



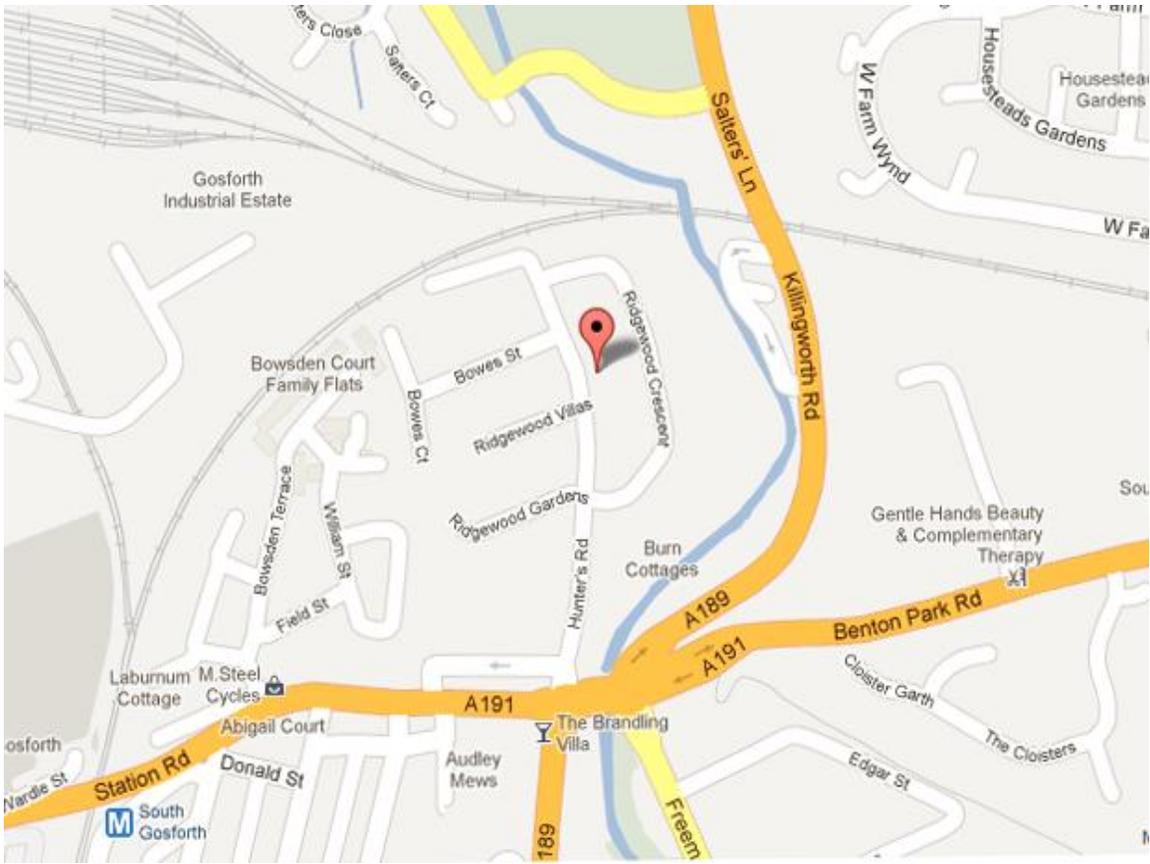
TYNESIDE



FOOT POWER, PEDAL POWER

**Promoting active and sustainable travel: A report
on the Haddricks Mill area.**

January 2013



Map of the area covered by the report

SUMMARY

This report is the result of a collaboration between Living Streets and the Newcastle Cycling Campaign. Members and supporters of both organisations, together with people from the local community took part in a *Walkabout* on October 17th 2012.

Participants recorded their comments and suggestions and these have been compiled in this report.

The overall aim of the report is to ensure that improvements are made to this area to make conditions better for cycling and walking.

The area is dominated by motor traffic, and the volume, speed, and variety of movements make life very difficult for pedestrians and cyclists.

We would strongly advocate that space is reallocated to favour cycling and walking. This would be part of a wider strategy to encourage modal shift away from car use toward sustainable travel.

Effective action to make walking and cycling safer and more attractive in this area would be a strong indication that Newcastle and North Tyneside values cycling and walking and their contribution to a healthier, greener transport future.

An intention to make changes to the area has been stated in the Delivery Plan for LTP3 (see Appendix 2), and we hope that this report will be taken fully into account when planning and delivering the improvements that are needed in this location. Analysis of casualty data for 2007 to 2011 shows that it is in the top 10 of problem areas in Newcastle.

The Newcastle Gateshead One Core Strategy contains many clauses that support better provision for walking and cycling (see Appendix 2), and we hope that by accepting and implementing this report these fine words can be turned into effective action.

Newcastle's Cycle Plan 2011-22 aims to bring about a ten-fold increase in cycling and infrastructure improvements are a vital part of

this plan.

Cyclists have previously commented on the area which was highlighted as one of the UKs worst junctions by the Times *Cities fit for cycling* campaign. These comments can be consulted at http://newcycling.org/sites/default/files/BikeUserComments_HaddricksMill.pdf

The present report echoes these comments and shows that walkers as well as cyclists would like to see some action taken to improve conditions at Haddricks Mill Roundabouts and the surrounding area.

We hope that the report is a positive contribution. Our findings are detailed below followed by the recommendations for each location. We look forward to a positive response from Newcastle and North Tyneside Councils, and to early implementation of our recommendations.



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1. Haddricks Mill roundabouts and adjoining junctions

Findings

This is a complex series of junctions where the needs of pedestrians and cyclists are very poorly provided for. Motor traffic is clearly the priority.

The lack of provision for cyclists at this location has been highlighted nationally in the Times *Cities fit for cycling* campaign.

For most routes pedestrians have to take a detour and wait a long time exposed to fast traffic, noise and air pollution. The same applies to cyclists who choose to avoid the dangers of cycling through the junction.

In the age of sustainable travel this is clearly unacceptable.

The wider area contains large places of employment, including HMRC and YHN, an internationally-renowned hospital, many residential neighbourhoods, Metro stations, shops and schools. It is likely that walking and cycling is being deterred by the poor conditions at these roundabouts. There is a suppressed demand waiting to be activated.

Indeed, the survey was prompted by concerns raised by a local resident who finds it difficult to walk to work. Also, among the people surveying the area were two children who would like to improve the walking and cycling route from their home to St Mary's School.

In addition to the inadequacies of the overall design, and the general feeling of neglect, there were many specific problems identified:

- Lack of a safe cycle route (some pavement cycling as a result, e.g. by school children).
- The junctions are confusing for motorists as well as for pedestrians and cyclists.
- Signage is poor.
- Poor maintenance (broken and uneven paving, poor drainage and protection from splashing water, road markings are faded, signs are obscured by tree growth).
- Narrow pavements in places.
- Onward pedestrian and cycle routes are inadequate. (do not follow desire lines, poorly signed). This particularly applies to the links to the Cox Lodge Waggonway.

- There are several locations where two lanes merge into one with a consequent crash risk. This is especially problematic for those cyclists who do use the road. Lane changes are one of the most risky manoeuvres for cyclists.
- Pedestrians are expected to use 'cattle pens' when waiting to cross at one location. (This, combined with long wait times and indirect routes, causes some to take a riskier route across the junctions).
- Junction with Hunters Road:
 - No light controlled crossing.
 - Dropped kerbs missing.
 - Car parking hinders safe crossing.
 - Narrow pavements. Road space could be reallocated.
- Junction with Freeman Road
 - Traffic can straddle the crossing during pedestrian phase.
 - Sounder not working on crossing.
 - Bus stop on steep uphill section causes risk to cyclists.
 - Road layout: short distance from bus stop to the pedestrian crossing.
 - Road layout: Traffic turning left from Benton Park Road can be fast going up the hill, failing to see the pedestrian crossing or cyclists pedalling fairly slowly at that point

A general observation was that there is a lot of space surrounding the roundabouts that might be usable in any improvement scheme.

Recommendations

There are so many problems with this location that it is difficult to avoid the conclusion that a radical redesign is needed.

There are some maintenance issues that could be quickly resolved and we would urge that these are dealt with. Any temporary 'sticking plaster' remedies that would delay the necessary radical surgery should be avoided, however.

We would strongly advocate that the space is reallocated to give more to walking and cycling. This would follow a sustainable travel hierarchy and give the message that Newcastle values the contribution that pedestrians and cyclists make to a healthier and greener transport future.

A full list of recommended action is provided in Appendix 1.



Haddricks Mill Roundabouts – General view of layout as seen from Station Road



Haddricks Mill crossing point – ‘Cattle pens’ and cyclist wheeling bike across in preference to cycling.

2. Killingworth Road and Salters Lane (A189)

The survey was mainly concerned with that part of the A189 that is within Newcastle. Some comments were however made about Salters Lane, which is in North Tyneside. These have been included for sake of completeness and to signal the fact that users perceive this as a continuous route regardless of which local authority has responsibility. It is hoped that authorities will work together to resolve the problems.

Findings

This route is narrow and dominated by motor traffic. As a pedestrian and cycling route it is woefully inadequate. There appears to be very little scope for improving this route to any significant extent without looking at the wider traffic flows through the north of Newcastle and north west of North Tyneside, encouraging the use of alternative and more suitable routes.

Restricting traffic flows for private car journeys must be the answer. If traffic could be limited to local needs, then it would be possible to reallocate road space to make this tolerable as a route for pedestrians and cyclists.

The main problems identified are:

- Narrow and congested carriageway throughout causing danger to cyclists and pedestrians. Several instances of pavement cycling were noted, including by a police officer. Also an ambulance was seen to mount the pavement in order to get past queuing traffic.
- Narrow pavements made worse by overgrown vegetation and cyclists choosing to cycle on the pavement rather than risk the roadway.
- Lack of pavement under the railway bridge. The squeeze on road space at this location results in motor traffic endangering sustainable travel modes.
- Absence of any safe crossing points on Killingworth Road north of the Victory pub.
- The crossing point of Salters Lane near to Hollywood Avenue (traffic island) is difficult to cross in heavy traffic. The large number of right turning vehicles, and the difficulty of some of these turns, also poses a risk to pedestrians. The crossing also creates a pinch point for cyclists. In addition the road surface is potholed in this location.
- Poor maintenance of surfaces and drains affecting both pavement and road. There is frequent standing water in various locations.

Recommendations

It is a challenge to make provision for all users in such a narrow corridor. It is clear that the Sustainable Travel Hierarchy is not being adhered to and motorised traffic is taking priority over walking and cycling.

A full list of recommended action is provided in Appendix 1.



Narrow footpath along Killingworth Road.



Killingworth Road A 189 – narrow carriageway adjacent to housing.



Killigworth Road A189 – poor conditions, lack of footpath at Metro bridge.



Salters Lane A189 – Pedestrian crossing point. Damaged, poorly maintained.

3. Alternative routes

The main barrier to north-south walking and cycling routes is the Metro line. There are two possible alternative crossings that avoid the A189.

A. Crossing at the northern end of Hunters Road.

This could provide an attractive route but a step-free crossing would need to be provided similar to that installed at Longbenton Metro station. At present there is no provision for people using buggies, wheelchairs, or otherwise unable to climb the steps. Cyclists are expected to wheel their bikes up and down the steps on an improvised metal runner. This is difficult to use, especially with fully-packed panniers.

An additional challenge is posed by the road conditions on Hollywood Avenue. There is a narrow bridge over the Ouse Burn (Salter's Bridge, a listed structure) and a narrow carriageway to the east (pavement on one side only). This route appears to be used by traffic as a through route or 'rat run' to the Regent Centre area, and the traffic flows are inappropriate for the road conditions.

B. Crossing at Longbenton Metro station

This is an attractive alternative with a signed cycle and walking route along West Farm Wynd and Chesters Avenue. There is a step-free crossing of the Metro line.

The route is, however, a long diversion for routes to/from the Haddricks Mill area and the Hollywood Avenue area or the south western part of Longbenton.

Recommendations

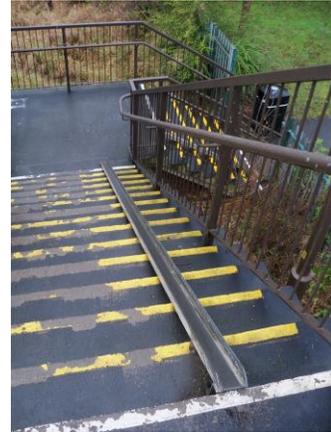
The Hunters Lane route needs to be upgraded to provide a good alternative to the A189. This will involve

- Providing a step-free crossing of the Metro line at the north end of Hunters Lane.
- Reducing traffic flows on Hollywood Avenue.
- Upgrading conditions for cycling and walking on Hollywood Avenue.
- Providing a toucan crossing of the A189 to link Hollywood Avenue with Longbenton.

A full list of recommended action is provided in Appendix 1.



**Metro Crossing on Hunters Road route –
No step-free access**



**Metro Crossing on
Hunters Road route –
Rail for use by cyclists**



**Hollywood Avenue – Poor conditions for
cycling and walking**

4. Station Road

Findings

Station Road is important as a walking route to and from South Gosforth Metro station. It is, however, a poor environment for pedestrians, especially at the eastern end with its narrow pavements, street clutter, and poorly maintained surfaces. In conjunction with the heavy traffic flows and carelessly placed 'A frames', this is an unattractive environment for walking.

For cyclists, there is the additional challenge of the topography which increases the differential speed at this narrow location.

Among the problems identified were:

- Damaged and broken pavements in several locations. This is most noticeable near to shops where delivery vehicles and takeaway customers park on the pavement. (e.g. at junction with Audley Road).
- Narrow pavements, especially outside the shops at the eastern end.
- Street clutter – poorly located lampposts, traffic signal boxes, A frames, and safety railings.
- Poor road surface causing problems for cyclists
- Windsor Terrace. Poor crossing point. Fast traffic can appear unexpectedly at an angle from Balmoral Terrace. Also the junction with Station Road is too wide allowing vehicles to take the corner rapidly and unexpectedly. Pedestrians cannot see approaching traffic as they cross from west to east. Cyclists also have problems at this location.

Recommendations

As this is a walking route to a hospital, and also passes by local shops, it could be given a high priority in terms of maintenance and signage.

This route could also be publicised to hospital users, along with that from Longbenton, as a way to access the hospital using the Metro and walking.

A full list of recommended action is provided in Appendix 1.



Station Road – street clutter

Appendix 1 List of recommended action.

1. Haddricks Mill Roundabouts

Redesign the whole area:

1.1 Replace roundabouts with light controlled junctions.

1.2 Enable pedestrians and cyclists to cross the area quickly and safely using the most direct route. This could include shared surfaces (where width is available), cycle lanes and toucan crossings. For all light controlled crossings, increase timings for pedestrians and cyclists.

1.3 All walking and cycling routes to be catered for, with signage and good links to onward destinations, including the Cox Lodge Waggonway.

1.4 Road User Hierarchy to be applied to the improvement scheme.

1.5 Improve safety for all users.

2. Killingworth Road and Salters Lane (A189)

2.1 Investigate the options for reducing traffic flow and introducing traffic calming on this part of the A 189. A traffic survey of origins and destinations would be useful to see if there are alternative routes or travel modes that could be used and encouraged.

2.2 Introduce stricter enforcement of the current 30mph limit and consider reducing this to 20mph.

2.3 Establish who is responsible for overgrown vegetation and ensure that it is regularly maintained.

2.4 Improve conditions for cycling on the road, including cycle lanes/paths.

2.5 Widen pavements and deal with the lack of pavement underneath the railway bridge.

2.6 Provide a light controlled crossing in the vicinity of Gallalaw Terrace.

2.7 Replace the traffic island on Salters Lane (near junction with Hollywood Avenue) with a toucan crossing.

2.8 Repair road surface

2.9 Deal with the pavement and road maintenance issues:

- Poor surface condition
- Poor drainage

3. Alternative routes

3.1 Provide a step-free crossing of the Metro line at the north end of Hunters Lane.

3.2 Reduce traffic flows on Hollywood Avenue.

3.3 Upgrade conditions for cycling and walking on Hollywood Avenue.

3.4 Provide a toucan crossing of the A189 to link Hollywood Avenue with Longbenton.

4. Station Road

4.1 Improve walking and cycling conditions to increase use of the Metro, bus and cycling. This to include a public realm review.

4.2 Repair damaged and broken paving.

4.3 Prevent or deter pavement parking.

4.4 Widen pavements. This can be done in conjunction with a scheme to reduce traffic flow in the area.

4.5 Remove street clutter.

4.6 Repair road surface.

4.7 Repair sounder at crossing at eastern end.

4.8 Redesign junction at Windsor Terrace to improve safety for pedestrians and cyclists.

Appendix 2

Abstracts from LTP3 and One Core Strategy

**From LTP3 District Priorities for Newcastle Gateshead – Delivery Plan 2011 to 2014
(published by Tyne and Wear Integrated Transport Authority March 2011)**

2.21 Transport measures proposed in support of these objectives in NewcastleGateshead include.....Amendments to the junction between Salters Lane and Great North Road, as well as Haddricks Mill roundabout.....

**From LTP3: The Third Local Transport Plan for Tyne and Wear Strategy 2011 - 2021
(published by Tyne and Wear Integrated Transport Authority March 2011)**

14.2 Active travel

Policy 21

We will give priority to and invest in walking and cycling.

14.2.1 Streets for everyone

Policy 22

We will seek to reduce car dominance in residential areas.

14.44 Walking is the oldest and most basic form of transport. It is the starting-point and the conclusion to almost all public transport journeys and to many car journeys. Moreover, although cyclists and pedestrians can sometimes conflict, streets which are safe and attractive to walk along are usually cycle-friendly also. Improving walking routes delivers improvements to accessibility at relatively low cost.

14.45 It is fundamental to LTP3 that we encourage safe, attractive and enjoyable streets where people want to walk. Not only does this help to reduce car use and congestion but it also promotes good health and community cohesion, helping to deliver a better quality of life for everyone. Research conducted in San Francisco and Bristol illustrates what we intuitively know - that heavy traffic reduces social interaction. Calming traffic and designing streets for people can create stronger, happier communities.

14.46 We wish to rebalance our streets, especially in residential areas, so that they prioritise sustainable modes rather than motorised traffic.....

From NewcastleGateshead One Core Strategy Draft Plan, September 2011

Walking and Cycling

10.12 Walking forms a component part of most journeys, and is an important form of transport in its own right. It is the cheapest and most sustainable mode of travel. Routes that are well designed and safe encourage walking in Neighbourhoods and town and city centres. This is central to other themes to enhance and create places that are people-friendly. Places that encourage public participation in leisure and recreation are those that are attractive and economically thriving. Walking and cycling contribute to improved health outcomes, through increasing personal exercise, improving wellbeing and happiness through interaction with the physical environment and other people. Walking and Cycling also help to reduce carbon emissions and encourage use of local facilities.

10.13 The Councils will work with partners to create a strategic cycle network across the plan area that provides sustainable access to jobs and services. This network will be formed from a mixture of on-road lanes (sometimes mixed with other modes), shared-use paths, offroad routes and recommended routes through traffic-free or lightly trafficked areas. We will seek to create a major new north-south route across NewcastleGateshead and into Durham and Northumberland: the Great North Cycle Route. This route will link all the major national and regional cycle routes in the area to the heart of Tyneside. We will also provide better links from our local network to the National Cycle Network and look to provide a new cross-river cycle and pedestrian link between Newburn and Blaydon. Public cycle parking will be provided and enhanced at key destinations.

10.14 Excessive vehicle speeds are a deterrent to walking and cycling. Working with the police, we will continue to promote road safety and to curb speeding and dangerous driving. We will aim to introduce 20mph limits in all residential streets and will encourage new developments to be designed on "Home Zone" principles.



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