



# **Northumberland**

## **County Council**

### **RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Paul Jones – Director of Environment and Transport**

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#### **Bedlington Active Travel Corridor Tree Felling Consultation**

**Cabinet Member: Councillor John Riddle - Cabinet Member, Improving Our Roads & Highways**

**21<sup>st</sup> February 2025**

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#### **Purpose of Report**

1. This report outlines the approach to the statutory 'Duty to Consult' tree felling consultation, undertaken in relation to the Bedlington Active Travel Corridor. The report summarises the approach taken for consultation, the consultation responses and sets out the response and associated actions to the feedback received. This report looks to bring the consultation process to a close with the rationale for the proposed outcome, set out as recommendations.

#### **Links to Corporate Plan**

1. The Bedlington Active Travel Corridor links to the Driving Economic Growth priority in the Corporate Plan as it will deliver measures which make sustainable travel a more attractive, greener, and easy alternative to getting around.

#### **Background**

1. In 2021 and 2022, Northumberland County Council (NCC) developed a suite of Local Cycling and Walking Investment Plans (LCWIPs) for the 12 main towns across the County. These were then subject to an extensive public consultation exercise during March and April 2022 to test the extent of the public's appetite to give more priority to walking and cycling in the streets of our towns. Overall, the proposals presented were well received and there was support for the recommendations highlighting the need to connect to rail stations to allow people to undertake multi-modal trips on sustainable transport.

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2. The Bedlington Active Travel Corridor has evolved from this early work on LCWIPs. The scheme is being developed using £9 million funding from the central government 'Levelling Up Fund' (with a £1 million local contribution). The Government funding is ringfenced and can only be used to implement infrastructure that would form a walking, wheeling and cycling link throughout Bedlington.
3. The scheme will improve the provision for Active Travel in Bedlington, providing high-quality walking, wheeling and cycling facilities seeking to tackle social inequality, enable development opportunities, facilitate modal shift and improve road safety. Linking into future opportunities for funding by working with neighbouring authorities to further develop the route.
4. The route spans from the western end of Bedlington to the east with spurs created to enable access to key destinations including residential estates, schools and employment. Passing the Bedlington station site, which will be reopened as part of the Northumberland Line.
5. The focus has been on a scheme to run alongside Bedlington Rail Station affording the opportunity to undertake multi-modal trips on sustainable transport, serving key employment sites including the proposed QTS ten-building gigawatt-scale data campus and the JDR Cable Factory currently under construction in Cambois near Blyth, serving several schools in Bedlington and connecting to the wider National Cycle Network.
6. During design development it was identified that 4 trees were within the footprint of the proposed route, as shown on plan in Appendix A. The project team went through multiple stages of looking at different solutions to mitigate against the potential impact upon or removal of the street trees.
7. Unfortunately, as the scheme developed it was clear the trees would need to be removed, a decision which has not been taken lightly by the project team. The trees, species and the location of each impacted tree are summarised in the table below.

**Table 1 – Trees to be removed**

Tree ref	Species	Location
T8 & T9	Sycamore	Both T8 and T9 are located within close proximity to each other, north of the shared use pathway running alongside B1331
T19	Hawthorne	Located in proximity to the roundabout on Brock Lane/Saint Eligius Way
T23	Silver Birch	Situated on the grass verge outside of Bedlington Post office

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8. Prior to the removal of the trees, NCC were required to undertake the statutory 'Duty to consult' process to engage with local stakeholders through a public consultation so that stakeholders were notified and able to respond to the proposals, set out within the consultation.
9. The consultation was developed in line with guidance from 'Duty to Consult on Felling Street Trees' identifying the individual trees to be removed, remaining open for 28 days and providing materials both in physical copy and digitally for stakeholders to view in more detail.
10. The latest scheme designs and maps of the route depicting the trees in question were set out clearly and printed on physical notices which were placed on the individual trees. The notices included details of the tree species, how to respond to the consultation and how to find out more about the scheme.
11. Following feedback from the last community drop-in session (September 2024) and in line with the statutory guidance, physical copies of the designs alongside hard copy feedback forms were placed in 4 community venues, 3 of which were in Bedlington, with the fourth set of plans on display in County Hall. Venues hosting the plans were: East and West Bedlington community centres; Bedlington library and County Hall, Morpeth.
12. The online consultation mirrored the information set out on the notices on site and went live on 09 October 2024 and remained open until 05 November 2024.
13. The team liaised with the local venues on a weekly basis to ensure that any hard copy feedback could be collected swiftly. No hard-copy responses were received throughout the consultation.
14. Representatives at the community venues did note that several people did come into the venues to review the hard copies of the plans, but no one wished to provide feedback.
15. At the close of the consultation, responses were downloaded from citizen space, and a total of 31 individuals had commented on the consultation.
16. West Bedlington Town Council requested that a late submission following the close of the consultation be accepted, allowing the Town Council time to discuss the proposals at the Town Council meeting. West Bedlington Town Council emailed their response directly to the project team on 15/11/2024.
17. Following a community drop-in event on 17 September, a petition was handed to the Cramlington, Bedlington & Seaton Valley Local Area Committee on 25 September. The

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petition with a total of 1036 signatures was a combination of 157 online signatures via change.org and 879 written signatures.

18. In accordance with Section 5(vi) of the Petitions protocol the petition was accepted and would be considered by the Director of Environment and Transport through delegated authority alongside other feedback received through the consultation activity.
19. In response to the consultation, 34 responses were received, 31 of which were submitted electronically, via citizen space; zero hard-copy feedback forms were received; West Bedlington Town Council emailed their written response (1), and 2 direct emails were received.

### **Consultation feedback**

1. Of the 34 responses received to the consultation; 5 were supportive of the proposals, 28 were unsupportive of the proposal, and a single response was a request for more information.
2. A formal response was provided to West Bedlington Town Council, as set out in Appendix G. A response to the request for more information was provided during the consultation period (ref 33 in consultation analysis).
3. Those responses which were unsupportive of the proposals raised concerns, beyond tree removal, but in relation to the wider scheme, common themes were:
  - Use of funds
  - Future demand for active travel
  - Route alignment
  - Design queries
  - Existing issues with current infrastructure
  - Environmental / Carbon
4. This feedback has been duly noted and passed on to the relevant NCC officers, however, this was out with the focus of this consultation. A review of the consultation feedback can be found in Appendix I.
5. As set out above, the decision regarding tree removal was not made lightly and options to avoid this were explored. To minimise the impact of tree removal a robust compensatory replanting scheme has been proposed which will be undertaken with the local community.

### **Compensatory tree planting proposal**

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1. Working with NCC woodland officers the following proposals for compensatory planting have been proposed. These proposals have been shared with local members, Director of Environment and Transport and discussed with Highways and Construction officers.
2. Should the recommendations be accepted that the impacted trees can be removed to accommodate the Active Travel Corridor the following compensatory planting proposal will be added to the project programme.

**Table 2 – Compensatory Tree Planting Proposal**

Species (tree reference)	No of trees proposed to be removed	No of trees proposed for replanting	Species to be replanted	Location for replanting
Sycamore  T8 & T9	1	100	Mix of native species in whips	Land on the Southern verge of the B1331 - enhancing the existing green belt
Hawthorne  T19	1	2	Hawthorne	Gallagher Park
Silver Birch  T23	1	2	Silver Birch	Gallagher Park

3. Where trees are required to be removed, typically NCC woodland officers seek to repurpose wood chippings in a bid to reuse and recycle where at all possible. In the event that the recommendations are accepted, and the trees are removed to allow this scheme to proceed, the project team would seek locations for repurposing any materials created from the tree removal process. Local schools and parks within the locality which may benefit have been identified.
4. T8 & T9 have been considered together based on their species type and location. As compensatory replanting, rather than a like-for-like replacement, NCC woodland officers suggested a replanting scheme using a native species mix of whips which would strengthen the green belt on the land to the south of the B1331. Longer term this would have a greater impact within the local area and is an opportunity to develop planting within this location. This would be delivered with NCC Climate team via a community planting event, providing a means to engage directly with the local community. The indicative location is shown on plan in Appendix B.

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5. T19 is a standalone tree, the proposal for replacement is to replant the same species on a 2:1 basis, in line with the NCC standard approach for replanting a tree of this nature. Following discussion with NCC woodland officers, the proposal for replacement would be to replant in Gallagher Park, this was considered to have a greater impact as opposed to replanting in the same location, as the trees would need to be located away from the new infrastructure.
6. T23 is also a standalone tree, the proposal for replacement is to replant the same species on a 2:1 basis, as above. Following discussion with NCC woodland officers, the proposal for replacement would be to replant in Gallagher Park. Replanting in the same location is not an option, as the trees would need to be located away from the new infrastructure and there are several cables within the grass verge to avoid.

### Recommendations

- 1. Trees T8, T9, T19 and T23 as per the plans in Appendix A are removed to enable the scheme to proceed in line with the current designs.**
- 2. Materials from tree removal are repurposed where possible, prioritising sites within the local vicinity.**
- 3. To proceed with the compensatory planting proposal as set out in Table 2 within this report.**

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### Implications Arising out of the Report.

<b>Policy</b>	The aim of the Bedlington Active Travel Corridor underpins priorities from Northumberland County Council's Corporate Plan of "Tackling inequalities" and "Driving Economic Growth" specifically the scheme meets the outcomes focussed on "Thriving Places and Culture" and ensuring a "Connected County".
<b>Finance and value for money</b>	£1 million local contribution is being made to the scheme on top of the Funded by UK government allocation. DfT assessed that its dedicated spend on active travel between 2021 and 2025 should achieve benefits of £4.30 for every £1 spent.
<b>Legal</b>	N/A
<b>Procurement</b>	N/A
<b>Human Resources</b>	N/A
<b>Property</b>	N/A
<b>Equalities</b>	Designs developed to LTN 1/20 Cycle Infrastructure Design Standard. Accessibility is being closely assessed and incorporated into the design.
<b>Risk Assessment</b>	<p>The project has a full governance structure in place which monitors and mitigates any risks to delivery through workstream level risk registers.</p> <p>Bespoke risk assessment of tree removal will be undertaken as part of this process.</p>
<b>Crime &amp; Disorder</b>	Consideration has been given to designing out opportunities for anti-social behaviour throughout the scheme development.
<b>Customer Consideration</b>	The introduction of this Active Travel Corridor provides a new and alternative transport option for people to access employment and services and will give the public an accessible choice of mode to take, a safe and healthy choice with connections to other modes of transport including bus and rail.
<b>Carbon reduction</b>	Carbon Reduction targets have been set for this scheme. Sensors have been installed pre scheme introduction as monitoring and

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	evaluation tool to determine the change in air quality along the routes post construction.
<b>Health and Wellbeing</b>	The scheme effects modal switch from car and from bus to walking and / or cycling. As a result, some previous car users will now start and end their journey using active modes – i.e.: walk or cycle and have the opportunity to access nearby rail links.
<b>Wards</b>	The following wards will be directly impacted by the scheme: Bedlington East, West, Central and Sleekburn



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### **Background Papers:**

Appendix A: Tree Plans

Appendix B: Compensatory tree planning map

Appendix C: Tree Felling Notices

Appendix D: Consultation Feedback Form

Appendix E: Citizen Space Consultation Responses

Appendix F: West Bedlington Town Council consultation response

Appendix G: NCC response

Appendix H: Consultation Feedback review

Appendix I: Petition

## **Delegated Decision Report**

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### **Decision Taken**

**Title of officer: Paul Jones - Director of Environment and Transport**

**Subject: Bedlington Active Travel Corridor Tree Felling Consultation**

**Consultation: 34 responses received to the Tree Felling Consultation; 5 were supportive of the proposals, 28 were unsupportive of the proposal, and a single response was a request for more information. In addition, a petition was received with a total of 1036 signatures opposing to the scheme in principle.**

#### **Decision Taken:**

**The Director of Environment and Transport approved the recommendations in the report, namely that:-**

- 1. Trees T8, T9, T19 and T23 as per the plans in Appendix A are removed to enable the scheme to proceed in line with the current designs.**
- 2. Materials from tree removal are repurposed where possible, prioritising sites within the local vicinity.**
- 3. To proceed with the compensatory planting proposal as set out in Table 2 within this report.**

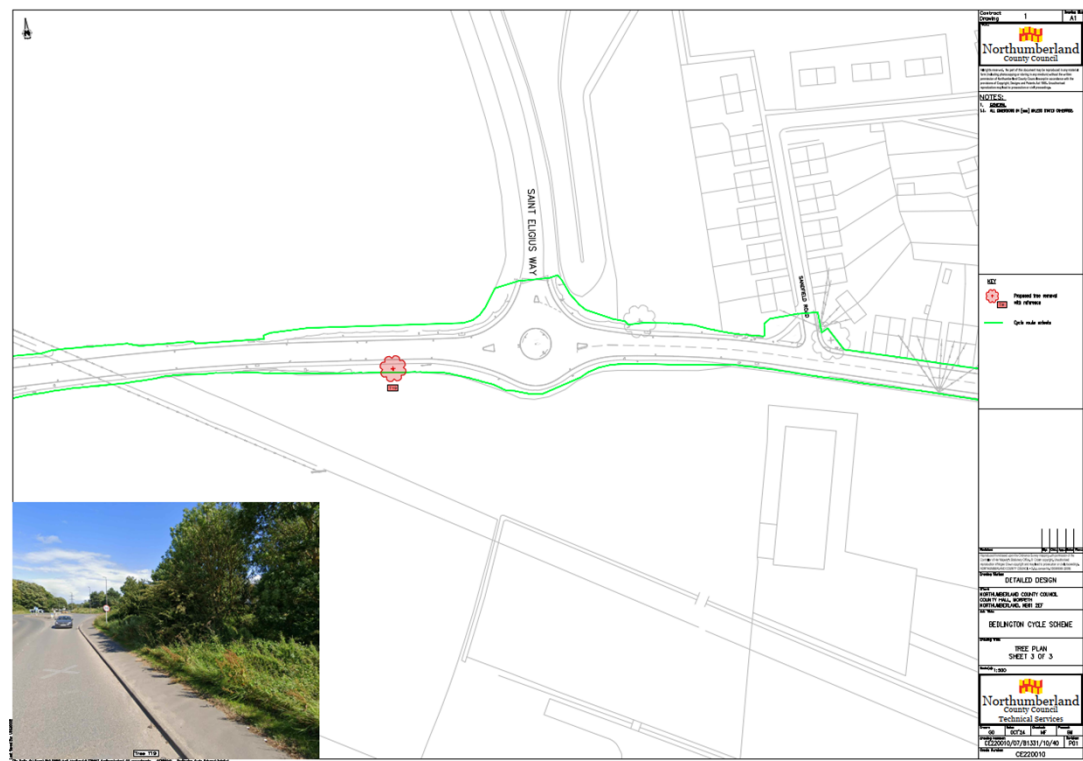
**Signature of Director:**

A handwritten signature in grey ink, appearing to read 'PJ', is positioned below the 'Signature of Director:' label.

**Paul Jones, Director of Environment and Transport**

**Date: 21/02/2025**

## Appendix A





The map shows a residential area with streets including Melrose Avenue, Melrose & Jubilee Terrace, River View Close, Stead Lane, and Furnace Bank. A red shaded area labeled 'Compensatory tree planting area' is located near the River Blith. The map also shows 'The Bank Top' and 'River Blith'.

### Appendix C

#### **NORTHUMBERLAND COUNTY COUNCIL DUTY TO CONSULT ON FELLING STREET TREES NOTICE**

The duty to consult on felling street trees ("Duty to Consult") has been introduced to ensure local people can express their views over the proposed management of street trees in their locality. The duty will ensure the decision-making process is more transparent and considers the views of local people.

This duty forms part of section 96A of the Highways Act 1980 and local highways authorities must have regard to it when consulting members of the public ("Duty to Consult") before felling any tree on an urban road (a "street tree").

**NOTICE IS HEREBY GIVEN** that Northumberland County Council plan to remove this street tree to accommodate the Bedlington active travel route.

**THE CONSULTATION FOR THIS STREET TREE, AND ALL STREET TREES DUE TO BE FELLED, WILL RUN FROM 09/10/2024 FOR 28 DAYS.**

The reference of this street tree is T23, a Silver Birch, located in northern verge, adjacent to the Shell Garage on Station Road.

The felling of this street tree is proposed as there is insufficient carriageway width to maintain the tree and deliver the active travel route. The project team have considered all engineering or tree management solutions and determined there is no alternative solution, unfortunately in delivering the project, this tree will need to be removed.

A replanting/compensatory planting plan is being developed with officers from Northumberland County Councils woodland and climate teams.

You can view a plan of this location and provide feedback on the removal of this tree directly on the online consultation on Citizen Space, accessible by either the URL or QR code provided below: <https://nland.cc/ACTrees>

Hard copies of the plans can be inspected in person at Bedlington Library, East Bedlington Community Centre, Bedlington Community Centre and County Hall, Morpeth.

Alternatively, copies can be provided by contacting Northumberland County Council by email: [highwaysprogramme@northumberland.gov.uk](mailto:highwaysprogramme@northumberland.gov.uk) or telephone on 0345 600 6400 and asking for copies of the documents to be sent directly from Highways Programmes.

If you would like to discuss these proposals in more detail, please get in touch by emailing: [highwaysprogramme@northumberland.gov.uk](mailto:highwaysprogramme@northumberland.gov.uk)

Dated: 09/10/2024

**Paul McKenna**  
Project Manager  
Northumberland County Council  
County Hall  
Morpeth, NE61 2EF



### Appendix D

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This duty forms part of section 96A of the Highways Act 1980 and local highways authorities must have regard to it when consulting members of the public ("Duty to Consult") before felling any tree on an urban road (a "street tree").

**THE CONSULTATION FOR ALL STREET TREES DUE TO BE  
FELLED, WILL RUN FROM (9/10/2024) FOR 28 DAYS.**

Please specify which tree your feedback relates to:
Please provide your feedback here:

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### Appendix E

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
None	<p>If this project is meant to provide better facilities similar to those in Ponteland then it will be a waste of money as cycling areas are not used by but a tiny few.</p> <p>The council is also spending a large sum in Ashington but what is the point if the facilities are underused as happens in Pont? Yes, pedestrians are third class citizens but provision of cycle areas will only aid the illegal use of e-scooters and bikes.</p> <p>Just another brainstormed idea that sounds good but isn't.</p>	As previous.	And again.	Yet again.	2024-10-11 12:44:06



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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	I object to any removal of trees. The promotion of greener transport should not involve the removal of trees to do so. The irony must be lost with the council planners.	The delivery of the project should not include the removal of trees and object completely.  Replacing trees with tar to promote greener transport solutions... not appropriate.	The delivery of the project should not include the removal of trees and I object completely.  Newly planed trees will not replace the beauty of a fully grown tree for many years.	The delivery of the project should not include the removal of trees and I object completely.  Newly planed trees will not replace the beauty of a fully grown tree for many years.	2024-10-12 01:41:49
	Why remove the trees - what idiot walker or cyclist is either going to walk or ride into a tree? They have been growing for over a hundred years without issues so what exactly is the problem today?	see previous comment.	See first comment.	These two trees are neither on or near the footpath nor the road - why do you want to destroy them.	2024-10-12 16:29:25
	Should never remove trees, it's disgraceful!!! ☹️ Is this preparation all for 15 minute cities				2024-10-14 17:32:08
	We do not agree to the opposed felling of the these trees. There	We are against all the removals of all trees.	As previous comments do not agree. More footpaths between	As previous comments, we do not agree tlall trees being removed.	2024-10-14 18:05:33

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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	will not be enough usage of the cycle lane, and the current pathway is adequate. The people of Bedlington could some leveling up funds on things that will benefit the whole community young and old.	See previous comments.	areas, Plessey road along to stannington.		
	I am against this proposal of the removal of the trees	I am against the proposal of the removal of the trees	Against the removal if the trees	Against the removal of the trees	2024-10-14 18:21:40
	Appears to be lack of consideration on making the road safe for pedestrians first before money frittered on this (road calming measures desperately required). Has a study been done to demonstrate how many cyclists currently utilise this route currently to warrant the need for the	See previous	See previous comments	See previous comments	2024-10-14 18:30:15

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	path/trees to be disrupted?				
	totally unnecessary re-engineer the solution or change the success criteria of the project	as previous. review the success criteria of the project	review the success criteria of your project	review the success criteria of your project	2024-10-14 18:44:35
Resident	The trees need to stay and should not be cut down for tarmac,	The trees need to stay and should not be cut down for tarmac,	The trees need to stay and should not be cut down for tarmac,	The trees need to stay and should not be cut down for tarmac,	2024-10-14 19:21:14
None	These trees just need cutting back and not removing	Again, just needs cutting back and not removed.	Absolutely no need to remove	Absolutely no need	2024-10-14 19:40:01
	As long as more trees are planted to replace these ones, then it is acceptable to only remove those four.	As mentioned previously I can accept the removal of this tree as long as more trees are planted.	As mentioned previously I can accept the removal of this tree as long as more trees are planted.	As mentioned previously I can accept the removal of this tree as long as more trees are planted.	2024-10-14 19:40:40
	Absolutely disgusting, cutting down mature trees for a cycle route that will hardly be used. You may get less complaints if you	As previously stated	Again totally unnecessary	Totally unnecessary	2024-10-14 19:51:40

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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	had a replacement plan in place first				
	Tree should not be removed. Environmentally they are important.	Travel route not needed. Leave trees alone.	Trees more important than this route.	Cycle path not required	2024-10-14 19:52:46
	Cycle track / path won't get used seems a waste to chop down trees for a path that won't get used especially when we need more trees to help with climate change etc....	Don't cut any trees down	Don't cut any trees for down		2024-10-14 20:20:04
	Take them out and plant hydrangea bushes all along that stretch of road.	Take the trees out and plant hydrangea bushes all way along the road verge	Take the trees out and plant very decorative shrubs great for bees	Do not plant trees ,plant decorative shrubs like hydrangea long lasting flowers through summer for bees	2024-10-14 21:00:35
None	The trees should stay. The whole proposal is a waste of money. In no way does this level up the town. And £1m of local money should be put to better use.	Same as previous comment	Same as previous comment. I pay a lot of council tax. And am a higher rate taxpayer. I do not want my money to be spent in this way	Same as previous	2024-10-14 21:10:42

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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	We would level up with better schools, better roads, better housing, decent shops, etc. a cycle lane and footpath will not level up bedlington. It will not be used. Where would I cycle to? I work full time and can't afford a bike. The trees are more valuable than this proposal				
	I do not want any trees to be felled in Bedlington. Stop spending money on non essentials that will barely get used and finish off the market place and build a leisure centre. Bedlington is too busy round the ridge farm area it needs a better road infrastructure not	As before no			2024-10-14 21:49:40

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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	beautiful trees being felled on a quiet road.				
	The scheme is wholly unnecessary. Absolute waste of funding and resources that Bedlington desperately needs for other uses. Therefore there is no need to remove the trees.	The scheme is wholly unnecessary. Absolute waste of funding and resources that Bedlington desperately needs for other uses. Therefore there is no need to remove the trees	The scheme is wholly unnecessary. Absolute waste of funding and resources that Bedlington desperately needs for other uses. Therefore there is no need to remove the trees	The scheme is wholly unnecessary. Absolute waste of funding and resources that Bedlington desperately needs for other uses. Therefore there is no need to remove the trees	2024-10-14 22:14:05
	The choices made seem proportionate and reasonable	There appears to be no alternative if the scheme is to be delivered	The lack of options makes removing this tree the only feasible decision	The scheme is reasonable. And appears. To. Provide the potential for. Modal shift	2024-10-14 22:29:07

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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	No. No. No.  This is appalling. How can you even pretend this is a green scheme when you are felling trees to make it.  What assessment on the mental and physical health of the local population have you done on the felling of these trees?  If you can't build it without felling the trees then don't damn well build it!  Compensatory replanting will take decades to provide a like-for-like replacement. Many people will die before this and everyone	No. No. No.  This is appalling. How can you even pretend this is a green scheme when you are felling trees to make it.  What assessment on the mental and physical health of the local population have you done on the felling of these trees?  If you can't build it without felling the trees then don't damn well build it!  Compensatory replanting will take decades to provide a like-for-like replacement. Many people will die before this and everyone	FOR GOD'S SAKE NO!  STOP TRYING TO FORCE ON PEOPLE WHAT THEY DON'T DAMN WELL WANT.  This is appalling. How can you even pretend this is a green scheme when you are felling trees to make it.  What assessment on the mental and physical health of the local population have you done on the felling of these trees?  If you can't build it without felling the trees then don't damn well build it!  Compensatory replanting will take	You should be planting more trees anyway regardless of this scheme.  Thr amount of trees your planning and tree officers have allowed to be felled as part of developments over recent years is a disgrace.  Just sodding well stop.	2024-10-14 23:56:43

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	alive today will be a lot older.	alive today will be a lot older.	decades to provide a like-for-like replacement. Many people will die before this and everyone alive today will be a lot older.		
Resident	I object to the removal of any trees	Objection	I object to the removal of this tree.	I object to the removal of all trees. There is an alternative - do not remove them. For a cycling scheme which will not be used, not maintained and not be repaired in the long term. I object to the scheme as well as the removal of trees and living habitats.	2024-10-15 03:19:01



## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	These trees are beautiful and driving into Bedlington is a lovely drive. I think it would be such a shame just to fell these trees because they're in the way. More trees need to be planted, even with compensatory few you mention. The attack on nature and wildlife in Bedlington is criminal just now. One habitat destroyed after another. Please do not remove these resplendent trees	I am sure that pruning and reshaping will be of more benefit to the wnvvironment	Silver birch trees are beautiful and it is definitely not in the way of anything	There are better things for the council to spend its money on, like collecting the grass after cutting it and making compost that could then be sold on. Or even keeping the roadsides clean and free from litter so that kind members of the public don't need to take it upon themselves to out themselves in danger and do it alone	2024-10-15 09:46:54
I am no part of any organisation	Doesn't seem to be a logical reason to remove these trees	Again, if you cannot engineer your way around this instead of felling it then your plan is wrong	As with the other two answers. There is always an engineering solution.....if there isn't then you're plan is wrong. Leave the tree where it is	As with other answers....it's a mature tree, leave it alone and engineer your way around the problem.....if you can't, change your planning team	2024-10-15 11:03:43

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	Remove the trees and plant some in a place they don't get in the way. Easy!				2024-10-15 14:55:57
	I do not think these beautiful sycamore trees should be removed from bedlington. There is already a sparing of trees in the area except from the woodlands, and these trees are crucial to animal habitats and our oxygen supply. A cycle path is both unnecessary and detrimental to the picturesque landscape which is bedlington. Due to the uproar against this tree removal by the rest of the community I think to continue with this would be disgusting.	I do not think these beautiful sycamore trees should be removed from bedlington. There is already a sparing of trees in the area except from the woodlands, and these trees are crucial to animal habitats and our oxygen supply. A cycle path is both unnecessary and detrimental to the picturesque landscape which is bedlington. Due to the uproar against this tree removal by the rest of the community I think to continue with this would be disgusting.	I do not think these beautiful sycamore trees should be removed from bedlington. There is already a sparing of trees in the area except from the woodlands, and these trees are crucial to animal habitats and our oxygen supply. A cycle path is both unnecessary and detrimental to the picturesque landscape which is bedlington. Due to the uproar against this tree removal by the rest of the community I think to continue with this would be disgusting.	I do not think these beautiful sycamore trees should be removed from bedlington. There is already a sparing of trees in the area except from the woodlands, and these trees are crucial to animal habitats and our oxygen supply. A cycle path is both unnecessary and detrimental to the picturesque landscape which is bedlington. Due to the uproar against this tree removal by the rest of the community I think to continue with this would be disgusting.	2024-10-15 23:49:17

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
Local resident	Approved	Approved	Approved	<p>Approved.</p> <p>Following LTN 1/20 as a top level guide and omitting to follow Clause 14.5 of LTN 1/20 is a serious omission in the project and has directly resulted in the over-design of the cycle path in places of little use either today or in the future. I again, ask the project team to further reduce the width of the proposed cycle path along the B1331 (Broadoaks to Hazlemere) down to 3 metres with shared use and to install a buffer zone between the fast road and the new cycle path to increase the attractiveness/safety of the path, thus improving the ATE score!</p>	2024-10-16 09:26:17

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	It doesn't make sense why part of this track is joint and a small section is separate cycle lane and pedestrian Lane, why not have joint way all along, and would probably mean no tree's needing to be cut down. Also after going to meeting at Bedlington comuntey center, the whole track goes all over the place and cyclists, coming through Bedlington will just stick to main road. And I was also told it would head towards Cambois which might have made sense if Britvolt was still going to be there, but we know its not. Also after walking on the footpaths around 20	See previous answer.	See previous answer.	See previous answer.	2024-10-16 16:54:49

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	acres park and past Hartland to Westlea Park which are all in a poor state of repair or flooded. I would say this money would be better spent on this repairs as more people from Bedlington use these every day and could be a accident waiting to happen.				
	I am against the felling of any trees around Bedlington. A cycle path will not be used like so many others in south east Northumberland. Trees are needed to help with air quality and wildlife. Very few people will use this path and even fewer want it. Bedlington has more pressing needs	I am against the felling of any trees around Bedlington. A cycle path will not be used like so many others in south east Northumberland. Trees are needed to help with air quality and wildlife. Very few people will use this path and even fewer want it. Bedlington has more pressing needs	I am against the felling of any trees around Bedlington. A cycle path will not be used like so many others in south east Northumberland. Trees are needed to help with air quality and wildlife. Very few people will use this path and even fewer want it. Bedlington has more pressing needs	I am against the felling of any trees around Bedlington. A cycle path will not be used like so many others in south east Northumberland. Trees are needed to help with air quality and wildlife. Very few people will use this path and even fewer want it. Bedlington has more pressing needs that need to be addressed.	2024-10-16 22:48:32

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	that need to be addressed.	that need to be addressed.	that need to be addressed.		
	I don't understand the point if this building programme at all. Who asked for a cycle path from West to East Bedlington? This isn't Active Travel. If you can't use the paths to cycle to other towns then really what is the point of cycling up and down Bedlington? That's not Travel that's just something you might do on a nice day once or twice.	Removing trees to create a green cycle path that no one asked for it voted for is not on! So you've applied for the funding and now you're going to spend it on this ridiculous scheme because you have to, whether anyone here wants it or not??	Removing trees to create a cycle path that WON'T be used is completely ridiculous.	This scheme is a pointless exercise. Just spending money for the sake of it just because it's been granted. No one wants this scheme. It's pointless to have a cycle path that stops dead at the edge of town. If anyone's out in their bike the they're cycling to Morpeth or on of the other towns where there are facilities to access. People may use their bikes to ride to work but how many live and work within the town of Bedlington? And if they do then I'm sure they get there just fine on the roads as they are, a £9m cycle path is absolutely	2024-10-16 23:15:05

## Delegated Decision Report

What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
				ridiculous. How dare you waste this money!! Either use it for something useful ir give it back!! There's no point spending it for the sake of it!!!	
None	Removing 4 trees like this will need over 200 planted for equal carbon capture. What are your current carbon reduction goals?	Same answer applies	Same answer applies	Same answer applies	2024-10-19 07:52:28
Individual person	Nobody wants this cycle track let alone felling trees - why oh why are there plans for this when no-one wants it?? Spend the money instead for example on improving the pathway from Hartlqnds to Westlea which is	Same as before- don't go felling any trees at all for something that nobody wants nor will use. Who wants to cycle to Cambois??	The trees along the high street are what make the high street pleasant. Please do not fell trees here. It is bad enough Bedlington doesn't get any towers put in the flower tubs all summer and they are left empty and weeded	Same as before- please do not fell trees for something no one wants, this is madness!	2024-10-24 20:36:02

## Delegated Decision Report

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What is your organisation? - Organisation	Please review the above plan and provide any comments you have in the box below. - Please type your response here	Please review the above plan and provide any comments you have in the box below. - Please type your response here2	Please review the above plan and provide any comments you have in the box below. - Please type your response here3	Please review the above plan and provide any comments you have in the box below. - Please type your response here4	Submitted Date
	flooded and impassable for weeks at a time? Or put lighting along the stretch of pathway along 20 Acres that goes past the golf club? Things people really want and need		over. Drive to Morpeth and it is flowers, flowers everywhere. It's disgusting that Bedlington is neglected like this.		



### Appendix F

#### **Bedlington Walking and Cycling Consultation**

West Bedlington Town Council considered responses from local residents, with over 1,000 residents responding to the consultation, at its Council meeting last night (14<sup>th</sup> November).

Members unanimously objected to the current proposal on the following basis:

1. While the Town Council and residents of West Bedlington welcome all investment in the town we have to raise our concerns regarding the proposed cycleway.
2. Our main concerns relate to the reasons being given for the location of this cycleway, and that is connectivity for cyclists and pedestrians to education, employment and local transport hubs, and that it will shift reliance on private vehicles, unfortunately, it will do neither being in the location it is being placed nor will it improve safety for cyclists and pedestrian's.
3. We appreciate that despite various consultations it seems we are still not being provided with a full plan and our concerns have not been addressed regarding the width of the cycle pathways which is still being shown as 5 meters wide, and not the 3 meters outlined in previous discussions. The potential for the removal of trees and green spaces, along with the proposal for loss of wildlife along the route is also still to be confirmed.
4. Health and safety is paramount we have 4 schools at various points along the proposed route where young children will be arriving and leaving possibly unaccompanied. The route passes through residential areas where children have become accustomed to playing unsupervised in these areas. Fast moving cycles are a danger to children and there are no barriers along Meadowdale estate where footpaths intersect with the cycleway. There are also gaps at various junctions and roundabouts where the cycle way abruptly ends.
5. The current plan links West to East Bedlington which is great, however it does not link us to the employment areas as it skirts around the main areas of employment in the area, neither does this cycleway reach out to the high employment areas such as Cramlington industrial estate or Ashington which would be more beneficial to the town, but these don't seem to have been considered.
6. Before any work commences on this cycleway we would like to see a detailed plan with road names shown to the Town Council along with measurements and a timeline so this can be shared with residents to provide some reassurance of what we will actually be getting.
7. As part of the consultation process it has been discussed that these paths will form part of a wider cycle network in the future, is this viable? Has any feasibility been carried out for this? And what would be the projected cost?

### Appendix G

#### **Bedlington Walking and Cycling Scheme. West Bedlington Town Council 'Tree Consultation' Response.**

Thank you for providing your response to the **'Duty to Consult on Felling Trees Notice'** which ran from 09/10/2024 for a period of 28 days. This consultation exercise was specific to the felling of four trees across a 5 mile route to accommodate the Bedlington Active Travel Scheme.

Since the announcement in November 2022 that Northumberland County Council were successful in bidding for £9 million, to be used solely for Walking and Cycling improvements, the project team has undertaken an extensive design process alongside a series of in person events and public consultation to promote the scheme to the wider public and encourage feedback on the scheme proposals. This included a total of six face-to-face public events held at Bedlington Community Centre, East Bedlington Community Centre and Bedlington Library with the most recent one taking place in August 2024. In addition, an online consultation was undertaken in May 2023. These events were held to promote the scheme and to gather feedback, taking on local views which would inform and enhance the designs.

A phased approach to design has been adopted to meet the demands of the funding window. The scheme has therefore been split into a total of 9 phases. The design of phases 1 and 2 starting at the western end of Bedlington are now complete. Construction of these 2 phases is therefore now underway. As construction continues, the design of remaining phases can be finalised. An additional benefit to phasing the designs, is that there is time to conclude and review the feedback for the tree felling consultation, and scope to make minor changes to the scheme, within reason, should the need arise.

We welcome your consultation response on the proposed felling of trees. Your comments were focussed on the more general themes of the route rather than the specific issue of the proposed loss of the trees. We have therefore provided a response below to those matters which you have raised through this consultation exercise.

#### **Rationale for the scheme**

The chosen alignment for the walking and cycling corridor has been questioned and comments made as to whether alternative linkages/routes should have been considered that extends from Bedlington to Cramlington and Ashington. A key driver in the route selection was a route that connected walkers and cyclists to employment, education opportunities and local transport hubs in and around Bedlington. Throughout 2021 and 2022, NCC developed a suite of Local Cycling and Walking Investment Plans (LCWIPs) for the 12 main towns across the county. These were then subject to an extensive public consultation exercise during March and April 2022 to test the extent of the public's appetite to give more priority to walking and cycling in the streets of our towns. Overall, the proposals presented were well received and there was support for the recommendations highlighting the need to connect to rail stations to allow people to undertake multi-modal trips on sustainable transport.

The chosen alignment will:

1. Run alongside Bedlington Rail Station affording the opportunity to undertake multi-modal trips on sustainable transport as per the requirements of the original bid and the feedback from consultations on the original LCWIP proposals.
2. Serve key employment sites including the proposed QTS ten-building gigawatt-scale data campus and the JDR Cable Factory currently under construction in Cambois near Blyth.
3. Serve several schools in Bedlington including Meadowdale School, St Benet ~~Biscop~~ Catholic Academy, St Bedes RC Primary School, Stead Lane Primary School, Bedlington Academy and Cambois Primary School.
4. Connect to the wider National Cycle Network affording longer routes to neighbouring towns.

### **Future proofing, Scheme Viability and Connectivity**

NCC is embarking upon an ambitious task to improve the walking and cycling network across the county. This scheme is one of several routes at various stages of completion in neighbouring towns including Ashington and Blyth as well as further afield in Hexham, Corbridge, Ponteland and Amble – each one benefitting from external funding ringfenced for active travel infrastructure measures and improvements.

Each of the schemes referenced follow nationally set standards for cycle infrastructure (LTN 1/20) as well as being subject to audit by Active Travel England upon completion. This quality assurance process will ensure a high level of provision is afforded both in terms of level of infrastructure and materials used to benefit all forms of active travel. 5 miles worth of existing footways throughout Bedlington will be upgraded as a result of the scheme, providing safety and maintenance benefits.

### **Road Safety and compliance with Design Standards**

The principles of LTN 1/20 to achieve more people travelling by cycle or on foot, have been applied in this case. Inclusivity and accessibility are fundamental to those principles ensuring that schemes of this nature are accessible to all. This includes vulnerable users such as children. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school. The opportunity for children to walk and cycle to school in Bedlington is therefore a key factor in determining route choice, level of provision and safety.

Where space permits, cyclists and pedestrians should be physically separated. The infrastructure should be designed for significant numbers of walkers and cyclists in addition to non-standard cycles. Various assessment techniques have been applied in the development of this scheme. They include the 'Cycling Level of Service' and 'Junction Assessment' tools to determine appropriate levels of infrastructure along the route. This has been followed closely by 'Road Safety Audits' – a formal process applied throughout design and construction by a qualified team independent of the design, solely concerned with highlighting safety issues that need to be addressed. This approach has been adopted for this scheme with any safety recommendations actioned as appropriate. Further Road Safety

Audits will be undertaken as the scheme progresses and following completion of construction.

The width of the footways and proposed cycle infrastructure is therefore an integral factor in the design process and resulting safety for users. Reference is made in your consultation response to 3 metre and 5 metre dimensions for the proposed route. In previous engagements, the route plans have been made available both online and at in person events. Hard copies have been supplied showing the entire route extents. Whilst the level of detail can be debated, we have sought a balance and in this case (and the case for all other schemes of this nature), the plans have been colour coded to show the differentiation between segregated (cyclists separated from pedestrians) and shared use (cyclists mix with pedestrians). Our teams of staff have been on hand to provide that additional detail where needed, or explain the maps where necessary.

Cross sections of the route have also been provided with typical widths of shared use and segregated provision. Given the length of the route, dimensions showing the width of the provision are only displayed at suitable intervals rather than wherever there is a change in width. The design team are also striking a balance between maximising the level of provision for users whilst also working within the parameters of the existing network which is bounded by walls, houses, driveways, building etc. As such, the width of the route varies. A minimum width of 3m is sought for shared use footway cycleways along the route. In some cases a reduction in that width is allowed over a short distance. Similarly, 5 metres is typically sought for segregated sections of the route (split between 2 metres for the footway and 3 metres for the cycleway, further split to 1.5m for either direction of travel). These have been shown on the plans and displayed on boards at the engagement events. In most cases, the construction team will be working in areas where 2 metre footways are already in situ. In these examples, it will simply be a case of resurfacing what's there already, adding an additional 1 metre if shared use is proposed or a further 3 metres if segregation is needed.

I hope the above detail offers a response to the key themes raised in your consultation response relating to route choice, design standards, road safety, expected benefits and the future opportunities for the scheme. The project team has worked hard on each of these aspects during the development of the bid, securing the funds and now as delivery moves into the construction phase of the works. We hope to continue to work with you and the wider public to deliver the best possible scheme to achieve those outcomes for the people of Bedlington and beyond to use and enjoy.

Appended to this response, you will find further detail relating to the specific nature of the phasing of the works and a set of detailed plans to review at your leisure. The project team has welcomed the opportunity to attend and present updates on the scheme at various forums /in person events and is committed to continuing to do so where resources permit. This is considered the most appropriate means to pass comment, ask questions and raise any queries going forward as well as E mail.

### **Report Author**

Paul Jones, Director of Environment and Transport

## Delegated Decision Report

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### Appendix H

No	Origin	Summary of feedback	Response / action required
1	Citizen space	<ul style="list-style-type: none"><li>• waste of money</li><li>• demand for cycling</li><li>• aid illegal use of e-scooters and bikes.</li><li>• Brainstormed idea that sounds good but isn't.</li></ul>	<p>Funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution.</p> <p>The scheme will improve facilities locally.</p> <p>Provision for cycles as part of the scheme would facilitate a space for E scooters and E bikes.</p> <p>Schemes are being developed in line with National, Regional and local policy for future demand.</p>
2	Citizen space	<ul style="list-style-type: none"><li>• removal of trees</li><li>• The promotion of greener transport should not involve the removal of trees to do so.</li></ul>	<p>Looked at multiple different solutions to mitigate against the potential impact upon or removal of the street trees.</p> <p>Unfortunately, the trees do need to be removed.</p> <p>A decision which has not been taken lightly by the project team, who are looking to mitigate the impact by proposals set out for compensatory replanting.</p>
3	Citizen space	<ul style="list-style-type: none"><li>• Why remove the trees</li></ul>	<p>During design development it was identified that 4 trees were within the footprint of the proposed route, as such the trees are in a location unfortunately where they cannot be retained alongside the scheme.</p>
4	Citizen space	<ul style="list-style-type: none"><li>• Should never remove trees</li></ul>	<p>Unfortunately, as the scheme developed and in view of the scheme benefits the trees do need to be removed.</p> <p>A decision which has not been taken lightly by the project team.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
5	Citizen space	<ul style="list-style-type: none"> <li>Usage</li> <li>the current pathway is adequate.</li> <li>levelling up funds on things that will benefit the whole community young and old.</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand for users of all ages.</p> <p>Funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution.</p> <p>The scheme has been developed to LTN 1/20 Cycle Infrastructure Design Standard which is the current National design standard.</p>
6	Citizen space	<ul style="list-style-type: none"> <li>against this proposal of the removal of the trees</li> </ul>	<p>Unfortunately, as the scheme developed and in view of the scheme benefits the trees do need to be removed.</p> <p>A decision which has not been taken lightly by the project team.</p>
7	Citizen space	<ul style="list-style-type: none"> <li>lack of consideration on making the road safe for pedestrians</li> <li>money frittered on this (road calming measures desperately required).</li> <li>how many cyclists currently utilise this route currently to warrant the need for the path/trees to be disrupted?</li> </ul>	<p>The scheme has been developed to LTN 1/20 Cycle Infrastructure Design Standard which replaced Shared Use Routes for Pedestrians and Cyclists LTN 1/12.</p> <p>This scheme is being delivered for all active travel users, providing a combination of segregated and shared use infrastructure.</p> <p>Accessibility is being closely assessed and incorporated into the design.</p> <p>Funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution.</p>
8	Citizen space	<ul style="list-style-type: none"> <li>totally unnecessary re-engineer the solution or change the success criteria of the project.</li> </ul>	<p>The parameters of the LUF bid were very specific.</p> <p>Funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
			Schemes are being developed in line with National, Regional and local policy for future demand.
9	Citizen space	<ul style="list-style-type: none"> <li>The trees need to stay and should not be cut down for tarmac</li> </ul>	<p>Unfortunately, as the scheme developed and in view of the scheme benefits the trees do need to be removed.</p> <p>A decision which has not been taken lightly by the project team.</p>
10	Citizen space	<ul style="list-style-type: none"> <li>These trees just need cutting back and not removing</li> </ul>	<p>Cutting back the trees would not provide sufficient space. The 4 trees have been identified within the footprint of the proposed route. As such the trees do need to be removed.</p> <p>A decision which has not been taken lightly by the project team.</p>
11	Citizen space	<ul style="list-style-type: none"> <li>As long as more trees are planted to replace these ones, then it is acceptable to only remove those four.</li> </ul>	Proposals in the Delegated Decision Report suggest a compensatory replanting proposal which would see 4 new trees and 100 whips replanted.
12	Citizen space	<ul style="list-style-type: none"> <li>Absolutely disgusting, cutting down mature trees</li> <li>for a cycle route that will hardly be used</li> <li>replacement plan</li> </ul>	<p>The decision to remove the trees was not taken lightly.</p> <p>Different solutions to mitigate against the potential impact upon or removal of the street trees were considered.</p> <p>Proposals in the Delegated Decision Report suggest a compensatory replanting proposal which would see 4 new trees and 100 whips replanted. The deliverability of this compensatory planting proposal was being developed alongside the consultation.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
13	Citizen Space	<ul style="list-style-type: none"> <li>Environmentally they [trees] are important.</li> <li>Travel route not needed.</li> </ul>	<p>Unfortunately, as the scheme developed and in view of the scheme benefits the trees do need to be removed.</p> <p>A decision which has not been taken lightly by the project team.</p> <p>Schemes are being developed in line with National, Regional and local policy for future demand.</p>
14	Citizen space	<ul style="list-style-type: none"> <li>Cycle track / path won't get used.</li> <li>waste to chop down trees for a path.</li> <li>we need more trees to help with climate change etc....</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>Proposals in the Delegated Decision Report suggest a compensatory replanting proposal which would see 4 new trees and 100 whips replanted. The deliverability of this compensatory planting proposal was being developed alongside the consultation.</p>
15	Citizen space	<ul style="list-style-type: none"> <li>Take them out and plant hydrangea bushes all along that stretch of road.</li> </ul>	<p>Proposals in the Delegated Decision Report suggest a compensatory replanting proposal which would see 4 new trees and 100 whips replanted. The deliverability of this compensatory planting proposal was being developed alongside the consultation. Replanting trees / whips is consistent with replanting across the County.</p>
16	Citizen space	<ul style="list-style-type: none"> <li>The whole proposal is a waste of money.</li> <li>£1m of local money should be put to better use.</li> <li>Where would I cycle to? I work full time and can't afford a bike.</li> </ul>	<p>The scheme is funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution, as such the funds cannot be spent on anything else.</p> <p>Schemes are being developed in line with National, Regional and local policy for future demand.</p>



## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
			The route spans from the western end of Bedlington to the east with spurs created to enable access to key destinations including residential estates, schools and employment. Passing Bedlington station, which will be reopened as part of the Northumberland Line.
17	Citizen space	<ul style="list-style-type: none"> <li>I do not want any trees to be felled.</li> <li>Stop spending money on non-essentials that will barely get used and finish off the market place and build a leisure centre.</li> <li>Bedlington is too busy round the ridge farm area it needs a better road infrastructure</li> </ul>	<p>Unfortunately, as the scheme developed and in view of the scheme benefits the trees do need to be removed.</p> <p>A decision which was not taken lightly by the project team.</p> <p>The scheme is funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution, as such the funds cannot be spent on anything else.</p> <p>The scheme will improve the provision in Bedlington, providing high-quality walking, wheeling and cycling facilities which will facilitate modal shift and improve road safety.</p>
18	Citizen space	<ul style="list-style-type: none"> <li>The scheme is wholly unnecessary.</li> <li>Absolute waste of funding and resources that Bedlington desperately needs for other uses.</li> <li>Therefore there is no need to remove the trees.</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>The scheme is funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution, as such the funds cannot be spent on anything else.</p> <p>Unfortunately, as the scheme developed and in view of the scheme benefits the trees do need to be removed.</p> <p>A decision which was not taken lightly by the project team.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
19	Citizen space	<ul style="list-style-type: none"> <li>The choices made seem proportionate and reasonable.</li> <li>The lack of options makes removing this tree the only feasible decision.</li> <li>The scheme is reasonable. And appears. To. Provide the potential for. Modal shift</li> </ul>	Noted
20	Citizen space	<ul style="list-style-type: none"> <li>This is appalling. How can you even pretend this is a green scheme when you are felling trees to make it.</li> <li>What assessment on the mental and physical health of the local population have you done on the felling of these trees?</li> <li>Compensatory replanting will take decades to provide a like-for-like replacement. Many people will die before this and everyone alive today will be a lot older.</li> <li>You should be planting more trees anyway regardless of this scheme.</li> <li>The amount of trees you're planning and tree officers have allowed to be felled as part of developments over recent years is a disgrace.</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>Carbon Reduction targets have been identified for this scheme, in line with other active travel infrastructure across the County. Sensors have been installed pre scheme introduction as a monitoring and evaluation tool to determine the change in air quality along the routes post construction. This work has been undertaken in line with guidance from 'Duty to Consult on Felling Street Trees' which does not include health assessments.</p> <p>Concerns regarding planting more trees reach beyond this scheme. This feedback will be passed on to the Woodland officers and Climate team.</p> <p>Feedback from the Climate team highlights that they are looking to plant significant numbers of trees across the County. The free trees initiative has handed out a total 48,987 out of a potential 75,000 saplings since 2020.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
21	Citizen space	<ul style="list-style-type: none"> <li>• I object to the removal of all trees. There is an alternative - do not remove them.</li> <li>• For a cycling scheme which will not be used, not maintained and not be repaired in the long term.</li> <li>• I object to the scheme as well as the removal of trees and living habitats.</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>Feedback has been recorded and is noted; however the consultation was for the removal of the street trees, not the scheme in principle.</p>
22	Citizen space	<ul style="list-style-type: none"> <li>• These trees are beautiful and driving into Bedlington is a lovely drive.</li> <li>• More trees need to be planted, even with compensatory few you mention.</li> <li>• The attack on nature and wildlife in Bedlington is criminal just now. One habitat destroyed after another.</li> <li>• There are better things for the council to spend its money on, like collecting the grass after cutting it and making compost that could then be sold on. Or even keeping the roadsides clean and free from litter</li> </ul>	<p>Concerns regarding planting more trees reach beyond this scheme. This feedback will be passed on to the Woodland officers and Climate team.</p> <p>Feedback from the Climate team highlights that they are looking to plant significant numbers of trees across the County. The free trees initiative has handed out a total 48,987 out of a potential 75,000 saplings since 2020.</p> <p>The scheme is funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution, as such the funds cannot be spent on anything else.</p>
23	Citizen space	<ul style="list-style-type: none"> <li>• Doesn't seem to be a logical reason to remove these trees</li> </ul>	<p>Unfortunately, the trees are within the footprint of the proposed route.</p> <p>The project team went through multiple stages of looking at different solutions to mitigate against the potential impact upon or removal of the street trees.</p> <p>A decision which has not been taken lightly by the project team.</p>
24	Citizen space	<ul style="list-style-type: none"> <li>• Remove the trees and plant some in a place they don't get in the way. Easy!</li> </ul>	Noted

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
25	Citizen space	<ul style="list-style-type: none"> <li>I do not think these beautiful sycamore trees should be removed from Bedlington. There is already a sparing of trees in the area except from the woodlands, and these trees are crucial to animal habitats and our oxygen supply.</li> <li>A cycle path is both unnecessary and detrimental to the picturesque landscape which is Bedlington.</li> <li>Due to the uproar against this tree removal by the rest of the community I think to continue with this would be disgusting.</li> </ul>	<p>Concerns regarding planting more trees reach beyond this scheme. This feedback will be passed on to the Woodland officers and Climate team.</p> <p>Feedback from the Climate team highlights that they are looking to plant significant numbers of trees across the County. The free trees initiative has handed out a total 48,987 out of a potential 75,000 saplings since 2020.</p> <p>Schemes are being developed in line with National, Regional and local policy for future demand.</p>
26	Citizen space	<ul style="list-style-type: none"> <li>Approved (x4)</li> <li>Following LTN 1/20 as a top-level guide and omitting to follow Clause 14.5 of LTN 1/20 is a serious omission in the project and has directly resulted in the over-design of the cycle path in places of little use either today or in the future. I again, ask the project team to further reduce the width of the proposed cycle path along the B1331 (Broadoaks to Hazlemere) down to 3 metres with shared use and to install a buffer zone between the fast road and the new cycle path to increase the attractiveness/safety of the path, thus improving the ATE score!</li> </ul>	<p>Noted</p> <p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>Shared use provision provides lower scores on the Active Travel England (ATE) tools that are utilised during design and is a departure from advice from ATE Inspectors which is to deliver segregation where possible.</p>
27	Citizen space	<ul style="list-style-type: none"> <li>It doesn't make sense why part of this track is joint and a small section is separate</li> </ul>	<p>The standard set out in LTN/120 guidance encourages Authorities to deliver continuous segregation, unfortunately there are</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
		<p>cycle lane and pedestrian Lane, why not have joint way all along, and would probably mean no tree's needing to be cut down.</p> <ul style="list-style-type: none"> <li>I was also told it would head towards Cambois which might have made sense if Britvolt was still going to be there, but we know it's not. Also after walking on the footpaths around 20 acres park and past Hartland to Westlea Park which are all in a poor state of repair or flooded.</li> <li>I would say this money would be better spent on this repairs</li> </ul>	<p>instances along the alignment where this cannot be achieved.</p> <p>The scheme is funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution, as such the funds cannot be spent on anything else.</p> <p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>The scheme will improve facilities locally.</p> <p>Concerns regarding existing infrastructure reach beyond this scheme. This feedback will be passed on to the Highways team. However, if specific locations where there is an issue could be identified and reported via 'Fix my street' that would ensure that they are captured centrally.  <a href="https://fix.northumberland.gov.uk">https://fix.northumberland.gov.uk</a>  <a href="#">FixMyStreet</a></p>
28	Citizen space	<ul style="list-style-type: none"> <li>I am against the felling of any trees around Bedlington. A cycle path will not be used like so many others in south east Northumberland.</li> <li>Trees are needed to help with air quality and wildlife.</li> <li>Very few people will use this path and even fewer want it.</li> <li>Bedlington has more pressing needs that need to be addressed.</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>A decision which has not been taken lightly by the project team, who are looking to mitigate the impact by proposals set out for compensatory replanting.</p> <p>Funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
29	Citizen space	<ul style="list-style-type: none"> <li>I don't understand the point if this building programme at all. Who asked for a cycle path from West to East Bedlington? This isn't Active Travel.</li> <li>If you can't use the paths to cycle to other towns then really what is the point of cycling up and down Bedlington?</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>The route spans from the western end of Bedlington to the east with spurs created to enable access to key destinations including residential estates, schools and employment. Passing the Bedlington station site, which will be reopened as part of the Northumberland Line.</p> <p>The focus of the scheme has been to run alongside Bedlington Rail Station affording the opportunity to undertake multi-modal trips on sustainable transport, serving key employment sites including the proposed QTS ten-building gigawatt-scale data campus and the JDR Cable Factory currently under construction in Cambois near Blyth, serving several schools in Bedlington including Meadowdale School, St Benet Biscop Catholic Academy, St Bedes RC Primary School, Stead Lane Primary School, Bedlington Academy and Cambois Primary School and connecting to the wider National Cycle Network affording longer routes to neighbouring towns.</p> <p>This route forms part of a wider network within Northumberland with a view to submitting future bids to form improved connections.</p>
30	Citizen space	<ul style="list-style-type: none"> <li>"Removing 4 trees like this will need over 200 planted for equal carbon capture.</li> <li>What are your current carbon reduction goals?"</li> </ul>	<p>Carbon Reduction targets have been set for this scheme. Sensors have been installed pre scheme introduction as monitoring and evaluation tool to determine the change in air quality along the routes post construction.</p> <p>NCC has pledged to achieve net zero for all greenhouse gases for the County by 2040.</p>

## Delegated Decision Report

No	Origin	Summary of feedback	Response / action required
31	Citizen space	<ul style="list-style-type: none"> <li>Nobody wants this cycle track let alone felling trees - why oh why are there plans for this when no-one wants it??</li> <li>Spend the money instead for example on improving the pathway from Hartlands to Westlea which is flooded and impassable for weeks at a time?</li> <li>Or put lighting along the stretch of pathway along 20 Acres that goes past the golf club? Things people really want and need</li> </ul>	<p>Schemes are being developed in line with National, Regional and local policy for future demand.</p> <p>The scheme is funded from Central Government (ringfenced for sustainable infrastructure) with a local contribution, as such the funds cannot be spent on anything else.</p> <p>Improvements on Hartlands and Westlead and lighting past the Bedlington Shire Golf Club is unfortunately outwit this scheme.</p>
32	Email	<ul style="list-style-type: none"> <li>I live in Broadoaks and I have hardly ever seen bikes up that path so stop this farce and leave the beautiful trees alone just because you have funding money to spend and instead concentrate on completing the shops in Bedlington centre because a cycle track is just ridiculous it will hardly be used and try and do your homework to see if it's beneficial.. Soo angry...</li> </ul>	<p>This is an active travel corridor to enable provision for walking and wheeling inclusive of scooting and cycling, which will be accessible for all. The town will benefit from new surface treatment of the existing paths where maintenance issues may be apparent providing a long-lasting surface condition for people to use.</p> <p>The team has sought to retain tree lined areas as much as possible and following feedback from the original consultation, the team has re-designed sections to ensure trees can be retained where possible, particularly to the western extents of the scheme. A plan is shown below detailing the 4 trees that need to be removed across this 7km stretch.</p> <p>The funding available from central government was specific to active travel</p>

## Delegated Decision Report

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No	Origin	Summary of feedback	Response / action required
			improvements and could not be used for any other measures.
33	Email	<ul style="list-style-type: none"> <li>Can you advise if the new cycle route will be in both sides of the road on the way out of bedlington towards netherton. On the north ridge side of the main road?</li> </ul>	The walking and cycling corridor will run along the north side of the B1331 Ridge Terrace only and terminate at the roundabout with Longmeadows. It will form a shared use footway cycleway making use of the existing grass verge and some of the road. All trees along this section are proposed to be retained.
34	Email on behalf of West Bed Town Council	Appendix F within DDR	Appendix G within DDR
35	Petition	A total of 1036 signatures: 157 online signatures via change.org 879 written signatures.	Change.org petition - <a href="https://chnng.it/XFnrkTvWBF">https://chnng.it/XFnrkTvWBF</a>



Appendix I

**Petition**

417  
1036

To be handed to Northumberland County Council.

Raised by; -

[REDACTED]

Reasons for the petition; -

TO OPPOSE THE PROPOSED [ LTN1/20] PEDESTRIAN  
AND 2 WAY CYCLEWAY IN BEDLINGTON, TO BE  
FORCED UPON US BY NORTHUMBERLAND COUNTY  
COUNCIL.

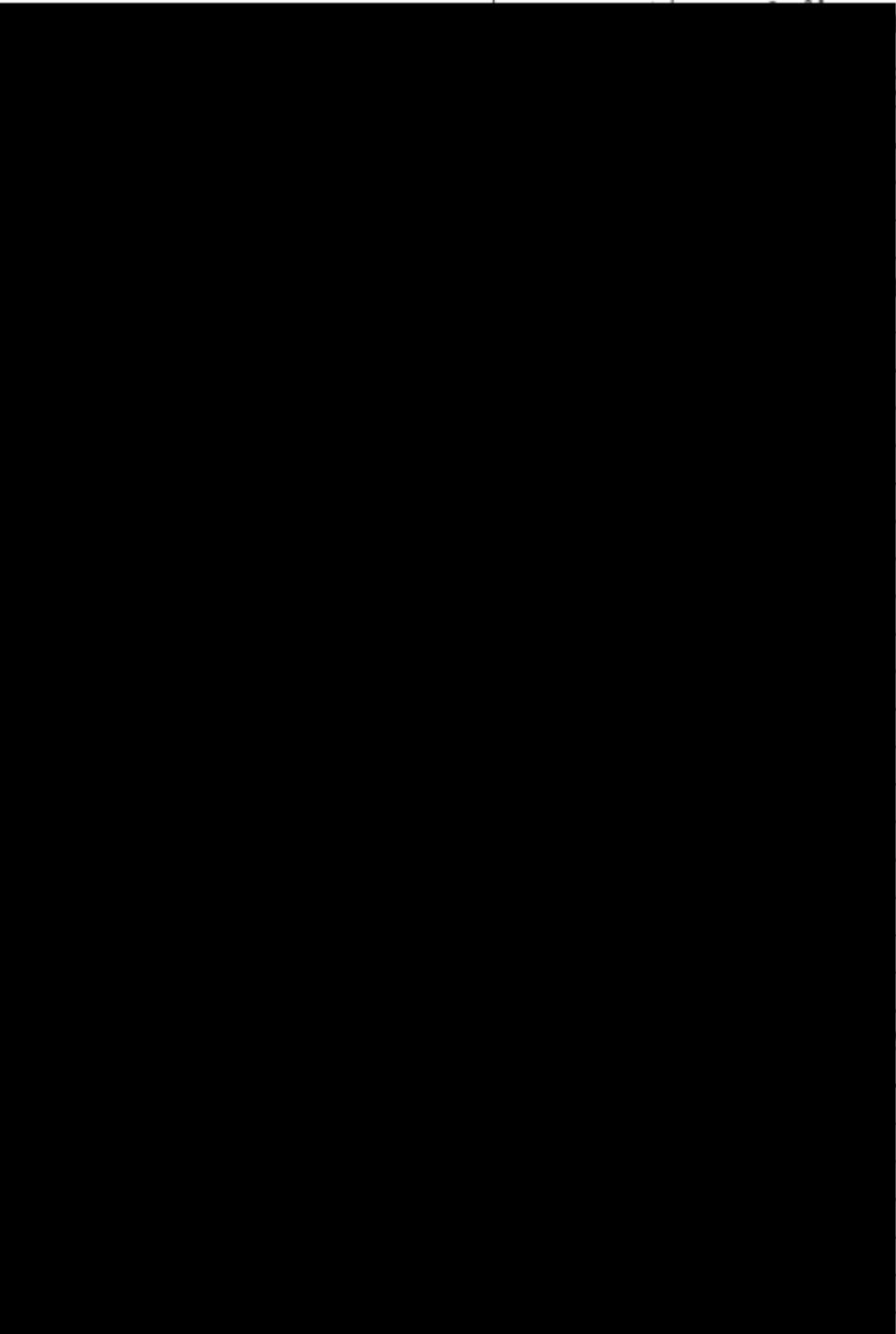
DUE TO ITS EXCESSIVE WIDTH OF 5 METERS,  
WHICH WILL DESTROY THE CHARACTER ALONG  
ITS ROUTE.

RESULTING IN LOSS OF GREEN SPACE, AMENITY  
LAND, SHRUBBERY AND TREES.

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## Delegated Decision Report

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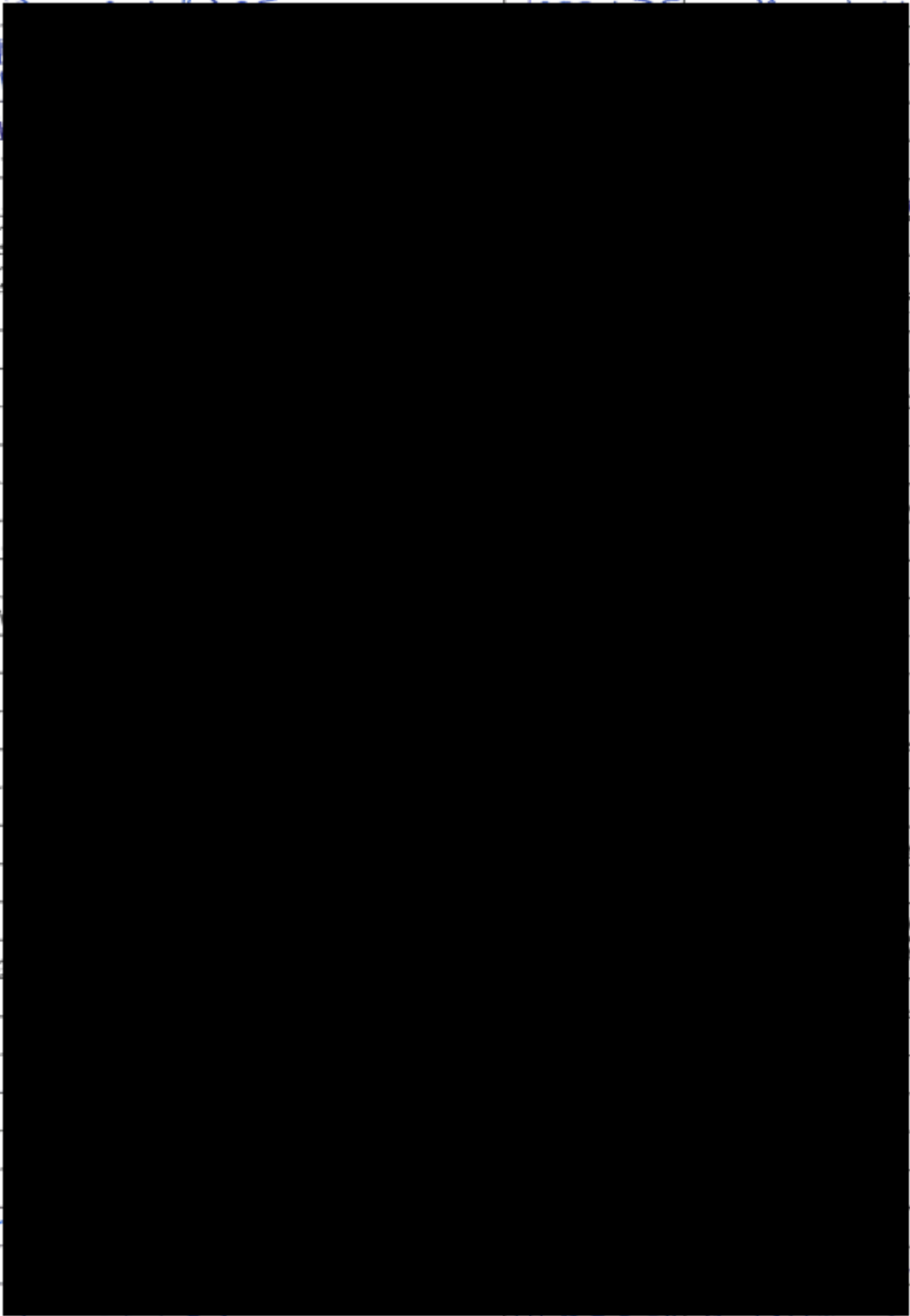
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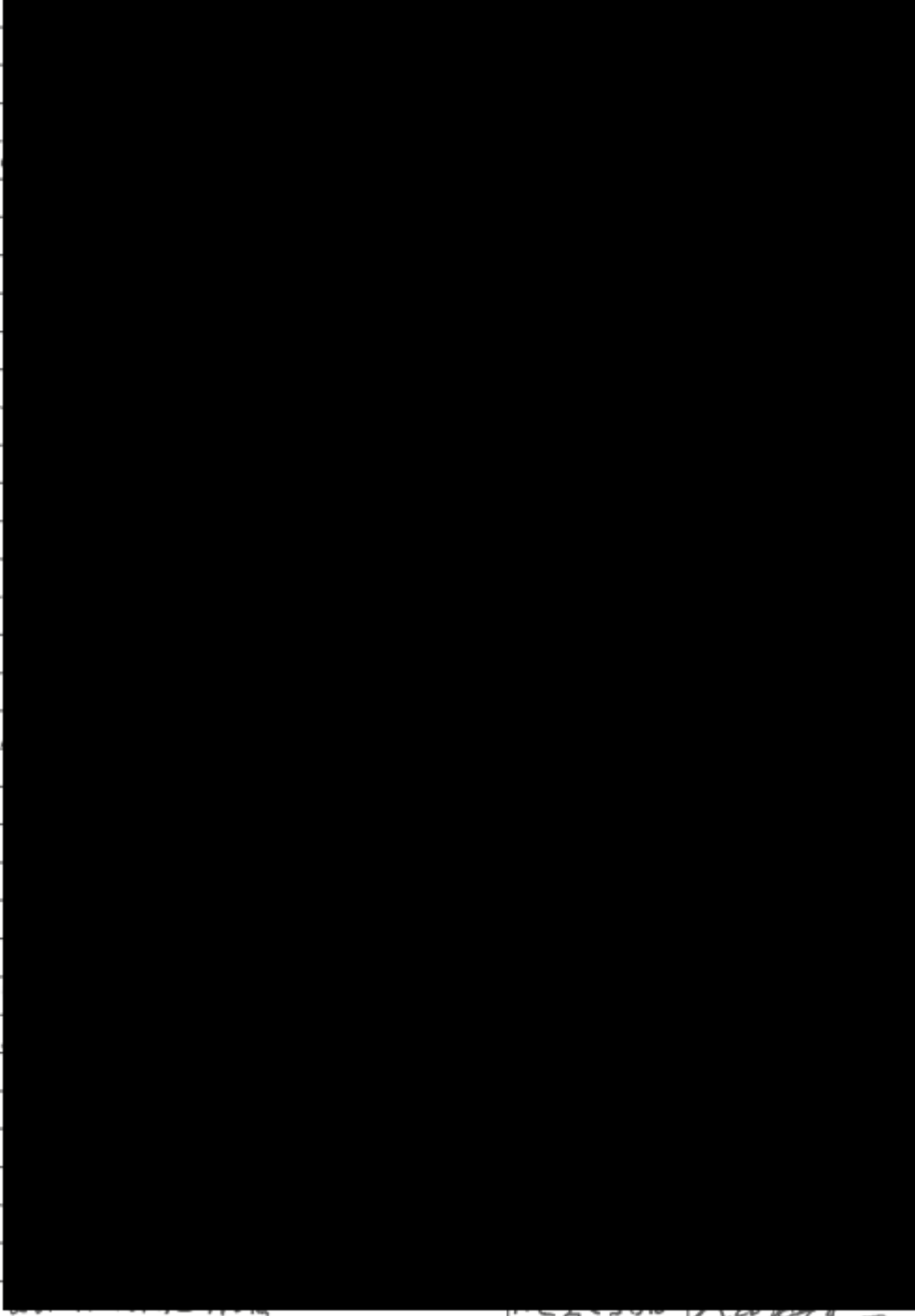
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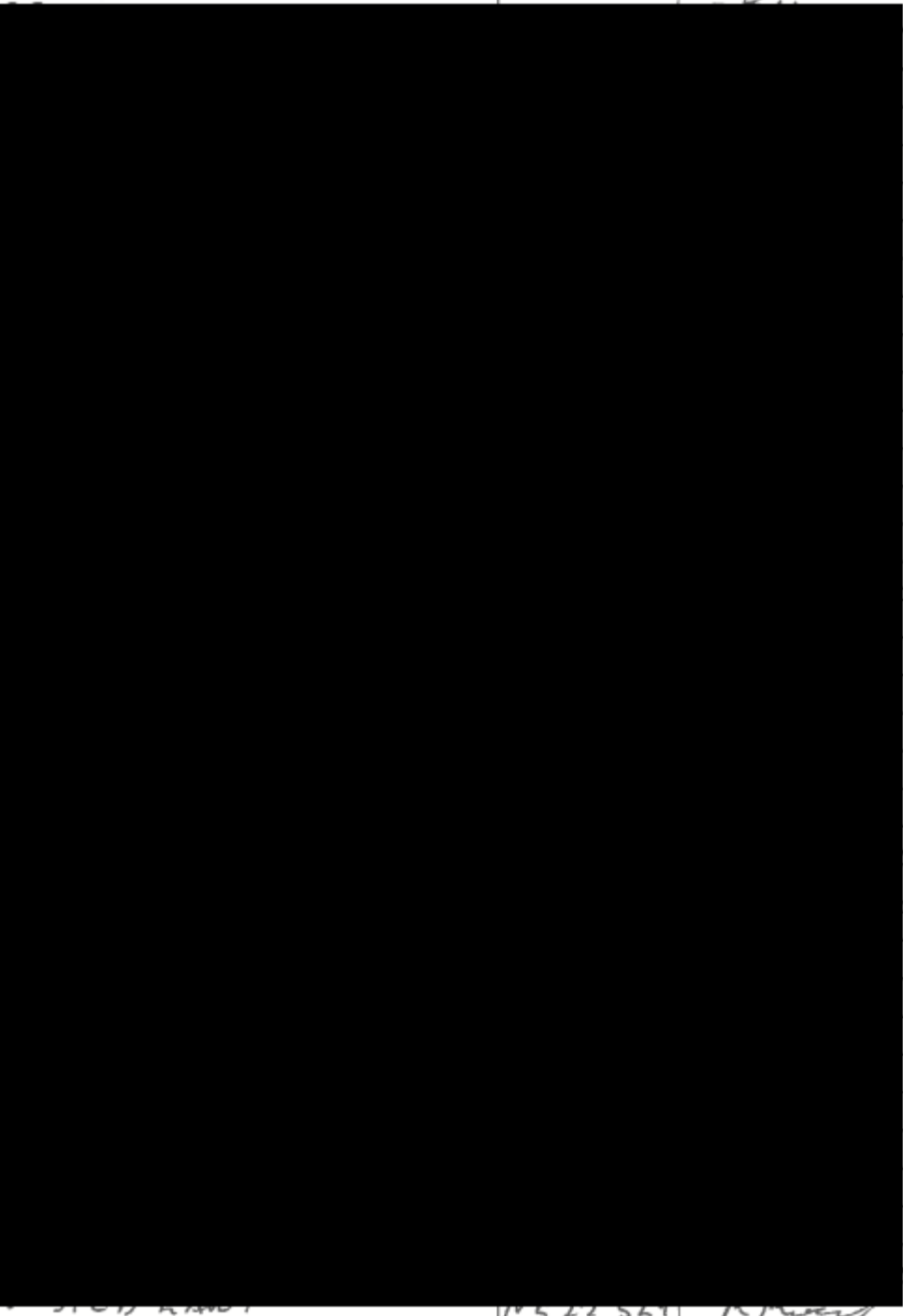
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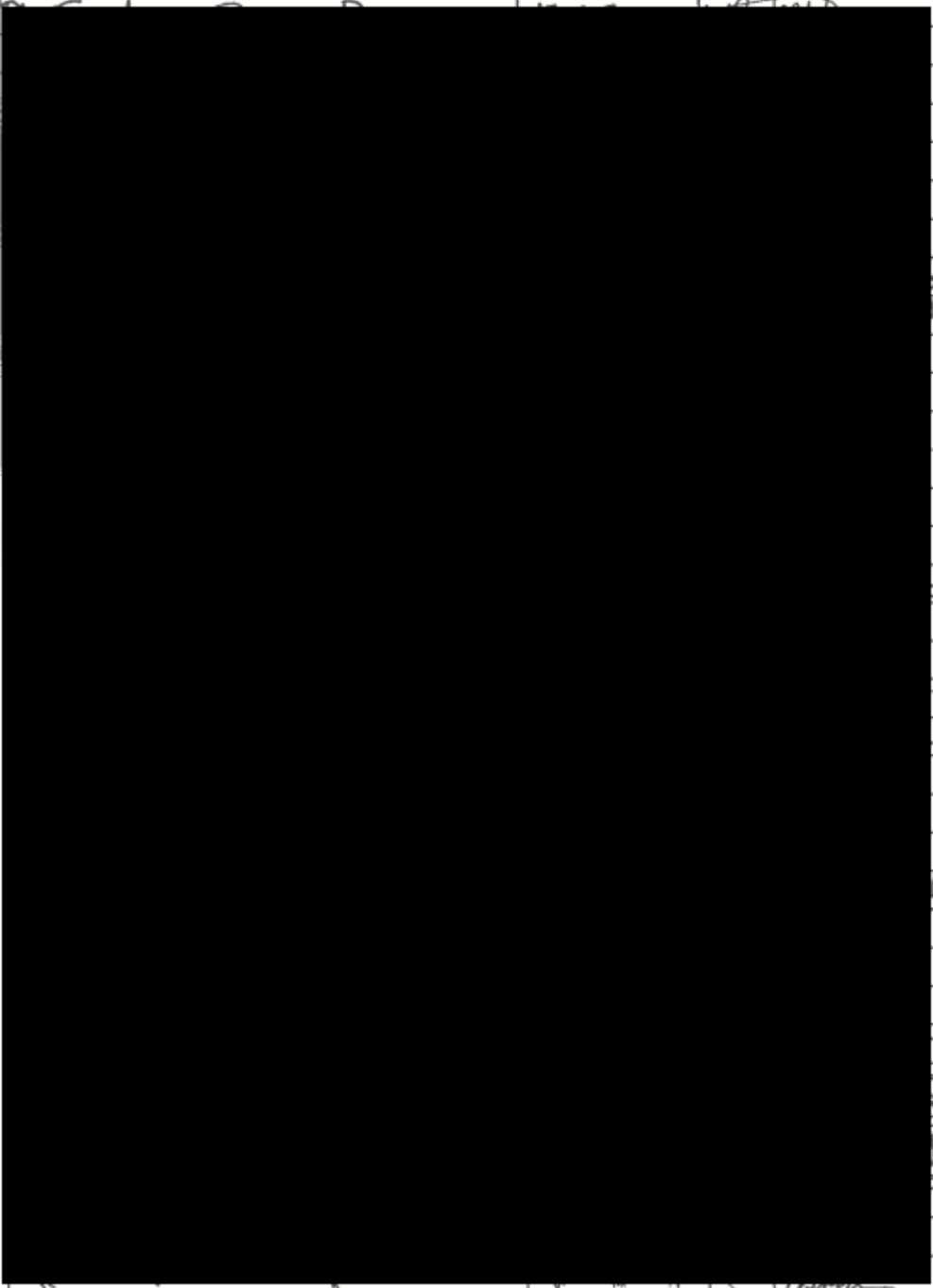
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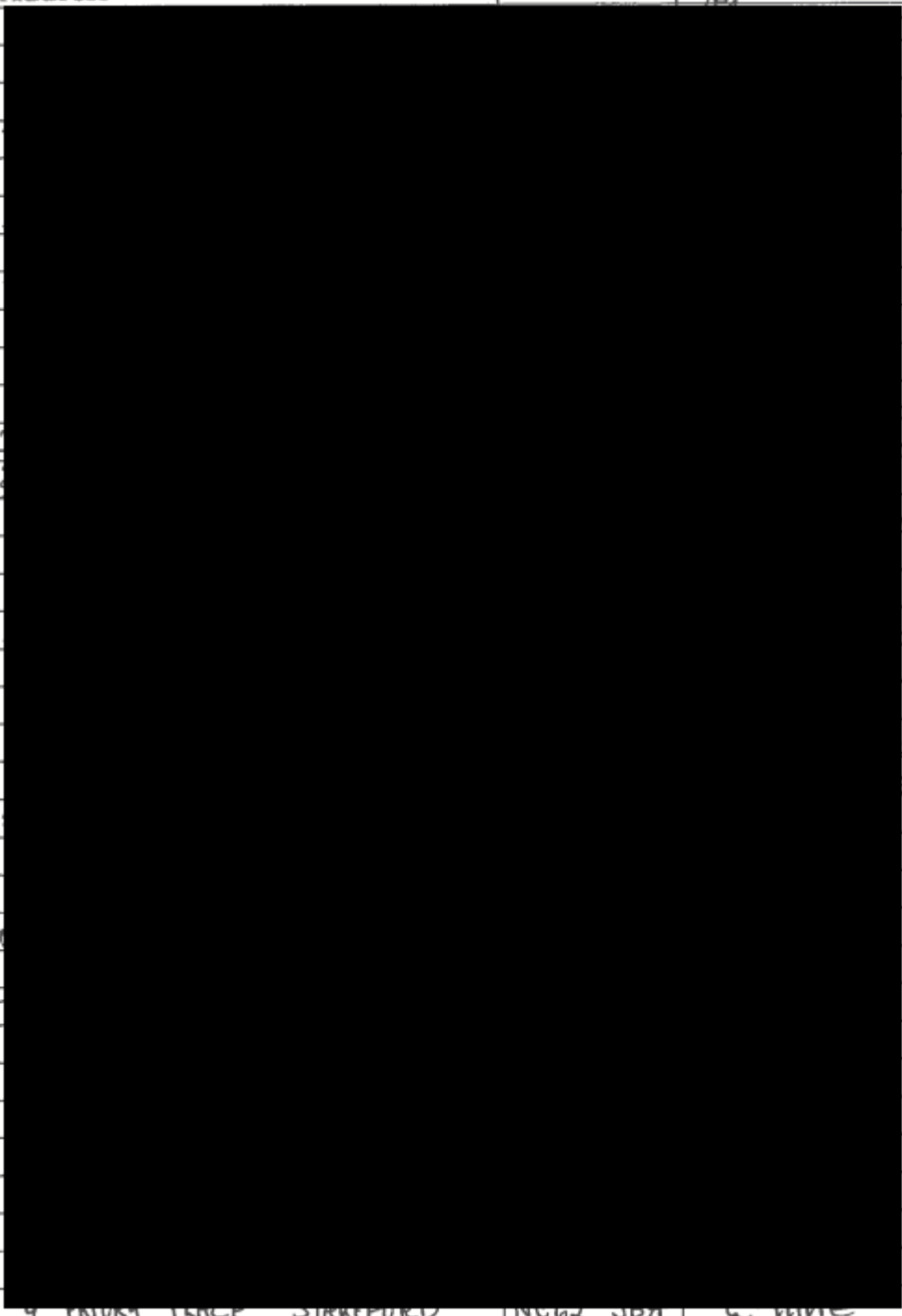
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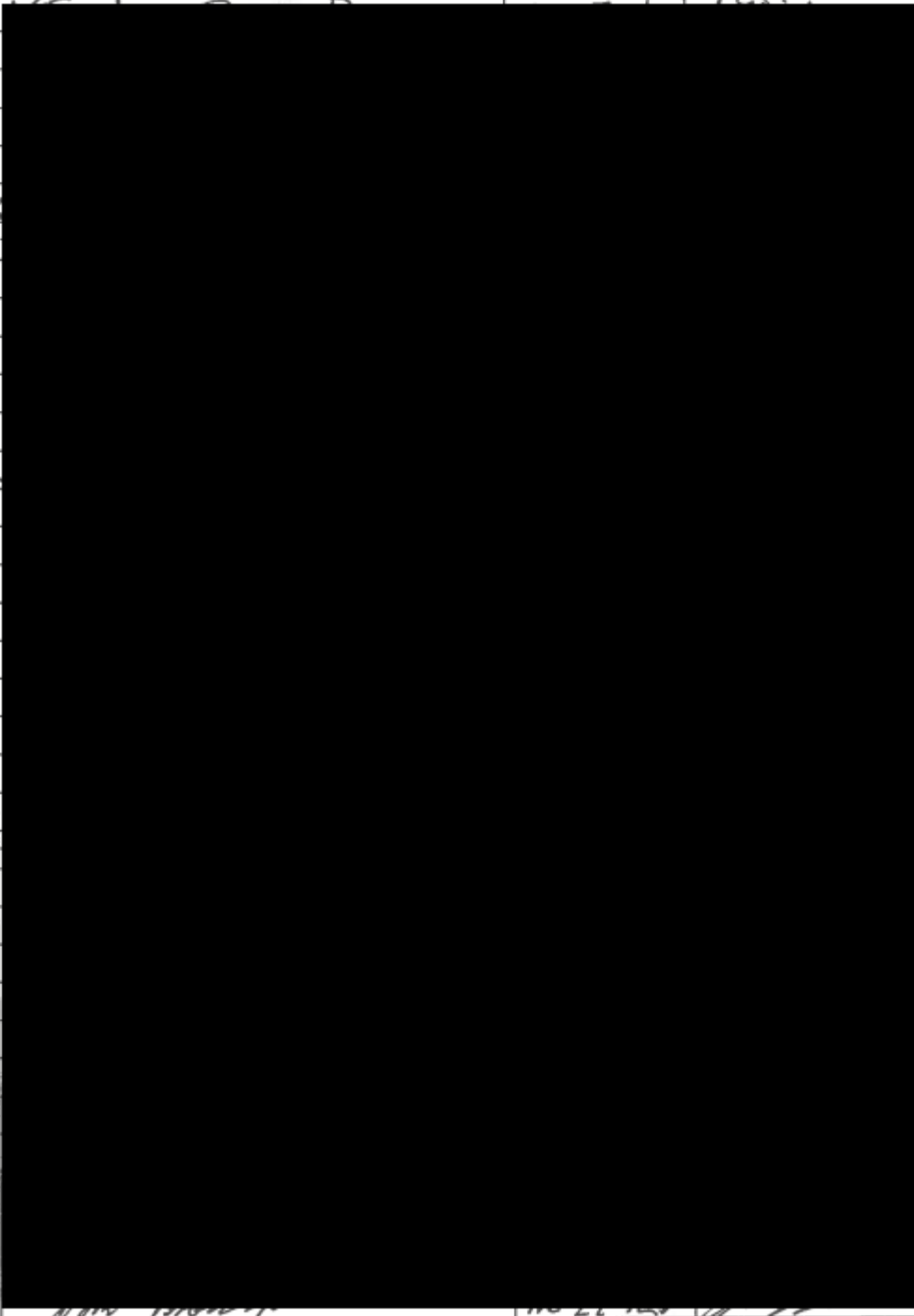
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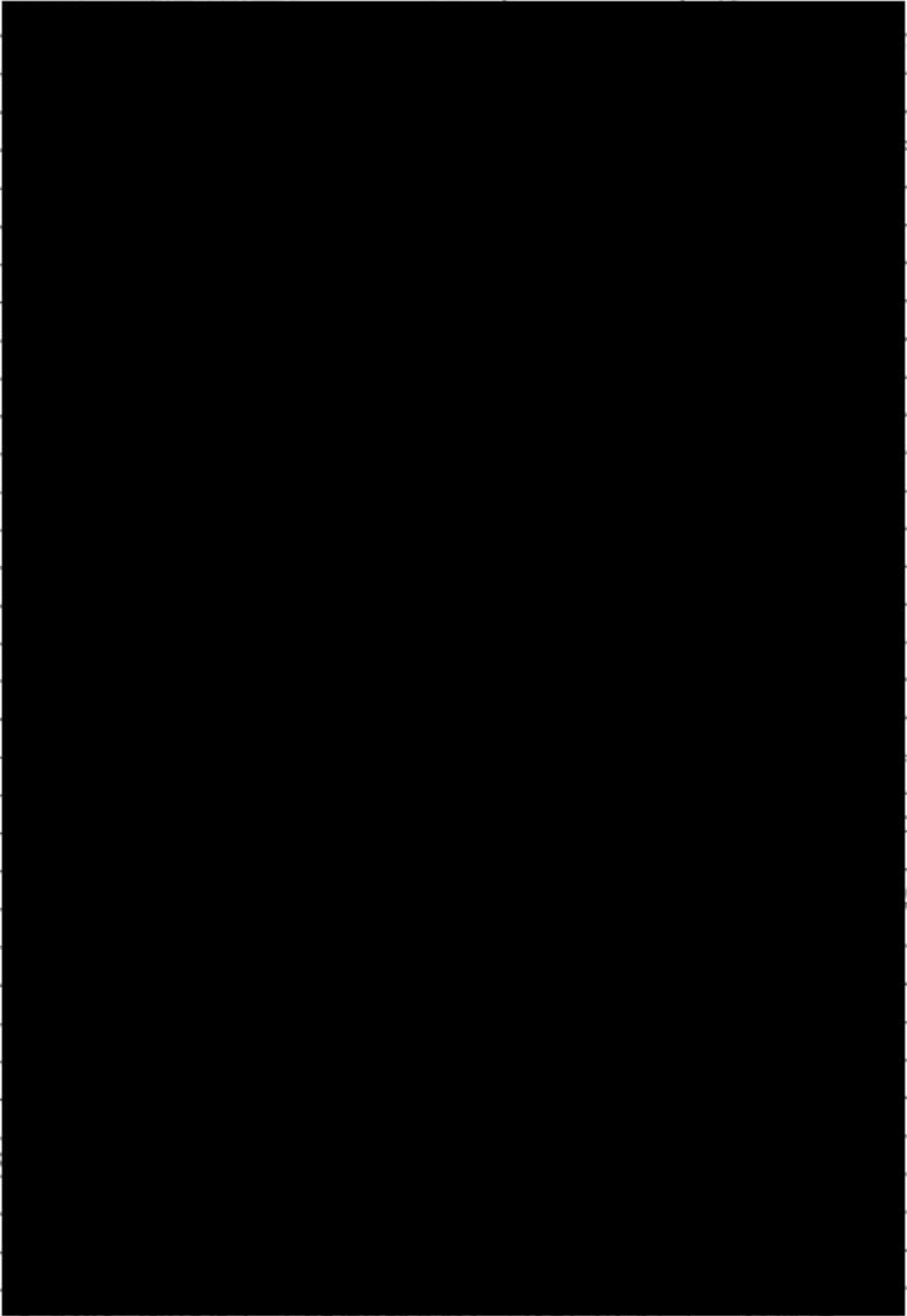
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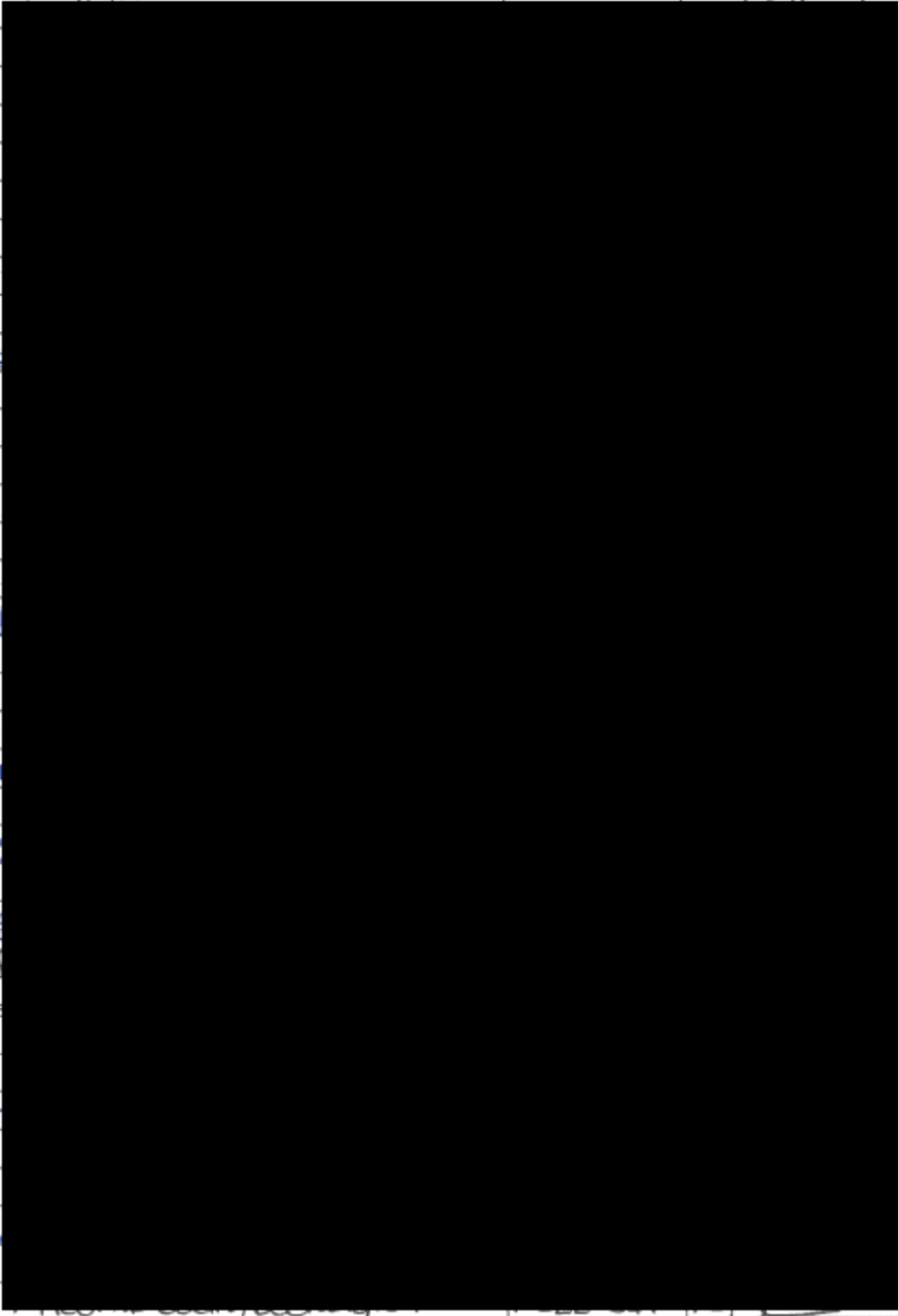
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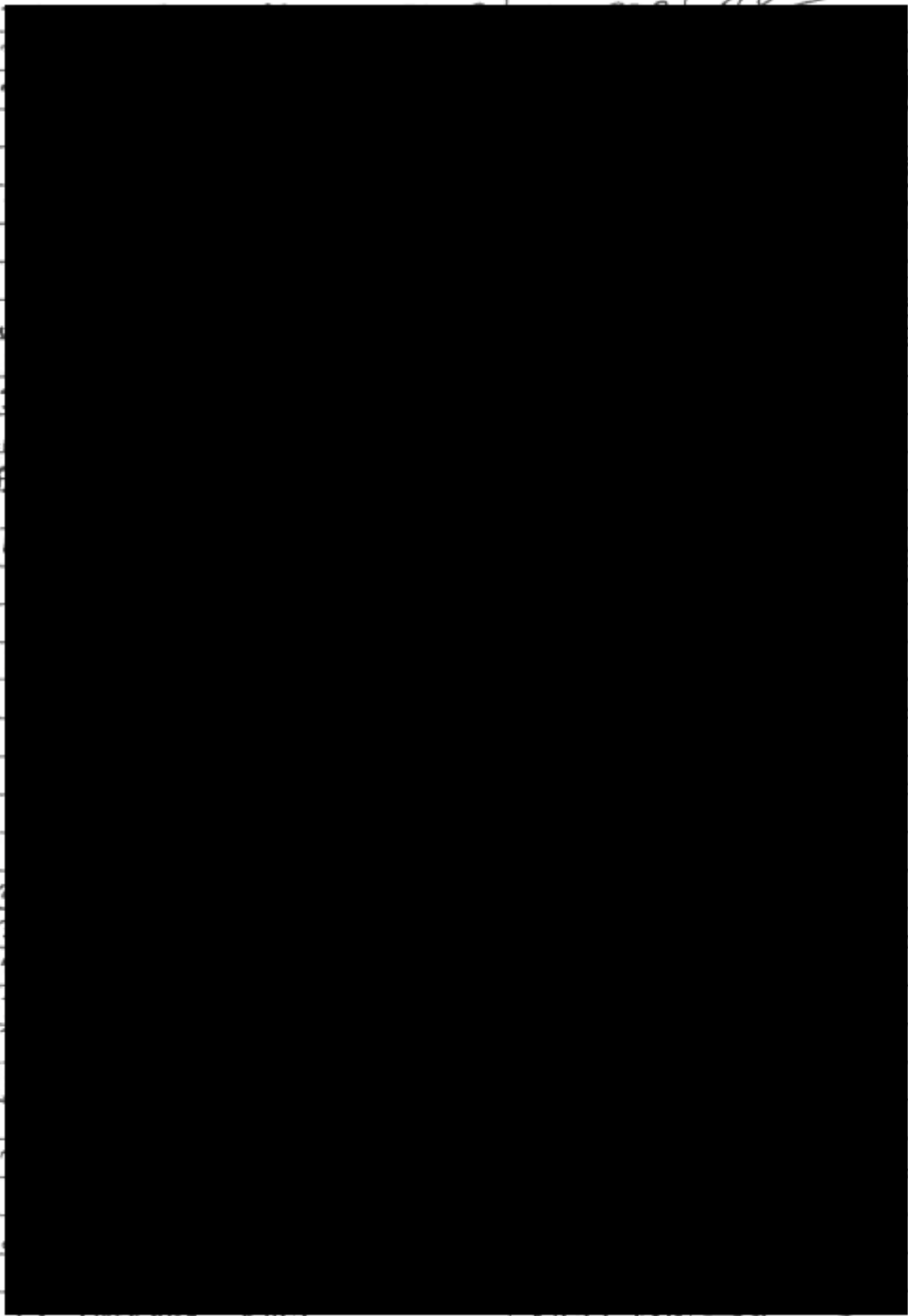

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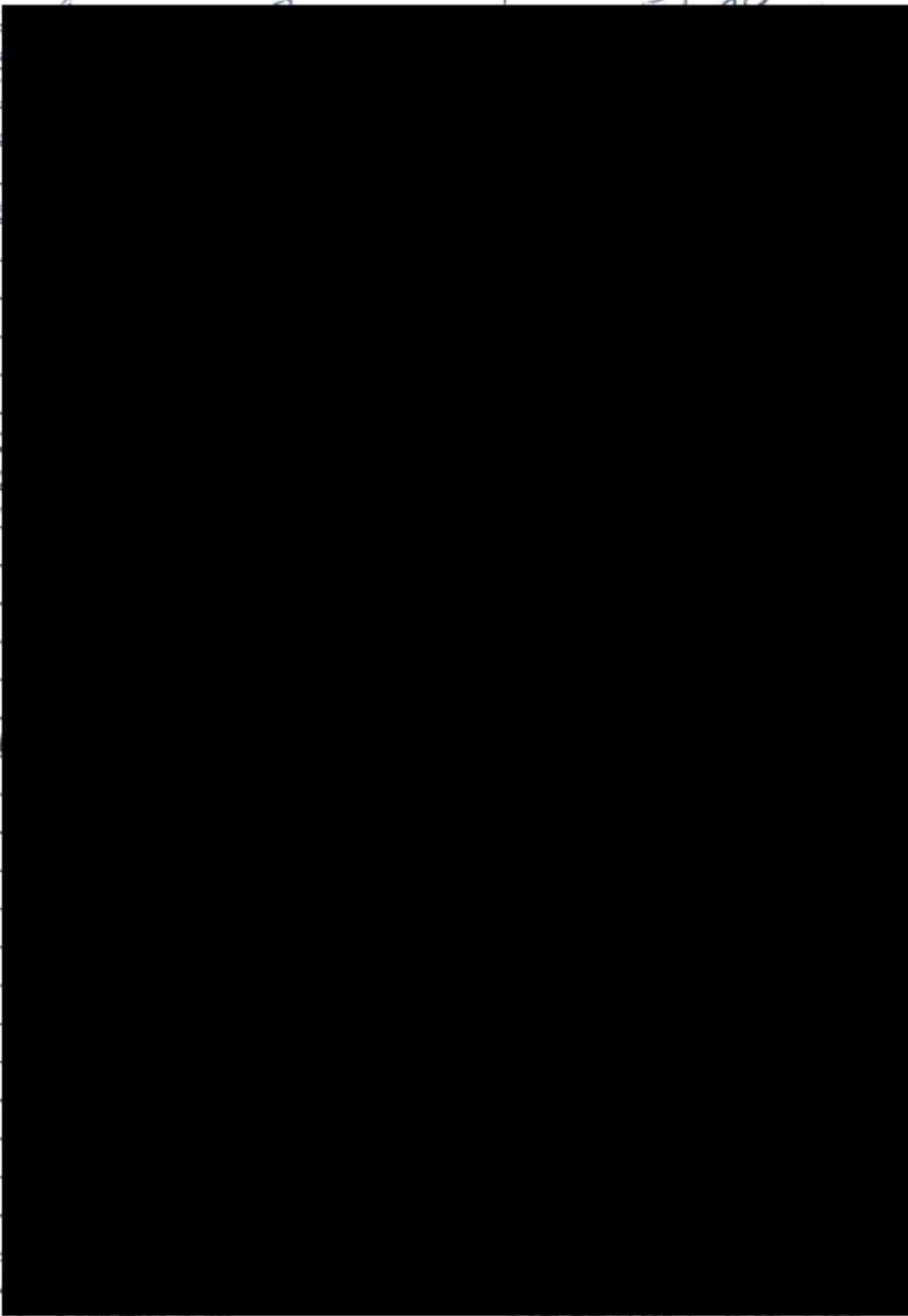
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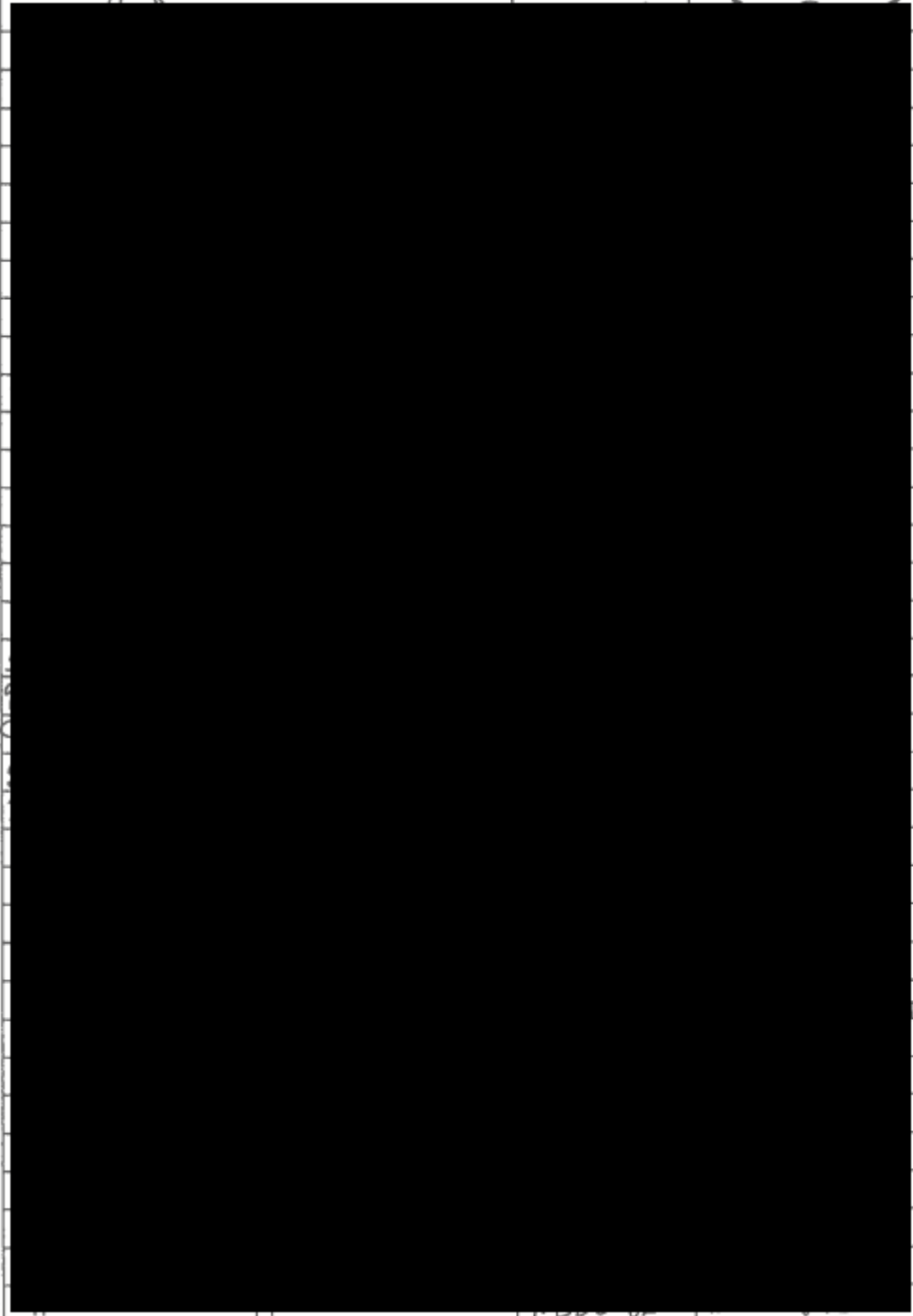
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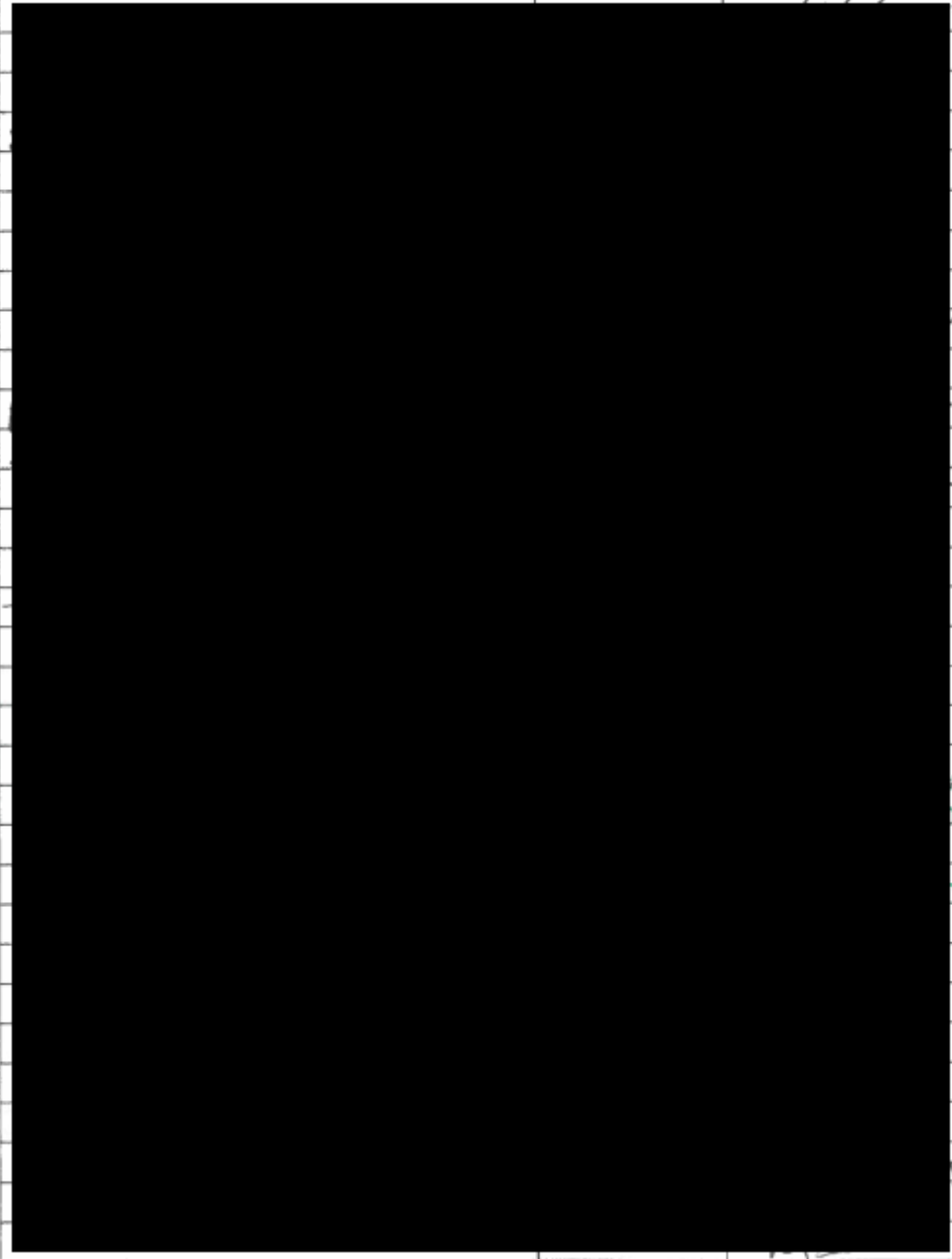
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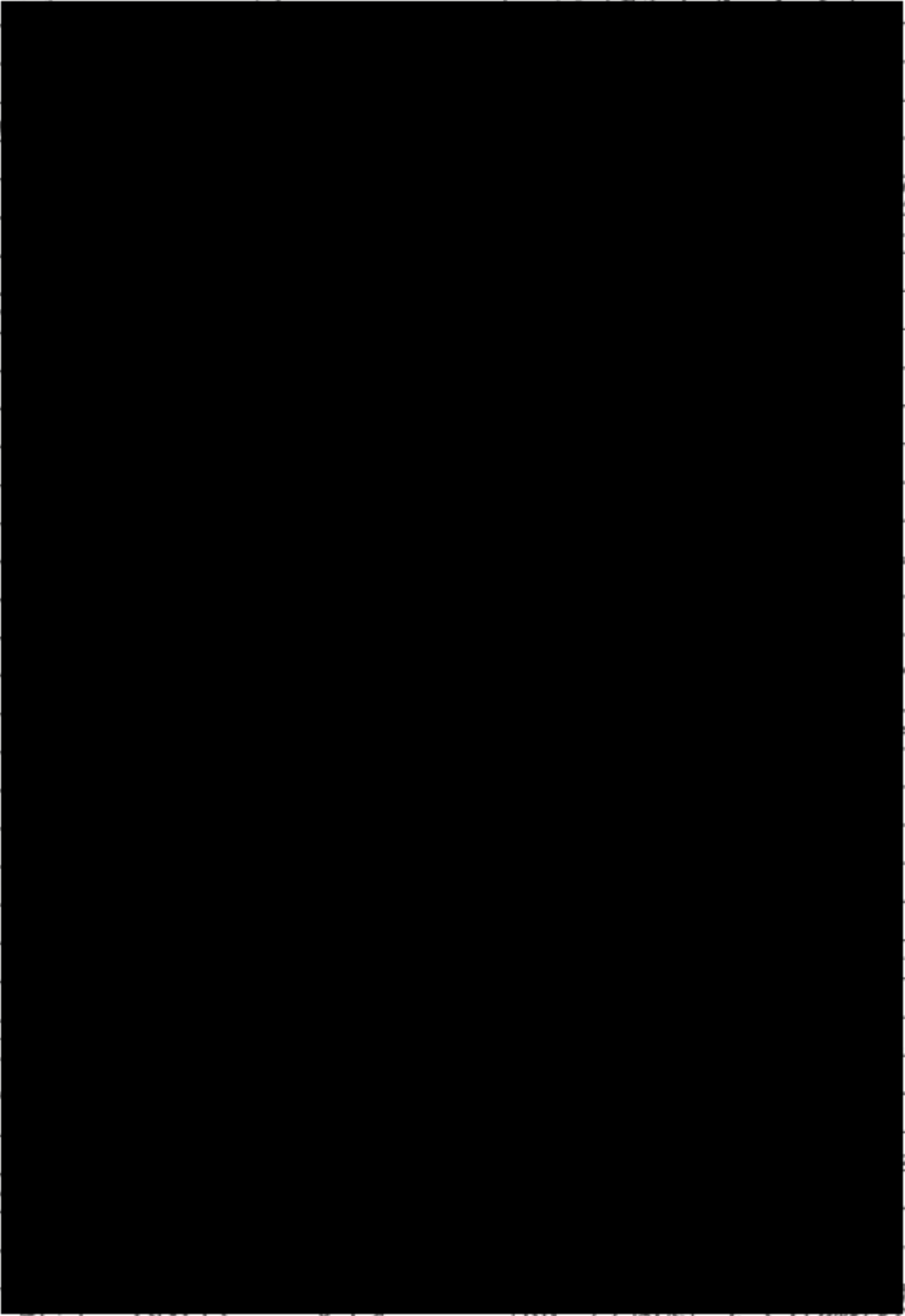
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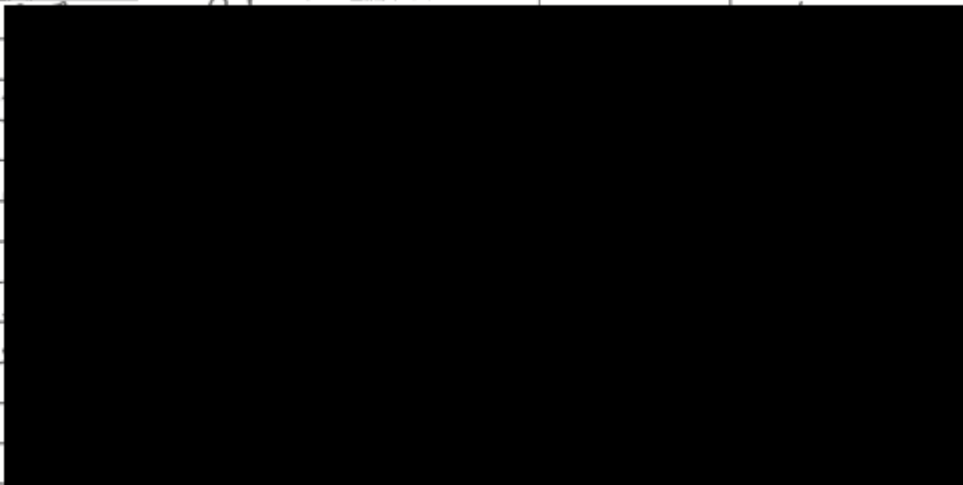
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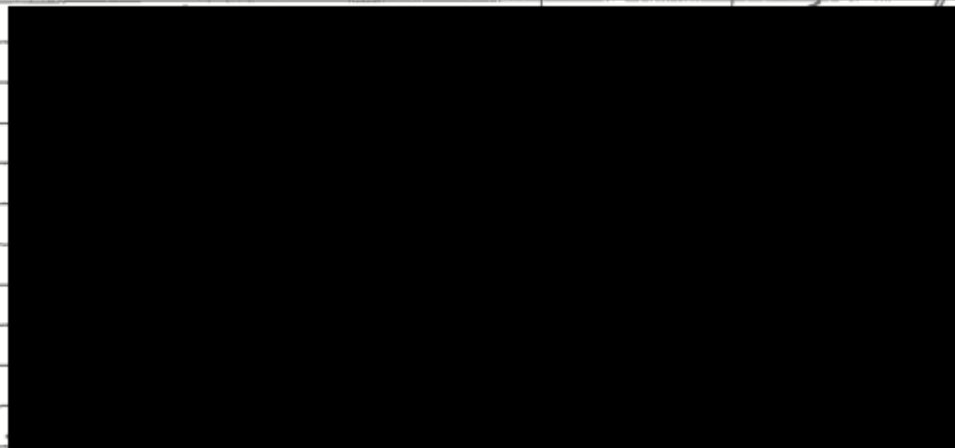
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