

## Northern Gateway - Overview

### Objective 1

Improved public realm, footpaths and cycleways

### Objective 2

Improved entrance into the town from the North

### Objective 3

Improved walking and cycling routes



### VISION

The project will improve cycleways, footpaths, roads and public space, enhancing access to Blyth Town Centre from the north. Phase 1 works are currently in delivery, and will be completed in winter 2022. Phase 2 will complete the full package of works, creating a more attractive and welcoming entrance to the town. It will connect to the Beaside to Town Centre Cycling and Walking Corridor, linking the new station with the town centre

### PROJECT AIMS

#### Key Investment Objectives

Create a more welcoming, accessible entrance to the town centre, resulting in increased footfall and improved perceptions of place  
Improve the quality of walking and cycling routes between Blyth town centre and north of the town to reduce existing barriers and make movement in and out of the town easier  
Increase active travel and reduce car journeys through improvements to walking and cycling

### WHAT HAPPENS NEXT?

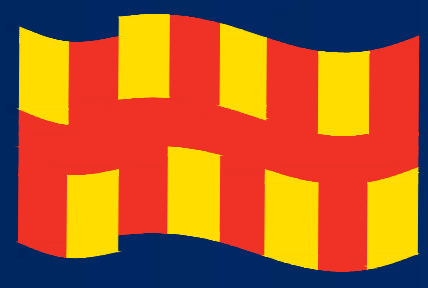
#### PHASE 1

- Bowes St East and Church St. improvements complete July 2022
- Bowes St West and Wanley St. improvements start August 2022 and complete Winter 2022

#### PHASE 2

- Further engagement and detailed designs - Autumn 2022
- Scheme Delivery - TBC delivery to be in 2024-2026 phased with other works in the town centre





Northumberland  
County Council

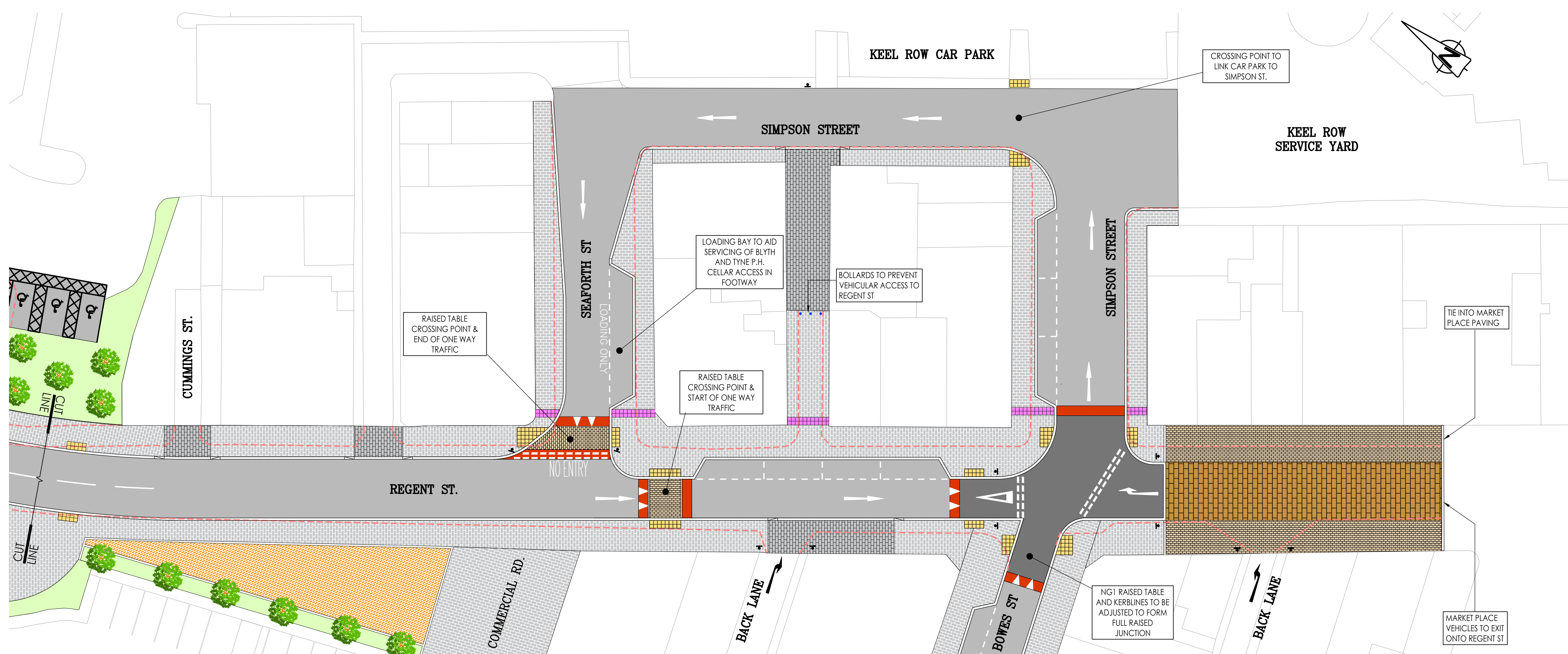


# BLYTH TOWN FORUM

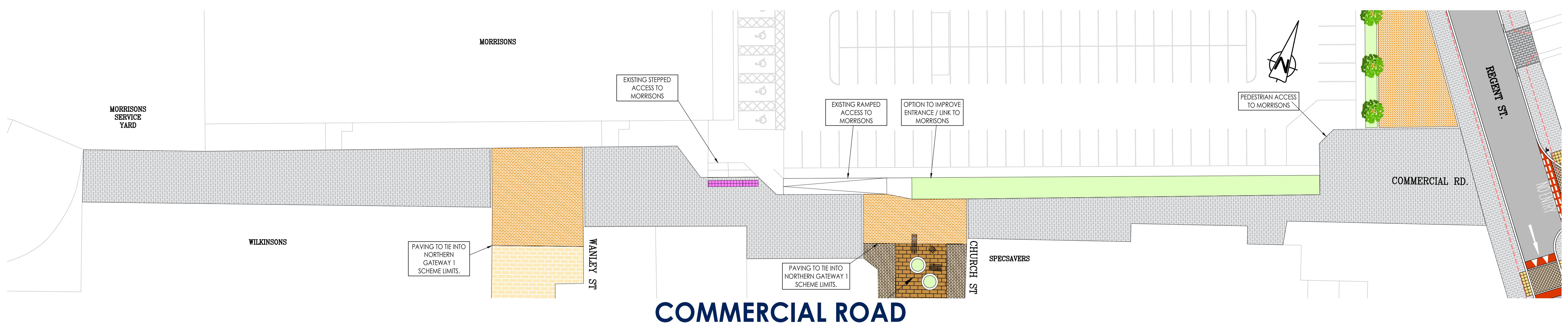
## Northern Gateway - PHASE 2



REGENT STREET - NORTH



REGENT STREET - SOUTH



COMMERCIAL ROAD

### DESIGN

- Cycling provision improved North / South on Regent St. with a cycle phase introduced on existing signalised junction
- Segregated cycle provision on the East side of Regent St to tie into shared use paths leading to the market square
- Opportunity for green space / planting whilst maintaining wide footways in the northern part of the scheme
- Removal of mini roundabout at the King St. / Regent St. junction - Removes "Rat Run" through King St. car park, conflicting traffic and pedestrian movements and improves direct gateway to the South of Regent St.
- All footways/shared use paths from Maddison St. to the Market Place are level with no step downs for junctions/accesses
- Introduction of raised junction at supermarket access, with priority given to pedestrians and cyclists
- Introduction of raised table crossing points at key junctions to provide traffic calming and flush crossing points
- Provision of formalised short stay parking bays on Seaforth St. and Simpson St.
- Designed to accommodate all anticipated vehicles including 16.5m long articulated truck and trailers
- Improved street furniture and street lighting
- 20mph speed limit
- Improved footway paving to be coherent with the existing installation on Bowes St. and Church St.
- Resurfaced carriageway
- Land acquisition / license required for some portions of the works

### LEGEND

- PROPOSED SILVER GREY FLAGGED PAVING NON TRAFFICABLE.
- PROPOSED SILVER GREY FLAGGED PAVING TRAFFICABLE.
- PROPOSED MODAL PAVING 200 WIDE UNITS TRAFFICABLE
- PROPOSED MODAL PAVING 300 WIDE UNITS TRAFFICABLE.
- PROPOSED MODAL PAVING 200 WIDE UNITS NON TRAFFICABLE.
- PROPOSED BITUMINOUS CARRIAGEWAY SURFACING
- PROPOSED RAISED BITUMINOUS CARRIAGEWAY SURFACING
- PROPOSED RAMP TO RAISED CARRIAGEWAY
- PROPOSED CYCLEWAY
- PROPOSED SOFT LANDSCAPING (LANDSCAPE ARCHITECT TO DETAIL)
- PROPOSED RED BLISTER TACTILE PAVING (CONTROLLED CROSSING)
- PROPOSED BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
- PROPOSED BUFF CORDUROY HAZARD WARNING TACTILE PAVING
- EXISTING KERBS TO BE REMOVED

Project part funded by



HM Government