

Cycling and pedestrian routes

Whitburn Neighbourhood Forum

July 2021



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Introduction

This report is aimed at identifying the cycling and pedestrian routes in the Whitburn Neighbourhood Area (WNA), and any improvements that can be made to these routes. These improvements will be included in the neighbourhood plan.

The following resources have been used:

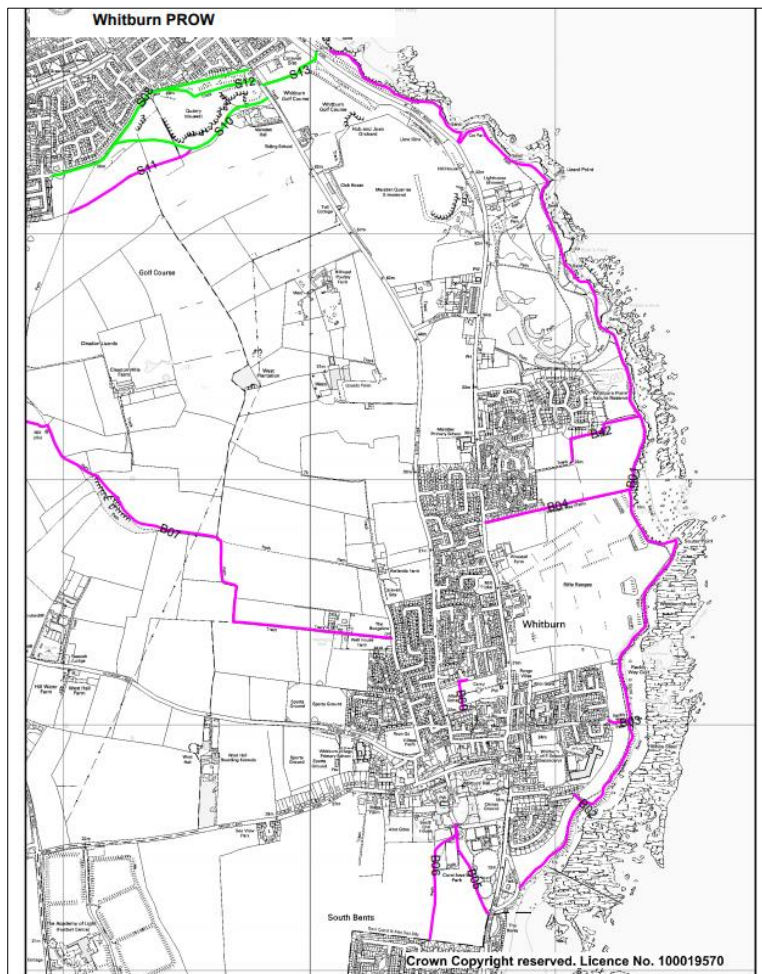
- 1) South Tyneside Council's Green Infrastructure Strategy (2013)
- 2) Whitburn Heritage Character Assessment (AECOM, 2017)
- 3) South Tyneside Cycling and Walking (Available at: <https://stynesidecwip.commonplace.is/comments>. Accessed 17 July 2020)
- 4) South Tyneside Street Space (Available at: <https://stynesidestreetspace.commonplace.is>. Accessed 17 July 2020)

Cycling and pedestrian routes in the Whitburn Neighbourhood Area

Firstly, existing pedestrian and cycle routes in the Whitburn Neighbourhood Area have been identified, including public rights of way, and cycleways.

Public Rights of Way

There are various Public Rights of Way (PROWs) in Whitburn, including the England Coastal Path. These are shown on the map below (provided by South Tyneside Council):



Cycleways

A cycling path runs through Whitburn, linking Sunderland and South Shields. This is part of the National Cycle Network¹, forming a section of the Two Rivers Cycleway. The path enters the WNA in the north on the Coast Road and ends near the junction with Bryers Street on Mill Lane, where cyclists have to move onto the street due to the road narrowing there. The route continues towards the England Coastal Path, where cyclists have to dismount to go through gates. The route becomes on-road again at Sea Lane, then becomes a shared space with pedestrians again just south of the junction with Sea Lane, outside the WNA boundary.

¹ <https://www.sustrans.org.uk/national-cycle-network>



The cycle path shares space with pedestrians, is at times narrow and has obstacles, such as street lights, bollards and parked cars. The cycle track has many side streets where cyclists are required to slow down. The path is in some areas in a bad state of repair.

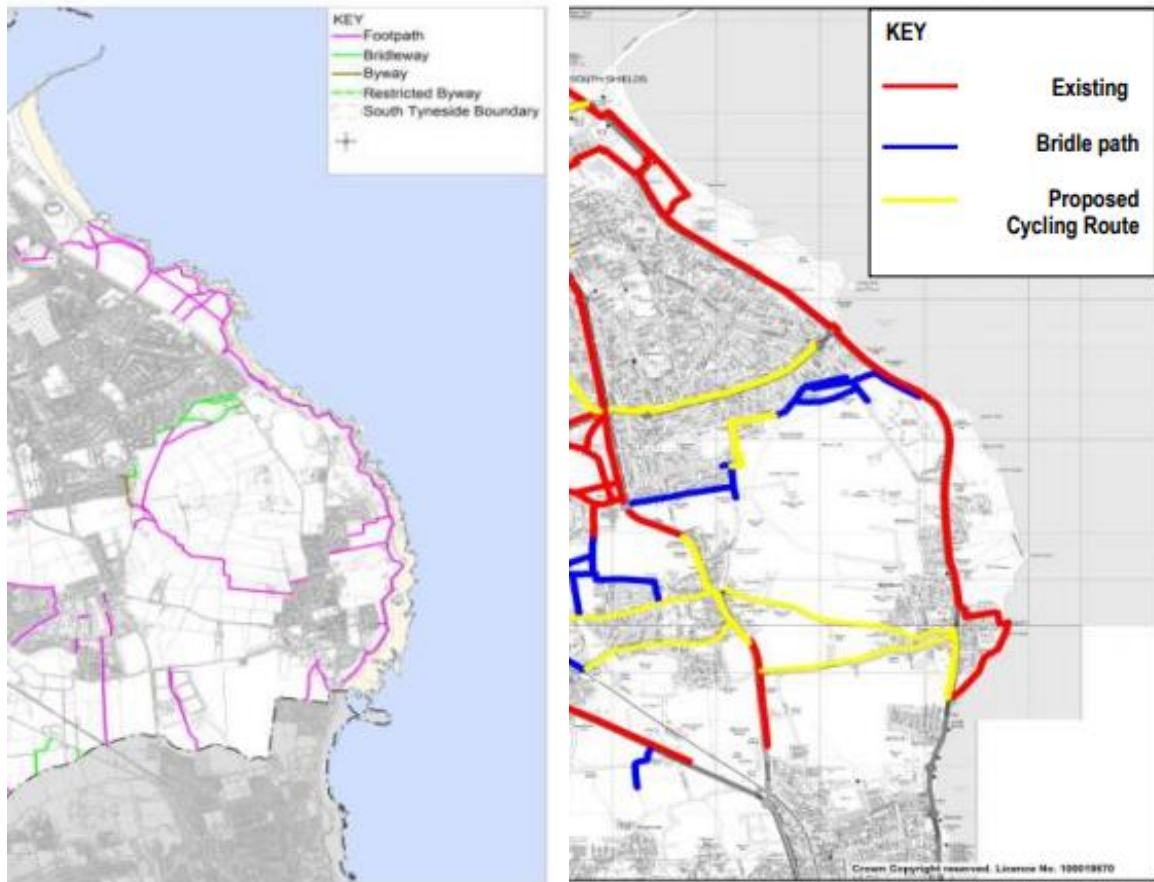


End of cycle path

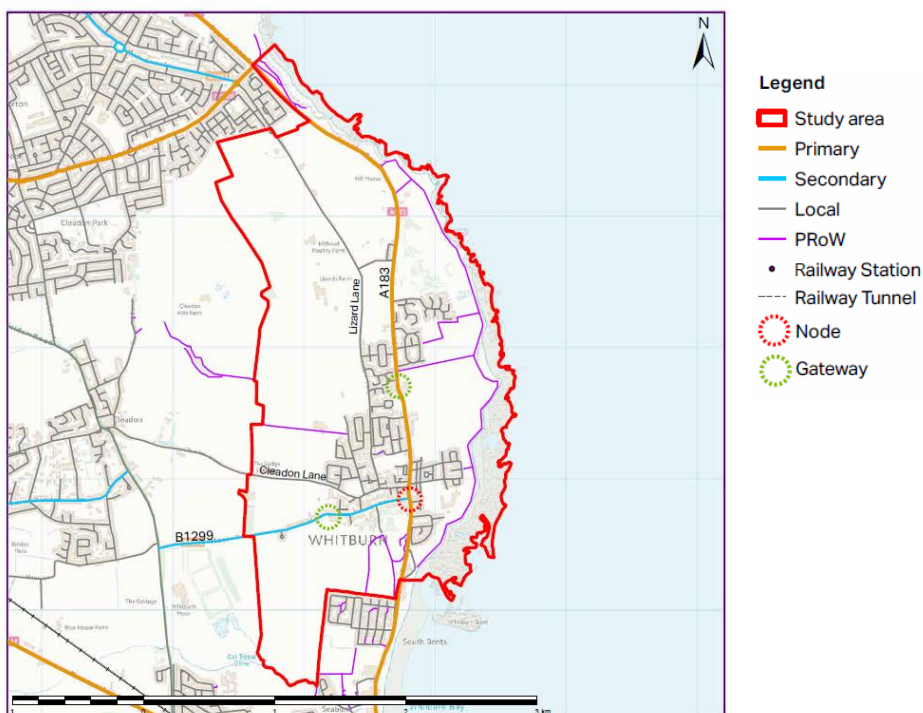


Obstacles and side streets

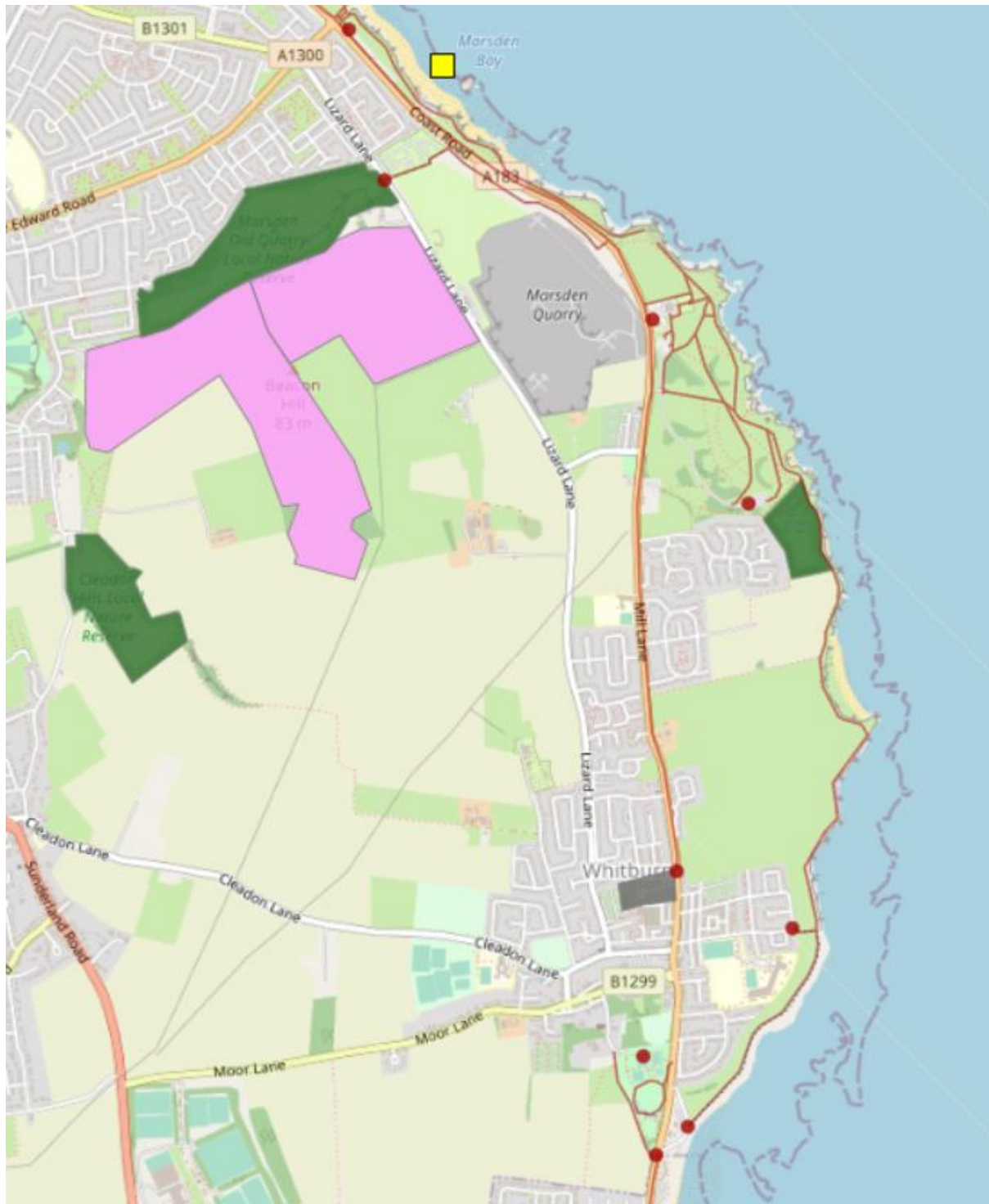
Public rights of way and cycling links are visualised in the Green Infrastructure Strategy, which shows proposed new routes on Cleadon Lane, Moor Lane and the A183.



The Whitburn Heritage Character Assessment included the following map on connectivity:



Furthermore, the ORVal tool (Outdoor Recreational Value²) also shows important pathways in Whitburn that are highly valued and receive many visits. Some of these paths, for instance those in the Whitburn Coastal Park, are not public rights of way, but are used often.



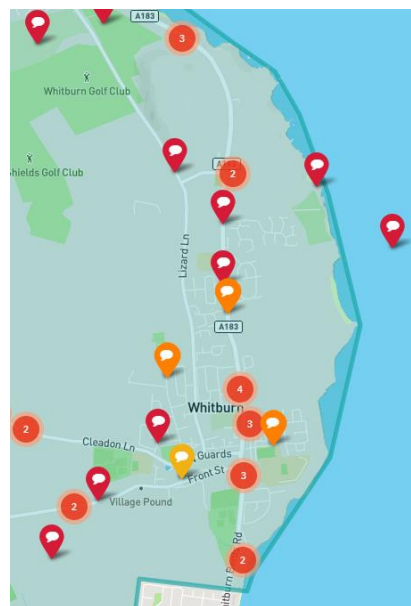
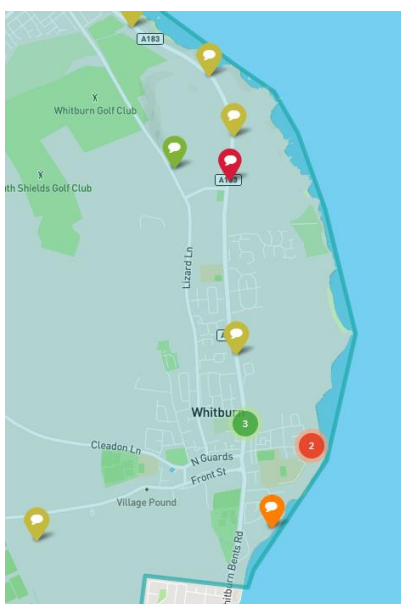
² <https://www.leep.exeter.ac.uk/orval/>

South Tyneside Street Space Consultation and South Tyneside Cycling and Walking consultation

In 2020, South Tyneside Council launched a consultation on improvements to cycling and walking routes. The Local Cycling and Walking Investment Plan (LCWIP) is a project requested by Central Government for the development of new sustainable travel infrastructure within Local Authorities. The data can be used for the Neighbourhood Plan.

South Tyneside Council also launched a consultation on where more space for cyclists and pedestrians is needed, to help improve physical distancing in light of Covid-19. The responses are also useful to highlight issues in Whitburn.

The maps below show the locations of issues reported, with the comments that relate to improving infrastructure for cyclists and pedestrians are given below:



Area	Comment
Coast Road	A safe crossing with central refuge is required here for Pedstrians / Cyclists and Equestrians on this fast section of road where drivers often exceed the 40 mph limit. When busy it can be very difficult to cross this road - a Pegasus crossing is desirable.
	Another junction along the coast road where the priority is with the car at the expense of the pedestrian/disabled person/wheel chair user/cyclist. Temporary measure could be "implied zebra" with a view to continuing footway/cycleway with ramp for cars as a permanent measure, examples of which can be seen in some London boroughs. We must make it more convenient for the walker/cyclist If we are to encourage more active travel and a healthier future and work towards eliminating the 'car is king' mentality.
	The speed limit need to be reduced along the coast road which is like a race track at times making it safer for motorists and cyclists. The shared access path is too narrow for pedestrians and cyclists particularly beside Souter Lighthouse and where cars park adjacent

	<p>the route. The installation of protected road space for cyclists would give more space for pedestrians on the footpath. Rather than the expense of extending footpaths the installation of "armadillos" on the road would be a more cost effective option and allow families to cycle on the road whilst protected from traffic unlike a white line painted on the road (Newcastle's Great Nth Rd in Gosforth is an example of this method).</p> <p>Lots of angry drivers but the cycle lane on the path is poor quality and breaking up. Lots of pedestrians to avoid too wall if in cycle lane unaware. It's a toss up between cycling on the road or on the grass (frequently through dog poo) to help social distancing.</p>
Souter Lighthouse	<p>The existing shared use tpathway between Marsden Grotto Car park and Souter Lighthouse is extreemly bumpy with an uneven surface.</p> <p>Requires planning back and new surface applied as a shared use route and should ideally be widened to min. 3m width where possible.</p>
Path opposite Kitchener Road junction	<p>Very narrow section of shared use path with bus shelter midway & only 1Mtr width.Route should be altered to go through the country park and re-join existing route new the defunct Whitburn Lodge car park</p> <p>Impossible to social distance as only 1m wide at bus shelter and below 2m elsewhere.</p> <p>Road is too narrow with fast traffic to safety use the road in either direction.</p> <p>A new permanent cycle route is required to bypass this sub standard section, by going though the county park on the other side of the existing stone wall between park entrance and redundant car park at Whitburn Lodge.</p>
Mill Lane	<p>Surface of Segregated cycle/pedestrian path is very poor due to utilies noe resoring surface after new cables laid.</p> <p>Requires re-surfacing from opposite Whitburn Windmill to junction with road into new estate on old rifle range.</p> <p>One of many junctions along the coast road where the priority is with the car at the expense of the pedestrian/disabled person/wheel chair user/cyclist. Temporary measure could be "implied zebra" with a view to continuing footway/cycleway with ramp for cars as a permanent measure, examples of which can be seen in some London boroughs. We must make it more convenient for the walker/cyclist If we are to encourage more active travel and a healthier future and work towards eliminating the 'car is king' mentality.</p>
Mill Lane, rifle range	<p>Provide an off road route along edge of old rifle range to join up with existing cliff edge track and the traffic free cycle route to Sough Shields</p>
Mill Lane, Bryers Road	<p>Provide an off road route along edge of old rifle range to join up with existing cliff edge track and the traffic free cycle route to Sough Shields</p> <p>The parked cars force cyclists into the middle of the road which is in a very poor state of repair. Probably the worst road surface in South Tyneside.</p>

	<p>This stretch of road/pathway has become dangerous for pedestrians with the rapid increase in cyclists. There is not enough space for both pedestrians and cyclists.</p> <p>The current ON ROAD section if followed is very dangerous as when heading north you have to execute a right turn onto Mill Lane, proceed north on road and then execute another right turn to join the traffic free cycle route.</p>
Centre of village	I can understand why cyclists ride on unsuitable footpaths (even though they shouldn't) because of the narrow road and the number of heavy vehicles. There is some signage but not where it is needed most, to route cyclists safely and off the footpath.
Coastal path	<p>Cliff erosion is eating into the cliff edge path/cycle route.</p> <p>Track very puddled after rain.</p> <p>Requires moving away from cliff edge and re-construct as a 3 m wide SUP with a smoother surface.</p>
Cleadon Lane	<p>No towards sea front and coastal paths to encourage leisure cyclists. More importantly lots of school children commute to school on bikes but no dedicated cycleways for them to use.</p> <p>A safe cycle route either along Moor Lane or Cleadon Lane to connect to the sea front is long overdue.</p> <p>Ideally there should be segregated cycle lanes up and down this road and it should be one way for traffic as Whitburn and Cleadon could still be well connected with a one way system and safe space for walking/cycling. This would allow pupils/commuters to use active travel to and from school/work and people to use it for recreation also.</p> <p>Fast cars 40 mph and no cycle path.</p> <p>widen the footpath have shared access I cycle this route regular and there are hardly any pedestrians if I do come across any I always jump onto the road, but cycling on this road as with most roads feels unsafe.</p> <p>Give cyclists half the road by making a one way system! This road is super dangerous</p> <p>A safe designated cycle path will allow cyclists to travel between Cleadon and Whitburn - especially children attending Whitburn Academy.</p> <p>Traffic also needs to be slowed and lighting improved to allow people to cycle safely along this road.</p>
Sea Lane	<p>Provide a 3m wide shared use path between District boundary & the entrance to the cliff path on the seaward side.</p> <p>Alternatively a protected cycle lane should be built to allow cyclists to ride northbound without need to cross road against on coming traffic and carleesly parked cars.</p> <p>Measures to be put in place to stop vehicles parking over the kerb and double yellow lines.</p> <p>Idealy Sea Lane should be made made 1-way.</p> <p>This section can be VERY busy with cyclists and pedestrians in the high season but isoften blocked by illegal parking on double yellow lines and over the kerb line.</p> <p>Road to be reduce to one car width and existing pavement widen plus a hard segregated 2 way cycle lane alongsie pavement with a</p>

	kerb edge to prevent cars parking over it, This could be achieved using temporary barriers and road made 1 way ONLY from north to south on a trial basis and if proven make it permanent.
East of Ash Grove	Existing path is very narrow due to grass turf incroachment, rough and loose stone surface, requires widening to 3 m and surface improved.
	Access control barrier difficult to pass through for bikes with panniers.
Moor Lane	Dedicated cycle lanes both ways painted by white lines on all B roads in our region. Cyclists have priority when in them, if no cyclist then cars can use them. Cars must wait until clear to overtake cyclist. This is a well tested method which works, it is simple and cheap to implement.
	There should be a continuous cycle lane between east boldon and the seafront
Lizard Lane / Kitchener Road junction	Someone will be seriously injured one day. It is a popular area for walking and dog walking. All is needed is a path, its simple!

Proposed improvements

It is proposed to include the following improvements to pedestrian and cycle routes:

- 1) Improve existing cycle path on Coast Road / Mill Lane. Examples are improving surface, removing obstacles and providing a separated cycleway.
- 2) Provide a connection between existing cycleways to allow an uninterrupted cycleway through Whitburn north / south. This should eliminate the need for cyclists to be on road.
- 3) Provide a connection between Whitburn and Cleadon by providing a safe cycleway on Moor Lane and Cleadon Lane;
- 4) Providing a safe pedestrian path on Lizard Lane and Kitchener Road.

Proposed policy text:

“Support will be given to proposals that improve and extend the existing footpath and cycle path network as identified in the South Tyneside Local Cycling Walking Investment Plan, allowing greater access to the village centre, green spaces, the open countryside and nearby Metro stations and minimising the need for car use.

In particular, improvements to the cycleway on Coast Road / Mill Lane will be supported.

The provision of additional networks and links to the existing network of cycleways, footpaths and bridleways will be supported, in particular:

- Connecting existing cycleways to provide an uninterrupted cycleway north / south;
- Providing a cycleway to connect Whitburn to Cleadon through Moor Lane and/or Cleadon Lane
- Providing a footpath on Lizard Lane and Kitchener Road.”