



Active Travel Fund Tranche 2

Rake Lane, North Shields



Consultation Review & Response Report

19/10/2021



ATF2 Rake Lane, North Shields
Consultation Review & Response Report
October 2021






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Quality Management

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| P01 | 19/10/2021 | Draft Issue to Client | GW | LJS | CH |
| P02 | 03/12/2021 | Final Issue | GW | LJS | CH |

1. INTRODUCTION

- 1.1 This Consultation Review & Response Report is prepared in response to the Active Travel Fund Tranche 2 (ATF2) consultation exercise undertaken by North Tyneside Council in July 2021.
- 1.2 This response report has been prepared by representatives from the design organisation (Capita).
- 1.3 The report considers the both the online and written feedback provided by statutory consultees, key stakeholders, and survey respondents. It identifies all the key themes raised and summarises the design modifications made where these have been practicable in terms of deliverability, cost, and design standard compliance.

2 CONSULTATION SUMMARY

2.1 The consultation exercise for this scheme was undertaken online using the Place Changers platform. Members of the public were able to access and navigate the online map, review and comment on individual features of the proposals. This has helped provide detailed and focussed feedback on the scheme designs enabling the design team to respond and resolve in equal detail.

2.2 Comments were classified into the following categories:

- Good idea
- Improve this
- Question / other
- No response

2.3 The responses received on the ATF2 Scheme proposals, including the two roundabout options were as follows;

| Category | No of Responses |
|------------------|------------------------|
| Good idea | 262 |
| Improve this | 143 |
| Question / other | 32 |
| No response | 86 |
| Total | 523 |

- 2.4 Key stakeholder responses to the ATF2 proposals have been issued to the Design Organisation by the Client.
- 2.4.1 Sustrans have provided plans with detailed comments on the proposals, which will be considered and incorporated where possible as the alignment is finalised. However they also highlighted the following key aspects they would like considered within the design:
- Provision of fully kerbs cycle tracks
 - Reduction of the speed limit to 30mph on A191 and removal of centre line marking
 - Provision of bus stop bypasses throughout scheme
 - Providing Dutch Style Roundabouts at both entrances to the hospital
 - Reducing lane widths to 3.2m
- 2.4.2 Following initial development of the scheme and discussions with the Client and Highway Network Manager, it was established that the anticipated funding budget would not be sufficient to incorporate many of the aspects Sustrans have suggested. It is acknowledged that fully kerbed cycle tracks provide a greater feeling of comfort to users, this comes with substantial additional costs (affiliated with drainage) and maintenance implications.
- 2.4.3 North Tyneside's preferred approach to providing road space segregation is through the use of "wand-orcas" which provide an interspersed kerb line to retain physical segregation (whilst retaining access to drainage gullies) with the additional benefit of a vertical wand that draws greater attention from drivers. Where greater separation between cyclists and vehicles are required, such as at junctions, kerbed islands can be provided where practicable.
- 2.4.4 The limited budget for the scheme prevents a compact roundabout from being installed at the western roundabout entrance to North Tyneside General Hospital. The eastern roundabout to the hospital is due to be amended as a result of an approved housing development. The developers proposal maintains the LTN1/20 design standard and links into the cycle provision along Rake Lane, further extending the route to the A191/A192 Foxhunters Junction.
- 2.4.5 LTN1/20 states that centre line removal is not suitable for roads with a maximum flow of more than 4500 vehicles per day. The A191 Rake Lane and New York Bypass both have vehicle flows in significantly in excess of this traffic volume. Taking this into consideration it is recommended that centre line removal is not progressed on this scheme. However, vehicle lane widths will be minimised where feasible and it does not create obstructions to emergency service vehicles (Ambulance and Fire) both of which are frequently dispatched along this route. Road space will be reallocated to maximise the lane widths for the cycle provision.
- 2.4.6 Should future funding become available North Tyneside Council have confirmed they would consider providing cycle bypasses at bus stops when the volume of cyclists warrants greater provision.

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- 2.4.7 North Tyneside Living Streets have also provided a formal response to the scheme. They are requesting North Tyneside Council revisit the scheme design and make more fundamental alterations to the existing highway arrangements. This includes the suggestion of a large section of the Rake Lane roundabout gyratory being removed and the highway junction converted into 2 signalised junctions, with the old carriageway being converted to green space.
- 2.4.8 Whilst this suggestion is physically possible, the proposal would require significant infrastructure changes to support the introduction of traffic signals, and based on current traffic movements would very likely result in significant congestion along a key arterial route that serves a Hospital. The Design Organisation have discussed the implications of this design with the Client who have confirmed that it is not financially or operationally viable.

3 THEMES IDENTIFIED DURING THE CONSULTATION

| Theme | Design Organisation Response | Client Response | Agreed Action |
|--|---|---|---|
| <p>Alignment</p> <ul style="list-style-type: none"> - Tighter geometry on entry / exit to reduce circulatory speeds - Smoother alignment for cyclists to avoid 90° turns | <p>Alignment of Rake Lane / Billy Mill Lane roundabout will be reviewed and amended to provide a tighter geometry on entry / exit. The extent as to which the entry and exit radii can be tightened will be subject to swept path analysis.</p> <p>Alignment of segregated cycle tracks on roundabout geometry to be reviewed in line with Section 5 of LTN1/20.</p> | <p>Design Organisation to consider the review alignment and amend as required, swept paths to determine minimum practicable radii throughout.</p> <p>Provide smooth alignment for cyclists utilising the segregated provision.</p> | <p>Perform swept path analysis throughout the scheme extents to confirm the minimum radii requirements.</p> <p>Update the alignment to provide a smooth riding experience for cyclists.</p> |
| <p>Parallel / Zebra Crossings</p> <ul style="list-style-type: none"> - Concerns over safety - Ensure cyclists and motorists stop at crossings | <p>The crossings at the Rake Lane / Billy Mill Lane roundabout junction have been proposed in line with national guidance. LTN1/20 suggests that the use of parallel crossings may be appropriate in urban settings, and have the advantage that they give immediate priority to cyclists and pedestrians, and reduce delays to motor traffic in comparison to traffic signals. Chapter 6 of the Traffic Signs Manual states that a zebra crossing is preferred as it avoids ambiguity as to the priority that a signal controlled crossing can create for a driver entering/ exiting a roundabout. National guidance recognises that extra care should be given when positioning crossings on approach to junctions as the crossings should be close enough to the junction to be on the desire line for pedestrians and cyclists but need to have sufficient visibility for motorists entering / exiting the roundabout. The final alignment will be subject to an independent Road Safety Audit which looks to</p> | <p>Client in agreement with Design Organisation regarding provision of zebra crossings being most suitable. Client to review Road Safety Audit to ensure risks have been mitigated.</p> <p>Client has requested crossing provision is raised to improve prominence and driver compliance.</p> | <p>Review Road Safety Audit prior to confirming location of Parallel / Zebra Crossings.</p> |

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| | identify safety concerns related to the design and suggest measures as to how they can be addressed. | | |
| <p>Option 1 “Dutch-Style” Roundabout</p> <ul style="list-style-type: none"> - Reduce roundabout size to make it more compact in line with Dutch style roundabouts | <p>It is accepted that the proposed design does not conform to CROW guidance for compact roundabouts. This is due to the diameter of the roundabout central island being approximately 70m. The proposed scheme has been designed in line LTN 1/20 with the aim of providing protected space for cycling, both around the junction and on approaches and exits, so that cyclists do not need to mix with motorised traffic.</p> <p>A compact roundabout, in line with CROW guidance could be provided in this location but it is recognised that it would be at a significant cost, in excess of the funding available.</p> | <p>Funding limitations would prevent major amendments to the existing kerb line of the roundabout. Client are satisfied that the scheme conforms to national guidance for providing segregated cycle provision on the roundabout, whilst being able to be constructed within budgetary constraints.</p> <p>Client raised that retention of larger roundabout with greater circulatory distance requires drivers to consider fewer hazards in close proximity (e.g. entry and exit crossings) improving compliance with a currently uncommon junction arrangement in the UK</p> | No further actions required. |
| <p>Congestion</p> <ul style="list-style-type: none"> - Concerns relating congestion as a result of the scheme | <p>A modelling exercise has been undertaken as part of these proposals to understand the impact of the reduction of approach lanes and introduction of crossings at the roundabout. The result of the modelling exercise identified that the installation of the scheme would result with increased delays at the junction in both AM and PM peaks. A technical report was issued to the Highway Network Manager for review.</p> | <p>Network Manager has reviewed the modelling report and although the proposals will result in some increased queue lengths, this is not considered severe.</p> <p>Current turning proportions and associated lane usage on both A191 approaches show low utilisation of right hand lanes except during already congested peak hour operation when queuing through the junction (EB) occurs. Opposing traffic flows and visibility are unaffected such that additional delay is likely to occur due to increased hesitation and stopping at crossings on exits both of which positively contribute towards the safe operation of the junction</p> | No further actions required. |

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| <p>Maintenance</p> <ul style="list-style-type: none"> - How are cycle tracks going to be maintained throughout year? Snow, detritus etc | <p>The Design Organisation have presented proposals with the Clients maintenance team. Following discussions it has been agreed that the islands used to create the segregation to the cycle tracks will be approximately 60mm in height and constructed using a bituminous material. This will allow the maintenance team to park on the islands to undertake routine maintenance, gritting etc. The cycle tracks will also be wide enough to allow for a footway sweeper to clean the cycle tracks from general detritus.</p> | <p>Client is satisfied that the maintenance issues have been considered within the design and agreed with the Maintenance team. The maintenance team will be instructed to undertake regular sweeping of cycle track.</p> | <p>Undertake regular maintenance as required.</p> |
| <p>Extents of scheme</p> <ul style="list-style-type: none"> - Concerns over how scheme interacts with Foxhunters and New York Road / Norham Road Roundabout, abrupt stop - Would like more information on how scheme will extend towards Whitley Bay, Tynemouth Pool, Cobalt etc | <p>Scheme extents agreed between Client and Design Organisation. Suitable transitions to off road infrastructure will be provided within this scheme.</p> | <p>Following the scheme consultation, planning permission has been granted for development on land adjacent Rake Lane. Conditions of this development include the extension of the ATF2 scheme to the Foxhunters Junction and a future off-road link along Preston Road to connect to the A1058 Beach Road route.</p> <p>The development represents an early phase of the Murton Gap Strategic Housing Site, the Masterplan of which includes provision of several new strategic cycle routes linking the A191 to the A186. Future development phases will take access from the A191 New York Road at the western extent of the ATF2 scheme. The associated highway works for this development will extend the ATF2 scheme beyond Norham Road and connect it to existing routes along the A191 at Holystone as well as NCN 10.</p> | <p>No further actions required.</p> |
| <p>Further opportunities</p> | <p>Design Organisation to discuss further opportunities with Client. Any additional links</p> | <p>Whilst it is acknowledged as a potential link, these works are seen as outside of</p> | <p>No further actions required to these proposals.</p> |

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| <ul style="list-style-type: none"> - Links into Sterling Drive - Improvement of existing off road provision on Rake Lane | <p>and improvements will be considered and agreed with the Client.</p> | <p>the scope of the current funding requirements. The funding is ringfenced to relocate road space. In addition a width constraint at Stirling Drive end of the link is present due to two boundary walls reducing width to approximately 1.8m and therefore would not be suitable for shared use provision.</p> | <p>Client team to investigate alternative funding sources to provide further links to the A191 scheme.</p> |
| <p>Bus Stop Bypasses on Rake Lane</p> | <p>The inclusion of bus stop bypasses were considered within the existing design but not progressed at this stage due to budget limitation. The existing bus stop arrangement at the western end of Rake Lane consists of an advisory cycle lane adjacent to a bus layby. Following an investigation into this arrangement it was found there have been no collisions relating to bus and cycles.</p> | <p>Bus stop bypasses can be retrofitted at a later date subject to securing future funding. Some locations could incur significant utility diversion costs due to presence of several major water and gas mains that run along Rake Lane.</p> | <p>Client team to investigate alternative funding sources.</p> |
| <p>Education</p> <ul style="list-style-type: none"> - Concerns over general understanding of new roundabout, potential for collisions - Press release to explain how roundabout will operate | <p>Design organisation to work with Client to assist with production of educational material for consultation purposes.</p> | <p>Client to undertake further engagement during scheme construction with additional temporary highly visible signage/VMS installed upon opening to increase driver awareness. Information and advice for drivers will be shared through Social media, local press, community engagement with Schools and on the North Tyneside council website/magazine. In addition the client has commissioned the Contractor to carry out extensive engagement with immediately adjacent properties.</p> | <p>Ongoing communications as set out in the communications plan.</p> |
| <p>Signage</p> <ul style="list-style-type: none"> - Suitable highway signage on roundabout to warn motorists of provision - Cycle route signage along full extents | <p>Signage will be installed in accordance with the Traffic Signs Manual. This will include warning and informatory signage for the crossings, cycle lanes, junctions etc. Cycle route signage will be discussed with the Client to determine directional signage requirements.</p> | <p>Wayfinding signs to be installed at a later date as the A191 route develops. There are currently sections of the route to be constructed when funding becomes available.</p> | <p>Wayfinding signs to be installed once route is fully realised.</p> |

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| | | As above, additional temporary signage to raise awareness of the uncommon junction design/arrangement will be installed. | |
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4 CLIENT STATEMENT

We certify the agreed actions identified in report have been discussed and agreed with the Senior Management Team and Cabinet Member for Transportation.

A Flynn
Integrated Transport Manager

Signed:

Date: 03/12/2021

N Bryan
Highway Network Manager

Signed:

Date: 13/12/2021