

NCC CYCLING PLAN – COMMENTS

Name/ Organisation	Email address	comments	NCC Officer Feedback	Action
Guy Nicholson	Guy.d.nicholson@hotmail.co.uk	<p>(1) Fully develop existing routes starting with the flatter routes. Where NCN routes share the road wide painted cycle lanes should be introduced as used in the Netherlands. This could be applied to NCN72 between Hexham and Corbridge. Acomb-Hexham Route Proposal.</p> <p>(2) Use of electric bikes to overcome hills. Hire scheme already in operation in the North Pennines run by the AONB.</p> <p>(3) Use the Cyclone as the focal point of a cycling festival.</p> <p>(4) Urban cycle routes particularly NCN72 lacks continuity and not direct.</p> <p>(5) The success of the Tour de France in Yorkshire to raise the profile of cycling in the UK.</p> <p>(6) The North Shields to Ijmuden ferry is a key strategic transport link to mainland Europe and provides a gateway for continental cycle tourists want to visit Northumberland.</p>	<p>(1) The route proposal will be recorded on The Directory of Requests for consideration by the Local County Councillor and Parish/Town Council.</p> <p>(2) The electric bike scheme in the North Pennines will be mentioned in the plan with a link.</p> <p>(3) The Cyclone is one of a number of events in the calendar that uses the roads of Northumberland. The Cycle Tourism Group have discussed this idea and looking to develop it further.</p> <p>(4) NCN routes were designed for people who are not confident enough to mix with motorised traffic and accept the short comings of these routes for a relatively safe cycling environment.</p> <p>(5) Hosting the Tour de France in Northumberland would be a once in a lifetime event. The Tour of Britain will be in Northumberland for 2 stages with a start and a finish. This will be a first for Northumberland and an ideal opportunity to showcase the county.</p> <p>(6) Our Tourism Department are already investigating working with DFDS Ferries to promote cycle tourism in Northumberland.</p>	<p>Record Acomb to Hexham route proposal on the Directory of Requests.</p> <p>Insert details of the electric bike scheme with a link to further information.</p> <p>Cycle tourism to be considered by the NCC Cycling and Walking Board as well as the Cycle Tourism Group.</p>

<p>Paul Goldsmith</p>	<p>Paul.goldsmith@cantab.net</p>	<p>(1)Suggests a combined walking and cycling plan. Some valid comments have been suggested for the background and context. (2)Northumberland Walking and Cycling Board role is not to co-ordinate but role of people on the ground. (3)Action 2 is not an action but a standard. (4)Action 4 should relate to Parish and School Plans instead of new development. (5)Two extra actions have been added one suggests engaging with DfT and other Bodies and the other recommend preparation of ‘shovel ready’ schemes. An alternative conclusion has been suggested. Additional useful references have been listed. Cycle parking standards should be removed.</p>	<p>(1)The addition of walking to the plan is being considered. The health comments are valid, however the section about improved health and fitness as part of the benefits of cycling would be a more appropriate place for insertion. (2)One role of the Board is to inform all partners of schemes, projects, campaigns and funding streams to ensure a co-ordinated approach on the ground to avoid silo working. (3)Regarding Action 2, good design is key in delivering fit for purpose infrastructure. (4)Schools already have travel plans. Parish Travel plans are an interesting idea. These should be considered as part of the Neighbourhood Planning process. New Developments provide opportunities to expand the network through planning gain. (5)With regard to the additional actions NCC already engage with DfT and other bodies. With regard to ‘shovel ready, schemes work is already ongoing through the Town Centre Audit work.</p>	<p>Consider adding Walking to the plan. Consider whether Action 2 could be more appropriately placed elsewhere in the document.</p>
<p>Heather Evans CTC</p>	<p>Heatherevans.ctc@virgin.net</p>	<p>(1) The word cycle is better than bike as cycle covers all types of cycles. Why a cycling plan rather than a cycling strategy. Will the plan be a statutory document? (2)What status do the parking standards have?</p>	<p>(1)The plan will not be a statutory document, but will be a policy tool underpinned by the LTP to help improve cycling in the County. (2)It is hoped the cycle parking standards will be adopted as policy. (3)The ROWIP will be mentioned in the</p>	<p>Refer to the ROWIP in the plan and provide a link to further information. Consider adding a strategic context.</p>

		<p>(3)Should the Rights of Way Improvement Plan (ROWIP) be mentioned? All Party Parliamentary Cycling Group?</p> <p>(4)Remote communities can be accessed by cycle it just takes longer.</p> <p>(5)What about bicycles suitable for those with a disability and electric bikes.</p> <p>(6)The cycle hire schemes at Alnmouth and Hexham rail stations are next flexible or user-friendly.</p> <p>(7)Not clear how CTC will be involved with the Cycling Board.</p> <p>(8)What is meant by cycle routes? Isn't online reporting through the website now preferred?</p> <p>(9)The poor siting and often not fit for purpose cycle parking at supermarkets. Ensure good practice is applied when installing cycle parking.</p>	<p>plan with a link to the document. Reference to the APPCG can be considered for a section on 'context'.</p> <p>(4)Due to the distance and time involved for some journeys people discount cycling as an option.</p> <p>(5)We will investigate cycling for the disabled and include in the plan as appropriate. The electric bike scheme in the North Pennines will get a mention in the plan with a link.</p> <p>(6)The cycle hire schemes at stations were introduced by Northern Rail. The County Council is engaging with Northern Rail to try and improve these facilities. Any future hire schemes we will encourage the operators to adopt schemes that are more user-friendly.</p> <p>(7)The CTC can advise the Cycling Board where appropriate.</p> <p>(8)With regard to maintenance, "cycle routes" means both on and off road. The ask customer service system has been replace with a new web based form at www.northumberland.gov.uk.</p> <p>(9)We will seek to improve cycle parking at new supermarkets through the planning process.</p>	<p>Include cycling for the disabled in the plan as appropriate.</p> <p>Refer to the N Pennines electric bike scheme with a link to further information.</p> <p>Liaise with Northern Rail over improvements to the cycle hire scheme at stations.</p> <p>Seek adequate and appropriate cycle parking is provided at new supermarket developments through the planning process.</p>
<p>Iain Robson Northumberland Coast AONB</p>	<p>iain.robson@northumberland.gov.uk</p>	<p>(1)Listed a number of policies and actions from the AONB Management Plan.</p> <p>(2)For the plan to be effective it needs to be backed up with clear</p>	<p>(1)It would be useful to make reference to AONB Management Plan in the text and provide a link to read the full document.</p> <p>(2)The current LTP provides the</p>	<p>Refer to the AONB Management Plan and include a link to further information.</p>

		<p>policies.</p> <p>(3)The objectives are more like aims and there is not an objective for cycle tourism. Suggests the plan should be split into two documents, the vision and aims being one and the action plan the other. Without strategic aims, strong and clear policies and a targeted action plan with timescales, the plan will carry no weight in the Council or with delivery partners. The County's three protected landscapes have not been given due consideration.</p> <p>(4)No mention of electric bikes in the plan. Scheme already exists in the North Pennines and the Coast will get electric bikes from Easter 2015. There is no mention of mountain biking, particularly the new Sandstone Way route. Cycle tourism and the economic benefit should be given greater importance. The plan is focused on utility cycling there is no mention of cycling for fun.</p> <p>(5) A mechanism is required to measure the success of the plan.</p> <p>(6) Case Studies would be a useful addition. A number of suggested alterations to the text have been made.</p>	<p>Strategic context and policies that underpin the plan.</p> <p>(3)Check plan objectives Targets and timescales are to be added following discussion with Members, Officers and partners. Details of the Sandstone Way route will be added to the list of other routes in the text. The text that mentions cycle tourism will be expanded with reference to the Cycle Tourism Plan and a link to the document.</p> <p>(4)Text regarding electric bike can be added where cycle hire is mentioned.</p> <p>(5)The measure of whether the plan is successful is if there is a significant increase in the number of cycling trips.</p> <p>(6)All the comments and suggestions will be taken on board when amending the draft document.</p>	<p>Consider reinforcing the section on LTP policies to clearly show the LTP provides the strategic context.</p> <p>Targets are to be added following discussion with partners.</p> <p>Add details of the Sandstone Way.</p> <p>Refer to the Cycle Tourism Plan and include a link to further information.</p> <p>Add text regarding electric bikes.</p>
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<p>Kerry Lynch Public Health Specialist</p>	<p>Kerry.lynch@northumberland.gov.uk</p>	<p>(1)Make reference to the Northumberland Health and Well Being Strategy, which aims to focus on tackling obesity through diet and exercise. Information regarding the health of people in Northumberland has been suggested.</p> <p>(2)The vision and objective are broad. If objectives are being included then there needs to be actions identified that will ensure their achievement. The Actions section needs more work. The actions seem to be a mix of visionary statements, ideas, continuing current activities and new developments. All of which are great as long as they are defined appropriately.</p> <p>(3)It is good to see all actions summarised in one table showing how they link to objectives, how and by whom they will be funded, delivered, monitored, evaluated and measured.</p> <p>(4)Conclusion needs expanding and a link back to the the statements, issues and objectives stated at the beginning.</p>	<p>(1)Agreed the document should make reference to the Northumberland Health and Well Being Strategy. Some useful health information can be added to expand the background and context and likewise for the improved health and fitness bullet point under the Benefits of Cycling.</p> <p>(2)We will consider improvements to the link between objectives and actions. Under the action it may help to state which objective it contributes to.</p> <p>(3) Summarising the actions in a table is a very useful suggestion.</p> <p>(4)Comments regarding the conclusion will be taken into account.</p>	<p>Include reference to the Health and Wellbeing Strategy.</p> <p>Include more health information where relevant.</p> <p>Improve the link between Objectives and Actions</p> <p>Summarise the actions in a table.</p> <p>Consider revising and expanding the conclusion.</p>
<p>David Stith</p>	<p>David.stith@newcastle.gov.uk</p>	<p>(1)The document should include statements of support from the Leader of the Council and the Chief</p>	<p>(1)The Get Britain Cycling report highlighted the importance of key political figures taking the lead to</p>	<p>Consider the inclusion of a statement/introducti</p>

		<p>Executive. The issue of how the aspirations will be funded needs to be addressed.</p> <p>(2)Suggests some changes to the map of Northumberland.</p> <p>(3)Where did the data for the pie charts on page 8 and 9 come from?</p> <p>(4)Please note Cycling Tynedale and Tyne Valley MTB. Abandoned bikes should be removed immediately as they give cycling a bad image.</p>	<p>provide direction and support. The inclusion of statements from an Elected Member will be considered.</p> <p>(2)A new and updated map is now availablewww.cyclepad.org.uk at a cost of £7.99.</p> <p>(3)The data for the pie charts came from the LSTF bid submission.</p> <p>(4)Cycling Tynedale and Tyne Valley MTB were consulted as part of this process and their comments have been included in this table. A legal process has to be adhered to when removing abandoned bikes.</p>	on from an Elected Member.
David Angel	Davidangel23@yahoo.co.uk	It is good to see NCC plan to address maintenance of cycle infrastructure as well as use Sustrans guidance notes.	Comments welcomed.	
David Fruin	David.fruin@gleen14.co.uk	Endorses comments made by Tyne Valley MTB	See response to Tyne Valley MTB	
Ian	Bambi4sluice@aol.com	Why have no cycling signs been erected at either end of the track from Collywell Bay Road past Caravan Park towards Hartley Bay?	This will be investigated and Ian will be contacted.	Investigate and contact Ian.
John Carrigan	sallycarrigan@gmail.com	Requested a safe cycle route from Shilbottle to Alnwick.	This request will be investigated and a sum of money has been allocated in the LTP to do a feasibility study and produce an options report.	Investigate and complete feasibility report as part of the LTP Programme.
Lesley Angell	Derry1953@gmail.com	Positive role models are needed to encourage others to take up cycling. I hope the Northumberland Cycling Plan helps increase the amount of regular bike users.	Comments noted. The Plan is aimed at increasing levels of cycling which will hopefully encourage others.	

Oliver Lowe	Oliverlowe24@hotmail.com	<p>(1)Lack of detail regarding amount of funding available for new infrastructure and time scales.</p> <p>(2)Cycling networks need to be identified.</p> <p>(3)Winter maintenance of off road traffic free routes. Sweeping of paths to remove glass.</p> <p>(4)More commitment to the delivery of adequate cycle parking.</p>	<p>(1)A lot of funding is allocated on an ad hoc basis. The only funding stream that we can predict and manage is our LTP allocation. There has been an ongoing lobby of Government to give more certainty to revenue streams to enable Local Authorities plan future schemes.</p> <p>(2)We are working in conjunction with Sustrans at a method of mapping cycling desire lines.</p> <p>(3)Point noted this will be taken forward with the officer who develops the Winter Maintenance Programme.</p> <p>(4)The section on cycle parking will be reviewed. We also plan to review our cycle locker scheme.</p>	<p>Liaise with Winter Maintenance colleagues on off road routes.</p> <p>Consider expanding section on cycle parking.</p>
Reg Ord Tyne Valley Cycle Club	Reg.ord@btinternet.com	<p>(1)I understand the valid reasons for targeting improvements to cycling infrastructure on centres of population, but would like to think that the interests of the growing number of leisure cyclists are not forgotten.</p> <p>(2)More investment in maintenance of some of the lanes would be welcomed by local club cyclists as well as continued efforts to fill potholes. I congratulate NCC on the excellent improvements made to the previously dreadful road surfaces near Dissington Hall and in Stamfordham itself – we need more like this.</p>	<p>(1) There is a strong and active Cycle Tourism Group in Northumberland that have developed their own document outlining how improvements can be made for leisure cyclists. A link to this document will be included in the cycle plan.</p> <p>(2)The government are looking at ways to boost the amount of money Local Authorities spend on the maintenance of the cycle network. Once the mechanism is resolved then more sections of quiet lanes can be improved.</p> <p>(3)Recent media reports have mentioned plans to scrap the current rolling stock on the Tyne Valley line and introduce modern rolling stock with</p>	<p>Include a link to the Cycle Tourism Group document.</p>

		(3)Can NCC lobby the company that runs the Tyne Valley line to increase their bicycle carrying capacity?	increased cycling carrying capacity. NCC supports sustainable travel and we are promoting cycle routes that are accessible by train so increasing carrying capacity make this a more attractive option.	
Ricky Hill	Hillr4@sky.com	Cyclists need more protection on the road as they are vulnerable. Suggests a cyclist should pass a proficiency test to cycle on the road just like a driving licence for motorists. Potholes are very dangerous hazards for cyclists.	Comments noted. The issue of cyclist safety and proficiency tests is a national one that needs to be addressed by the Government. Potholes can be reported to the council via the website.	
Rose Rowe	Rose.rowe@hotmail.com	(1)I think these plans seem very good and I do believe that Northumberland could be promoted as a good place for a cycling holiday or for cycling sporting events. (2)Horse dung on cycle paths a problem. Irresponsible cyclists on shared paths.	(1)A lot of work has already been done to promote Northumberland as a cycling holiday destination. This is one of the key tasks of the Cycling Tourism Group. A calendar of events takes place in Northumberland – more information can be found on the British Cycling website. (2)Comments regarding horse dung and irresponsible behaviour are noted. Such incidents can be reported to the Police using the non-emergency 101 telephone number.	
Martin Gray	Tmartin402@sky.com	It would be great to see the cycle path that runs between Ashington and Blyth completed the full length between the two towns. At present it only runs half way up the A189 then sends you back onto roads through Sleekburn some of which	This was considered when NCN1 was created. There is a more direct alternative that deviates via East Sleekburn. Unfortunately, site conditions do not allow a shared path to continue along the same line as the A189.	

		are unlit, narrow and has fast running traffic		
Geoff Bowman	Geoff.kath@talktalk.net	NCC's list of actions should incorporate the principles taken from "Space for Cycling" campaign. Protect space on main roads and at junctions. Removal of through motor traffic on residential streets. Lower speed limits. Cycle Friendly town centres. Routes through green spaces and parks. Safe routes to schools.	This cycling plan is designed to achieve improved facilities for cyclists, including the type of projects referred to.	
Janice Rose NCC Officer	Janice.rose@norththumberland.gov.uk	The policy context needs to be considerably strengthened with the adding of key Council strategies. This context could then be more tangibly linked to the benefits of cycling and to the prevailing Government commitment to this agenda and the future role of the Combined Authority. The strategy needs to reflect better the wide spectrum of cycling as an activity and the differing infrastructure needs. There is no distinction between between on and off road cycling. The draft strategy refers to the NCN but none of the actions highlight the scope to sustainably develop and promote the network. Given the creation of the Cycling and Walking board there would seem to be some sense in	The Policy Context will be strengthened. The potential to include walking and to create 2 documents is currently being considered.	Strengthen Policy Context. Consider inclusion of walking and creation of 2 documents.

		expanding the scope of the strategy to include walking. The current document needs to be re-packaged into two revised documents: a clear strategy statement that sets out the medium term vision and ambition for cycling and walking in Northumberland. The other document should be a rolling delivery plan that identifies the prioritised actions that will be taken over the next 3 years with a view to increasing participation in walking and cyclists by both residents and visitors.		
Liz Robinson	Lizrobinson229@aol.com	Living in Cramlington there is a brilliant cycling network that gets us around Cramlington safely, but the main roads that encircle Cramlington provide a barrier and perceived as unsafe. Safer cycling into Newcastle should be a priority to encourage cycling commuters and leisure cyclists. There is gap in safe cycling routes between Cramlington and Gosforth Park.	Comments noted. The SW Sector housing development in Cramlington provides opportunities to improve and expand the network.	
Duncan Wise Northumberland National Park	Duncan.wise@npa.org.uk	(1)Generally the plan needs a strategic context, setting out policies, audit of current provision, assessment of need and strategic aims. Cycling in Northumberland section needs to be expanded in	(1)Comments noted. A Strategic Context will be added. The cycle tourism section will be expanded to include a link to the Cycle Tourism report/plan. (2)An updated cycling map for	Add a Strategic Context. Include a link to the Cycle Tourism Report.

		<p>terms of definition of the markets. For cycle tourism refer to the Cycle Tourism report.</p> <p>(2)The Northumberland map image and comment out of context, better place in the actions section. Assessment of need/rationale is should be set out before launching into vision and objectives. Good vision simple and memorable. All actions should be SMART with lead officer/organisation and delivery timescales. A clearer explanation of what the town centre audits are and how they fit into the bigger picture.</p> <p>(3)Is there a definition for GOOD design.</p> <p>(4)Importance of 106 money.</p> <p>(5)Measurable target are absent for the document. Stress the importance of data gathering. This helps build the case for cycling when bidding for money.</p>	<p>Northumberland has been produced and is available from www.cyclepad.org.uk and a pdf version can be incorporated into future cycling documents.</p> <p>(3)Applying best practice should ensure poor design is a thing of the past. There are a number of ways to measure this though it depends what the design brief requires. Some schemes tackle the poor road safety record at a particular junction so to demonstrate the design has been a success requires the number of cycling casualties to reduce significantly.</p> <p>(4)Section 106 agreements have a significant role to play in improving and expanding the network. We are looking at pooling section 106 agreements into community pots that give greater community benefit.</p> <p>(5)Cycling data is very important and some cycling data has been supplied to the Cycle Tourism Group. Targets need to be discussed and agreed with partners.</p>	Discuss targets with partners.
Cllr James Smith	James.smith@northumberland.gov.uk	Endorses comments made by Tony Houghton	See response to Tony Houghton's comments	
Matilda Bevan	Matilda@matildaanimalportraits.com	The NCC Draft Cycling Plan is very general and lacks relevant detail such as agreed policies, funding sources, targets, definitions,	Comments noted. A two document approach is being considered.	

		<p>justifications and who will do what by when. NCC needs to spend time constructing a real strategy in consultation with local relevant groups.</p>		
Anonymous		<p>The Draft Northumberland Cycling Plan sounded very inspiring until I read the content. There is a clear lack of specifics and as such will not do much to enhance the woeful provision for cyclists of all types in Northumberland. Whilst I acknowledge the bikeability scheme works well in schools, I see no progression from that in terms of ensuring the rights of cyclists are taken account in transport infrastructure here. My daughter remains fearful of cycling into town. There are very limited options for safe cycling routes around. There is no joined up plan for commuters to other towns and Newcastle. None of this is addressed in any meaningful way in the cycling plan. Please add my voice to those who wish this plan well as a starting point for some serious improvement in transport planning, and give the plan some teeth, targets, specifics. It's long overdue.</p>	<p>Comments noted. WAT Bike provide a series of guided rides for a small fee which aims to build cycling confidence in various environments www.watbus.or.uk/watbike/</p>	
Paul Tait	Paul.tait.1@btin	(1)Fully supports Guy Nicholson's	(1)Cycle lanes will be considered on	

	ternet.com	idea to introduce cycle lanes on sections of the NCN that are on road, e.g. the section of NCN 72 from Corbridge to Hexham. (2)Also supports the idea to improve the route from Acomb to Hexham	NCN72 between Corbridge and Hexham when the road is resurfaced. (2)The suggested route from Acomb to Hexham has been noted and will be added to our Register of Requests for future consideration.	
Ralph Firth	ralphfirth@aol.com	(1)The key barrier to getting cycling numbers to grow is that of “safety”. (2)Actual cyclists should be on the board to represent the views of cyclists, such as Wooler Wheel. New developments are key opportunities to improve the cycling network. (3)Working with public transport providers should be encouraged to increase space for cycles on trains and buses. (4)A brand for cycling in Northumberland is a good idea.	(1)When designing new infrastructure safety is a key consideration. (2) Wooler Wheel were consulted as part of this process and their comments can be found further down this table. (3)Spirit Buses operating out of the Rothbury area do carry bikes and bikes can be carried on most rail services. NCC have written to Stagecoach Virgin to ask for greater cycle carrying capacity on their new trains. NCC will continue to work with partners to encourage public transport operators to carry more bikes. (4)A cycling brand for Northumberland has been launched – ‘ <i>Cycle Northumberland</i> ’.	
Anonymous		Questions lack of progress since the last draft plan was consulted upon back in 2009. There seems to be ideological hostility to active and sustainable transport policy hardwired into some pockets of NCC and it doesn’t – with respect – matter a fig what worthy policy froth you generate as long as	Comments noted.	

		planning cheerfully rubber-stamps those of the Council's own planning applications that effectively design out improvements for cyclists.		
Colin Hall Watbike	colin@watbus.org.uk	(1)Is the integration of buses/trains feasible, as Stagecoach when approached about buses in Newcastle responded with a firm no. Good systems operate in Texas, USA, but sceptical about bus and rail operators getting involved. (2)Cycle training needs to be considered in greater depth including a better package for new cyclists including longer rides to build up confidence, buddy support for cycling to and from work, understanding maps/safe journey options etc. Need to have a good marketing and promotional plan to really enthuse and get people to commit to the benefits of cycling in the County, with signposting to further cycling opportunities. The plans has a lot of good intentions and hope most of them can be realised.	(1)Spirit Buses operating out of the Rothbury area do carrybikes and bikes can be carried on most rail services. NCC have written to Stagecoach Virgin to ask for greater cycle carrying capacity on the new trains. NCC will continue to work with partners to encourage public transport operators to carry more bikes. (2) Agreed that cycle training needs to be encouraged beyond the Bikeability scheme for children. Watbike is an example of a charity that provides vital support and encouragement for new cyclists lacking confidence. Similar organisations should be encouraged to set up in other parts of the County.	
Tim Clark	Timjo.clark@gmail.com	(1)topography of Northumberland deters cycling in some locations and questions the comparison with Holland as it is very flat. Cyclists and traffic do not go well together.	(1)Topography is a challenge, but has not deterred utility cycling growth in other hilly parts of the UK such as Bristol. (2) Newcastle City Council are currently	

		<p>The Pegswood to Whorral Bank is good but concerned about using the route at night as it cannot be seen from the road at certain sections.</p> <p>(2) Commute from Morpeth to Newcastle perceived as dangerous.</p> <p>(3) Inclement weather not conducive for cycling.</p> <p>(4) Northumberland has a lot of quiet country roads but some are poorly maintained.</p> <p>(5) Cycling is not conducive to everyday utility activities such as shopping. Leisure cycling is where growth can occur.</p>	<p>working on a number of Strategic Cycling routes to assist commuting to the city centre. There is scope to work with neighbouring authorities to improve commuting routes.</p> <p>(3) Holland gets just as much rain as the UK, but they still cycle in all weathers for short utility journeys.</p> <p>(4) Maintenance of the cycle network has been identified as a problem that needs addressing both at a national and local level.</p> <p>(5) One of the benefits of utility cycling is the potential to reduce congestion in Towns. Given the right conditions there is no reason why both utility and leisure cycling can grow together.</p>	
Bryn Dowson Sustrans	Bryn.dowson@sustrans.org.uk	<p>The plan is very broad and covers the main issues. Useful to explain what a cycle hub is? A travel plan will only encourage active travel if it contains reasonable outcomes and outputs. All too often a travel plan is a collection of what is already in place rather than the aims for the future.</p>	<p>A cycle hub has various definitions, in this context it means towns that have facilities and infrastructure tailored to the needs of cyclists. Comments regarding travel plans are noted.</p>	
Thomas Stewart	thomasstewartarchitect@live.co.uk	<p>(1) Lack of focus on the children.</p> <p>(2) Will the Town Centre Audits be available for public scrutiny?</p> <p>(3) There is no evidence of NCC engaging with any cycling groups in the development of the plan.</p> <p>Introduce highway changes to</p>	<p>(1) The cycling document attempts to take a holistic approach as cycling benefits everyone not just children.</p> <p>(2) The town centre audits will be available to the public after the recommendations have been presented to the relevant County Council</p>	

		<p>provide safer routes to school.</p> <p>(4)Referring to a single school in Blyth is 'tokenism'. Talk of working with schools appears to pass the buck back to schools.</p> <p>(5)Create a cycle superhighway (similar to the ones in London) on the A1167 (former A1) as there is generous road space to re-allocate to cyclists and the A1167 passes a number of schools. NCC policy must give higher priority to active travel and as part of this should adopt 20mph speed limits for all residential areas in the County. The document has the appearance of a rapidly put together attempt at fulfilling a requirement of the statutory process, and treats cycling as unimportant, peripheral and of little political value within the wider transport policies. In my opinion the document needs to be completely rewritten with far greater consideration, if it is to play a useful part in developing the cycling infrastructure and encourage a cycling culture in Northumberland.</p>	<p>Members and Town Councils.</p> <p>(3)Numerous cycling groups have commented on the draft document so far including the CTC.</p> <p>(4)NCC plan to embark on a programme to introduce 20mph limits in the vicinity of all schools in the county, as excessive speed can have fatal consequences. Morpeth Road School in Blyth was included to inspire other schools to embrace cycling as part of school activities. Dedicated NCC staff work with schools to promote active travel through 'Bikeability' and 'Kerb Craft'.</p> <p>(5)The suggested cycle superhighway on the A1167 was captured as an idea to explore after doing work in Berwick Town Centre recommended in the town centre audit. This request will also be added to our Register of Requests for future consideration</p>	
Tony Houghton CTC	Tony.houghton@btinternet.com	(1)The cycling plan should identify specific investment proposals. The draft document completely fails to make any such proposals and will	(1)The Town Centre audit work will help identify future investment. Once the members and Town Councils have had an input it is intended that schemes will	Include link to the CyclePaD website.

		<p>therefore entrench Northumberland as one of the worst areas in the country for cycling provision and leave it poorly placed to attract enormous economic benefits that the growth of cycling can bring.</p> <p>(2)The document needs to be completely rewritten.</p> <p>(3)It would be useful to produce a legible map of the NCN in Northumberland. A number of improvements to current routes and new routes have been suggested.</p> <p>(4)Cycle tourism should be mentioned in the vision.</p> <p>(5)Northumberland County Council and the other organisations identified as being represented on the board have failed to deliver an acceptable cycling infrastructure in Northumberland. The actions in the draft document are largely bureaucratic measures such as auditing, review, establishing regimes, encouraging, promoting, teaching, liaising etc. These will do nothing to develop cycling in Northumberland.</p> <p>(6)Produce a website as part of the Northumberland Tourism website and other material to encourage</p>	<p>feed into the cycling plan. This work is essential to provide the necessary supporting evidence when bidding for money from various funding streams.</p> <p>(2)This document is a draft and will change to reflect the comments received.</p> <p>(3)A new Cycle Touring map of Northumberland has been produced, which shows all routes which is available from www.cyclepad.org.uk and it is hoped that a pdf version can be used in future cycling documents. In addition an update Edition 4 of the South East Northumberland Cycling map will be available soon. All suggestions have been recorded for future consideration.</p> <p>(4)Cycle tourism is mentioned in the vision and is highlighted as a key element in the objectives.</p> <p>(5)The experience of other nations has proved that sustained investment in new infrastructure and maintenance of the existing network is important, but without other actions such as promotion and encouragement the investment will not have the desired impact, particularly on those who currently do not cycle but would like to. A mixed approach is advocated. (6)A cycling specific website for Northumberland has already been</p>	
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		<p>cycling tourists to Northumberland.</p> <p>(7)Cycle parking is not an issue and the cycle parking annex should be removed from the document.</p>	<p>developed www.cyclepad.org.uk funded by partners with a specific interest in cycle touring.</p> <p>(7)Cycle parking is an important consideration and a lack of adequate cycle parking has been cited as a barrier for potential cyclists.</p>	
Richard Parsons	Richard_w_parsons@yahoo.co.uk	<p>Pleased to see the development. As a mountain biker would like see more opportunities to cycle off road with numerous footpaths that could be converted to bridle paths to connect to existing tracks to improve route options.</p>	<p>This suggestion has been recorded and will be discussed when reviewing the Public Rights of Way Plan.</p>	
Susan Hedley	suhedley@hotmail.co.uk	<p>(1)Can further consideration be given to linking rural villages to market towns via traffic free routes. Suggests a safe cycle/walking route between Longframlington and Alnwick. Not having a car can limit what you can access, particularly employment in the county. As part of cycle audit and review it has been suggested that footpaths beside roads should be included so both cycling and walking are addressed at the same time.</p> <p>(2)Quiet lanes have low traffic volume but large agricultural vehicles are intimidating for cyclists and walkers as they have to take to the grass verge to allow the</p>	<p>(1)In the current funding climate significant sums of money are being invested in improving the cycle infrastructure of British cities as these are places with high concentrations of population with significant numbers of dormant cyclists. This does not help rural areas such as Northumberland with a dispersed population. To counteract this imbalance it has been suggested that Northumberland should develop as a cycle touring destination and that improvements to the infrastructure are part funded by tourism organisations and those who will benefit from the positive economic benefit. The suggested route from Longframlington to Alnwick has been recorded. There have been suggestions</p>	<p>Refer overgrown vegetation issue to the area office.</p> <p>Recommend that walking is combined with cycling</p>

		<p>vehicles past. These vehicles often break up the edge of the carriageway and create deep muddy ruts in the grass verge. Perhaps a code of conduct could be introduced.</p> <p>(3) Cycle-friendly accommodation in Northumberland should be promoted.</p>	<p>that cycling and walking should be tackled together as policy makers think more in terms of active travel. A decision is yet to be taken on whether walking should be added as an element in this document. The issues regarding overgrown vegetation on footpaths will be passed on to the relevant team as Service Requests for action. The National Trust have been approached about possible cycle routes in and around Craggside.</p> <p>(2) The growth of the size of agricultural vehicles is a difficult problem to resolve as the highway network has not necessarily evolved to cope. Both drivers and cyclists should use the highway network safely and observe the Highway Code.</p> <p>(3) Cycle-friendly accommodation is promoted through the CyclePaD website, which is affiliated to Visitnorthumberland.</p>	
Susan Hick	Suehick3@gmail.com	<p>The plan is good in principle but too general and lacking in substance. There is no mention of agreed policies, funding or targets etc and as such need a lot more substance to be a robust plan. I support all the points in principle and welcome it as a first step towards the long overdue plan to help cyclists in Northumberland.</p>	<p>Comments noted. Targets are to be discussed with partners. The future structure of the Cycling Plan is being considered. With a recommendation that a strategy document is produced as well as an action/delivery plan</p>	

		Please can we now see more concrete proposals.		
Ted Liddle Tyne Valley MTB	Ted.liddle@btopenworld.com	<p>(1)“This draft cycling plan is very general, seriously vague and lacking in key specifics such as actual policies, funding, targets, timeframe, definitions, justifications and who will do what.”</p> <p>(2) “This cycling plan isn’t a cycling strategy; NCC has a huge amount of catch –up to do in regards to cycling delivery and we believe nothing less than a comprehensive well constructed cycling strategy will be able to meet the challenge.”</p> <p>“A cycling action plan clarifies and overviews what will be done to deliver a council back cycling strategy and definitely isn’t a cycling action plan by some distance. It’s value cannot be adjudged without sight of LTP proposals for cycling. We believe the preparation of a cycling strategy based on established principles correlating with clear policy statements set against who does what by when and with what funding is the standard approach adopted by authorities which wish to take cycling seriously. This cycling plan would appear to be a</p>	<p>Comments noted. The future structure of the Cycling Plan is being considered. With a recommendation that a strategy document is produced as well as an action/delivery plan. Targets are to be discussed with partners.</p> <p>See response to Cycle Tourism Group comments below</p>	

		<p>very general non-specific shallow aspirational overview.” The suggested key elements for a comprehensive cycling strategy are listed as follows “(1) Local Transport Plan and Cycling Strategy, (2) Council commitment and planning for cycling, (3) Infrastructure, (4) Cyclist training, (5) Cycling promotion, (6) Stakeholder and wider engagement, (7) Health and wellbeing, (8)Recreational cycling and cycle tourism, (9) Targets and monitoring.” It has been suggested that the cycling plan is particularly weak on the following elements cycling strategy, infrastructure, recreational cycling/cycle tourism and targets. Additional comments are similar to those from the Cycle Tourism Group (comments and Officer response below).</p>		
<p>Kevin Malloy Wooler Cycle Hub</p>	<p>wchroutemaster@gmail.com</p>	<p>(1)The Wooler Cycling Hub strongly object to the statement regarding the economic viability of connecting rural communities to market towns via traffic free routes. (2)There is no mention of how cycle hubs developed in Northumberland, particularly the Wooler Cycle Hub (WCH). The WCH</p>	<p>(1)This statement is intended to highlight the difficulty in the current financial climate of securing funding from traditional sources for major investment in pieces of cycling infrastructure. This can be highlighted by the millions of pounds being invested in cities such as Newcastle. To overcome this it is necessary for Northumberland to explore other</p>	<p>Consider adding a section on cycle tourism, health and cycling as a mode of transport.</p>

		<p>have proposed greater importance be given to cycle tourism and the economic benefits in the vision and objectives.</p> <p>(3)Request for cycle parking at the Battle of Flodden site. Public transport is key for getting to places such as Wooler. The WCH advocate supporting campaigns that encourage greater safety for cyclists.</p> <p>(4)The WCH encourage the use of Balanceability bikes for children. WCH encourages and supports NCC to have a more active role in organising promotional events during bike week.</p>	<p>avenues of funding and delivery projects through collaborative working.</p> <p>(2)It is acknowledged that the Wooler Hub has been a success story demonstrating that the work of a number of committed individuals via a community trust has delivered results with their flagship event the Wooler Wheel contributing significant sums to the local economy. Other communities should be encouraged to learn from the Wooler Cycle Hub. Within the document a section could be devoted to cycle tourism, health and cycling as a mode of transport.</p> <p>(3)The request for Cycle Parking has been recorded.</p> <p>(4)The use of Balanceability bikes for young children should be assessed to weigh up the benefits and encouraged elsewhere in the County.</p>	
Wenda Fabian	Wenda.fabian@gmail.com	Did Sustrans get a copy of this draft document? Advocates better cycle routes in general with specific attention required between Hexham and Corbridge	Bryn Dowson replied on behalf of Sustrans. The suggestion of route improvements between Hexham and Corbridge has been recorded for future consideration.	
David Farrar Alnwick Area Friends of the Earth	davidfarrar@phoncoop.coop	<p>(1)Concerned by the statement about linking rural communities with market towns.</p> <p>(2)The Town Council strongly argue for a traffic free route to link Alnwick to Alnmouth Station. Is a consistent approach to cycling for</p>	<p>(1)As was stated in response to WCH- This statement was meant to highlight the difficulty in the current financial climate in securing funding from traditional sources for major investment in pieces of cycling infrastructure. This can be highlighted by the millions of</p>	

		<p>three very different purposes (transport, health and tourism) necessarily desirable?</p> <p>(3) Alnwick Town Council are keen to see what has come out of the Alnwick Town Centre Audit. Concerns that the only means of expanding the cycling network is through Development opportunities.</p>	<p>pounds being invested in cities such as Newcastle. To overcome this it is necessary for Northumberland to explore other avenues of funding and delivery of projects through collaborative working.</p> <p>(2) The route between Alnwick and Alnmouth utilising the old railway corridor has been an aspiration for a number of years as it would provide a commuter leisure route for cyclists. Some additional feasibility is planned to be done this financial year.</p> <p>(3) The findings of the Alnwick Town Centre Audit were presented to the Town Council 12 June 2015.</p>	
Bill Batey Alnwick Town Council	Bill.batey@btconnect.com	Endorses the comments supplied by Friends of the Earth (Alnwick Area) as comments are identical.	Same response as for Friends of the Earth (Alnwick Area) above.	
Alex MacLennan Forestry Commission	Alex.maclennan@forestry.gsi.gov.uk	The Cycle Plan needs to connect with the countryside more, making more of what is on offer at Kielder and giving a higher profile to the facilities at Gallagher Park, Bedlington.	Other comments received have suggested an urban bias. These comments will be taken on board and the text amended accordingly as well as a higher profile given to what is on offer at Kielder and Gallagher Park.	Consider the rural/urban balance of the document.
Lynn Turner Kielder Forest	Lynn.turner@visitkielder.com	Agrees with comments made by Alex MacLennan and goes on to suggest more should be made of cycle tourism in objectives. Additions to the actions section have been suggested to include "invest in and maintain long distance cycle routes in the	These comments will be taken on board and the text amended accordingly.	Amend text

		County” and “increase the opportunities and facilities for those wishing to cycle for leisure and tourism purposes		
Joe Edwards, Northumberland and Cycle Tourism Group	Joanne.edwards@northumberland.gov.uk	<p>(1)Northumberland Sport are keen to work with NCC to ensure that the monitoring of cycle participation in Northumberland is co-ordinated so that we measure the real benefits.</p> <p>(2)The following comments relate to the Cycle Tourism Group. The document is called a cycling plan and what is missing is a cycling strategy with clear policy statements. The Cycling in Northumberland section needs fleshing out with notes suggesting what is missing. The vision is admirable but lacks context, funding streams, timescales, targets and a statement of political backing. Cycling is a fun activity. In the objectives there is no acknowledgement of the economic benefits of cycling particularly cycle tourism.</p> <p>(3)Useful summary of the Cycling Board, but will board members tasked to take responsibility for an aspect of cycling development have the necessary skills and insight that will be required.</p>	<p>(1)NCC are keen to work with all partners to get more people cycling more often.</p> <p>(2)Valid point regarding the need for two separate documents as other comments have highlighted. A more detailed action plan will emerge out of this process with targets, who is responsible for what, timescales, targets etc. The economic benefits of cycling are referenced in the benefits for cycling section.</p> <p>(3)With regard to the Cycling Board Members, actions will be delegated to those in the relevant organisation(s) with the knowledge, experience and ability to deliver the task or action required. This may require various organisations working in partnership.</p> <p>(4)In the absence of a cycling strategy NCC’s cycling policies can be found in the current Local Transport Plan.</p> <p>(5)In this context ‘network’ means every bit of infrastructure that can be used by a cyclist: roads, shared paths, bridleways and permissive routes.</p> <p>(6)Valid to point out that cyclists are a diverse group and that one size does not fit all.</p>	<p>Consider the need for 2 separate documents.</p> <p>Consider including the NICE guidelines.</p>

		<p>(4)What are NCC’s cycling policies and where can they be found.</p> <p>(5)What does the term ‘network’ mean?</p> <p>(6)Why have the differing cycling groups not been referred to?</p> <p>(7)Town centre audits are fine but peripheral barriers need to be identified and removed. Good design is not defined.</p> <p>(8)What about Manual for Streets and NICE guidelines.</p> <p>(9)Cycle maintenance is extremely important.</p> <p>(10)Action 4 fails to highlight importance of planning gain to deliver improvements to the network.</p> <p>(11)Change any reference of accidents to incidents.</p> <p>(12)Context and purpose of monitoring?</p>	<p>(7)The audits have where possible attempted to suggest solutions to improve peripheral access to town centres, Hexham is a case in point.</p> <p>(8)We will consider adding the NICE guidelines not sure if manual for streets still valid.</p> <p>(9) Cycle maintenance is important and more needs to be done to improve this.</p> <p>(10)Valid point regarding planning gain and will be amended accordingly.</p> <p>(11) Point relating to accidents noted.</p> <p>(12)Monitoring is necessary to demonstrate if targets are being reached and data can be used to support bids for funding.</p>	
Sarah Moor	sarahmoor@me.com	<p>(1)Pleased that the County is considering how to increase cycle journeys and that market towns are part of the plan. Missing links on the NCN or routes from market towns to NCN are important.</p> <p>(2)The plan disregards the key aspect concerning cycling safety in rural areas, which lies with vehicle drivers.</p> <p>(3)The plan must address the</p>	<p>(1)All links need to be assessed on their merits.</p> <p>(2)Support the idea of campaign to improve the interaction between cyclist and drivers on rural roads. Maybe scope to run a similar campaign to the ‘shiny side up’ campaign for motorcycles.</p> <p>(3)The potholed road mentioned is a private access road. We are currently investigating to see whether improvements can be made in</p>	

		<p>coherence of cycling provision. Cycle hire is provided at Alnmouth Station but no safe routes to use thereabouts. Improvements have been made to Alnmouth to Warkworth route but the final mile involves a stretch of road with terrible potholes. The case for the Alnmouth to Alnmouth Station is well presented.</p>	<p>partnership with the owners. The Alnmouth to Alnmouth Station route has been an aspiration for a number of years. The Alnmouth Town Centre Audit highlights this route's importance as a commuter and tourist link. Some additional preliminary work is planned to be done this financial year 2015/16.</p>	
Graham Vickers Cycle PaD	info@recreationaltourismservice.com	<p>Comments generally mirror those of the Cycle Tourism Group above.</p>	<p>See responses for Cycle Tourism Group above.</p>	
Colin Davidson	cd.davidson@btinternet.com	<p>(1) More promotion of Sportives such as the Haydon 100. (2) Publish more route information via tourist offices. (3) More cycle days similar to ride London for towns in Northumberland such as Morpeth and Hexham. (4) More safe cycling courses for schools. (5) More try cycle days sponsored and promoted by local cycle shops. Promotion of more communal cycling groups via leisure centres. (6) Clear marking and less potholes.</p>	<p>(1) The number of Sportives grows year on year. There is now a calendar of events in the NE including the Wooler Wheel, Bellingham Blast and the Cyclone. British Cycling's website is the best place to find details of Sportive Calendar. (2) www.cyclepad.org.uk and visitnorthumberland website are useful resources to find out about cycle routes. (3) The mass cycle rides for towns in Northumberland is a good idea as they encourage participation and raise the profile of cycling. At the moment the nearest such event is the Sky Ride in Newcastle. (4) Bikeability is provided to those schools that want it but there is an argument to make cycle training</p>	

			<p>compulsory.</p> <p>(5)Engaging with local bike shops would be a useful way to find out what's happening. Group rides could be posted on the appropriate section of www.cyclepad.org.uk.</p> <p>(6)Maintenance is a big issue that needs addressing as part of this process.</p>	
Carol Boothby	p.boothby@tiscali.co.uk	<p>(1)Supports further development of cycling in Northumberland.</p> <p>(2)Routes around Hexham limited due to physical constraints some imagination required to overcome these problems.</p> <p>(3)The former railway would make a good cycle route from Acomb to Chollerford. Greater visible provision for cyclists in Hexham. Requests an off road alternative for NCN1 up the coast from Embleton to Beadnell.</p> <p>(4)The bike hire scheme at Hexham station is not very visible and not well promoted.</p> <p>(5)Planning gain is important for ensuring active travel links are provided as part of new developments</p>	<p>(1)All support is welcome.</p> <p>(2)The Town Centre Audit for Hexham suggests a number of solutions to improve cycling routes in and around Hexham.</p> <p>(3>Your suggested routes have been recorded for future consideration. The recommendations in Town Centre Audit aim to improve things for cyclists and pedestrians.</p> <p>(4)The cycle hire scheme was introduced by Northern Rail. The original idea was to site the hire bikes on the paved area next to the station entrance where they would have been more visible, however the listed building status of the station dictated the location. More can be done to promote this scheme.</p> <p>(5)Agree regarding the importance of planning gain and this should be made clearer in the document.</p>	Emphasise the importance of planning gain.
Brian Douds	doudsbrian@hotmail.com	<p>(1)"Consider introducing a mechanism where all public paved footpaths are to be permitted for</p>	<p>(1)Your suggestion of a time restricted use of footways as shared paths is an interesting idea. Enforcement would be</p>	

		<p>dual use as footpaths and cycle paths during specific time periods e.g half hour prior to and post school times. This would enable children and parents/guardians to safely cycle to and from school in an environment which would minimise road use. This could be the social catalyst for change in Northumberland as younger school kids would encourage their parents/guardians to cycle to and from school with them.</p> <p>(2)The objectives should be succinct. Reference to private cars has potential to alienate essential car users.</p>	<p>an issue for the Police and not all the footways are wide enough or suitable for dual use. Reference is made elsewhere in the document regarding essential car journeys to remote communities.</p> <p>(2)The main target of the objective is for more trips under 10km to be done on a bike instead of a motor vehicle.</p>	
<p>Martin Robinson Aln Valley Rail Trust</p>	<p>toftsbank@btinternet.com</p>	<p>(1)The Aln Valley Rail Trust supports the development of a shared path to run parallel to the proposed re-opened rail line linking Alnwick to Alnmouth.</p> <p>(2)The Cycling Board is a good idea but it needs to be proactive to avoid being a talking shop.</p> <p>(3)Has the Alnwick and Denwick Neighbourhood plan been taken into account?</p>	<p>(1)The Alnwick to Alnmouth Link has been a long standing aspiration. Some additional feasibility work on the shared path element is planned for this financial year 2015/16 to enable all the necessary information to be gathered to take advantage of future opportunities to bid for funding. The Alnwick Town Centre Audit has identified this as a key link.</p> <p>(2)The Cycling Board is in it's infancy, but has been viewed by many as a positive development.</p> <p>(3)The Alnwick and Denwick Neighbourhood Plan was reviewed as part of the Alnwick Town Centre Audit</p>	

			process.	
Anne Donnelly	anne@annedonnelly.co.uk	<p>(1)Cycle parking at rail stations should be available on a turn up and use basis. Choosing the right location for cycle parking is important. Recommends private businesses should be given advice on cycle parking.</p> <p>(2)Thank you for bringing the lighting issues to our attention.</p> <p>(3)Suggests greater consideration is given to the approach of cycle paths to crossing points of main roads to avoid the hazardous situation at Crow Hall Road, Cramlington.</p>	<p>(1)Northern Rail with the support of NCC has secured some money to make improvements for cyclists at rail stations with one of the key components being cycle parking. Location can be a deal breaker when it comes to cycle parking as poor sited parking will not be used by cyclists therefore the investment of time and money have been wasted. Advice to businesses regarding cycle parking is available upon request and there is plenty of guidance on the net to help chose the correct type and location.</p> <p>(2)The issues regarding defective lighting will be forwarded to the relevant team for them to action.</p> <p>(3)The issues you raise regarding crossing points should be weighed up as part of the design process. Thinking about the Crow Hall Road example this has been recorded and the possibility of staggered barriers will be looked into to see if that would improve the situation.</p>	Forward issue of defective lighting.
Stephen McIntosh Barnesbury Cycle Club	Stephen1mcintosh@blueyonder.co.uk	“The Barnesbury would be willing to assist where we can to achieve some of the aims.” “If we can be a part of the Tour of Britain visit in any way then please let us know.”	Your offer of assistance is most welcome. I shall pass on your request for the Barnesbury to get involved with the ToB visit to the person co-ordinating things at NCC.	
Social Media Comments		Collected by Andrew Ward: more cycle paths and more maintenance	Covered by previous responses.	