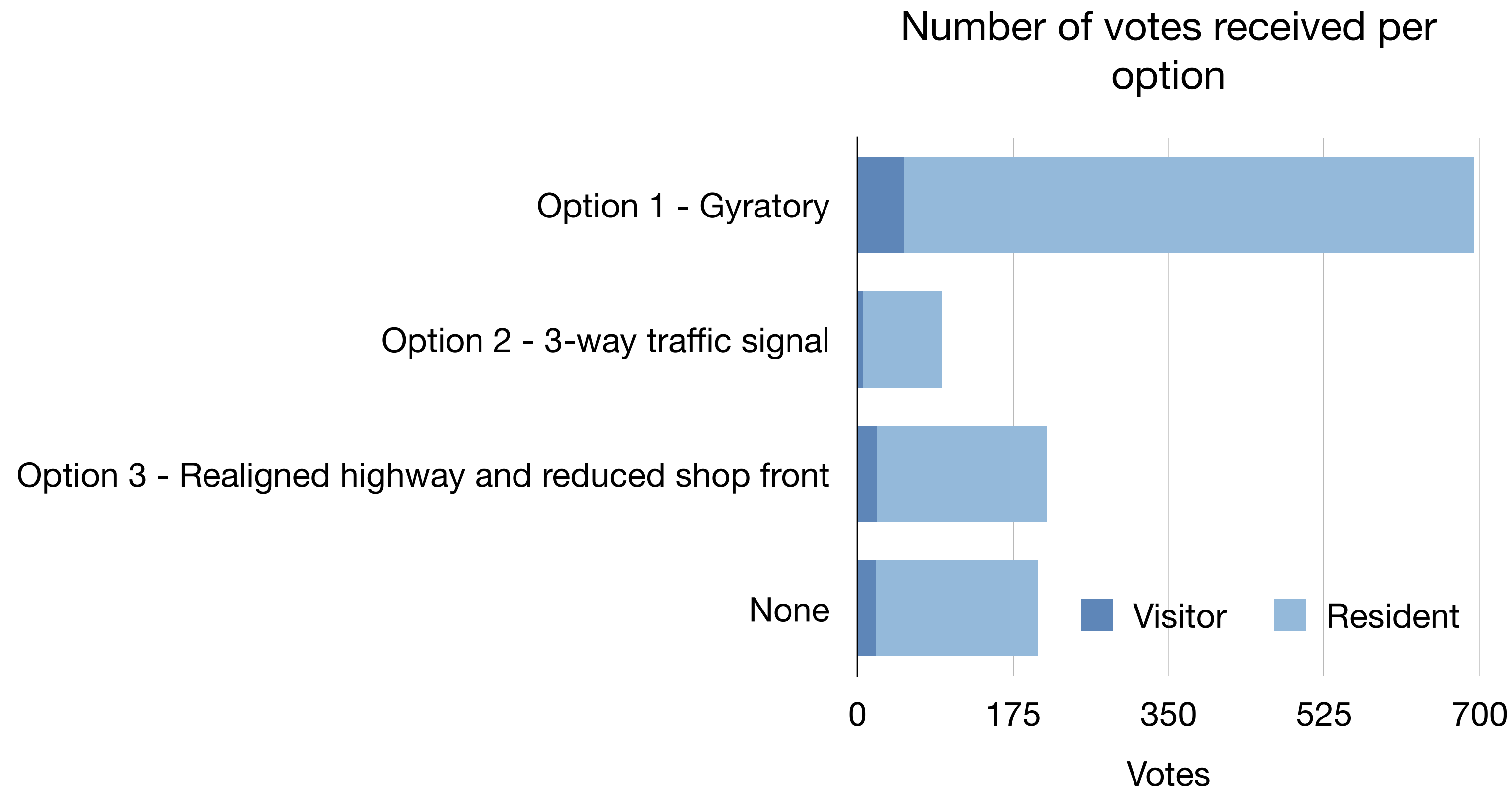
# Consultation area: From South Parade to Cullercoats options

Location	Concerns	Suggestions
NCN Route Surface Upgrade	<p>Consistent feedback on similar issue</p> <ul style="list-style-type: none"> <li>- Loss of parking?</li> <li>- Manage road cross over with cyclists</li> <li>- Pointless cycle diversion?               <ul style="list-style-type: none"> <li>• Most will just mix with the traffic. / Concerns cyclists will not take the long way - Unsure it would be used by cyclists - monitor path vs road</li> <li>• Already in place and not used by many cyclists?</li> <li>• This is one of the weaker bits of the proposals. people cycling on essential journeys should not be made to go literally 'round the houses'</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Concern about safety: A much safer proposal would be to simply direct cyclists along Promontory Terrace. Also to clearly indicate, at the entrance to Norma Terrace, that this is a cul-de-sac, with no exit, and with access for frontages only.</li> <li>- Better signage is needed to show this is the route. Currently poor.</li> </ul>



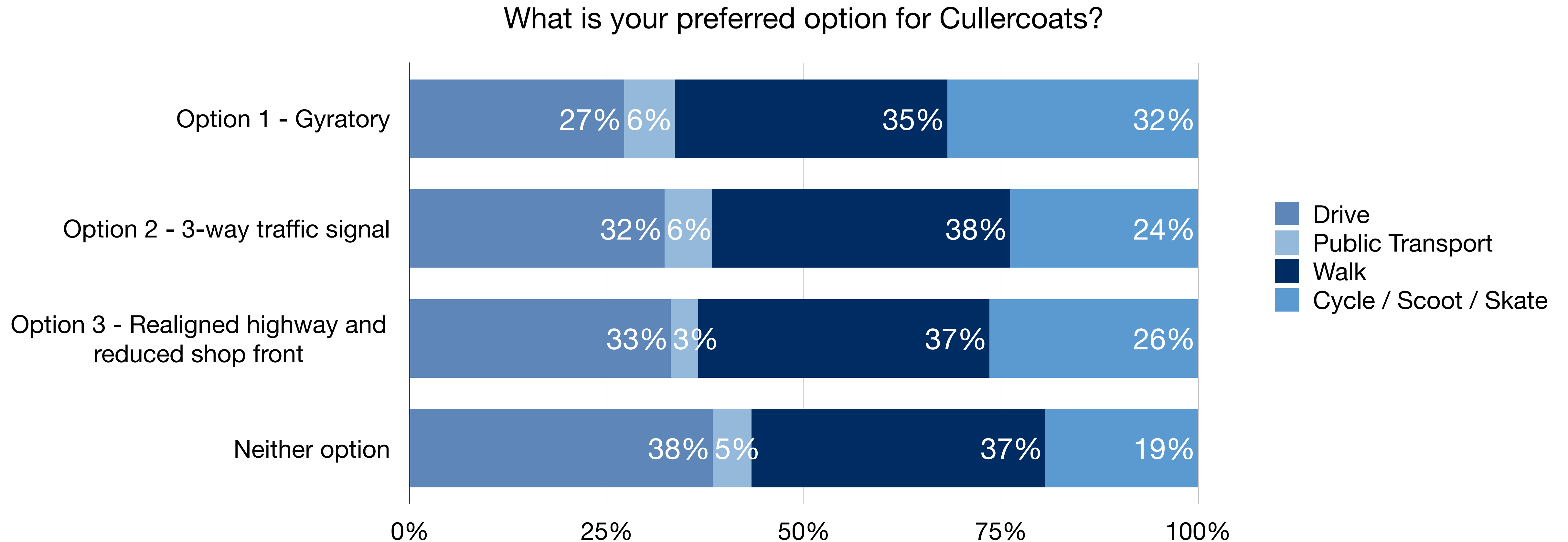
# Focus on Options for Cullercoats

A one way gyratory was most favoured. Residents along the route are concerned about resulting traffic and noise



# Preferred option by mode of travel

Cyclists tend to prefer option 1; car drivers tend to prefer option 3 or no option



# Talking point for Option 1 - Gyratory

## The most favoured option of the three

Good idea	Needs improving	Question / suggestions
<p>Retains look and feel of Cullercoats.</p> <p>More “pragmatic” - little impact on businesses.</p> <p>Makes seafront a “nicer place to be”.</p> <p>Deter some of the less considerate traffic from seafront</p> <p>“the least worst option of the three”</p>	<p>“People living on John St and certainly Eskdale Tce might see a huge increase in traffic”</p> <p>Concerns it will block Burnside Road, Whitley Road, and Margaret Road.</p> <p>Concerns of impact on air quality, traffic safety for Children. A new crossing was requested in either case.</p>	<p>Re-route the cyclists instead? / Is it not better to divert cyclists around John St. or create a new cliff side path that diverts down via the marine lab and around to the norma crescent utilising the existing paths?</p> <p>“A pedestrian crossing outside Cullercoats coffee is needed regardless.”</p> <p>Traffic currently goes too fast down john street —&gt; More traffic calming</p>



# Talking point for Option 2 - 3-way traffic signal

## Fair option for users but concerns for congestion / impacts

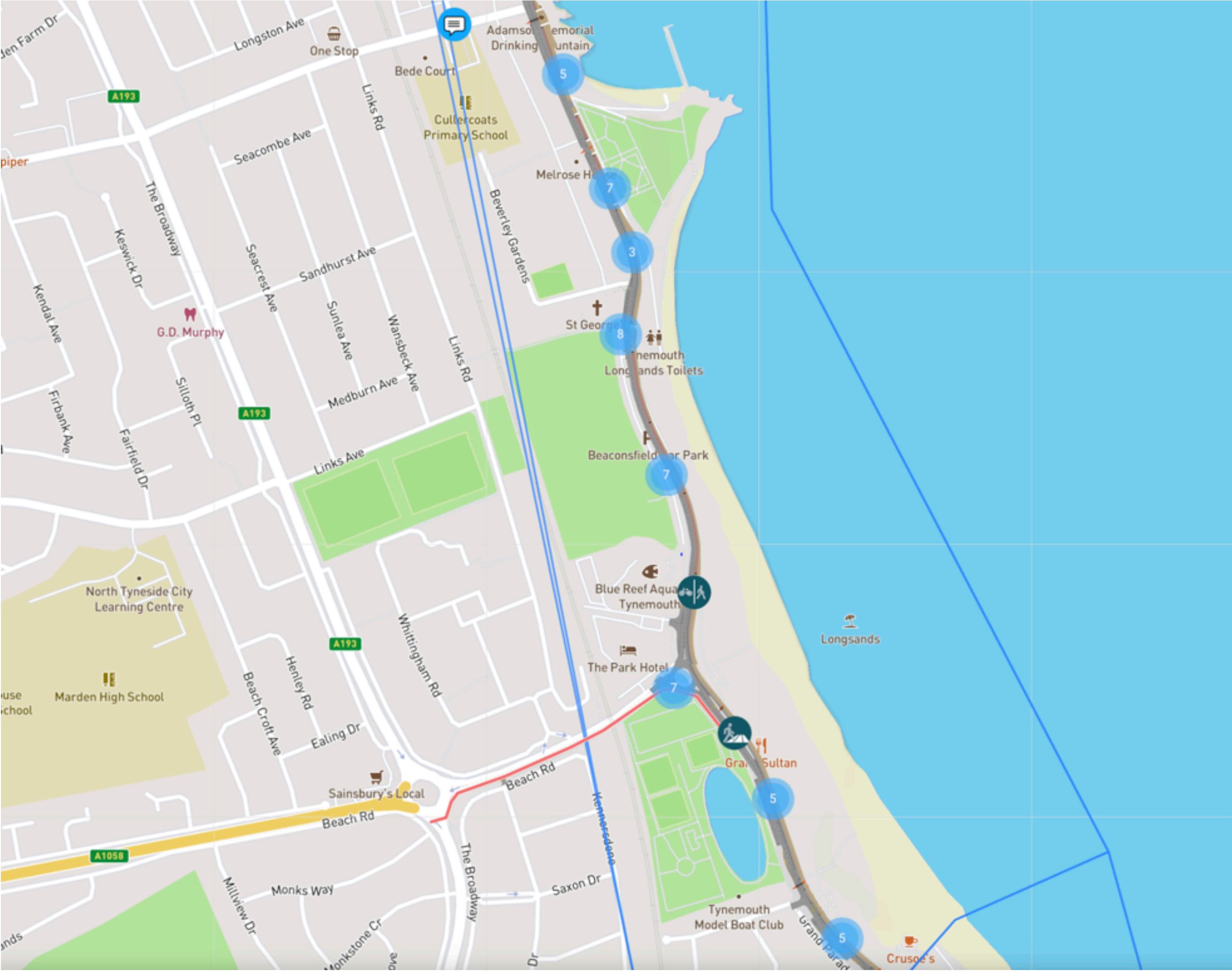
Good idea	Needs improving	Question / suggestions
<p>Good that pedestrian pavement is maintained. “Fair option for all users”</p> <p>“Allows for more controlled traffic and therefore increased public safety and reduction of noise levels”</p> <p>the signalisation of the John Street junction will allow for separate cycling signals to be installed, connecting the housing and businesses along John Street and adjacent streets to the scheme.</p>	<p>Largely shared concern for stagnant traffic around area and that “seafront is too busy” already. Traffic light a “hinderance 80% of the time when its not busy”.</p> <p>“Traffic chaos during the summer month”</p> <p>Could delay the access to the lifeboats in an emergency.</p> <p>Complex; “too complicated and slow”</p>	<p>Concern that “This option would not meet LTN 1/20 guidance” so potential funding issue.</p>

# Talking point for Option 3 - Realigned highway

Shared concern for impact on businesses / appeal of the Cullercoats coffee culture

Good idea	Needs improving	Question / suggestions
<p>“Far better to lose seating and keep cars flowing both ways” “retains the existing road for both cars and bikes.”</p> <p>“I think that for the safety of the local residents, the school children and potential life boat drills this would seem like the safest option.”</p>	<p>“Harmfull to business who rely on the old footpath” - the cafe culture makes Cullercoats!</p> <p>“Cars have alternative route options .. reducing the width of paths will ruin the seafront visitor experience, increase risk and put the public closer to car emissions”</p>	<p>“Why not reduce the westside pavement by 2 - 2.5m, thus allowing both the creation of a dedicated cyclepath on the east side AND increasing the pavement width on the east side. The cafes / restaurants could then relocate their seating to the east side.?”</p> <p>“Could the covered walkway above the toilets be extended to create the extra room needed on the Eastern side?”</p>

# Cullercoats options to Tynemouth along Longsands Beach



# Consultation area: Cullercoats options to Tynemouth along Longsands B

Location	Concerns	Suggestions
Beverley Terrace Transition	<ul style="list-style-type: none"> <li>- Segregation not clear enough</li> <li>- Again concerns about pedestrians standing in cycle ways</li> <li>- Potential conflict prone</li> <li>- Concerns about narrow space</li> <li>- Concerns about parking</li> <li>- You have not included any provision to head inland.</li> <li>- Do pedestrians really stand in the cycle lane to cross the road?? // Not compliant with LTN/120</li> <li>- The colour of the proposed route is glaring.</li> </ul>	<ul style="list-style-type: none"> <li>- Two way traffic good. Better to have slow cyclists on shared path; fast cyclists on road?</li> <li>- Why cant we loop the pedestrians or cyclists around the play park and nearer the sea thus enabling a clear demarcation of territory?</li> <li>- The crossing point should be clearly marked across the cycle lane with traffic lights set back to the edge of the cycle lane.</li> <li>- the cycle lane needs to be on a different level, dropped down from the path to prevent pedestrians using it or it'll be unuseable to cyclists</li> </ul>

# Consultation area: Cullercoats options to Tynemouth along Longsands B

Location	Concerns	Suggestions
<p>Longsands Segregated Path</p>	<ul style="list-style-type: none"> <li>- Needs to be fully segregate and wide enough</li> <li>- Concerns about road &amp; pedestrian paths narrowing</li> <li>- Concerns of pedestrian/ cyclist conflicts</li> <li>- Dogs wondering on cycle paths</li> <li>- Does segregated use encourage cyclist excess speed /</li> <li>- Maintain two-lane traffic</li> <li>- Segregation b/w car&amp;bike more important than bike&amp;pedestrian</li> <li>- Temporary route was a nightmare</li> <li>- Is the footway width reduced?</li> <li>- What happens to car parking here?</li> </ul>	<ul style="list-style-type: none"> <li>- No right turn into and out of car park to avoid cars on cycle path</li> <li>- More physical barriers on busy zones</li> <li>- Is there potential to make parking near beach narrower for more space</li> <li>- referable layout would be a cycle track at road level, with a full height kerb between it and the road as a buffer.</li> <li>- Cyclist: It is safer to have the majority of cyclists on the road with other road users, as the car vs bike situation (with both travelling in the same direction) is better/safer than a bike vs pedestrian situation, whereby they might be travelling in different directions?</li> <li>- Make it very clear which is the pedestrian route, and which is the cyclist route</li> <li>- Could the footpath be made wider by taking some of the grassed area on the seaward side?</li> <li>- more positive use of the carriageway beside the church could be achieved</li> <li>- more crossings are needed on The Broadway</li> </ul>

# Consultation area: Cullercoats options to Tynemouth along Longsands B

Location	Concerns	Suggestions
Tynemouth Aquarium Transition	<ul style="list-style-type: none"> <li>- cyclists colliding with people waiting to cross</li> <li>- Wheelchair/scooters waiting in cycle lane?</li> <li>- vague shared space — crossing should treat the cycle lane the same way it does the road so</li> <li>- Poor idea narrowing the road and forcing to rejoin with live traffic.</li> <li>- This crossing seems really weird. Why revert to shared space?</li> <li>- What is the meaning of 'transition'</li> <li>- who has right of way - pedestrians or cyclists</li> </ul>	<ul style="list-style-type: none"> <li>- It would be less dangerous/chaotic if the zebra crossing crosses the on-road part of the cycleway, and cyclists therefore have to stop for pedestrians using the crossing.</li> <li>- introducing a give way for cyclists or extending the zebra crossing across the cycle path</li> <li>- Can the holding area be separated from the cycleway to prevent conflict</li> </ul>
Beach Road Rbt Filter Lane	<ul style="list-style-type: none"> <li>- Lots of respondents mentioned concern the section is too <b>narrow</b> for two way cycle passage and filter lanes</li> <li>- “This is probably the best thought out section, however, its not safe to have cycling traffic on coming like that without clear lane definition.”</li> <li>- Unnecessary, the path is wide enough</li> <li>- Destruction of a well used and loved space</li> <li>- “A filter lane on a roundabout would be dangerous and intimidating, and is not an adequate substitute for hard segregation”</li> </ul>	<ul style="list-style-type: none"> <li>- Request: dutch cycle roundabout or a Cyclops junction so cyclists can use the roundabout with protection</li> <li>- There needs to be a physical barrier between Cyclist and Pedestrians such as a curb.</li> <li>- Use the opportunity to provide safe access to Beach Road and hence to the Coast Road</li> </ul>

# Consultation area: Cullercoats options to Tynemouth along Longsands B

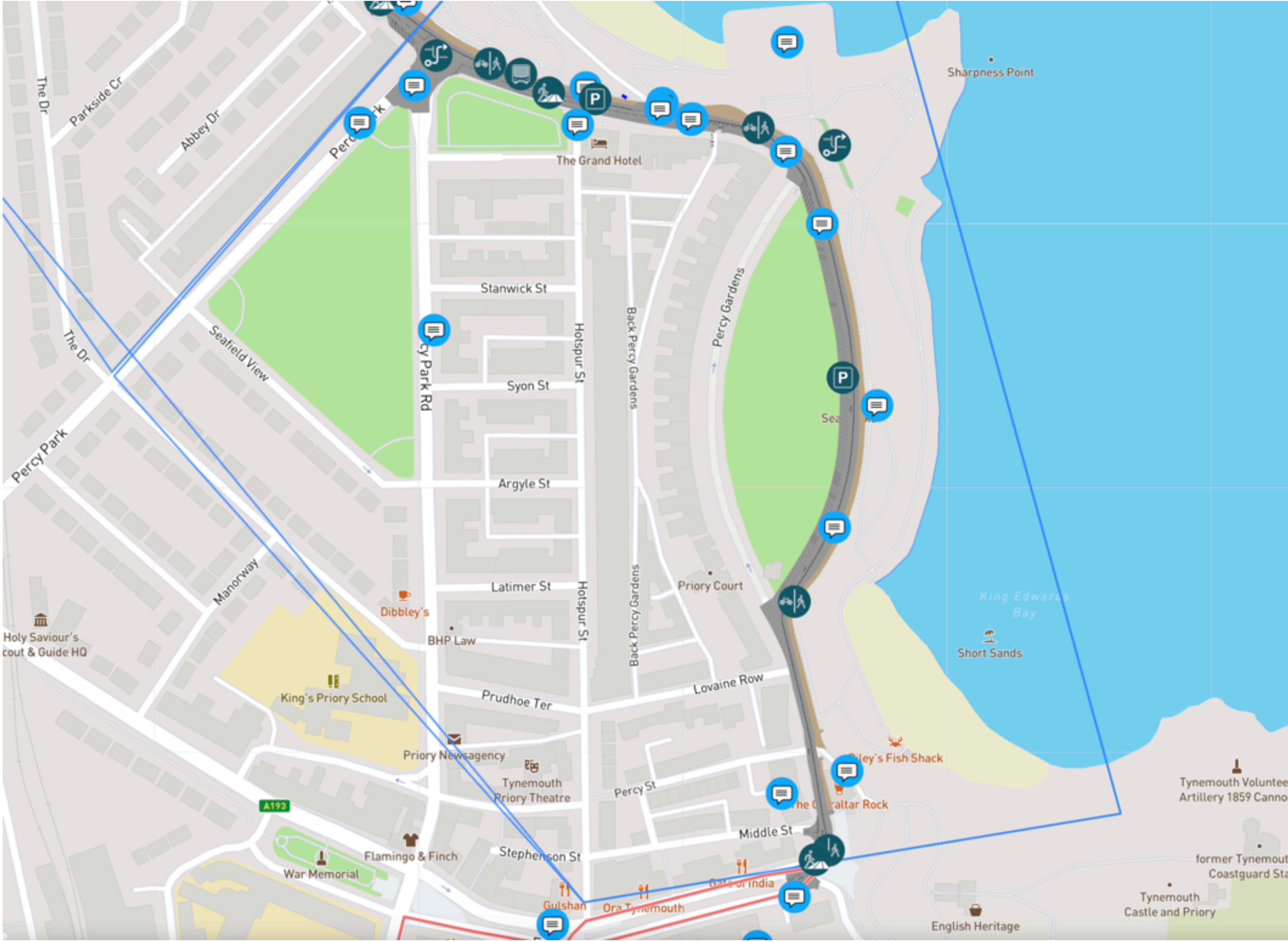
Location	Concerns	Suggestions
Grand Parade Bus Stop Bypass	<ul style="list-style-type: none"> <li>- Won't work for buses</li> <li>- Loss of parking</li> <li>- Loss of parking / impact on businesses</li> <li>- Still a risk - potentially heightened - of cycle /pedestrian conflict if island bus stop is used- who thinks this is a sensible idea?.</li> <li>- what will stop pedestrians stepping back into the cycle lanes or standing in them?</li> </ul>	<ul style="list-style-type: none"> <li>- light segregation (orcas) rather than just a painted cycle lane.</li> <li>- Cyclists will ride too fast and should be made to give way to pedestrians in this area.</li> </ul>
Relocated Crossing	<ul style="list-style-type: none"> <li>- Raised table crossing should not be placed this close to a bus stop in conjunction with DfT guidance</li> <li>- Putting another zebra crossing - raised (shaking head) will slow already snail's pace traffic down.</li> </ul>	<ul style="list-style-type: none"> <li>- Signals might be better to allow flow of traffic and pedestrian movement</li> <li>- bike counter LED board</li> </ul>
Reduced Speed Limit - 20mph	<p>Similar comments as on previous locations of this type.</p> <p>Further concerns about measures along Seafront impacting on Broadway.</p>	<ul style="list-style-type: none"> <li>- What about applying this change in speed limit to the road that runs parallel with the sea front- some of these proposals will significantly increase the traffic along the Broadway and Marden Road south</li> </ul>

# Consultation area: Cullercoats options to Tynemouth along Longsands B

Location	Concerns	Suggestions
Upgraded to Raised Crossing	<ul style="list-style-type: none"> <li>- Please reconsider all of these raised crossings</li> <li>- a raised table crossing is not appropriate on a bus route</li> </ul>	
New Raised Zebra Crossing	<ul style="list-style-type: none"> <li>- Again similar comments raised earlier in relation to raised crossings in relation to damage to cars, impact on busses etc.</li> <li>- "I am registered disabled with mobility problems and am concerned at the fact that I would not be able to park near my home. "</li> <li>- <b>Please not as 'raised' as the latest crossings at the Links."</b></li> </ul>	<ul style="list-style-type: none"> <li>- "A zebra crossing in principle is a good idea as this crossing point can be popular."</li> <li>- Pedestrian refuge essential</li> <li>- "Putting the crossing directly inline with the fountain is really silly. Pedestrians are unable to continue to their side of the pavement and must turn and walk into the ath of approaching people on bikes. "</li> <li>- "a traffic light controlled system please."</li> </ul>
Realigned Parking Bays	<ul style="list-style-type: none"> <li>- Easier to pull out of slanted</li> <li>- will this remove or create parking bays</li> <li>- Will there be the same number of parking bays? Will they be the same size?</li> </ul>	<ul style="list-style-type: none"> <li>- We need a few of these car bays taken out and replaced with cycle parking.</li> <li>- More disabled car spaces</li> </ul>
Bus Stop Relocated	<ul style="list-style-type: none"> <li>- As a cyclist, I find these frightening to navigate.</li> <li>- Bus stop too close to roundabout and so will block traffic?</li> <li>- Is the bypass wide enough for two cyclists to pass each other?</li> </ul>	<ul style="list-style-type: none"> <li>- If the bus stop is to be on an island it needs to be wide enough and safe for wheelchairs and if you have several children running around too</li> </ul>



# Tynemouth / bottom end of route



# Consultation area: Tynemouth / bottom end of route

Location	Concerns	Suggestions
Percy Park Roundabout Filter Lane	<ul style="list-style-type: none"> <li>- Concern about further congestion / Retain 2-way traffic for the road - unclear if that was the case</li> <li>- Keep same level of space for pedestrians as new</li> <li>- How will joining and leaving the cycle lane from side roads be managed?</li> <li>- Will north bound cyclists use this?</li> <li>- Filter lane needs to be wide enough for 2 passing cyclists</li> <li>- Will cyclists simple ignore cycle provision like on current cycle and foot paths at the st Mary's end</li> <li>- Cycle lane width (too narrow?)</li> </ul>	<ul style="list-style-type: none"> <li>- Please no pole separation, tapered kerbs or raised to footpath level please</li> <li>- Residents on Hotspur Street - concern about more parking demand in their street -&gt; TM1 status possible?</li> <li>- If southbound traffic is through Percy Park Road, please consider pedestrian crossing near bus stops</li> </ul>

# Consultation area: Tynemouth / bottom end of route

Location	Concerns	Suggestions
Percy Gardens On-Road Segregated	<ul style="list-style-type: none"> <li>- <b>One-way traffic not acceptable</b> (image overlay indicated one way)</li> <li>- Concern about traffic impact on Broadway</li> </ul>	<ul style="list-style-type: none"> <li>- Who will have right of way across the junction down towards Crusoe's cafe?</li> </ul>
Sea Banks On-Road Segregated	<p>Again, many comments critiquing one-way car traffic.</p> <ul style="list-style-type: none"> <li>- This scheme looked practical until it Reached Percy parks and the grand. I think this will cause problems to residents trying to find adequate parking and also be a danger zones as It will force tragic through residential streets.</li> <li>- Keep it 2-lanes for car traffic</li> <li>- Current arrangements mean the pavements are far to narrow for shared use</li> </ul>	<ul style="list-style-type: none"> <li>- How about using something more natural or less intrusive than bollards to demarcate cycle lane from traffic</li> </ul>

# Consultation area: Tynemouth / bottom end of route

Location	Concerns	Suggestions
Front Street On-Road Segregated	Again, many comments critiquing one-way car traffic.	
Southbound Traffic Re-routed	<ul style="list-style-type: none"> <li>- Significant increase traffic along Percy Park road, directly past the primary school,</li> <li>- Barrier to emergency service if one-way Percy Park Road too narrow</li> <li>- Impact on Front Street if cars cross to Percy Gardens</li> <li>- Have you modelled the traffic impact?</li> </ul>	<ul style="list-style-type: none"> <li>- If parking spaces are changed to flow of traffic, 2 way route could be possible?</li> <li>- The roundabout should be increased slightly so the junction for Percy Park Rd. can be incorporated as an exit into the roundabout.</li> <li>- Fix bumps on Percy road — too high</li> <li>- If southbound traffic will all be diverted by Percy Park, maybe the junction priority should be reconsidered, and the mini-roundabout could be removed.</li> </ul>

# Consultation area: Tynemouth / bottom end of route

Location	Concerns	Suggestions
New Raised Zebra Crossing	Critical comments seem to support a crossing here	<ul style="list-style-type: none"> <li>- Should be a light controlled crossing</li> <li>- Needed but not directly on the corner - put on Frit St / Pier Road</li> </ul>
Realigned Parking Bays	<ul style="list-style-type: none"> <li>- Offer more disabled parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>- Does realigned mean smaller?</li> <li>- Cycle storage</li> <li>- Good - current setup dangerous</li> </ul>
Emergency Service Vehicle Access Route	<ul style="list-style-type: none"> <li>- “Emergency access is why you should not make this road one way.”</li> <li>- Local resident on the street concerned about one way traffic impact on property</li> </ul>	
Removal of Parking layby	<ul style="list-style-type: none"> <li>- Concern about loss of parking</li> <li>- Will push visitor parking onto Hotspur St and surrounding streets</li> <li>- How many spaces will be removed?</li> <li>- Parking used by surf schools who have lots of kit - not idea to remove</li> <li>- The junction at the top of the ramp to Crusoes was dangerous when the temporary cycle route was in place.</li> <li>- <b>“Please can you look carefully at creatively solving the issue of resident parking for those living on Percy Gardens, adjacent to the Grand Hotel/Hotspur Street and surrounding streets/ Grand Hotel guests and patrons”</b></li> </ul>	<ul style="list-style-type: none"> <li>- Resident: “would support if you put some in other places for people or enforce 24/7 permits in Hotspur st “</li> </ul>

# Consultation area: Tynemouth / bottom end of route

Location	Concerns	Suggestions
Upgraded to Raised Crossing	Similar concerns with raised tables as mentioned on other similar locations	
Bus Stop Removed	<ul style="list-style-type: none"><li>- Concerns raised regarding one-way traffic</li><li>- “In the lockdown when a cycle path was implemented from Marden Ave to Tynemouth village the traffic was displaced onto The Broadway and even increased on Preston Road. This idea is a good one but and it is a big but more crossings are needed on The Broadway “</li></ul>	



## Place Changers

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### **Contact**

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