**Seaton Valley proposed Cycle Network Consultation Summary**

**Introduction**

The reopening of passenger services to the Northumberland Line represents an opportunity to enhance public transport connectivity within southeast Northumberland. Therefore, it is important to facilitate and encourage access to the stations by walking and cycling.

Five new rail stations will operate from within Northumberland. This consultation considered cycling routes to the proposed Seaton Delaval railway station, which will serve the wider Seaton Valley.

**Consultation Outline**

Between 4th April and 2nd May 2022 we carried out a consultation to seek the views of key stakeholders, including residents, businesses and town/parish councils on the proposed cycling network in the Seaton Valley area. The purpose of the consultation this was to determine whether the plans that are emerging, adequately serve the needs of the local community in which they are meant to serve and they are supported in general by those completing the consultation. The consultation also gave the opportunity to identify any gaps in the network. At this stage, the purpose of the consultation was to seek views on the general alignment of the proposed walking and cycling routes, rather than the detailed design of the infrastructure itself. 128 responses were received in total for this consultation.

**Existing Travel Habits**

A key element of the survey was to understand how people travel at present; therefore, respondents were asked to suggest how often they used each mode of transport. The table shows responses for how often respondents used each mode (excluding cycling and walking).

**How often do you use each mode?**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Travel use** | **Car - driver** | **Car -Passenger** | **Bus** | **Metro** | **Rail** | **Taxi** | **Motorcycle** |
| **5 or more** | 55 | 1 | 0 | 0 | 0 | 0 | 0 |
| **3 or 4**  | 26 | 11 | 3 | 0 | 0 | 0 | 0 |
| **1 or 2**  | 28 | 36 | 3 | 6 | 1 | 0 | 2 |
| **Once or twice a month** | 1 | 26 | 14 | 16 | 7 | 10 | 1 |
| **<once a month** | 2 | 18 | 47 | 48 | 54 | 55 | 4 |
| **Never** | 5 | 5 | 40 | 39 | 43 | 39 | 93 |

This shows that for the majority of people who responded to the online survey for Seaton Valley, the most frequent mode of travel at present is by car. In addition to this, high car use is reflected by corresponding low public transport use. Only three respondents who predominantly use car as a driver or passenger (3-5 times per week), stated that they also use bus three to four times.

The figure below illustrates respondents existing travel patterns by bicycle or walking (for ten minutes or more of a journey).

**How often do you cycle or walk (for 10 minutes of your journey)**



Results show that while many respondents currently walk as part of the journeys, there is a limited number of people who currently cycle five or more days per week, with the majority of respondents cycling between 1-4 days per week or never.

In order to understand how people currently travel using active modes, the survey included questions aimed at using the frequency of travel by trip purpose as shown below.

**Travel frequency per trip type**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Travel use** | **5 or more** | **3 or 4** | **1 or 2** | **Once or twice per month** | **<once per month** | **Never** |
| **Work** | **Cycle** | 2 | 7 | 18 | 4 | 4 | 81 |
| **Walk** | 17 | 11 | 17 | 7 | 3 | 60 |
| **Education** | **Cycle** | 1 | 0 | 1 | 1 | 0 | 108 |
| **Walk** | 4 | 0 | 2 | 0 | 1 | 102 |
| **Personal Business** | **Cycle** | 3 | 4 | 7 | 10 | 13 | 78 |
| **Walk** | 8 | 7 | 16 | 14 | 22 | 46 |
| **Food Shopping** | **Cycle** | 1 | 1 | 16 | 10 | 3 | 86 |
| **Walk** | 5 | 5 | 34 | 19 | 16 | 35 |
| **Non-Food Shopping** | **Cycle** | 0 | 2 | 9 | 9 | 9 | 86 |
| **Walk** | 4 | 2 | 22 | 21 | 16 | 48 |
| **Leisure** | **Cycle** | 4 | 8 | 7 | 18 | 22 | 57 |
| **Walk** | 10 | 13 | 26 | 22 | 21 | 21 |
| **Recreational** | **Cycle** | 8 | 16 | 28 | 18 | 14 | 32 |
| **Walk** | 42 | 21 | 24 | 14 | 9 | 6 |

**Seaton Valley proposed cycling network**

The consultation proposed a cycling network in the Seaton Valley area and asked for comments on the proposed network and any particular problems for pedestrians and cyclists within that area.

**Are there any problems for Pedestrians in Seaton Valley?**

Of 128 responses to the survey, there were 97 responses to this question. 58 respondents answered ‘yes’ there is a problem for pedestrians and the remaining 45 answered ‘no’. This demonstrates there is quite a mixed opinion on whether Seaton Valley pedestrian provisions have problems or not. From the 58 respondents who stated there are existing issues in regard to pedestrian provision, some provided additional details to explain their response further.

### **Are there any problems for cyclists in the Seaton Valley?**

There were 97 responses to this question. 71 respondents stated they believe there is a problem for cyclists whilst the other 26 stated they believe there is not a problem. From the 71 respondents who stated there are existing issues in regard to cycle provision, some provided additional details to explain their response further.

### **Does this study capture the right area for the Seaton Valley?**

In total there were 92 responses to this question. 65 respondents thought that the study area did accurately capture the correct area of Seaton Valley to focus on. The remaining 27 respondents thought that the study area did not accurately capture the correct areas of Seaton Valley. The main reasons given were that area was too narrowly focused and many additional areas, which should be included, were listed by respondents. These are listed below:

* The Avenue;
* Holywell Village;
* New Hartley;
* North Tyneside (in particular for Metro access); and
* Newcastle.

### **Support for proposals**

When asking if residents support the proposal, ‘completely support’ was the most commonly chosen response, with 54 respondents choosing this option. In total, 77 of respondents stated they would support the proposals, 11 stated they were neutral and 22 would be opposed.

**Would the proposals encourage you to walk or cycle more often?**

In total, there were 110 responses to this question. 66 respondents suggested they would cycle more often and a further 38 suggested they would walk more often. However, there was also 34 respondents who answered ‘no’, suggesting their cycling/walking usage would not change.

## **Next Steps**

The responses collected as part of the consultation, will allow the council to further develop the cycle network proposals. This stage of the process has improved local understanding, from those who live and work in these areas. This consultation will shape the delivery plan of proposals for when an appropriate funding stream becomes available.

As highlighted in this report, this consultation presents an early stage in the development of the schemes and as designs mature, further, more detailed consultation will be undertaken. This gives residents more opportunity to influence the final schemes. Gaining local support for the infrastructure investment and encouraging local public engagement, should increase uptake of active travel as a main mode of transport.