

North Tyneside Council

Report to Cabinet Member for Environment

Date: 15 May 2023

Title: Pedestrian crossings – Broadway, Cullercoats

Portfolio(s): Environment	Cabinet Member(s): Councillor S Graham
----------------------------------	---

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

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to install two zebra crossings, suitable for people walking and wheeling, on Broadway, Cullercoats, and to set aside five objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling; and
- (3) determines that pedestrian crossings should be established in accordance with the proposal.

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

The proposals also support the following priority in the Carbon Net Zero 2030 Action Plan:

- Travel
 - Reduce car-based school trips by 5% annually

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 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 LTN1/20, 'Cycle Infrastructure Design'), which may assist in making the roundabout easier to navigate for people cycling. Two zebra crossings, located to the north and south of the roundabout, are to be installed as part of the proposals.

The scheme has been designed to ensure that highway conditions are conducive to support greater usage of cycling, walking and wheeling. This includes future-proofing the design so that the crossings are capable of being upgraded to Parallel crossings in the future should an east-west cycle route be established in the area. In addition, the impact of the Sea Front Sustainable Route proposals was considered when developing the proposals at Broadway / Mast Lane.

Existing site constraints, such as trees and private accesses, were considered throughout the design process and determined the final positioning of the zebra crossings. Swept path analysis was undertaken to demonstrate that vehicular access has been maintained to all properties. All trees within the highway boundary are to be retained.

It is intended that construction would commence in early Summer 2023 and would be co-ordinated with other planned work as part of the management of the highway network.

It is acknowledged that the consultation process has taken longer than anticipated however consultation on the scheme has followed the standard processes with engagement on the full scheme being undertaken between June and September 2022. Opinions from key stakeholders and households (directly affected by the proposals) were sought during this period. Ward councillors and the Cabinet Member for Environment were updated in advance of the consultation and have been kept updated throughout the process.

The proposal was advertised in accordance with the Authority's usual procedure as set out in section 2.2.

Five formal objections to the proposal were received and these are set out in section 1.5.3 with the full correspondence in Appendix 1.

1.5.2 Statutory Consultation

Proposals to establish pedestrian crossings are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public or businesses to object to the proposal. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

1.5.3 Summary of Objections

Objection 1

Local residents, **Mr & Mrs P** submitted an objection to the scheme. They felt that the proposals in general terms would delay motorised traffic and increase driver frustration; could lead to the Broadway residential service road being used as an alternative route by through traffic; and could cause issues for emergency services vehicles. In addition, they expressed the view that the proposals would negatively affect their day-to-day access arrangements and occasional caravan access to their property by making it more difficult to perform a reversing manoeuvre. They also raised concerns regarding the proposals preventing them and any visitors from parking outside their property; and that they would experience increased noise and disturbance from traffic stopping and starting on the highway.

The objectors submitted further correspondence in which they requested information regarding the budget set aside for the scheme and the planned duration of scheme construction.

An officer wrote to the objectors to clarify and explain the origin of the proposals. The response referred to concerns raised by residents and local ward Members and surveys undertaken and noted that the proposals would improve walking and wheeling routes to the nearby primary schools. The officer summarised collision data and noted that engagement had taken place with the emergency services, who had not raised any issues regarding the proposals.

The officer explained that access to the residents' driveway would be maintained within the proposals and their access manoeuvres would be similar to many off-street private accesses on primary routes. It was also advised that the implementation of the proposal is not expected to result in an increased volume of traffic at the junction; which in turn should not have a significant impact on the traffic noise in the area. The objectors were also advised of the funding stream for the scheme in line with their request.

The objectors were invited to reconsider their objection and was advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for

consideration. The objectors responded to confirm that they did not wish to withdraw their objection.

Objection 2

An individual, **Mr S** submitted an objection to the scheme. He felt that the proposals in general terms would delay motorised traffic and increase driver frustration; could lead to the Broadway residential service road being used as an alternative route by through traffic; and could cause issues for emergency services vehicles. He further suggested that collision data should be considered in greater detail. In addition, he expressed the view that the proposals would negatively affect access arrangements to properties in the area by making it more difficult to perform a reversing manoeuvre to access their driveway and preventing their residents and any visitors from parking outside their property; that there could be adverse air quality impacts; and that his property would experience increased noise and disturbance from traffic stopping and starting on the highway.

An officer wrote to the objector to clarify and explain the origin of the proposals. The response referred to concerns raised by residents and local ward Members and surveys undertaken, and noted that the proposals would improve walking and wheeling routes to the nearby primary schools. The officer summarised collision data and noted that engagement had taken place with the emergency services, who had not raised any issues regarding the proposals.

The officer explained that access to the resident's driveway would be maintained within the proposals and their access manoeuvres would be similar to many off-street private accesses on primary routes. It was also advised that the implementation of the proposal is not expected to result in an increased volume of traffic at the junction; which in turn should not have a significant impact on the traffic noise in the area.

The objector was invited to reconsider their objection and was advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for consideration. No further correspondence was received.

Objection 3

A community group, **SL** submitted an objection to the scheme based on their view that the design did not secure the expeditious, convenient and safe movement for pedestrians and cyclists. They expressed the view that the proposed zebra crossings were located too far away from the pedestrian desire line and that the design of the junction did not comply with the national cycle infrastructure design guidance document, Local Transport Note LTN1/20.

An officer wrote to the community group to explain the rationale behind the positioning of the crossings and how it would not be suitable to relocate them closer to the junction owing to the presence of existing constraints, such as driveways and mature trees. It was advised that the Authority did not have the budget available to completely remodel the roundabout, but sought to modify it in line with guidance where possible. It was also explained that the design would look to future-proof elements of the scheme to avoid significant changes to the alignment should further works be planned as part of a potential future scheme.

The objector was invited to reconsider their objection and was advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for

consideration. The group responded to confirm they did not want to withdraw their objection.

Objection 4

An individual, **Mr T** submitted an objection to the scheme based on his view that the existing arrangement worked well for pedestrians. He suggested that the proposals would impact bus provision which currently used the stop on the west side of the road. He also expressed the view that the location of the crossing would negatively affect his privacy and that the flashing lamps would be a nuisance unless they were shielded. He further stated that the proposals would create difficulty for vehicular access to his property and those of his neighbours, and expressed the view that the reduction of northbound traffic to a single lane would lead to longer traffic queues.

An officer wrote to the objector to clarify and explain the origin of the proposals. The response provided information on the investigations and noted that the proposals would improve walking and wheeling routes to the nearby primary schools. The officer summarised collision data and explained the public transport executive were informed of the proposals and did not raise any issues regarding the relocation of the bus stop.

The officer explained that access to the objector's property would be maintained as part of the scheme and that 'shields' would be included on the belisha beacons associated with the zebra crossing so as to mitigate the presence of flashing lights. It was also explained that the reduction of approach lanes was not anticipated significantly to increase traffic queuing at the junction.

The objector was invited to reconsider his objection and was advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for consideration. The objector responded emphasising his view that the existing arrangements worked well for pedestrians. He also queried why two zebra crossings, rather than one, were proposed and noted that belisha beacons necessitated electricity use at all times. He confirmed that he did not wish to withdraw his objection.

Objection 5

A couple, **Mr & Mrs S** submitted an objection to the scheme based on their view that the existing pedestrian provision at the junction was suitable and that motorists negotiating the roundabout would not have sufficient time to react to pedestrians crossing. They also raised concerns relating to the proximity of bus stops to the proposed crossings.

An officer wrote to the objector to clarify and explain the origin of the proposals. The response provided information on the investigations and noted that the proposals would improve walking and wheeling routes to the nearby primary schools. The officer summarised collision data and explained that Nexus, the passenger transport executive, had been informed of the proposals and had not raised any issues regarding the relocation of the bus stop.

The officer's response also explained that the distance of the proposed zebra crossings from the roundabout was felt to be sufficient allow vehicles to queue without regularly affecting traffic movements on the roundabout, and to allow sufficient time for motorists exiting the junction to react to pedestrians crossing.

The objector was invited to reconsider their objection and was advised that the objection, if not withdrawn, would be referred to the Cabinet Member for Environment for consideration. No further correspondence was received.

Full details of all objections and officer responses are included at Appendix 1 of this report.

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.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence
Appendix 2 Notice advertised on site
Appendix 3 Copy of Proposed Plan
Appendix 4 Equality Impact Assessment

1.9 Contact officers:

Gary Walker, Sustainable Transport Team Leader, Capita, 0191 643 6219
Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 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](#)
- (4) Department for Transport – Local Transport Note [LTN 1/20 Cycle Infrastructure Design](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the 2022/23 (Road Safety) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to the provision of pedestrian crossings and the installation of any new pedestrian crossings are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, The Traffic Signs Regulations and General Directions 2016. The Authority is required to consult the chief officer of police about its proposal and give public notice of the proposal.

In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those representations made and not withdrawn and to determine if a pedestrian crossing should be established.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has involved the Cabinet Member for Environment. Ward Members' views on the proposal were sought as described in section 1.5.1.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

2.4 Human rights

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

2.5 Equalities and diversity

An Equality Impact Assessment for the Pedestrian Crossings – Broadway, Whitley Bay has been undertaken and is attached as Appendix 4 to this report. 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 environment and sustainability implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

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

Details of Objection No.1 – Mr & Mrs P (Dated 12 December 2022)

We object to the above proposal on the grounds of the following material planning considerations.

Traffic Generation

The reduction of the approach to single lane traffic along with the positioning of two crossings will delay traffic and cause a build up of traffic during busy periods. Imagine driving along the Broadway with the proposed layout.. After stopping at the first crossing, cars can then proceed to the actual roundabout. Some delay will occur because of the removal of a filter lane. Traffic will negotiate the new roundabout and may then be held up again at the second crossing.

The new crossing points mean that some vehicles will unintentionally block the roundabout as they attempt to leave it. Negotiating the new layout will take each vehicle longer. The present system does give pedestrians clear opportunities to cross at the roundabout using the refuge areas in place. They only have to concentrate on vehicles coming from one direction. Often vehicles stopping to give way to traffic on the present roundabout stop to allow any pedestrian to cross.

The build up of traffic always leads to frustration on the part of some drivers. They will look for alternatives. The slip roads on the west of The Broadway will provide an alternative route for anyone who notices delays at the roundabout as they approach the area. This creates a real hazard for residents on that side of the road. Furthermore any cars that take the alternative route will have to cross Farrington Road just before the roundabout.

We understand that the authority wants to reinstate one-way traffic along the sea front in the Cullercoats area. When the temporary scheme was in place two years ago the southbound traffic on The Broadway increased significantly. If this proposed scheme and the sea front scheme both go ahead there will be even longer delays at the new roundabout.

The build up of traffic and the single lane approach will cause real problems for emergency service vehicles. We would estimate that at least a dozen 'blue light' vehicles travel past our house every day. Negotiating the roundabout at present is fairly straightforward because there is a second lane on approach. This will not be available in the future.

Highway Safety

We have been informed that three accidents have been reported to the police in the last five years. I do not have any comparative data for similar junctions, nor do we know if pedestrians have ever been involved or how serious each incident was. We would like this information to be sought and considered in context and more detail by the Authority before making a decision. We believe that the new layout will lead to many pedestrians using the old route across the road rather than bother to walk back to the crossing points. We are assured by your officers that the new layout of pathways will deter people from doing this. We have serious doubts that this is a reasonable assumption unless barriers are erected.

The build up of traffic that we expect will lead to drivers becoming frustrated and make bad decisions that lead to accidents. We are not convinced that the new crossings will make crossing the road any safer than using the present refuges.

Road Access

The scheme will make access to our property more hazardous. Approaching from the south we will have to stop in the single carriageway and block traffic exiting the roundabout and crossing in order to drive on forwards. This means we have to reverse off the drive into the pedestrian crossing markings around a tree that obstructs our view anyway. Coming from the north we will have to stop on the pedestrian crossing approach markings and reverse on to our drive, blocking the single lane of traffic. At present we stop in the inside lane allowing traffic to pass. We own a caravan and, on rare occasions, we need to put it on our drive. It is kept in storage normally. This scheme means it will be impossible to safely manouvre it on to the drive. We will lose this access.

Noise and Disturbance

There will be more traffic stopping and starting outside our property. This creates disturbance.

Adequacy of parking/loading/turning

The scheme as described on the plan means that we can no longer park outside our house. Nor can any visitors to our property.

Delivery drivers will either park illegally or block the single carriageway in order to carry out their business.

We have to also register our concerns over the administration of your consultation for this scheme. We first heard about this through a Councillor's newsletter many months ago stating that it is going ahead. That was then denied. Then we received a letter outlining the proposal and asking for comments by 9th September. It was not made clear that comments made at this time would or would not be taken forward to the formal consultation. Please clarify this for us before 15th December so that people can resubmit their views. At the time of advertising the legal orders for the scheme we were not sent letters even though the scheme clearly has a direct impact on us. It is not always easy to spot a notice on a lamppost.

We have been told by your elected members and officers that local residents have requested this scheme and would support it. We have not found a local resident yet who does so and suspect that some of these assertions are hearsay. We trust that only actual submissions from local residents will be considered. Organisations proputing to represent local residents need to evidence any statement claiming to do so before such representations are accepted.

Further correspondence from Mr & Mrs P – (Dated 23 December 2022)

During our telephone conversation on Thursday 15 December you said that you would respond to my email in respect of the above scheme by today. You also indicated that you would inform me of the budget set aside for the scheme along with the time it would take to complete the works. To date I have not received a reply.

Furthermore, I would inform you that [an elected Member] has also failed to call me back in respect of the cost and his knowledge of an incident at the roundabout that, allegedly, took place recently involving a member of [a local] church when crossing. Without this information my opportunity to raise my objections is being prejudiced.

Officer Response (Dated 19 January 2023)

Thank you for your representation regarding the proposals at Broadway and Mast Lane. Apologies for the delay, unexpected illness prevented a response as promised following our call.

Consultation on the proposed highway improvements was undertaken in August 2022 with statutory consultation commencing after this. The intention to advertise this proposal at statutory consultation was included within the initial consultation letter, and it was also covered within my email on the 29th of September in response to your comments. Following receipt of your comments we have committed to review our consultation process to determine how it could be further improved, particularly around the advertising of the statutory notice.

The proposals at Broadway and Farringdon Road roundabout have materialised following concerns raised by residents and ward members in the area relating to difficulties experienced when trying to cross Broadway. Following receipt of these requests' surveys were undertaken to understand if crossing improvements were warranted. The results of the surveys indicated that upgrading the existing facilities was necessary, particularly as the crossings are located on walking routes to the primary schools on Marden Avenue and Farringdon Road. A review of the collision history of the roundabout found that there had been 3 collisions over the last 5 years at the junction, 2 of which involved cyclists. Taking this in account we looked to improve safety for all road users at this location.

Key stakeholders including each emergency service were consulted prior to consultation with residents. No issues were raised by emergency services. The proposed carriageway layout has been designed in line with national guidance. The crossings have been positioned as close to the desire line of the pedestrians as possible whilst still providing stacking space for vehicles between the crossing and the roundabout.

The proposed layout of footpaths will direct pedestrians to use the new crossings rather than crossing at the existing crossing points. Two pedestrian refuges will be removed in addition to the existing footpaths, which will be replaced with grass verges. The tactile paving on the remaining islands will be removed and raised above the carriageway to deter pedestrians from using these routes.

Access to your driveway has been maintained within the proposals and demonstrates a scenario similar to many off-street accesses on primary routes. Any driver should exercise caution when reversing onto the driveway. It is envisaged that the new pedestrian crossing should reduce traffic speeds further on the approach to the roundabout and may increase opportunities in which gaps are created at the crossing, facilitating this manoeuvre onto the driveway. It is also felt that there is adequate on-street parking maintained on Broadway and the service road to the west, which would be sufficient for visitors and delivery drivers to your property.

It is not expected that the implementation of this proposal would increase the volume of traffic using this roundabout, or that traffic noise will be exacerbated as vehicles do stop and start on the approach to the junction at present.

Regarding budgeting, this scheme will be funded from the Road Safety Initiatives budget that is funded by the Department for Transport. The 2022/23 annual value of this budget is approximately £230,000 and is used to carry out various road safety schemes throughout the year. A specific timescale for works cannot be confirmed until contractors have reviewed the scheme. Any review of works will not be undertaken unless the proposal is successful at the statutory consultation stage.

Officers are only made aware of road traffic collisions which cause injury to members of the public. Collision date is shared by Northumbria Police and uploaded to a system on a quarterly basis. We are therefore unaware of this incident at present.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Further correspondence from Mr & Mrs P – (Dated 24 January 2023)

We note that you have not responded to our request for costings for this scheme. Rather, you have given us an approximate annual budget for road safety schemes. Please inform us of your understanding of how much this scheme might cost. If you do not feel able to do so we will need to make a freedom of information request.

We understand from your reply that there have been no recorded incidents in respect of pedestrians in the last five years at this junction. This seems to support our contention that the proposed changes are unnecessary.

We disagree with some of the assertions that you make. Delivery drivers will most likely not use the slip road on the west side of the Broadway. There are also changes in the access to our driveway brought about by the proposed scheme in that we can no longer go beyond the driveway in order to reverse back in.

This scheme seems to shadow the changes made to the roundabout to the west of Rake Lane hospital. The number of accidents that have occurred at that location since the narrowing to a single lane is of concern. We do not understand why a lane is being taken out in this scheme.

We will not, as suggested in your email, be withdrawing our objections. Indeed, we want our concerns to remain on the record.

Details of Objection No.2 – Mr S (Dated 12 December 2022)

I object to the above proposal on the grounds of the following material planning considerations.

Traffic Generation

The reduction of the approach to single lane traffic along with the positioning of two crossings will delay traffic and cause a build up of traffic during busy periods. Imagine driving along the Broadway with the proposed layout.. After stopping at the first crossing, cars can then proceed to the actual roundabout. Some delay will occur because of the removal of a filter lane. Traffic will negotiate the new roundabout and may then be held up again at the second crossing. The new crossing points mean that some vehicles will unintentionally block the roundabout as they attempt to leave it. Negotiating the new layout will take each vehicle longer. The present system does give pedestrians clear opportunities to cross at the roundabout using the refuge areas in place. They only have to concentrate on vehicles coming from one direction. Often vehicles stopping to give way to traffic on the present roundabout stop to allow any pedestrian to cross.

The build up of traffic always leads to frustration on the part of some drivers. They will look for alternatives and the slip roads on the west of The Broadway will provide an alternative route for anyone who notices delays at the roundabout as they approach the area, which occurs now to a lesser extent. This creates a real hazard for residents on this side of the road especially as school children use the road for cycling. Furthermore any cars that take the alternative route will have to cross Farringdon Road just before the roundabout.

I understand that the authority wants to reinstate one-way traffic along the sea front in the Cullercoats area. When the temporary scheme was in place two years ago the southbound traffic on The Broadway increased significantly. If this proposed scheme and the sea front scheme both go ahead there will be even longer delays at the new roundabout.

The build up of traffic and the single lane approach will cause real problems for emergency service vehicles. I would estimate that at least a dozen 'blue light' vehicles travel past my house every day negotiating the roundabout at present is fairly straightforward because there is a second lane on approach, which will not be available in the future.

Highway Safety

I have been informed that three accidents have been reported to the police in the last five years. I do not have any comparative data for similar junctions, nor do I know if pedestrians have ever been involved or how serious each incident was. We would like this information to be sought and considered in context and more detail by the Authority before making a decision.

I believe that the new layout will lead to many pedestrians using the old route across the road rather than bother to walk back to the crossing points. We are assured by your officers that the new layout of pathways will deter people from doing this. I have serious doubts that this is a reasonable assumption unless barriers are erected.

Road Access

The scheme will make access to some property more hazardous. Approaching from the south residents will have to stop in the single carriageway and block traffic exiting the roundabout and crossing in order to drive on forwards. This means they will have to reverse off their drive into the pedestrian crossing markings. Coming from the north residents will have to stop on the pedestrian crossing approach markings and reverse on to their drives, blocking the single lane of traffic.

Noise and Disturbance

There will be more traffic stopping and starting outside my property creating disturbance, which will force me to close my windows and as I work from home, this will not be welcomed, limiting my fresh air.

Air Quality

With vehicles being stationary or at least moving slowly due to the increased congestion of this proposed scheme I believe the air quality will suffer especially around peak times when the principle users of these crossings will be children, feeding 2 primary schools and a high school in the vicinity.

Adequacy of parking/loading/turning

The scheme as described on the plan means that some residents can no longer park outside their own house, nor can any visitors to their property.

Delivery drivers will either park illegally or block the single carriageway in order to carry out their business.

I have been told by your elected members and officers that local residents have requested this scheme and would support it. We have not found a local resident yet who does so and suspect that some of these assertions are hearsay. We trust that only actual submissions from local residents will be considered. Organisations purporting to represent local residents need to evidence any statement claiming to do so before such representations are accepted.

Officer Response (Dated 19 January 2023)

Thank you for your representation regarding the proposals at Broadway and Mast Lane. The proposals at Broadway and Farringdon Road roundabout have materialised following concerns raised by residents and ward members in the area relating to difficulties experienced when trying to cross Broadway. Following receipt of these requests' surveys were undertaken to understand if crossing improvements were warranted. The results of the surveys indicated that upgrading the existing facilities was necessary, particularly as the crossings are located on walking routes to the primary schools on Marden Avenue and Farringdon Road. A review of the collision history of the roundabout found that there had been 3 collisions over the last 5 years at the junction, 2 of which involved cyclists. Taking this in account we looked to improve safety for all road users at this location.

Key stakeholders including each emergency service were consulted prior to consultation with residents. No issues were raised by emergency services. The proposed carriageway layout has been designed in line with national guidance. The crossings have been positioned as close to the desire line of the pedestrians as possible whilst still providing stacking space for vehicles between the crossing and the roundabout.

The proposed layout of footpaths will direct pedestrians to use the new crossings rather than crossing at the existing crossing points. Two pedestrian refuges will be removed in addition to the existing footpaths, which will be replaced with grass verges. The tactile paving on the remaining islands will be removed and raised above the carriageway to deter pedestrians from using these routes.

Access to your driveway has been maintained within the proposals and demonstrates a scenario similar to many off-street accesses on primary routes. Any driver should exercise caution when reversing onto the driveway. It is envisaged that the new pedestrian crossing should reduce traffic speeds further on the approach to the roundabout and may increase opportunities in which gaps are created at the crossing, facilitating this manoeuvre onto the driveway. It is also felt that there is adequate on-street parking maintained on Broadway and the service road to the west, which would be sufficient for visitors and delivery drivers to your property.

It is not expected that the implementation of this proposal would increase the volume of traffic using this roundabout, or that traffic noise will be exacerbated as vehicles do stop and start on the approach to the junction at present.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Details of Objection No.3 – SL (Dated 12 December 2022)

Objection – Traffic Order implementing design establishing new zebra crossings on The Broadway, Cullercoats at a) a point 29 metres north of its junction with Mast Lane’s projected northern kerb line; and b) a point 29 metres south of its junction with Mast Lane’s projected southern kerb line.

This objection is submitted by the constituted community group [name] on behalf of its members who are residents of the borough. The design does not secure the expeditious, convenient and safe movement of pedestrians and cyclists.

1/ The proposed zebra crossings are located significantly away from the pedestrian desire lines at the junction, too far to benefit the majority of people crossing.

2/ The junction has a history of collisions involving cyclists and sits at the junction of two major North Tyneside Cycling routes, the LCWIP “yellow” route running East-West and the 1930’s North-South route running along the Broadway service/slip roads. The proposed design does not comply with LTN 1/20 national cycling design guidance, nor does it contribute enough towards eventually achieving a compliant design. The improvements cited for cycling in the statement of reasons, the reduction to single lanes, whilst welcome, do not meet the standard.

An earlier set of comments was sent to officers during design which make these points in more detail.

“Pedestrian Crossings – Broadway, Cullercoats Statement of Reasons The proposed introduction of new zebra crossings will improve safety for pedestrians crossing Broadway in the vicinity of the existing roundabout. As part of this proposal the circulatory of the roundabout will be reduced to a single lane approach to reduce traffic speeds and improve safety for cyclists. The proposed measures are a result of traffic surveys, site observations and resident feedback.”

Officer Response (Dated 14 December 2022)

Thank you for your email objecting to the scheme at Broadway and Mast Lane.

The scheme as designed is looking to improve upon the existing crossing facilities for walking and wheeling, as well as improve movements for on road cycling by reducing the number of approach lanes and size of the roundabout. The crossings have been positioned to take into account existing site constraints such as private accesses or mature trees. We would not consider positioning a crossing facility that would prevent access to properties or encourage motorists to access their property at a location where a pedestrian may be waiting. The crossing on the southern arm is positioned at its proposed location due to a tree on the eastern side of Broadway. The Authority have stated in their Tree Management Policy their aim to protect and maintain the tree stock within the borough and look to increase it annually. Taking this into consideration we would not consider removing any trees as part of this scheme as it goes against the policy. The only time we would consider removing trees would be if it is imperative to the project or the position of a tree within the scheme would make the scheme unsafe. i.e severely affecting visibility. In this instance we believe the crossings have been positioned at an appropriate distance for safety and convenience.

Unfortunately the Authority do not have the budget available to completely remodel the roundabout at this point in time but we are still looking to improve the junction in line with guidance were we possibly can, whilst also trying to futureproof the junction should further funding become available. Examples of futureproofing the junction include installing wider hardstanding areas to allow for the zebra crossings to be upgraded to parallel crossings and

installing link paths at a suitable width for shared use provision for transitioning to the informal northbound/southbound route.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Further correspondence from SL – (Dated 14 December 2022)

We can confirm that the objection stands as the proposed design does not secure the expeditious, convenient and safe movement of pedestrians and cyclists. 1/ The proposed zebra crossings are located significantly away from the pedestrian desire lines at the junction, too far to benefit the majority of people crossing. 2/ The proposed design does not comply with LTN 1/20 national cycling design guidance, nor does it contribute enough towards eventually achieving a compliant design.

We would urge you strongly not to describe our objection in the report to the cabinet member as a demand that the junction be completely remodelled next year. This is categorically not the case.

Please include reference to the collision history in your report and consider the implications of not following guidance. The assurances you offer in terms of future proofing are not compatible with eventually meeting government LTN 1/20 guidelines. The cabinet member should be made aware that these elements are not compatible.

We urge the council to follow the guidance and revise this design in a way which will eventually support safe segregated movement in all directions (not just north south), respect the dimensions set out in LTN 1/20 for junction design and above all respect pedestrian desire lines.

Details of Objection No.4 – Mr T (Dated 6 December 2022)

I wish to object to the proposal to site a pedestrian crossing on the A192 (Broadway) 29 metres north of the Junction with Mast Lane and Farrington Road.

Having lived at this location for a number of years I consider the proposal to be unnecessary because the two pedestrian refuges work perfectly well, without delays of more than a few moments.

To date I have not seen any evidence of any Road Traffic survey to determine whether or not there are any delays at this junction. The only exception is when the Road Traffic Patrol is on duty during School peak times to assist students and parents.

Although not stated on the Notice, the proposed location will mean that the present Bus Stop on the West side of the road will have to be relocated or abandoned completely. The present lay-by is also used by long distance coaches and at least one School Coach.

My personal point of view is that the location of the crossing will detract from my privacy and hence the value of my home in that it will be immediately in front of my lounge window. Equally the flashing lamps will be a nuisance, unless shielded in some way.

The road safety aspects of the proposal need to be considered. As planned the crossing will lie within 2 metres of my drive. This means that to park, I must stop with my front wheels on the crossing before reversing into the drive. This will cause confusion to following drivers who will not expect such a manoeuvre so close to the crossing. I **must** back into the drive to comply with the Highway Code which precludes me reversing onto the A192 (Broadway). Naturally this applies to my immediate neighbours too.

While not mentioned in the Notice, I understand from previous correspondence that consideration is being given to removal of the left hand filter lane to Mast Lane. The removal of this carriageway will undoubtedly lead to longer queues as traffic for Farringdon Road, A192 and Mast Lane will only have the use of one lane.

Officer Response (Dated 19 January 2023)

Thank you for your representation regarding the proposals at Broadway and Mast Lane.

The proposals at Broadway and Farringdon Road roundabout have materialised following concerns raised by residents and ward members in the area relating to difficulties experienced when trying to cross Broadway. These concerns were also raised by the school crossing patrol which operates on the northern arm of the junction.

Following receipt of these requests, surveys were undertaken to understand if crossing improvements were warranted. The results of the surveys indicated that upgrading the existing facilities was necessary, particularly as the crossings are located on walking routes to the primary schools on Marden Avenue and Farringdon Road. A review of the collision history of the roundabout found that there had been 3 collisions over the last 5 years at the junction, 2 of which involved cyclists. Taking this in account we have looked to improve safety for all road users at this location.

Access to your driveway has been maintained within the proposals and demonstrates a scenario similar to many off-street accesses on primary routes. Any driver should exercise caution when reversing onto their driveway. It is envisaged that the new pedestrian crossing should reduce traffic speeds further on the approach to the roundabout and may increase opportunities in which gaps are created at the crossing, facilitating this manoeuvre onto the driveway. It is also felt that there is adequate on-street parking maintained on Broadway and the service road to the west, which would be sufficient for visitors and delivery drivers to your property.

If the proposal is successful at the statutory consultation stage, officers can confirm that arrangements would be made to ensure that shields are installed on the belisha beacons associated with both zebra crossings. This would mitigate the flashing lights from neighbouring properties.

The notice only highlights the proposed pedestrian crossings, as this is the only aspect of the proposal which requires a notice of intention. Relocation of the bus stop and shelter on the northern arm has been discussed with Nexus who are comfortable with the proposed amendment. The most recent proposal in full has been attached for your information.

Officers believe that the quantity of vehicles queued at the roundabout are low, and any instances of congestion are brief as traffic flows well at this location. It is not expected the removal of the left-hand lane to accommodate a single lane approach would greatly increase the length of queues.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Further correspondence from Mr T – (Dated 24 January 2023)

Thank you for your email of 19 Jan 2023 with a link to the Delegated Decision Report dated 4 November 2022. I have studied both documents and find that I have more questions and concerns than previously.

I note that the proposal came about following concerns raised by residents and Ward Members relating to problems they have experienced when trying to cross Broadway. As I live within [number] metres of the existing roundabout I feel that I am a resident sufficiently placed to express a view to the contrary. I cross Broadway on a daily basis at all hours from morning to night and can categorically state that I do not recognise this problem. It is not a question of me being young and nimble and darting between the traffic. In fact I am in my eighties!

You state that surveys were carried out to understand if changes were warranted. I should like to know if any of these included the use of road sensors to determine traffic flow, or were they simply canvassing opinions, with no factual data.

In response to a previous question you state that there have been 3 collisions in a 5 year period. NONE of these involved pedestrians, which begs the question as to not one, but two pedestrian crossings are required. There must be cheaper, but effective alternatives which do not involve the use of electricity 24 hours a day at a time when the Government is exhorting us to use less fuel. The use of larger raised "humps" which have been introduced on The Links at Whitley Bay and Percy Park Road in Tynemouth. These have undoubtedly slowed the traffic and increased safety at these locations.

Ironically, had this avenue been explored rather than pedestrian crossings, there would have been no need for a Notice of intention. Presumably the bus shelter and associated street furniture could have remained "in situ".

In conclusion I DO NOT wish to withdraw my objection to the proposals and welcome consideration by the Cabinet Member for Environment, along with other objections which may have been raised.

Thank you for explaining the background.

Details of Objection No.5 – Mr & Mrs S (Dated 27 November 2022)

I object strongly to this proposal.

I doubt if the criteria has been met.

The Existing refuges give plenty of time for pedestrians to wait and cross.

The traffic coming off the roundabout will not have time to see anyone crossing.

Adjacent bus stops will cause confusion and a hazard

Your traffic engineers seem to have no idea and continually place crossings too close to roundabouts giving motorists no chance to evaluate the situation.

Officer Response (Dated 6 December 2022)

Thank you for your email objecting to the proposals at Broadway and Mast Lane.

The proposals at Broadway and Farringdon Road roundabout have materialised following concerns raised by residents and ward members in the area relating to difficulties experienced when trying to cross Broadway. Following receipt of these requests surveys were undertaken to understand if crossing improvements were warranted. The results of the surveys indicated that upgrading the existing facilities was necessary, particularly as the crossings are located on walking routes to the primary schools on Marden Avenue and Farringdon Road. A review of the collision history of the roundabout found that there had been 3 collisions over the last 5 years at the junction, 2 of which involved cyclists. Taking this in account we looked to improve the junction in line with the Department for Transport's Cycle Infrastructure Design document known as LTN1/20.

The key changes to the roundabout see the crossings improved on the northern and southern arms. The roundabout has also been reduced to a single lane in order to slow traffic movements and create a more compact layout. Both zebra crossings have been positioned approximately 20m from the junction which should allow enough space for vehicles to queue without regularly affecting the roundabout movements. This should also allow enough time for motorists to react as they exit the junction.

Prior to progressing these proposals we contacted Nexus to understand how the layout would impact the bus movements. Following discussions with Nexus it was agreed that we would relocate the bus stop for northbound movements, located immediately after the junction, to a point further north on Broadway in order to address the hazard of bus movements in the vicinity of crossings. The bus stop for southbound vehicles will remain unaffected.

Taking the above into consideration, I'd be grateful if you would consider withdrawing your objection to the proposals. Should you choose not to withdraw your objection then it will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

NORTH TYNESIDE COUNCIL
Pedestrian Crossings – Broadway, Cullercoats

North Tyneside Council gives notice under Section 23(2) of the Road Traffic Regulation Act 1984, and after consultation with the Chief Officer of Police that it proposes to establish new zebra crossings on The Broadway, Cullercoats at:

- a) a point 29 metres north of its junction with Mast Lane's projected northern kerb line; and
- b) a point 29 metres south of its junction with Mast Lane's projected southern kerb line.

If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to democraticsupport@northtyneside.gov.uk by 16 December 2022. Any objections may be published as part of any reports to councillors on the matter. If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact sustainabletravel@northtyneside.gov.uk or telephone 0191 643 6500.

25 November 2022

Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

Appendix 3



KEY:

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

Rev	Drawn	Chkd	App'd	Description	Date
P02	RJ	GW	SL	Issued for Information	08/11/2022
P01	RJ	GW	SL	Issued for Information	23/03/2022

Purpose of Issue
S2 - Issued for Information

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.	Date
CS/102442	08/11/2022

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
BFR-CAP-GEN-XX-DR-TR-1001	P02

North Tyneside Council

Working in partnership with
CAPITA

The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside
NE27 0BY - 0191 643 4819
www.northynteside.gov.uk

Print Date: 08/11/2022 16:35:46
© Capita Property and Infrastructure Ltd. R:\ZNEO\Projects\NTC Core\Projects\LTP Schemes\22-23\CS102442 Sustainable Travel\3 Technical\Broadway and Farringdon\3 Technical\02 Delivery\GEN General\03 Drawings\BFR-CAP-GEN-XX-DR-TR-1001_P02.dwg