

North Tyneside Cycling Strategy

Culture and Leisure Sub-Committee

26 March 2019



Policy context

Our North Tyneside Plan

“Our places will have an effective transport and physical infrastructure – including our roads, cycleways, pavements, street lighting, drainage and public transport”

North Tyneside Local Plan

Objective 10: Ensure sustainable access throughout the Borough, with the wider region and beyond. [...] making walking and cycling an attractive and safe choice for all.



North Tyneside Transport Strategy

Vision – “North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently.”

Five aims, including:

- i. Improve safety, health, wellbeing and environmental sustainability
- iii. Improve connectivity
- v. Manage transport demand



North Tyneside Cycling Strategy

Following public engagement, the Cycling Strategy was adopted by Cabinet in March 2018.

Its focus is:

everyday cycling

It links to our Network Management Plan and Travel Safety Strategy.



everyday cycling – the benefits

- **Improved health** – stay healthier for longer
- **A better environment** – reduced noise and air pollution
- **Sustainable growth** – tackling isolation and improving social mobility
- **Convenience** – fits into the daily routine



Young people aged 10-16 who regularly cycle to school are 30% more likely (boys) or 7 times more likely (girls) to meet recommended fitness levels.

Older people and people with disabilities can take part in **everyday cycling** with options including e-bikes (electrically assisted cycles) and hand-operated cycles.



Cycling Strategy actions

Action 1 – Deliver and support **cycling initiatives** which support health, safety and sustainability, e.g. cycling training

Action 2 – Develop a **network of routes** suitable for everyday cycling, designed in line with good practice

Action 3 – **Improve connectivity** between cycling and other forms of transport, making it easier to cycle as part of a longer journey

Action 4 – Use **digital information** to improve the operation of our highway network and support cycling and walking and associated communication

Action 5 – **Design cycling** into our highways and infrastructure investment and regeneration projects



Indicators of success

- i. **more cycling trips**
- ii. **greater participation** in cycling initiatives
- iii. more workplaces **encourage cycling to work**
- iv. cycling infrastructure improvements help to **create a continuous network.**

Progress is reported in the North Tyneside Transport Strategy annual report.



Progress against indicators (March 2019)

- i. more cycling trips – we monitor numbers of trips
- ii. greater participation in cycle training – a record 1,700 children received cycle training in 2018
- iii. workplace facilities and initiatives – e.g. at Cobalt and Quorum business parks
- iv. improved cycling infrastructure – e.g. in Howdon and Rosehill as part of North Bank of the Tyne major scheme.



Cycling Champion

Since May 2018 the Authority has had a Cycling Champion at Cabinet level.

Cllr Sarah Day, Cabinet Member for Culture, Sport and Leisure is currently the Authority's Cycling Champion.

The Cycling Champion:

- i. is the public face of cycling for the Authority
- ii. speaks on cycling matters at Cabinet
- iii. promotes **everyday cycling** initiatives delivered by the Authority and its partners
- iv. chairs the monthly Cycling Development Working Group and ensures delivery of the aims of the Cycling Strategy.



Cycling initiatives

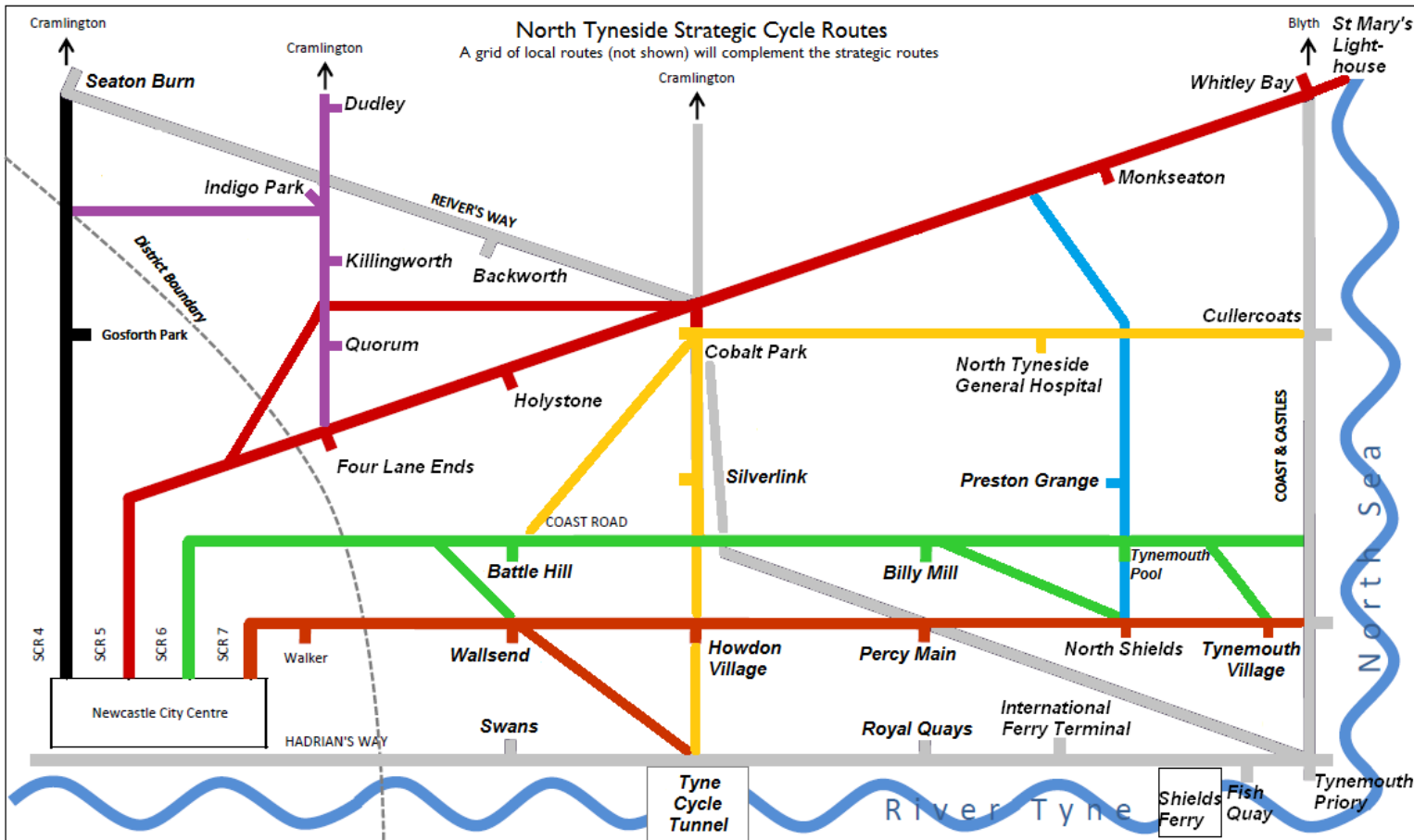
- **Bikeability** – national standard cycle training
- **GoSmarter in North Tyneside** – specific to North Tyneside, works with schools
- **Summer of Cycling**
- **Active North Tyneside**



Strategic Cycle Routes – the ‘tube map’

The Cycling Strategy identifies four types of route.

1. Strategic Cycle Routes, shown on the ‘tube map’:



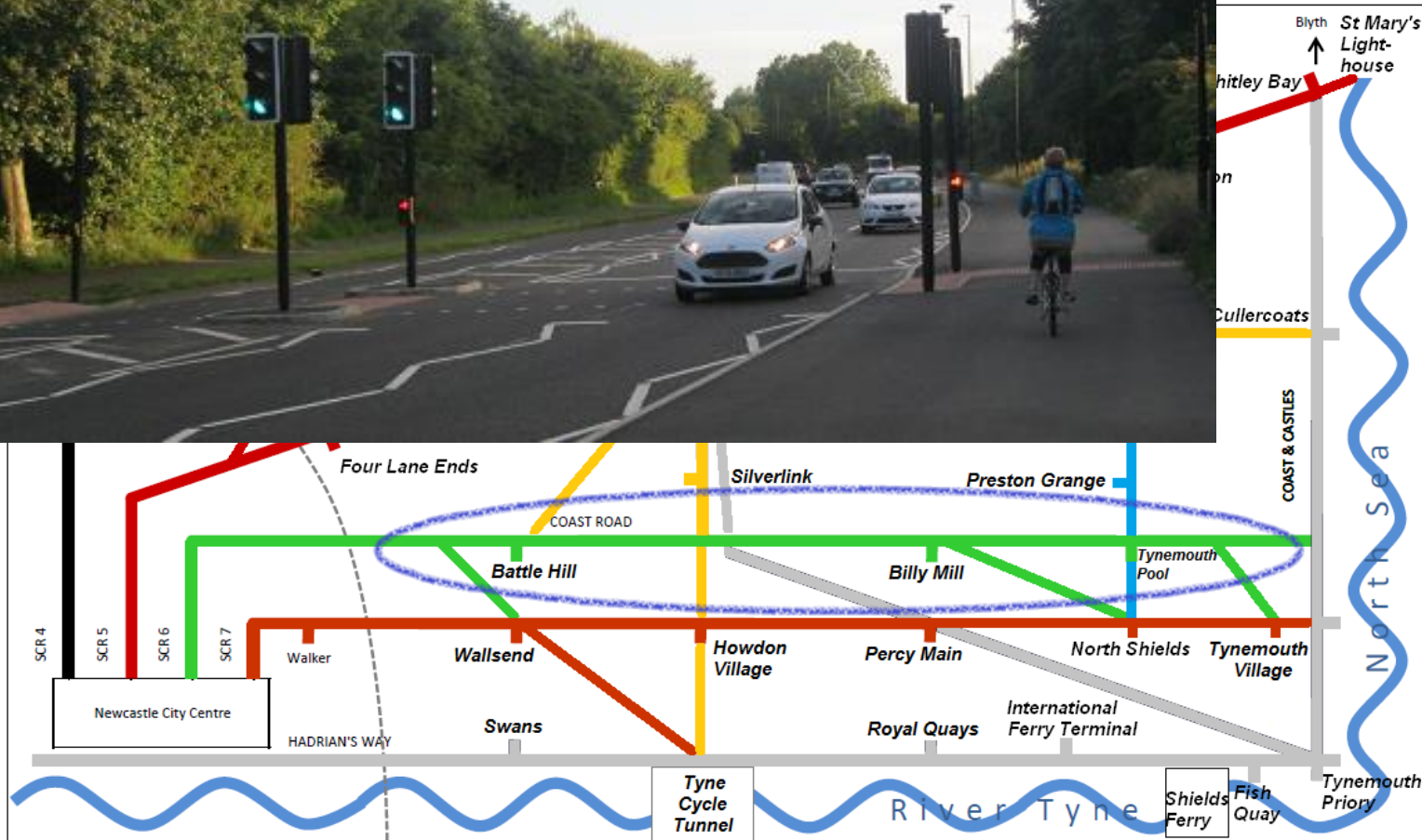
- How will we deliver this?**
- o Bidding for external funding for sections of route
 - o Through the planning process, as new developments are brought forward
 - o Through the general programme of highway schemes and regeneration schemes



everyday cycling infrastructure – new Toucan crossing on the improved Coast Road cycle route



Beach Road

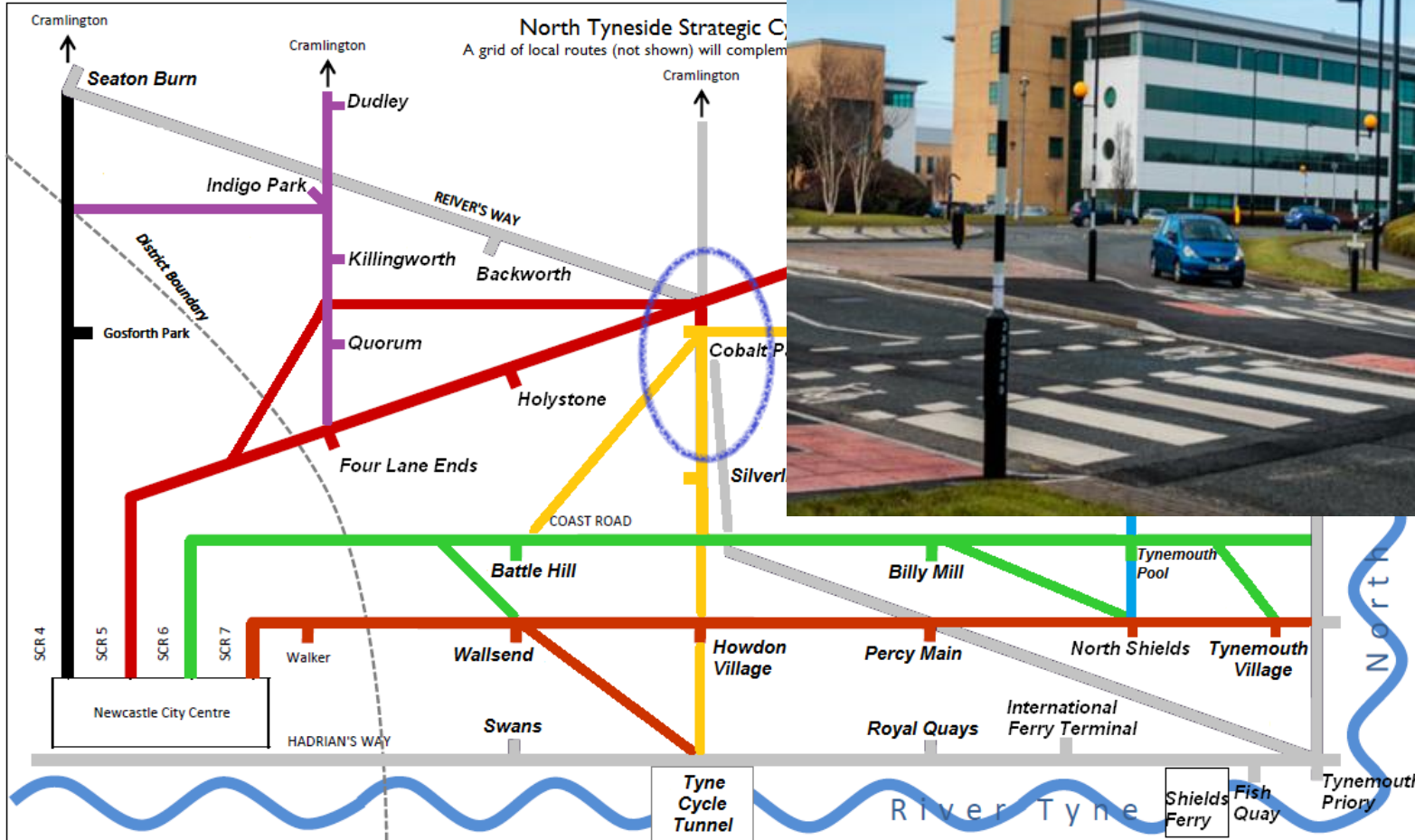


How will we deliver this?

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everyday cycling infrastructure – new Parallel crossings, Cobalt Central

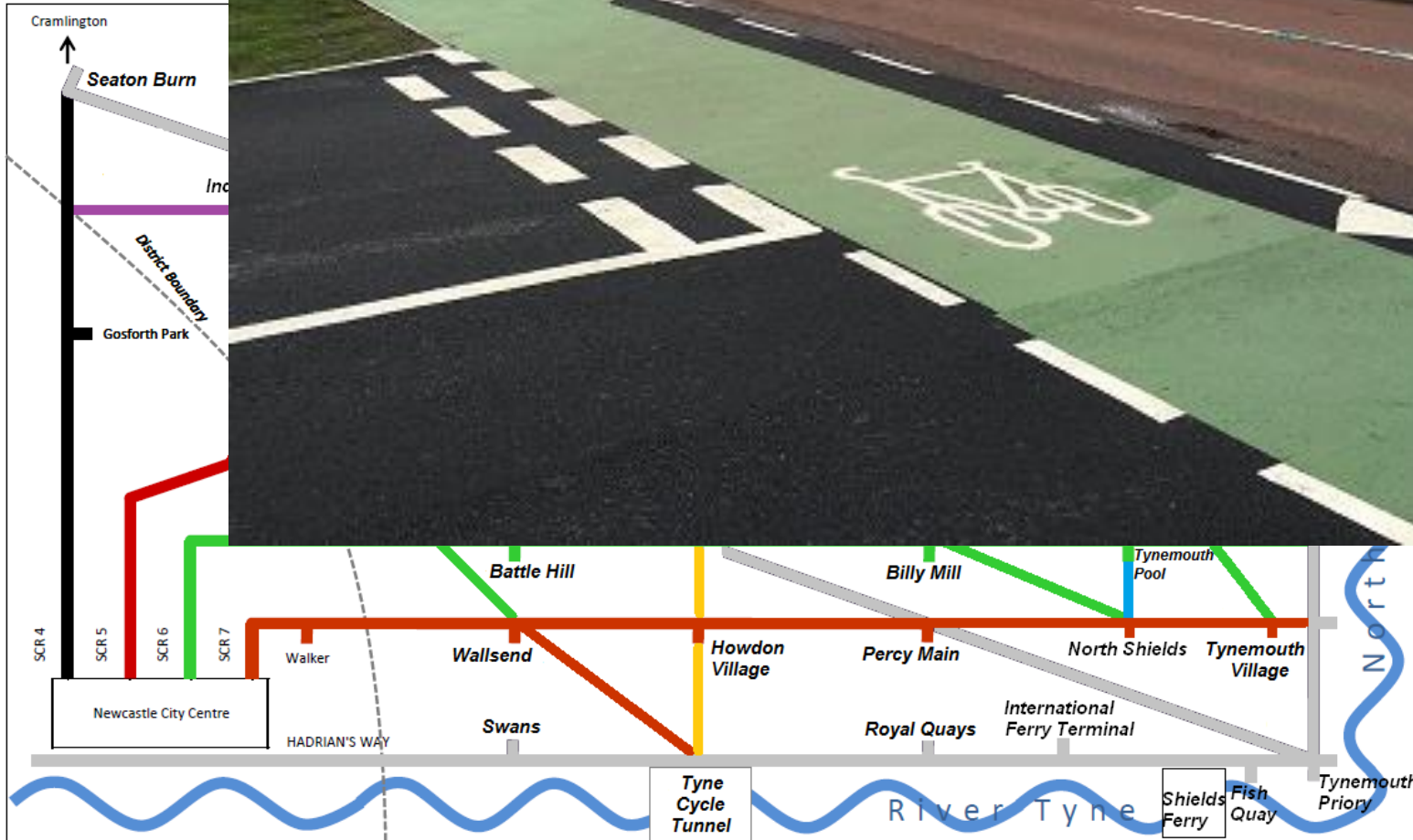


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everyday cycling infrastructure – cycle track with priority over side roads



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everyday cycling – local routes for cycling

2. a grid of local routes

*including traffic-calmed streets and traffic-free routes, with the aim that everyone is **within 250m of a cycle route** – this will include consideration of opportunities for filtered permeability (where a direct route for cycling is not open to motor traffic)*

(North Tyneside Cycling Strategy)



(UK good practice example)



everyday cycling – making it easier to cycle into town

3. links in **town centres** and district centres
*making them welcoming places for residents and
visitors arriving by bike*
(North Tyneside Cycling Strategy)

More **everyday cycling** means more people
using local shops and businesses.

Protected cycling routes mean residents and
visitors can easily cycle into our town and
district centres.



(UK good practice
example)



North Tyneside Council

everyday cycling – out of town

4. routes such as the Waggonways, *which are away from streets and roads.*
(North Tyneside Cycling Strategy)

These routes are most popular for leisure cycling, but are also useful for many journeys to work, school or the shops.



Cycling infrastructure in major schemes

- Local Growth Fund (LGF) schemes e.g. A1056 Weetslade corridor
- North Bank of the Tyne LGF scheme
- Coast Road cycle route
- Cobalt cycle scheme (LGF) – included new ‘parallel’ crossings (zebra crossings with adjacent cycle crossing)
- A189 Killingworth Road – this will provide a bus lane and protected cycle track



Cycling infrastructure – developments

Some local cycling and public rights of way improvements are made from the Local Transport Plan capital budget.

We have guidance in place for new developments:

- North Tyneside Cycling Design Guide
- Transport and Highways supplementary planning document (LDD12)

We will consider all future opportunities to bid for funding to deliver further improvements. To help do this, in line with Government guidance we will identify a network of cycling (and walking) routes with growth potential, known as a Local Cycling and Walking Infrastructure Plan (LCWIP).



Looking ahead – everyday cycling in 2019

- Summer of Cycling 2019 – #SummerofCyclingNT
- Bikeability training, Active North Tyneside, GoSmarter in schools
- Seek to extend GoSmarter to workplaces
- **Regeneration Strategy** ‘An ambition for North Tyneside’
- A19 Silverlink major scheme includes **new cycling-walking bridges**
- Tyne Pedestrian and Cyclist Tunnels intended to re-open
- Regional bid to Transforming Cities Fund
- Nexus ‘**bikes on Metro**’ trial extended
- Working with Sustrans to pilot ‘**School Streets**’



Thank you



North Tyneside Council