

The following consultation response was received after the end date of the formal consultation period. This has been italicised and boldened, with officers' responses provided in standard text where relevant. An image of suggestions provided by the consultee is contained on the final page.

Late Response 1:

Having considered the proposal, I would like to suggest an alternative - please see the attached. In short:

- 1. I believe the current proposal will likely exacerbate certain current issues (parking on double yellows on corner, exiting Todmorden onto Clifton Drive, and speeding towards corner), all likely to impact drivers, pedestrians, and cyclists with the increased/worse traffic conditions.***
- 2. The current proposal also doesn't fully align with current government targets, which expects segregated cycle lanes, distinct from pedestrian areas and roads (LTN 1/20). My personal experience from previously living in London is that this would be a significant benefit for both cyclists and pedestrians, providing assurance/confidence to the latter, and freedom and efficiency to the former.***

No Waiting and Prohibition of Loading proposals have been included to protect the footway / cycle track and keep roads or junctions free from obstruction. There is no foreseeable reason that drivers would approach the corner from North Promenade to Todmorden Road at higher speeds.

The proposal segregates pedestrians, cyclists and vehicles wherever possible, minimising lengths of shared use footway to those absolutely necessary. The proposals comply with guidance document LTN 1/20.

I believe the one-way concept to be a good one, and so have drafted a proposal that utilises this, but shares the impacts across three roads, rather than two. I believe this should provide a number of benefits:

- 1. This approach provides more road space that can be used by cyclists without moving and/or parked cars, thus providing the cyclists the ability to get onto the promenade without threat of being hit, especially around the tight corner between Todmorden and North Promenade***
- 2. This extra space can be used to provide dedicated car/cycle/pedestrian only lanes, in line with government targets above.***
- 3. The impacts to the residents of each road are shared: (6 Sandgate properties are limited to promenade access, but can immediately turn left or right to get to Clifton Drive; 6 Bentick properties are limited to Clifton Drive access, but can easily use Norwood or other to return; 31 Todmorden/Summerfields properties have reduced speed/restricted space, but can initially head in either direction)***
- 4. The use of Todmorden as a dedicated access/cycle road means speeds will naturally be much slower - drivers exiting their homes are often travelling 10-20 mph regardless, with speed dangers currently coming***

from cars going onto Promenade or coming off the length of Promenade.

- 5. Drivers passing through would be far less impacted by the lights/beach parking/bus stop that causes regular backups and congestion along Clifton Drive and thus Todmorden - it would be extending the capacity back to Bentinck instead.***
- 6. Sandgate is a wider road, giving better turning circle access for buses and similar turning onto the Promenade (a significant issue on Todmorden), reducing the subsequent impact on traffic on Clifton Drive.***

In terms of practical implementation, I am no roadway designer(!), but my thinking would be something along the lines of:

- 1. Constricted/bollard entrances to both sides of the access-only point, with outward priority access in both directions to prevent unwarranted use of the road.***
- 2. No parking along the entirety of the access only section (potentially some impacts to residents of Todmorden Rd properties - may need to consider better/alternative options)***
- 3. As a result, narrowing of the road to two slim lanes, or a wide single lane with passing places (retains access for bin lorries/utilities/council maintenance vehicles)***
- 4. Using the extra road space to demarcate a segregated two-way cycle lane (with raised kerbs/bollards etc) - due to the age of the road, it may need to be retarmaced to give a suitable riding surface but would possibly prevent material changes to the existing pavements and lighting structures, reducing implementation costs.***
- 5. Providing segregated cycle access at the bollard points, again keeping cycle traffic separate from automotive traffic.***

It is unclear how the suggestions in the above text and below image would provide solutions to the scheme's objectives whilst complying with guidance document 'LTN 1/20' and any regulatory requirements including the 'Traffic Signs Regulations and General Directions 2016'.

For example, there is no permitted mechanism to maintain a two-way entry / exit from a side road junction whilst giving priority to outgoing traffic over incoming traffic. To do so further inset from the junction within the constraints would not provide adequate stacking space for vehicles and may not discourage vehicles from entering. To build out the junction to a one-way width whilst maintaining two-way traffic is likely to cause safety issues. The one-way restriction is proposed to facilitate a safe pedestrian / cycle crossing whilst allowing cyclists to safely transition back to the carriageway on Todmorden Road. The two-way suggestion below does not remove the safety issues from increased traffic flows entering from Clifton Drive North and could increase safety issues by giving entering drivers an extra element of traffic to give way to.

15mph speed limits as shown below on a length of North Promenade are not permitted within the regulations. The access only proposal over the same length would increase vehicles turning in to Bentinck Road unnecessarily, where vehicle movements in the

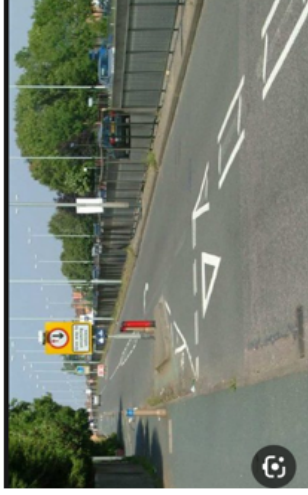
opposite direction on Bentinck Road are likely to increase under both the current proposal and that suggested below. The current proposal mitigates that by prohibiting motor traffic entering Bentinck Road from North Promenade, whereas the below would exacerbate this.

The length of one-way proposal northbound means drivers entering Bentinck Road from Clifton Drive North would have no clear through route when reaching the junction with North Promenade due to the length of access only further north and would have inadequate space to turn around.

Coach traffic will be encouraged via Beach Road using directional signage in combination with 'No Waiting At Any Time' restrictions to allow safe passage of vehicles. St Annes Road West junction with Clifton Drive also provides an alternative signalised access with a wide turning radius.

In summary, many of the benefits listed by the consultee fall outside of the projects scope, it is unclear if those benefits would be provided by the suggestions highlighted, and some of those suggestions are not permissible within the regulations.

Suggestion



Potential for 'streamlined' bollards/road constriction, with priority for outflowing traffic to deter unwanted use. Provides space for segregated cycle lanes without removing/overlapping pavement outside Summerfields development

Suggest this junction could therefore be made left turn only or left/straight only to ease exit congestion, with the now very limited number of houses affected, no bus stop impacting exit and ability to correct via Avondale and/or Norwood



Two-way access only road, limited to 15mph, with cycle lane priorities

Retain one way approach onto/off the promenade as per consultation approach, but segregated from cycle lane, splitting impacts

Potential for 'streamlined' bollards/road constriction with priority for outflowing traffic to deter unwanted use. Provides space for cycle lanes to integrate with main road flow via stepped system (cycle priority – one way – dual traffic)

