

**North Tyneside Council**  
**Report to Cabinet Member for Environment**  
**Date: 5 January 2024**

**Title: Broadway Road Safety Scheme, Whitley Bay – Proposed amendment to scheme design**

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<b>Portfolio(s): Environment</b>	<b>Cabinet Member(s): Councillor H Johnson</b>
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**Report from Service Area:** **Regeneration and Economic Development**

**Responsible Officer:** **John Sparkes, Director of Regeneration and Economic Development** **(Tel: 0191 643 7295)**

**Wards affected:** **Cullercoats**

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**PART 1**

**1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment to omit the southern zebra crossing included within the original scheme design following the further design reviews and site investigations.

**1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment:

- (1) Considers the information provided in Section 1.5 of this report regarding a proposed amendment to the original scheme design for the junction of Broadway and Mast Lane.

(2) Determines that the junction improvement scheme at Broadway/Mast Lane should be introduced with the exception of the southern zebra crossing and associated link footway.

### **1.3 Forward Plan:**

Considering any representations received in relation to proposals to establish a pedestrian crossing, and thereafter determining if a pedestrian crossing should be established, 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

### **1.5 Information:**

#### **1.5.1 Background**

As part of the Local Transport Plan (LTP) programme it is proposed to deliver a safety improvement scheme at the junction of Broadway and Mast Lane in Whitley Bay.

The original proposals associated with this report involve improvements to cycling, walking and wheeling at the junction. The scheme consists of amending the highway alignment to reduce the approaches on the roundabout to a single carriageway lane.

This means the roundabout will fit with the 'compact' layout outlined in government guidance (the Department for Transport's Local Transport Note LTNI/20, 'Cycle Infrastructure Design'), which may assist in making the roundabout easier to navigate for people cycling.

The original proposals also involved two zebra crossings, located to the north and south of the roundabout. A plan of the original proposals can be found within Appendix 1 of the report.

The proposals originated following safety concerns raised by the school crossing patrol and parents associated with crossing the northern arm of the roundabout. Surveys were undertaken at the junction following receipt of the concerns which confirmed that a zebra crossing was required on the northern arm of the junction. A crossing on the southern arm of the junction was included within the original proposals as it was also seen as beneficial for pedestrian movements in the area.

The legal notice associated with the proposed zebra crossings was advertised in November 2022 for a period of 21 days. During this period, the Authority received 5 formal objections to the scheme.

Three of the objectors, all local residents, raised concerns regarding the position of the northern crossing and how it specifically impacted their driveway access and parking arrangements. Another objector, a local resident, believed the existing islands were suitable. The final objector, a community group, was unhappy with the positions of both crossings as they felt the proposed locations were too far away from pedestrian desire lines.

All 5 objections were set aside by Councillor Graham on 15th May 2023. A copy of the [Decision Record Form](#) relating to that decision is on the Authority's website along with the associated [Cabinet Member Report](#), which provides further details and copies of the objections.

## 1.5.2 Road Safety Audit Findings

Officers undertook the detailed design of the proposals alongside the statutory consultation to allow the scheme to undergo a Stage 1 & 2 Road Safety Audit (RSA).

A RSA consists of a review of the design by independent road safety auditors who consider safety implications arising as a result of the scheme. The word 'problem' is used for any points raised by the auditor.

The RSA identified six problems within the design. Officers considered this and amended the scheme design to address the comments where relevant. It was noted that three of the six problems specifically related to the southern

crossing. The other three problems were addressed through minor amendments to the design. The three problems related to the following:

- Visibility – the auditors raised concerns regarding the visibility between pedestrians and motorists owing to the presence of mature trees on Broadway. The recommended solution was to ensure that the visibility was not compromised.
- Southbound bus stop – the auditors raised concerns that pedestrians waiting at the proposed crossing would not be visible to motorists while a bus was stationary at the stop. The recommended solution was to relocate the crossing or bus stop to ensure visibility was not compromised.
- Private access to 269 Broadway – the auditors raised concerns regarding the proximity of the crossing to the private access. The recommended solution was to relocate the crossing to increase the distance between the driveway access and the crossing.

Excerpts of the RSA relating to the southern crossing can be found within Appendix 2 of this document.

To address the concerns, officers developed a potential solution which amended the alignment of the carriageway by widening the footway into the carriageway. This design solution helped overcome visibility concerns raised by the Road Safety Audit.

### 1.5.3 Public Utility Apparatus

Once the objections had been set aside, some trial pits were undertaken to understand the potential impact of some previously identified public utility apparatus in the vicinity of the southern crossing.

The trial pits were positioned in the grass verge on the western side of Broadway, between the main link and the service road. They were undertaken in August 2023.

Results of the trial pits showed shallow street lighting and Virgin Media apparatus were present in the verge and would be impacted by a proposed link footway between Broadway's service road and the proposed southern zebra crossing.

### 1.5.4 Informal Public Correspondence

Further informal correspondence was received from residents in the area when they noticed trial pits were being undertaken on site. After contacting

officers to understand the proposed works, the resident of [Address A] on Broadway stated they were unhappy with the position of the proposed southern zebra crossing and link path across the grass verge. They raised concerns regarding the flashing beacons and members of the public looking into their property when crossing both Broadway and its service road. They also claimed that they had not been contacted about the proposals previously.

Officers advised the resident that the zebra crossings would have shields attached to the flashing beacons to reduce light emittance from the crossing. Officers also confirmed that the household had been consulted about the initial proposals and that the scheme was to be progressed following the decision to set aside the objections. The resident remains unhappy with the proposals.

Officers considered relocating the link footway to try to address the concerns raised by the resident of [Address A] on Broadway and had initial conversations with the resident of [Address B] on Broadway, who was not supportive of the proposal to amend the position of the link footway.

#### 1.5.5 Revised scheme

A revised scheme design has been produced showing the layout of the junction with the omission of the southern zebra crossing. The revised scheme proposes to improve the informal crossing arrangements on the southern arm, by maintaining the reduction in number of lanes a pedestrian is required to cross as well as providing a new, wider island on the southern arm. A copy of the amended design is provided in Appendix 3

### 1.6 **Decision options:**

The following decision options are available for consideration by the Cabinet Member for Environment:

#### Option 1

Approve the recommendations set out in section 1.2 and omit the southern zebra crossing from the scheme.

#### Option 2

Not approve the recommendations set out in section 1.2 and determine the scheme is implemented as per original proposals.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option:**

Option 1 is recommended as the removal of the proposed zebra crossing on the southern arm would:

- Address the remaining problems raised in the Stage 1 & 2 Road Safety Audit;
- Avoid shallow utility apparatus which would have the potential to require cost prohibitive diversions; and
- Address the concerns raised by the residents of [Address A] and [Address B] on Broadway.

## **1.8 Appendices:**

Appendix 1 Original Scheme Design

Appendix 2 Road Safety Audit problems

Appendix 3 Plan of proposed scheme

## **1.9 Contact officers:**

Gary Walker, Sustainable Transport Team Leader, Capita, 0191 643 6219

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

Amar Hasson, Principal Accountant, Finance, 0191 643 5747

## **1.10 Background information:**

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [The Traffic Signs Regulations and General Directions 2016](#)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

Funding to advertise and implement the proposals is available from the 2023/24 (Road Safety) Local Transport Plan capital budget.

## **2.2 Legal**

There are no legal implications directly arising from this report. All legal implications surrounding this scheme have been resolved as part of the Cabinet Member for Environment's [decision](#) on 15th May 2023.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Ward members have been consulted and are supportive of the proposal and have also been informed that re-engagement with residents through the issuing of letters was undertaken on the 2<sup>nd</sup> January 2024. The letters contained details of the revised scheme following the initial consultation exercise.

### **2.3.2 Community engagement**

Views on the proposal were sought in November 2022 and are covered within the [Pedestrian Crossings – Broadway, Cullercoats Cabinet Report](#). The proposal was advertised in line with statutory process covered within the report and a [decision](#) was made to set objections aside on 15th May 2023. Further engagement with the community will be undertaken should the recommendations within this report be approved.

The original scheme has been revised following the formal consultation exercise, and residents affected by the amended scheme have been re-consulted. Cabinet Members have also been informed that letters were issued to residents.

## **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 proposals will have a negative impact on individuals' human rights.

## **2.5 Equalities and diversity**

An Equality Impact Assessment for the Pedestrian Crossings – Broadway, Whitley Bay has been undertaken and can be located [online](#). This notes that several identified potential impacts are positive, e.g. for people who currently

experience difficulty crossing the road and children walking or wheeling to schools; and that actions are specified to reduce the identified potential negative impact, which relates to temporary arrangements during construction.

## **2.6 Risk management**

There are no risk management implications directly arising 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.

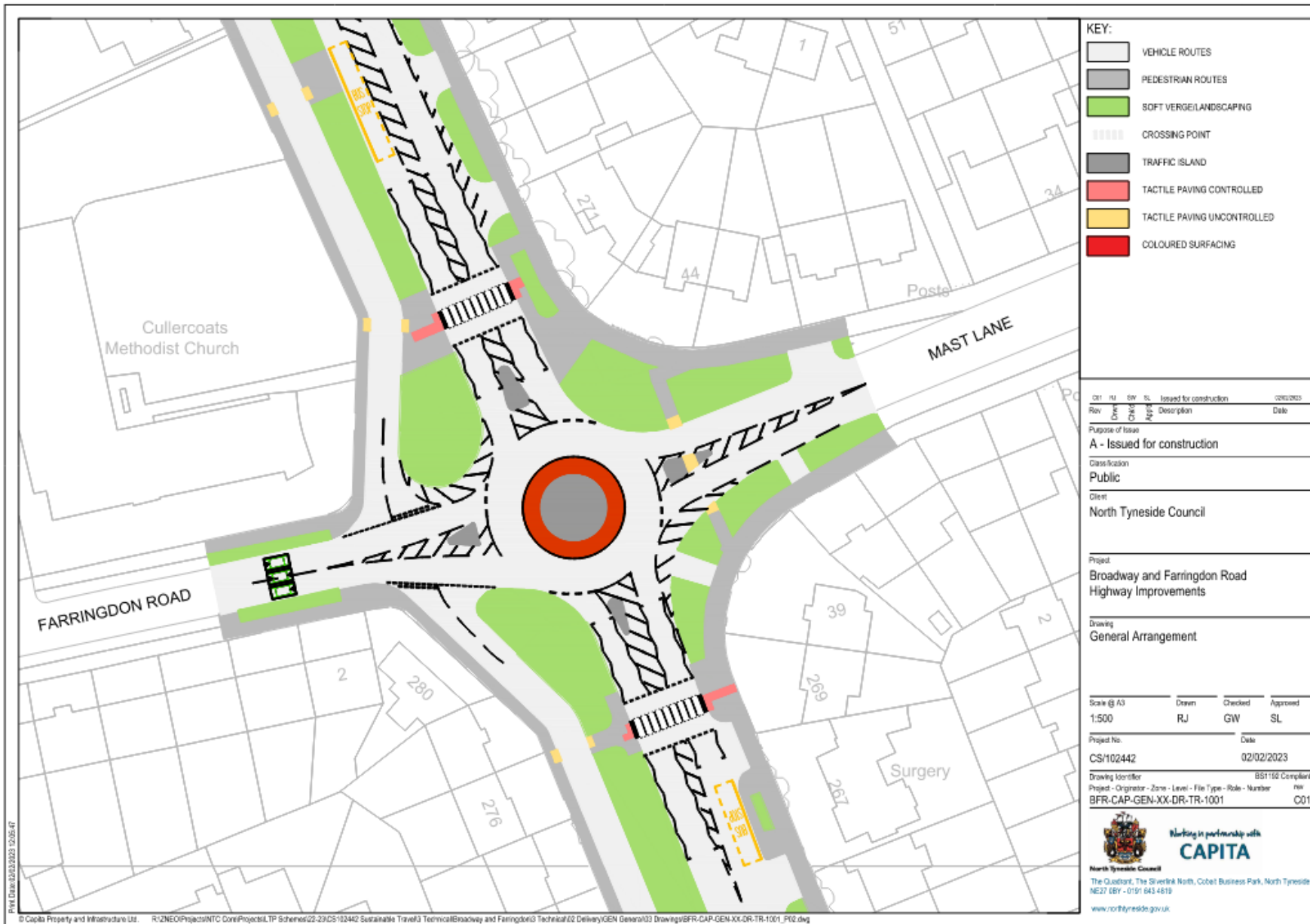
## **2.8 Environment and sustainability**

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 Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive





**KEY:**

- VEHICLE ROUTES
- PEDESTRIAN ROUTES
- SOFT VERGE/LANDSCAPING
- CROSSING POINT
- TRAFFIC ISLAND
- TACTILE PAVING CONTROLLED
- TACTILE PAVING UNCONTROLLED
- COLOURED SURFACING

Rev	Drawn	Checked	Appr	% Issued for construction	Date
					02/02/2023

Purpose of Issue  
**A - Issued for construction**

Classification  
**Public**

Client  
**North Tyneside Council**

Project  
**Broadway and Farringdon Road Highway Improvements**

Drawing  
**General Arrangement**

Scale @ A3	Drawn	Checked	Approved
1:500	RJ	GW	SL

Project No. **CS/102442** Date **02/02/2023**

Drawing Identifier **BST100 Compliant**  
 Project - Originator - Zone - Level - File Type - Role - Number **new**  
**BFR-CAP-GEN-XX-DR-TR-1001** **C01**



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### Excerpts from the Road Safety Audit

#### PROBLEM 2.2.1

**LOCATION:** A193 Broadway Roundabout – Southern arm (east side)

**SUMMARY:** *Visibility at crossing may be impacted by existing trees which could lead to collisions between with pedestrians and motor vehicles.*



**Figures 1-2a and 1-2b – Trees affecting visibility – Southern Arm (east side)**

There is an existing tree which may compromise visibility at the proposed crossing, causing issues with poor intervisibility and an increased risk of potential collisions between vehicles and pedestrians.

**RECOMMENDATION:** Ensure crossing points is positioned so that visibility is not compromised.

#### PROBLEM 2.2.2

**LOCATION:** A193 Broadway Roundabout – Southern Arm (east side)

**SUMMARY:** *Stopping sight distance between approaching vehicles and proposed crossing may be insufficient for vehicles to stop before colliding with pedestrians at the crossing.*

There is an existing bus stop close to the proposed crossing on the southern arm. This bus stop may cause visibility issues for northbound traffic as they may be unable to see pedestrians waiting at the eastern side of the crossing if a bus is occupying the bus stop. Traffic data suggests that the 85<sup>th</sup> percentile traffic speed may be higher than the posted speed limit of 30mph (albeit the count was approximately a few hundred metres north of here). As a result, a stopping sight distance of 56m [DA2] would be required as shown in Table 1-4 if the 85<sup>th</sup> percentile speeds are as high as they were at the traffic count location (37mph). Figure 1-5 shows that from this distance, the northbound vehicles may not see pedestrians crossing from the east side if a bus is idle and thus will have insufficient distance to break before colliding with a pedestrian.



Figure 1-4 – Bus stop proximity to proposed crossing

Figure 1-5 – Stopping sight distance and visibility splay

Table 1-4 – Stopping Sight Distances based on speeds in mph

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

**RECOMMENDATION:** Reposition the bus stop or amend the location or layout of the proposed crossing.

**PROBLEM 2.2.3**

**LOCATION:** A193 Broadway Roundabout – Southern arm (east side)

**SUMMARY:** Proposed crossing extends on the southern arm is in very close proximity to an existing driveway which may increase the risk of collisions between vehicles and pedestrians.

The proposed crossing on the southern arm appears to protrude into a residential driveway. This may cause a vehicle exiting the driveway and travelling northbound to collide with a pedestrian.



Figure 1-6 – Crossing protruding over driveway, A193 Broadway roundabout southern arm (east side).

**RECOMMENDATION:** Move crossing away from driveway to increase the distance between the driveway exit and the pedestrian crossing point.

# Appendix 3

