

NORTHUMBERLAND COUNTY COUNCIL - WALKING AND CYCLING STRATEGY

1.	INTRODUCTION	2
2.	BACKGROUND	3
3.	POLICY CONTEXT	7
4.	MAKING THE CASE FOR WALKING AND CYCLING.....	11
5.	OUR STRATEGY	12
5.1	Vision, Aim and Objectives.....	12
5.2	Walking and Cycling in Northumberland	12
5.3	Improving the Network and Increasing Participation	23
6.	DELIVERY PLAN	28

1. INTRODUCTION

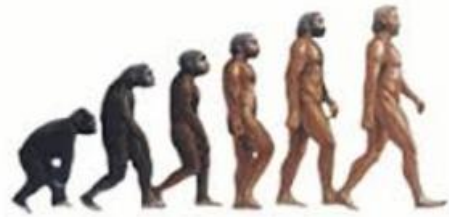
This document has been prepared in support of the Local Transport Plan (LTP) 2011-2026. Active Travel has the potential to support the transport, health and economic aims of the County Council. The purpose of this strategy is to provide a reference point clearly stating the Council's policies, aims and objectives for walking and cycling.

The delivery plan sets out a rolling package of measures to help increase the number of people walking and cycling in Northumberland.

2. **BACKGROUND**

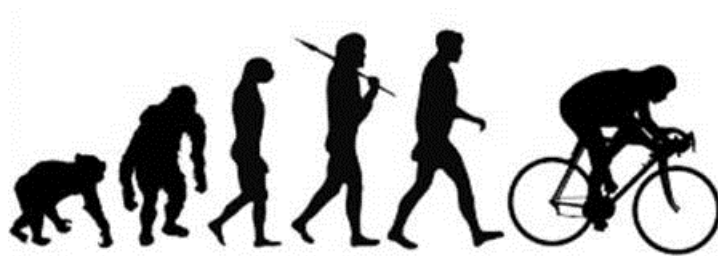
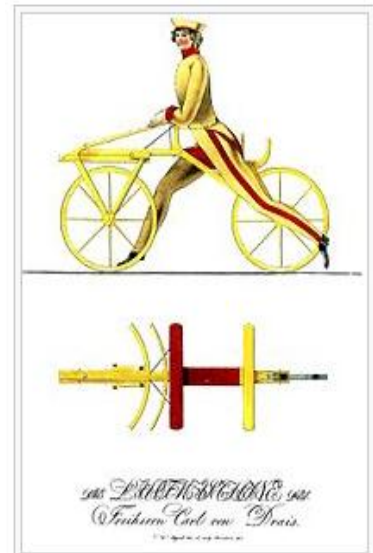
Our ability to walk is the result of evolution over millions of years yet the majority of us take this for granted. Walking is the glue which holds our transport systems together, without it using other forms of transport would be

impossible. The verb to walk is derived from the Old English 'wealcan' meaning to roll. There are over twenty words in the current dictionary to describe types of walking from amble to waddle. We should not forget it's importance and spread the message 'IT IS GOOD TO WALK'.



One of the greatest achievements of the industrial revolution was the invention of the bicycle. It is widely accepted to be the most efficient form of transportation on the planet. The word bicycle was coined in France during the 1860's, but a German, Baron Karl Drais is heralded as producing the archetype of the bicycle, the Dandy Horse or Draisine.

In the UK to begin with cycling was the domain of the privileged few. During the first half of the twentieth Century as manufacturing costs reduced cycling became a mass mode of transport as levels peaked in 1949, when 24 billion kilometres were covered by bicycle, representing 37% of all traffic. In the post-war period growing prosperity saw levels of car ownership take off as levels of cycling nose-dived until the mid-1970s as the seeds were sown for our love affair with the motorcar.



The bicycle is currently experiencing a renaissance following British success in the Velodrome and on the road at the Olympics as well as the first British winner of the Tour de France. This has resulted in a boom in people keen to emulate these sporting heroes and

ride a bicycle. The Netherlands is hailed as a cycling Utopia where the bicycle has become the vehicle of choice. A Dutch Cycling Conference took place at the Civic Centre, Newcastle upon Tyne, back in November 2013, which provided an opportunity for local decision makers to find out how that happened. The key events that acted as a catalyst for change in the Netherlands was a social movement demanding safer cycling conditions for children called Stop de Kindermoorde (Stop the Child Murder) and the oil crisis during the 1970s.

The pursuit of the compact city in the Netherlands also enabled cycling to flourish, whereas the UK followed the American model adopting urban sprawl and out of town shopping which encourages automobile dependency. The Compact City is a planning concept that promotes relatively high residential densities with mixed land uses. It is based on an efficient public transport system and has an urban layout which encourages walking and cycling, low energy consumption and reduced pollution.

The visible increase in the number of cyclists on the roads in the UK is a positive legacy of sporting achievement, but as the numbers have increased so have the number of casualties from traffic collisions. Serious injuries sustained by a journalist while cycling inspired the Cities Fit for Cycling campaign launched by the Times newspaper, February 2012. This campaign helped put cycling high on the UK political agenda with a Parliamentary Inquiry during the Spring of 2013 into the state of cycling in Britain. The outcome was the publication of the '[Get Britain Cycling](https://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf)' report¹ by the All Party Parliamentary Cycling Group. The report recommends a significant increase in public

¹ https://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf

investment in cycling to increase cycle use from less than 2% of all journeys in 2011 to 10% by 2025 and 25% by 2050. The report also advocates the appointment of a National Cycling Champion, an expert from outside the Department for Transport (DfT). Chris Boardman a former track and road cyclist currently fulfils this role. For several decades the Dutch have invested significant sums of money in cycling (£24 per person per year when the Get Britain Cycling report was published). Outside of London, England spends less than £2 per person per year, too low to have a serious impact on cycling levels. Get Britain Cycling recommends an initial £10 per person per year budget increasing through time to £20. For Northumberland to invest £10 per resident in cycling would require £3.16 million based on a population of 316,000, with £20 per head requiring £6.32 million. The LTP allocation for 2015/16 for cycling and walking infrastructure in the County was £1.6 million significantly less than the recommended amount.

People who walk and cycle are diverse with differing needs and aspirations, but a number of categories exist:

- Commuting/Utility walkers and cyclists want safe direct routes to work, school, key services and public transport hubs.
- Family walkers and cyclists want completely car-free, circular routes on flat terrain with facilities to cater for children like country parks.



- Leisure walkers (ramblers) and cyclists want access to both quiet lanes and off road trails and often use a mix of the two.
- Jogging and running is the sport element of walking which uses various terrains and surfaces, with members taking part in events and races.

- Sport cyclists want good road surfaces without potholes for road cycling, while mountain bikers want challenging purpose built trails. Members of both groups often participate in events and races.

There is some degree of overlap between these groups and some people fall into more than one group, but it is obvious one size, type of infrastructure, does not fit all. The good news is all forms of active travel contribute to positive health outcomes and benefits the economy.

3. POLICY CONTEXT

The National Planning Policy Framework document published March 2014 devotes a whole chapter to the promotion of sustainable transport as an integral part of the [planning process](#)².

At a local level Northumberland has adopted a Sustainable Community Strategy (SCS), which provides the overarching strategic policy framework. The current SCS describes what life will be like by 2021. The vision is “to make Northumberland a place that is resilient for the future”. Work is on-going to introduce the Northumberland Core Strategy, which effectively is the Northumberland Local Plan. The Core Strategy in conjunction with the Neighbourhood Plans will determine future development.

[The Local Transport Plan](#) (LTP) 2011-2026 will ensure that transport helps to meet the needs of the people in Northumberland.³ The document comprises a strategy and an implementation plan. The goals of the current LTP are derived from national goals outlined in Guidance on Local Transport Plans produced by the DfT 2009 and are as follows:

- Support Northumberland’s economic competitiveness and sustainable growth by delivering reliable, resilient and efficient transport networks.
- Minimise the environmental impact of transport by reducing carbon emissions and addressing the challenge of climate change.
- Promote greater equality of opportunity by improving peoples’ access to services and facilities.
- Improve transport safety and security and promote and enable healthier travel.
- Ensure that transport helps to improve quality of life for residents, workers and visitors and protects and enhances the environment.

The principal walking elements as set out in the LTP:

- 1) Identifying a core network of convenient, accessible and safe walking routes that connect into facilities and link communities.
- 2) Ensuring footways and rights of way are accessible to people with disabilities and those with young children through the provision of dropped kerbs, tactile paving and safe crossings.
- 3) Improving and maintaining effective directional signage along pedestrian routes.
- 4) Provide improved lighting and crossing points.
- 5) Ensuring that safe and convenient pedestrian footways are included as part of new developments, including links to existing networks and public rights of way.
- 6) Ensuring that adopted footways and public rights of way are adequately maintained.
- 7) Improving accessibility of public rights of way network for all.
- 8) Promoting walking as a healthy and sustainable alternative to the private car through the development of workplace and school travel plans.

² www.planningguidance.communities.gov.uk

³ www.northumberland.gov.uk/Highways/Transport-policy/Transport-plan.aspx?nccredirect=1

The principal cycling elements as set out in the LTP are:

- 1) Identify a core cycle route network that meets the needs of all cyclists, provides an advantage over car traffic, takes full account of road safety and security and is visible and high quality.
- 2) Provide high quality cycle parking at key destinations, rail stations and as part of new developments that are signed and in the most convenient locations possible.
- 3) Provide consistent and high quality cycle route signage to create a clear 'mental map' of the cycle route network.
- 4) Marketing and promotion of cycling in partnership with cycle retailers and the health sector.
- 5) Development of cycle hubs to support cycle tourism and leisure use.
- 6) Road safety measures including driver education, reducing vehicle speeds and improving cycle conspicuity at junctions.
- 7) Provide practical on-road training for children to national Bikeability standards.
- 8) Linking with public transport including cycle routes to and from railway stations and secure parking facilities.
- 9) Ensure high quality cycle accessibility as part of new developments including connections to the cycle network, cycle parking and work place travel plans.
- 10) School travel planning to actively encourage cycling to school through delivery of school travel plan strategy. Includes working with schools to identify safe route and secure cycle parking.
- 11) Workplace travel planning to identify barriers to cycling and deliver improvements. Cycling to be fully considered in all submitted workplace travel plans.
- 12) Cycle route maintenance of on and off road routes.
- 13) Cycle route audit and review to ensure that cycling and highway schemes meet the needs of cyclists.
- 14) Providing cycle route maps and online information.

There is some overlap in providing for pedestrians and cyclists but we should be cautious about an over reliance on shared paths as a way of getting cyclists off the road, as pedestrians can lose out and become the vulnerable user instead of the cyclist on the road. Manual for Streets 1 advocates applying a user hierarchy putting pedestrians at the top of the pyramid.

Walking and cycling can have a positive impact on the general health of people. The Health and Wellbeing Strategy is the key document that sets out the health agenda for the Council.

There is a growing library of evidence to support the fact that physical activity can have positive health benefits. Get Active Northumberland – A [Strategic Plan for Physical Activity 2010-2015](#)⁴ sets out the Council's approach to get residents active, with walking and cycling highlighted as two of five activities to focus on. Activities were chosen that could be done from the 'door step' or at easily accessible venues for all.

⁴ www.northumberlandsport.co.uk/file.aspx?id=1159



The Infrastructure Act 2015 means there is a legal requirement for the Transport Minister to set out a Walking and Cycling Investment Strategy. The first draft Walking and Cycling Investment Strategy (WCIS) was released Easter 2016 for consultation. The main headlines according to the Cycling Touring Club (CTC) are the proposals fall well short of the recommendations of the parliamentary [‘Get Britain Cycling’ report](https://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf)⁵. This called for investment in cycling of at least £10 per person annually, rising to £20, in order to boost cycle use to 10% of trips by 2025, and to 25% by 2050. By contrast, the draft Cycling & Walking Investment Strategy provides central Government funding of just over £300m for period 2015-20, amounting to just £1.38 per person outside London. Moreover its target to double cycling trips by 2025 implies even lower growth outside London, especially after allowing for population growth. It would effectively boost cycle use from less than 2% of trips today to around 3.5%. Cycling makes up 19% of trips in Denmark and 27% in the Netherlands, where spending on cycling is around £24 per person annually.

Northumberland Cycling and Walking Board

The role of the board is to:

- Drive forward plans and initiatives and create the right conditions to achieve the vision for cycling and walking in Northumberland.
- Prioritise those projects that will have the greatest impact on health, wellbeing and the local economy, influencing the realignment of work streams and resources.
- Contribute to policy formulation and influence partner’s plans relating to cycling and walking in Northumberland.
- Develop strong partnership links between transport, health, education, planning, leisure and tourism to add value to plans and initiatives.
- Act as a champion for active travel in Northumberland, providing a combined voice to influence the profile of and investment in cycling and walking.

⁵ https://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf

- Regularly review the work of the board and identify issues which may need a collective approach to resolve.
- Seek out and learn from examples of best practice elsewhere.
- Collect evidence on the benefits of cycling and walking to share with partners and stakeholders.

The Board meets on a bi-monthly basis, with membership including cycling decision makers from Northumberland County Council Highways and Public Health, Northumberland Sport, Active Northumberland, Northumberland National Park, Northumbria Healthcare NHS Foundation Trust, Sustrans, and Visit Northumberland amongst others. The Board is currently chaired by County Councillor Anne Dale.

The Board have published 'Geared Up' which promotes active travel and this document can be read via this link. (to be inserted)

4. MAKING THE CASE FOR WALKING AND CYCLING

Almost everyone is a pedestrian and has ridden a bike at some time during their life but the benefits of active travel are often underplayed when compared to the supposed convenience and pleasure of driving a car.

There are many benefits to walking and cycling:

- Both activities are FUN and ENJOYABLE
- Both activities are relatively cheap when compared to the cost of motoring
- They can be social activities done in groups or clubs
- They improve health and fitness
- They are both environmentally friendly
- Increased pedestrian and cycling activity make streets feel safer and less vulnerable to crime due to the idea of safety in numbers
- They contribute to the vitality of towns and villages. The value of the pedestrian and cycling pound should not be underestimated.

Some headline figures to put things in perspective:

The average benefit to cost ratio for transport schemes is 20:1 for walking and cycling schemes and 3:1 for road and rail schemes (Sustrans). The National Cycle Network contributes over £650 million to the economy from tourism and leisure trips, supporting over 15,000 jobs (Sustrans 2015).

Traffic congestion costs the UK economy £4.3 billion a year (Centre for Economics and Business Research, December 2012).

Studies have shown that regular cyclists have fitness levels equivalent to being 10 years younger. Nationally the lost earnings attributable to obesity range from £2.3 billion to £10 billion a year across different studies. The health costs of physical inactivity in Northumberland was estimated to be £6 million (British Heart Foundation research commissioned by Sport England 2009/10).

It is clear that the UK cannot sustain the current trends in sedentary lifestyles and poor diet. Part of the solution lies in getting more people to walk or cycle.

5. OUR STRATEGY

5.1 Vision, Aim and Objectives

Vision

Northumberland will deliver a high quality, safe walking and cycling experience to be enjoyed by increasing numbers of residents, businesses and visitors, which will contribute to the improvement of health, wellbeing and the local economy of the county. There will be a particular focus on increasing walking and cycling participation by children and young people.

Aim

The aim is to develop a well maintained network using 'GOOD' design combined with the right encouragement and promotion to provide the right environment for walking and cycling to flourish.

Objectives

- 1) Increase the number of walking and cycling trips in the county.
- 2) Increase the proportion of residents walking and cycling to work and school.
- 3) Reduce the number of pedestrian and cyclist casualties
- 4) Ensure that the footway network is accessible to disabled and other mobility-impaired pedestrians
- 5) Raise the profile of walking and cycling, highlighting their significance regarding transport, health and tourism

5.2 Walking and Cycling in Northumberland

Northumberland is the most northerly and least populated county in England with only 316,000 residents spread over 5,013km². It is predominantly a rural county with expansive open countryside in the north and west with a number of satellite market towns and a more urbanised area in the south east, with Ashington, Blyth and Cramlington the main centres of population. Interestingly Cramlington was developed as a new town with an extensive network of traffic free routes.

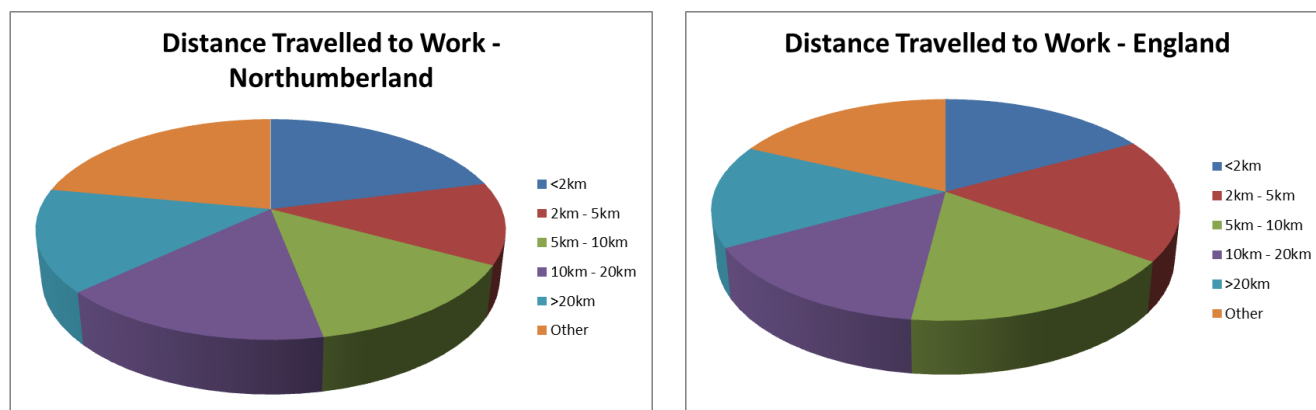


Figure 2 shows the breakdown of journey distances to work in Northumberland and England taken from 2011 Census.

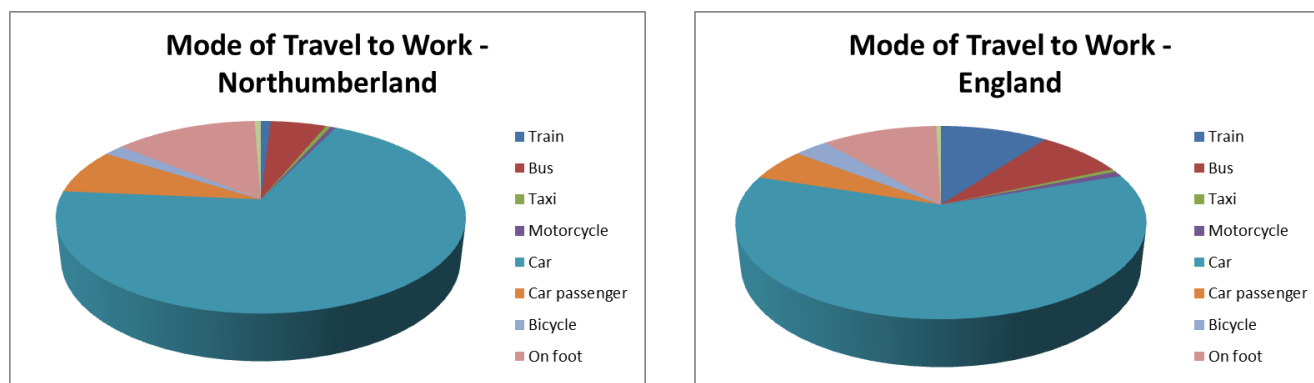


Figure 3 shows the modal split of journeys to work in Northumberland and England taken from 2011 Census.

Looking at journeys to work recorded as part of the 2011 Census, 33% of journeys are under 5km (which is a walkable distance) compared to 35% for the rest of England. When reviewing modal share walking to work accounts for 13.53% of journeys in Northumberland compared to 10.9% in the rest of England. The County does well compared to the rest of the country but there is scope to boost this further

From the 2011 Census 47% of journeys to work in Northumberland are less than 10km or 6.2 miles, which could be cycled by the average person. The 2011 Census indicates less than 2% of journeys to work in Northumberland are by bicycle. Again, there is scope to boost the number of cycle trips to work.

Walking

Footways and footpaths are an essential part of the highway network and are used by the public for journeys to work, school, local services and for recreation.

Footways –run alongside carriageways. They are constructed in a variety of materials varying from high amenity paving in town centres and environmentally sensitive areas, to standard flagged or bituminous materials in residential areas to gravel paths in rural areas.

Footpaths – do not run alongside carriageways and generally form links between other footways. As with footways, they may be constructed in a variety of materials.

Some locations in the county have aesthetic and environmental needs, such as conservation areas, other environmentally sensitive areas, town centres and tourist locations where the amenity value of paving or surface is an important factor.



The length of the footway network increases as new sections are constructed, either by the County Council through the LTP Programme, or through new developments. Walking and cycling facilities are prioritised through the LTP Programme, and in recent years a number of new footways and cycleways have been constructed. These have been at locations where a local demand is demonstrated through consultation with County Councillors, Town/Parish Councils. In addition, larger scale improvements have been implemented in town centres, such as Berwick and Morpeth, where improved, widened pedestrian areas have been provided. These are designed to reduce the impact of traffic on historic town centres and to support the local economy by encouraging pedestrians and providing space for events and markets. New or improved footways are also

provided where they will form part of a route to school and are important in encouraging children and their parents to walk.

In addition to the footway and footpath network, the county has in excess of 5,200km of public rights of way. This is an integral part of the walking network, with many routes either wholly or partly on public rights of way. [The Rights of Way Improvement Plan](#)⁶ sets out the Council's approach to managing and improving the Rights of Way Network for all of its users.

From a leisure and tourism perspective there are a number of long distance trails that pass through the County:



- The Pennine Way is a National Trail following the spine of England. It is 268 miles long starting in Edale in the Peak District and finishes at Kirk Yetholm just over the border in Scotland.

- St Oswald's Way is a long distance walk, 97 miles long, from Holy Island to Heavenfield near Wall on Hadrian's Wall. The entire route is within Northumberland.

- St Cuthbert's Way is 62.5 miles long also starting on Holy

Island and finishes in Melrose in the Scottish Borders.

- Northumberland Coastal Path is 58.1 miles long from Cresswell to Berwick upon Tweed and forms part of the longer North Sea Trail.
- Hadrian's Wall Path is another National trail starting in Bowness-on-Solway following the line of Hadrian's Wall, which has World Heritage Status, until its termination point at Wallsend. The route covers a distance of 84 miles.

A number of walking festivals occur throughout the year at venues such as Berwick upon Tweed, Haltwhistle and Rothbury.

The Allendale Challenge has been going for 27 years. It is a 26 mile event for walkers and fell-runners with all proceeds going to the North of Tyne Mountain Rescue Team for more details email Allendale.challenge@gmail.com

The Alwinton Round Challenge Walk involves 3 options: 20 miles, 15 miles or the Family 6. The event is in its 22nd year with all proceeds going to the North of Tyne Mountain Rescue Team for more details email alwintonround@gmail.com

Another event that starts and finishes in Alwinton is the Cheviots Challenge now in its 35th year with 2 options: a 23 mile route or 18 mile route for walkers and fell-runners. All proceeds going to the North of Tyne Mountain Rescue Team for more details www.cheviotschallenge.org.uk.

⁶ http://www.northumberland.gov.uk/WAMDocuments/EFC7E0DC-A38A-4DDF-A38A-A45DCB0FC3D9_1_0.pdf?nccredirect=1

More information regarding leisure walking can be found via www.visitnorthumberland.com



NCC are working with Natural England to deliver the England Coastal Path, from Seaton Sluice to Berwick upon Tweed. Some sections will utilise existing paths and others will need to be constructed. Work has started at the southern end and will gradually move north with a predicted completion date of 2020. The Marine and Coastal Access Act 2009 provides the legislative framework to enable this.

Cycling



Northumberland has great potential to be developed as a cycle tourist destination. One of its greatest assets is the varied terrain accessed via an extensive network of quiet lanes, byways, bridleways and permissive paths.

Building on the experiences of the cycle hub projects in Wooler and Haltwhistle, to improve the offer for recreational cycling it is proposed to develop additional cycle hubs (small towns and villages), where the cyclists needs will be catered for, encouraging longer visits. Further information can be found at [Wooler Cycle Hub](http://www.woolerwheel.co.uk/wooler-cycle-hub/?doing_wp_cron=1452179682.5392999649047851562500)⁷.

The National Cycle Network (NCN) is the national cycling route network of the United Kingdom, which was established to encourage cycling throughout Britain. It was created by the charity Sustrans who were aided by a £42.5 million National Lottery grant. A number of NCN routes pass through Northumberland:

- NCN 1, Coast & Castles Route (Newcastle to Edinburgh), follows the coast between Seaton Sluice and Berwick upon Tweed before turning inland to cross the border at Norham.
- NCN 68, Pennine Cycleway (Appleby/Penrith to Berwick upon Tweed) between Alston and Berwick upon Tweed via Haltwhistle, Bellingham and Wooler;

⁷ http://www.woolerwheel.co.uk/wooler-cycle-hub/?doing_wp_cron=1452179682.5392999649047851562500

- NCN 72, Hadrian's Cycleway (Ravenglass to Wallsend/South Shields), runs along the Tyne Valley between Gilsland and Wylam.
- NCN Route 7, Sea-to-Sea (C2C) passes briefly through the county near Allenheads.
- NCN Route 10, the Reivers Cycle Route (Tynemouth to Whitehaven), passes through the county between Ponteland and Kielder.
- NCN Route 155 (Morpeth to Newbiggin via Ashington)

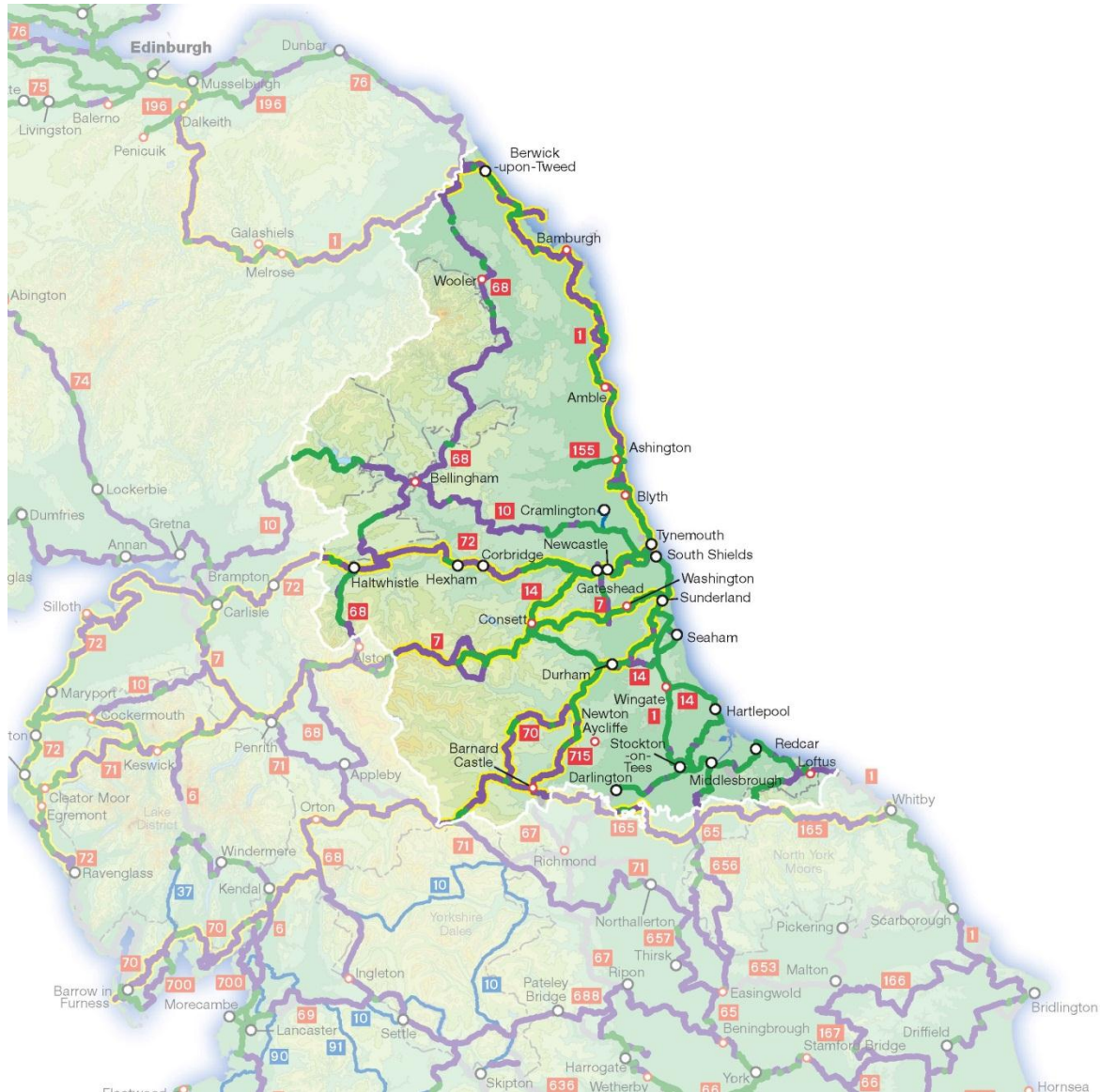


Figure 1 National Cycle Network in the North East of England

The Sandstone Way is a mapped and signed 120 mile linear mountain bike route from Berwick upon Tweed to Hexham, mainly off road using bridleways.

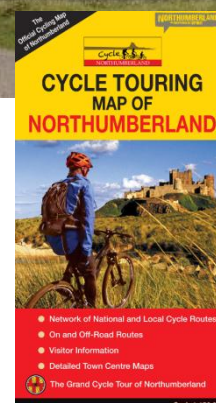
A paper map covering the South East of the County is available for free via [South East Northumberland Cycle Map](#)⁸. This map is one of a series of 6 covering the Tyne and Wear conurbation

Morpeth Road School, Blyth has embraced cycling as part of it's curriculum as Head Teacher Michael Bell explains: Five years ago the staff at Morpeth Road asked the question "Why are we cycling, what's the point"? Now they say what a fantastic activity to get the students into. Why the turnaround in such a small period of time? Easy answer in three words; attendance, behaviour and attainment all have steadily risen over the period that cycling was introduced into the curriculum. Attendance was poor always below the national average since students have the opportunity to cycle they attend as they don't want to miss out on all the opportunities that are offered around cycling-coast-2-coast, Italy, monthly big rides, Clennell Street, Kielder etc. Behaviour was not always what you expected now students have something to lose they behave and want to do well to not miss out on opportunities that cycling offers. Twelve months ago we had a student excluded for three days in that time he realised what he was losing, this year because of the hook in of cycling he is a top performer in and out of the classroom. Attainment has steadily increased over the last five years to the point that we exceed national floor targets, we exceed national averages and the cyclists all meet their targets and over the last five years on average 75% of them exceed their predicted targets. The final secret is the commitment of the staff from being the only cyclists in school we now have twenty eight who regularly cycle, sadly I am no longer the best cyclists in school.



⁸ <http://www.northumberland.gov.uk/Highways/Cycling.aspx#cycleroutemaps>

Work undertaken on behalf of Visit Northumberland, produced a document, [Northumberland Tourism & Leisure Cycle Strategy](#)⁹, that suggests a number of ways the cycle tourism offer can be improved in Northumberland.



The County's Cycle Tourism group has taken a collaborative approach to boosting recreational cycling in Northumberland with the development of a brand and logo for marketing purposes, as well as publishing a Cycle Touring Map of Northumberland. [Cycle Northumberland](#)¹⁰, also developed by the Cycle Tourism Group, is a useful internet resource for all things cycling. [Kielder](#)¹¹ has some of the best single track trails in the UK with graded trails for all abilities.



Gallagher Park in Bedlington has Mountain Bike trails and a pump track with coaches available to improve skills and confidence. There is also a [cycle speedway track](#)¹² at the Learning Village in Cramlington. All these facilities are available for use by residents and visitors.

⁹ www.northumberlandtourism.org.uk/component/attachments/download/319

¹⁰ <http://www.cyclenorthumberland.org.uk>

¹¹ www.visitkielder.com/play/adventure/mountain-biking

¹² <http://www.northumbriacsc.org>

Cyclists have a legal right to use the 903 miles of Bridleway and 126 miles of Byway in the County. [The Rights of Way Improvement Plan](#)¹³ sets out the Council's approach to managing and improving the Rights of Way Network for all of its users.

Private Landlords will often provide permissive access, which is a useful addition to the Rights of Way Network. The Forestry Commission has developed extensive permissive access within Kielder Forest and its other forests in Northumberland. Following the conclusion of the public inquiry on the Otterburn Training Area, the Ministry of Defence is developing recreational opportunities on the Otterburn Ranges linked to open access areas. Northumbria Water is a major private landowner within the county and promotes recreational access on many of its sites.

Cycle hire has been introduced at Alnmouth and Hexham Railway Stations, by Northern Rail through [Bike and Go](#)¹⁴. Sadly usage has been low so far, but the operators will be encouraged to heighten public awareness of this hire scheme.

There is a network of electric bikes for hire in the North Pennines AONB details of this scheme can be found at www.electricbikenetwork.org.uk or via email at enquiries@electricbikenetwork.org.uk. There is also an electric bike hire scheme in operation in the Coastal AONB with 6 bikes available for hire. More details can be found at www.boardsandbikes.co.uk or www.adventurenorthumberland.co.uk



The [Watbike](#)¹⁵ project was started in March 2011 and based in the South East of the County. It is supported by the parent charity Watbus. Through time this has developed to provide a programme of guided rides, mini-bus transport with bike trailer, innovative programme of cycling skills training (including maintenance), bike recycling and bike service and repair. All money goes to the Watbus charity.

After years of lobbying by campaign groups Nexus have started a 6 month trial allowing bicycles to be taken on certain services. It is now possible to cycle from Ponteland and beyond to Callerton Park Metro Station and then transport your bike into Newcastle upon Tyne.

Back in September 2015, thousands of people turned out to see the two stages of the Tour of Britain in the county. The organisers have release a report which suggests the Tour of Britain contributed £2.13 million to the Northumberland economy. The cycling pound is big business these days and well worth tapping into. The Tour of Britain showcased what Northumberland has to offer as well being a catalyst for heightened interest in cycling similar to when the Tour de France visited Yorkshire.

¹³ http://www.northumberland.gov.uk/WAMDocuments/EFC7E0DC-A38A-4DDF-A38A-A45DCB0FC3D9_1_0.pdf?nccredirect=1

¹⁴ www.bikeandgo.co.uk

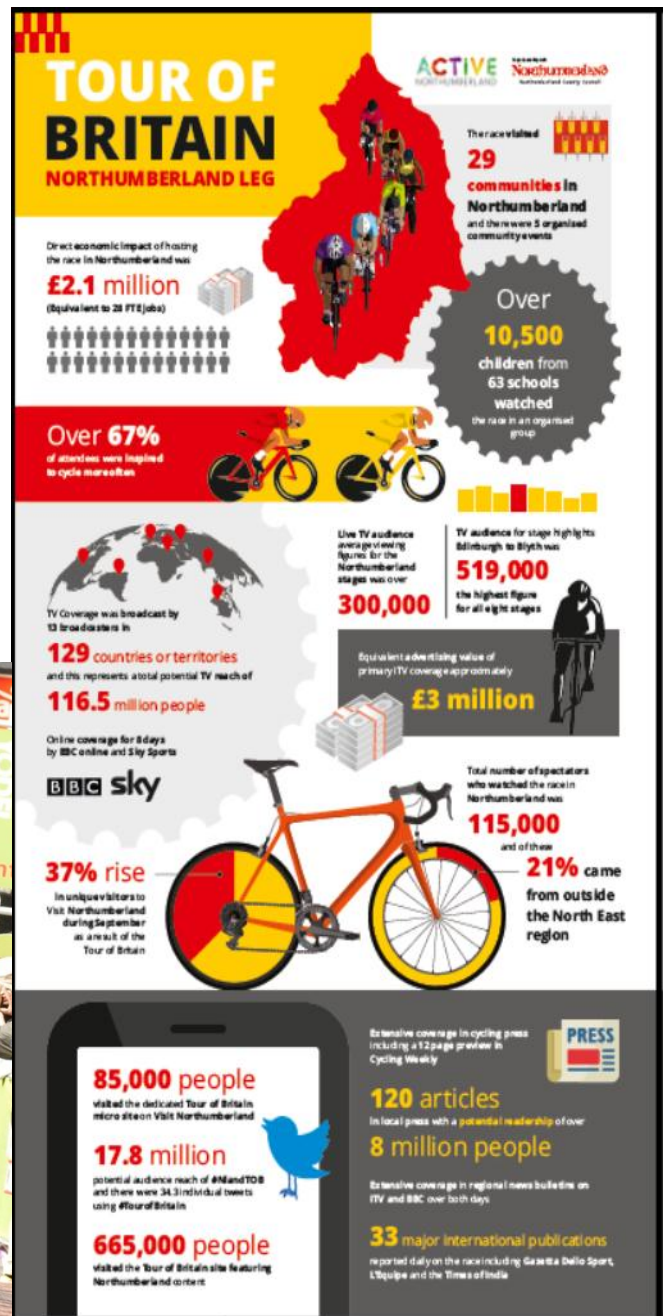
¹⁵ www.watbus.org.uk/watbike/



C35A0489 Simon Williams – Crest



02 Alnwick ToB MEC Margaret Eagle-Clark



5.3 Improving the Network and Increasing Participation

When considering the network it is important to put pedestrians at the top of the User Hierarchy Pyramid in line with the principles set out in Manual for Streets 1.



One of the big challenges in Northumberland is linking rural villages and towns via sustainable modes of transport. For some remote and inaccessible communities the only viable means of transport for some journeys is the private car, however the 2011 Census suggests there is enormous scope to increase the number of commuting trips on foot or bicycle. This would provide a significant contribution to reducing congestion, reducing carbon emissions and improving health at a time when these all present a significant burden on the UK economy. The real game changer lies in persuading people to adopt active travel as an integral part of everyday life rather than just a means of exercise.

The following measures are the key elements to facilitate the delivery of Northumberland's Active Travel Objectives:

Produce an Integrated Active Travel Network Map (contributes to LTP **Walking element 1** and **Cycling element 1**) – based on [Design Guidance, Active Travel \(Wales\) Act 2013](http://gov.wales/docs/det/publications/141209-active-travel-design-guidance-en.pdf)¹⁶. This information once collected would be available as a GIS layer and help manage the network.

Audit & Review (contributes to LTP Walking element 1 and **Cycling element 1 & 14**) - audit and review will be used to identify where improvements in the network can be made. Town Centre Audits looking at cycling and walking infrastructure have already taken place in Ashington, Blyth,

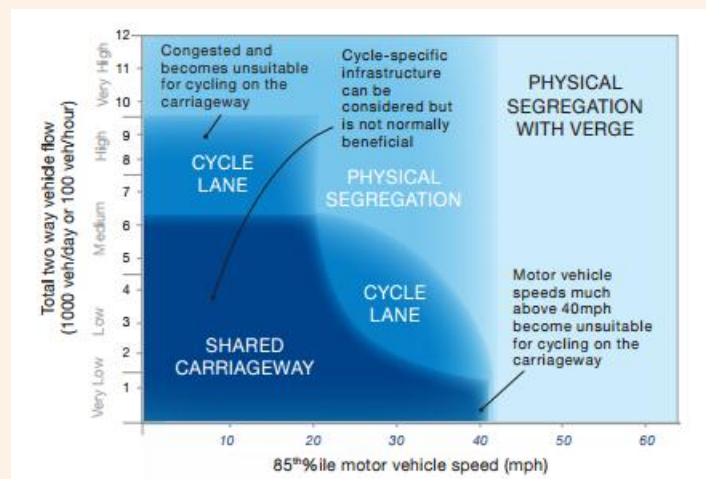
¹⁶ <http://gov.wales/docs/det/publications/141209-active-travel-design-guidance-en.pdf>

Cramlington, Morpeth, Hexham, Alnwick and Berwick, to develop a programme of improvements. Other towns are to be audited in future years.

Design 'GOOD' Infrastructure (contributes to LTP **Walking element 2 & 3** and **Cycling element 2 & 3**) - Design using best practice and cycle proofing principles. 'GOOD' involves COHERENCE, DIRECTNESS, SAFETY, COMFORT and ATTRACTIVENESS. There are a number of documents that provide guidance on how to design and deliver high quality infrastructure solutions.

- [Manual for Streets 1](#)¹⁷ & [2](#)¹⁸
- [Street Design for All – Civic Voice, 2014](#)¹⁹
- [Design Guidance, Active Travel \(Wales\) Act 2013](#)
- [Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists](#)²⁰
- [Local Transport Note 2/08 Cycle Infrastructure Design](#)²¹
- [Smarter Choices – Changing the Way We Travel, DfT, 2005](#)²²
- [Inclusive Mobility, DfT, 2002](#)²³
- [Guidelines for Providing for Journeys on Foot, IHT, 2000](#)²⁴
- [Encouraging Walking – Advice to Local Authorities, DETR, 2000](#)²⁵
- [Sustrans Handbook for Cycle Friendly Design](#)²⁶, which outlines the cycle proofing principles.

Maintenance (contributes to LTP **Walking element 2** and **Cycling element 3 & 12**) – The Council's commitment to maintaining the network is set out in the Transport Asset Management Plan (TAMP) and this sets out the inspection regime for the Network.²⁷



¹⁷

[https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.p](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf)
[df](#)

¹⁸ <https://www.gov.uk/government/publications/manual-for-streets-2>

¹⁹ http://www.civicvoice.org.uk/uploads/files/street_design_2014.pdf

²⁰ <https://www.gov.uk/government/publications/shared-use>

²¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf

²² <https://www.gov.uk/government/publications/smarter-choices-main-report-about-changing-the-way-we-travel>

²³ <https://www.gov.uk/government/publications/inclusive-mobility>

²⁴ <http://www.ciht.org.uk/en/knowledge/publications/index.cfm/providing-for-journeys-on-foot-2000>

²⁵ <http://www.livingtransport.com/results.php?t=asset&search=190>

²⁶ www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Sustrans_handbook_for_cycle-friendly_design_11_04_14.pdf

²⁷ www.northumberland.gov.uk/WAMDocuments/FC495203-C37C-4429-BC88-3950BD934698_1_0.pdf?nccredirect=1

Work undertaken by utility companies is governed by the 'New Roads and Street Works Act 1991' and any parts of the Active Travel Network affected should be reinstated to an agreed standard.

The main problems on the network are potholes and defects, signage and overgrown vegetation. To report a problem on the network the easiest method is via the Councils [webpage](#)²⁸ or calling 0345 600 6400. Highway Maintenance Schemes are opportunities to improve the network, e.g. removal of centre lines and introduction of advisory cycle lanes using a corridor approach.

New Development (contributes to LTP **Walking element 5** and **Cycling element 9**) - Ensure new developments avoid severance of the existing network and proposed additions to the network should connect with the existing network to an acceptable standard. The needs of pedestrians and cyclists should be considered at an early stage in the planning process. New developments should be easy and safe to walk and cycle round with permeability for these modes built into the design to avoid conflict between modes at the main vehicular access point to the development. Cycle parking to be provided at new developments in accordance with NCC Cycle Parking standards.

Increase the amount and visibility of cycle parking (contributes to LTP **Cycling element 2**) - Encourage adequate cycle parking at strategic locations. Cycle parking to be provided at new developments in accordance with NCC Cycle Parking standards ([create link](#))

Ensure Public Transport Integration (contributes to LTP **Walking element 8** and **Cycling element 2 & 8**) – Walking often links other modes of transport. All public transport journeys involve a walking phase. Cycling also has a role to play in multi-modal journeys. Work with operators to provide greater capacity to carry cycles on buses and trains. The provision of secure and covered cycle parking is crucial if cycling is to play its part. Pedestrian and cycling links to public transport interchanges should be as direct as possible.

Network Safety (contributes to LTP **Walking element 2 & 5** and **Cycling element 6 & 7**) – Pedestrians and cyclists are the most vulnerable modes of travel when mixed with motor vehicle traffic. Implement measures to reduce the number of pedestrian and cycling casualties, by targeting hazardous locations on the network. Liaise with Northumbria Police to agree a targeted programme of enforcement. Support campaigns promoting safety such as 'Check Out Before You Step Out' and THINK! Cyclist. The County Council is committed to improving safety, reducing the level of casualties and creating environments that feel safe and secure.



²⁸ <http://www.northumberland.gov.uk/Home.aspx>

Table 1: Pedestrian and Cycling Casualties in Northumberland.

Year	2005-2009 Av	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Child Pedestrian KSIs	14	8	5	7	5	8					
All Child Ped Casualties	139	30	28	36	24	26					
Ped KSIs	22	26	22	20	22	24					
All Ped Casualties	107.2	95	87	104	83	89					
All Cycle KSIs	13	8	15	9	11	13					
All Cycle Casualties	61.2	56	58	62	69	60					
All KSIs	190	161	166	137	159	153					
All Casualties		1,154	1,069	997	1,087	1,065					

In the absence of National Road Safety Casualty Reduction Targets NCC have set their own Corporate Targets using the baseline averages from 2005 -2009. A total of 4 targets were set with a 40% reduction in the number of people Killed or Seriously Injured and a 40% reduction in Children Killed or Seriously Injured having relevance to this document.

Personal safety, particularly for women and children, can be barriers that prevent them from participating in active travel. Many factors can contribute to the perception that an area is unsafe, however this can be addressed through 'GOOD' design.

Teach Active Travel Skills (contributes to LTP **Walking element 8** and **Cycling element 7**) - Teach the skills to negotiate hazards while walking as well as ride and maintain a bicycle. Continue to deliver 'Green Cross Code', 'Kerb Craft' and 'Bikeability' to all eligible school children. Encourage adults new to cycling or rediscovering cycling to do some cycle training. Evaluate the benefits of the adult cycle training provided by the Local Sustainable Transport Fund (LSTF).

Encourage and Promote the Benefits of Walking and Cycling (contributes to LTP **Walking element 8** and **Cycling element 4, 10, 11 & 14**):

- Continue to work with schools to encourage higher levels of active travel to and from school. Morpeth Road School, Blyth is a success story where cycling is at the heart of school activities with strong and positive leadership from the school head. This is a positive legacy of the Connect2 Project.
- Continue to encourage active travel to work using travel plans.
- Continue to provide paper copies of Edition 4 of the South East Northumberland Cycling Map, while stocks last.
- Organise events to coincide with National Walking Month (May) or National Bike Week (mid-June) in conjunction with partners.
- Support Walking Festivals and events

- Support cycle sportive events, charity events and family rides
- Work with partners to encourage the Tour of Britain to visit Northumberland again
- Work with partners to promote Cycle Hubs as and when they are developed
- Work with partners to develop and promote health and tourism initiatives

Engage - The Council will invite interested parties such as Living Streets, Ramblers Association, Northumberland National Park and County Joint Local Access Forum, CTC, Sustrans and other walking and bicycle user groups to comment on walking and cycling policies and plans. User feedback on projects would be welcome and used to inform future actions and priorities. The Walking and Cycling Board can help facilitate this.

Monitoring - Review current monitoring programme and develop a programme of improvements. Work with partners to share and exchange data. Investigate use of modern GPS, mapping technology and Apps. Before setting targets it is necessary to have a clear understanding of current walking and cycling levels.

6. **DELIVERY PLAN**

The Delivery Plan outlines the programme of walking and cycling improvements that are planned to implement the strategy. The programme is made up of schemes that are designed to contribute to the achievement of the Aims and Objectives.

Table 2 sets out the Walking & Cycling Strategy Objectives. Actions to achieve the objectives are also shown and these have been translated into the different types of schemes that form the programme in this Delivery Plan.

The detail of the schemes will be determined annually through transparent scoring processes and in consultation with elected members.

Table 2: Objectives and Actions.

Objectives	Actions
Increase the number of walking and cycling trips in the county.	
Increase the proportion of residents walking and cycling to work and school.	
Reduce the number of pedestrian and cyclist casualties.	
Ensure that the footway network is accessible to disabled and other mobility-impaired pedestrians	
Raise the profile of walking and cycling, highlighting their significance regarding transport, health and tourism	

Delivery Programme

The delivery programme is made up of different types of schemes designed to contribute to the achievement of the Walking and Cycling Strategy Objectives. More detail on the funding available is set out below.

Local Transport Plan (LTP)

Funding is provided for the LTP Programme through a grant allocation of block funding. This is split into two types of programme, the Integrated Transport Programme and the Highway Maintenance Programme.

Integrated Transport Programme

The Integrated Transport Programme is a programme of small transport schemes that are designed to improve road safety, reduce congestion and provide better access and amenity for local communities. The programme is made up of many different types of schemes that have benefits for pedestrians, cyclists, public transport passengers and other road users. The elements that have greatest significance for walking and cycling are described below.

Improvements for Pedestrians & Cyclists - This part of the programme is concerned with improving and extending facilities for pedestrians and cyclists, in order to encourage and enable an increase in travel by foot and cycle. The needs of disabled people are considered through the provision of measures such as dropped kerbs, tactile markings and ramps on pedestrian routes.

Traffic Management Schemes - Traffic management schemes range from small scale improvements such as new signs to large schemes such as town centre improvements. It also includes traffic calming measures and the introduction of speed limits. Traffic management schemes can have a positive effect on walking and cycling by improving conditions for pedestrians and cyclists.

Local Safety Schemes - The Local Safety Schemes programme is concerned with reducing personal injury accidents and is based on an analysis of accident trends and locations. This includes accidents involving pedestrians and cyclists. Actions to tackle accident related problems are varied and may include anti-skid surfacing, hazard warning signs, improved road markings and improved street lighting.

Highway Maintenance Programme

The Road Maintenance element of the Highway Maintenance Programme is concerned with resurfacing and reconstructing roads, footways and cycleways. Maintenance is also carried out on public rights of way in order to address issues such as poor surfaces, missing or damaged bridges, path erosion and missing or inadequate waymarkers.

LSTF? Access Fund?

NCC Revenue

Regional NECA

Bikeability

Developer Funding

Improvements for walking and cycling will continue to be sought from developers as part of the planning process.

Table 3 LTP Funding 2016-17 to 2019-20

Scheme Type	2016-17	2017-18	2018-19	2019-20
Improvements for pedestrians and cyclists				
Traffic Management				

Local Safety Schemes				
Road and foot/cycleway maintenance				

Table 5.3 Other Funding 2016-17 to 2019-20 (Indicative).

Funding Type	2016-17	2017-18	2018-19	2019-20
Council Maintenance Funding				
Bikeability				
National Park				
Active Northumberland				
Northumberland Tourism				
Public Health				
Kielder Water & Forest Park				
Sustrans				