

North Tyneside Cycling Strategy 2017 -2032

everyday cycling

DRAFT

1. Introduction

- 1.1 The North Tyneside Transport Strategy sets out how we will improve safety, health and well-being outcomes and sustainability; support economic growth; improve connectivity; enable smart choices for all; and manage demand.
- 1.2 A key aim for both our Transport Strategy and the North Tyneside Local Plan is to encourage a better environment for cycling and to continue the excellent progress being made in North Tyneside in terms of increased participation in cycling.
- 1.3 Cycling is a healthy and sustainable way of making everyday journeys, which often replace motorised journeys, and supporting the demand for increased participation in cycling can boost the local economy, people's health and quality of life, helping to make North Tyneside a great place to live, work and visit.
- 1.4 In this strategy we set out our strategic approach to supporting cycling in the Borough.

2. Our strategic approach

- 2.1 To support and encourage the growth of cycling in the borough, we will focus our activity on:
 - i. **securing further growth** in everyday cycling, working in partnership to deliver projects which get more people cycling of all ages and in all areas – this means that more people benefit and so does the environment;
 - ii. wherever possible, improving the borough's **infrastructure and information** – delivering a programme of works which makes everyday cycling simple, safe direct and attractive and supports the growth in everyday cycling; and
 - iii. providing **design guidance** to make sure that cycling is considered as part of all highway and regeneration projects and any new infrastructure is in line with best and emerging good practice.
- 2.2 In other words, we wish to bring about:

everyday cycling

3. Background

3 (i) Cycling growth

- 3.1 More than two million adults in the UK regularly ride a bike and the 2011 Census showed the number of people cycling to work had increased by 14%. Increasingly, people are choosing to cycle as a practical way to get to and from work, school and shops as well as a popular recreational activity.
- 3.2 Other European countries with a similar climate and landscape but better cycling routes show how widespread cycling could be: in Germany 19% of people cycle every day and in the Netherlands it is 43%.
- 3.3 In the North East, the 2011 Census showed that almost 20,000 people regularly cycle to work. Cycling tourism on long-distance routes such as the Coast and Castles is also a valuable contributor to the region's economy.
- 3.4 Cycling is growing in North Tyneside: the proportion of North Tyneside residents who cycle to work increased by 20% in the ten years to 2011. Cycling in North Tyneside has trebled in a decade, from 2005, measured by automatic counters on routes throughout the borough.
- 3.5 Physical activity can reduce the risk of major illnesses, such as heart disease, stroke, type 2 diabetes and cancer by up to 50% and lower the risk of early death by up to 30%. Currently in North Tyneside 67% of adults are estimated to meet the UK Chief Medical Officers recommendations for physical activity of 150 minutes of moderate intensity physical activity each week. The easiest way to get more of the population moving is to make activity part of everyday life, like cycling instead of using the car to get around.

Getting more people cycling – the benefits

We want to make everyday cycling an aspirational form of transport for all, regardless of age, ability or background. The benefits of getting more people of all ages and backgrounds involved in everyday cycling include:

- **Convenience** – cycling is a physical activity which people can easily fit into their daily routine; it gets you to your destination quickly and in a reliable time; and it is a cheap, easy and fun way to explore and experience the Borough
- **Sustainable growth** – Tackling isolation and improving social mobility helps people to access jobs and opportunities regardless of their background.
- **Improved health** – Everyday cycling can help people remain healthier for longer. People who cycle to work lower their risk of cancer and heart disease by more than 40%^[1]. Together with walking, cycling is the easiest way to build activity into daily life and is good for both physical and mental health ^[2].
- **A better environment** – Cycling can contribute to a pleasant urban environment with reduced noise and pollution. Increasing cycling can play a vital part in the continuing improvement in local air quality, and, by replacing motorised journeys, help to reduce carbon emissions.

3 (ii) Success so far

- 3.6 In response to this changing picture of increased demand to take part in cycling, the Council has invested in to deliver cycling improvements. We have:
- i. encouraged more people to cycle, e.g. by delivering Bikeability cycling training in schools and taking part in the regional Go Smarter programme of initiatives to support sustainable and active travel; and
 - ii. designed cycling into seven large transport schemes worth £27.3m which have improved routes and crossing points.

3 (iii) Cycling growth

- 3.7 As a result we have seen growth in cycling, as demonstrated by Census data, and cycling to school.

¹ Cycling to work is linked with a 45% lower risk of developing cancer, and a 46% lower risk of cardiovascular disease (CVD), compared with commuting by car or public transport – Cycling UK Briefing 1C

² Everybody Active, Every Day: An evidence-based approach to physical activity, Public Health England (2014)

3 (iv) Strategic context for cycling

3.8 Cycling in the borough is considered as part of a broader strategic context, which is made up of:

- i. Our North Tyneside Plan 2018 - 2020;
- ii. the Local Plan 2017 - 2032;
- iii. the Health and Wellbeing Strategy 2013 - 2023;
- iv. the North Tyneside Transport Strategy;
- v. Local Development Document LDD12 – Transport and Highways;
- vi. the North Tyneside Highway Asset Management Plan (HAMP); and
- vii. the North Tyneside Network Management Plan.

3.9 The North Tyneside Transport Strategy sets out aims to increase cycling, promote active forms of travel and give them greater priority in design. The Local Plan aims to ensure sustainable access throughout the Borough and make walking and cycling an attractive and safe choice for all.

Investing in cycling supports the economy, society and health. The Department for Transport found that every £1 spent on cycling projects brought £5.50 of social benefit: this is classed as 'very high' value for money. [³]

4. The outcomes we seek

4.1 This developing interest and growing demand to take part in cycling means we need to focus on securing the following outcomes, which fit with the aims of our Transport Strategy:

- i. helping more people to cycle;
- ii. helping to improve cycling safety;
- iii. designing cycling into our highways and infrastructure investment;
- iv. delivering a continuous network of strategic cycle routes; and
- v. helping more residents to be physically active.

³ Department for Transport (2014) [Value for Money Assessment for Cycling Grants](#)

5. What we plan to do

5.1 Over the period of this strategy we intend to deliver the following 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

Adults who cycle regularly typically enjoy a level of fitness equivalent to someone **10 years younger**^[1].

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

- 5.2 We will encourage people to take part in everyday cycling. We will build on how we engage with cycling stakeholders and delivery partners, and will develop a collaborative approach to the identification, development and implementation of cycling interventions.
- 5.3 We will deliver cycling training to young people through schools in the Borough. The national standard Bikeability training has been extended in scope and, alongside the well-established cycling training at age 9-10, now includes e.g. training for younger children to develop their confidence in riding, using small pedal-free 'balance bikes'. We will explore opportunities to expand cycle training to adults and build people's confidence in cycling independently.
- 5.4 Through the Go Smarter in North Tyneside programme and our general work with schools, we will work with individual schools to raise awareness among pupils, parents and staff of the impacts of short car journeys; set a target for cycling and encourage walking; and consider changes to streets near schools to encourage more sustainable and active travel.
- 5.5 As part of the Go Smarter in North Tyneside programme we will work with individual employers and residential developments to encourage the use of more sustainable and healthy modes of transport; this may include links to local projects which recycle or loan bikes.
- 5.6 We will work with partners to promote everyday cycling more widely in the community, e.g. through the Active North Tyneside programme which supports people to become 'community health champions', alongside promoting healthy lifestyles. We will seek to raise awareness of relevant activities and events, e.g. the 'pop-up' cycle hubs provided at major business parks.
- 5.7 Through joint working, we will champion cycling. We will ensure that there is a corporate approach across areas of work, including Public Health, Highways, Planning and Tourism, to the promotion of everyday cycling in North Tyneside.

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 [⁴].

⁴ Cycling UK – [http://www.cyclinguk.org/resources/cycling-uk-cycling-statistics#How healthy is cycling?](http://www.cyclinguk.org/resources/cycling-uk-cycling-statistics#How%20healthy%20is%20cycling?)

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

- 5.8 We will design infrastructure which makes cycling journeys direct, gives priority to cycling, minimises ‘stop-start’ conditions, and is easily understandable to navigate. On routes which carry motorised through traffic we will seek to provide separate cycling infrastructure, including more recent types of infrastructure which give priority to cycling [⁵]. We will reallocate road space to provide good quality cycling infrastructure. On quieter residential roads we will seek to ensure that the design supports cycling and walking particularly.
- 5.9 We will develop a network of routes which supports and encourages people of all ages to cycle for everyday trips including work, school, college, local shops, town and district centres and for recreation. This will include:
- i. Strategic Cycle Routes, shown on the ‘tube map’ (see Appendix 1) – corridors where high standard infrastructure gives priority to cycling and supports direct journeys with minimal stopping and starting;
 - ii. 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);
 - iii. links in town centres and district centres, making them welcoming places for residents and visitors arriving by bike – this will include exploring opportunities for communal cycle facilities e.g. a cycle hub with cycle storage and changing facilities; and
 - iv. routes such as the Waggonways, which are away from streets and roads.
- 5.10 In line with government guidance, we will identify a network of cycling routes (and a similar network for walking routes) with strong potential for growth and route improvements, which can then be secured as part of new developments, regeneration projects or wider schemes. This is known as a Local Cycling and Walking Infrastructure Plan (LCWIP) and will complement our Network Management Plan, which sets out how we manage the operation of the highway network.

By providing widespread protected cycle tracks, Seville, in Spain, increased cycling journeys from 0.2% to 6.6% in six years [⁶].

⁵ These include hybrid cycle tracks, which have priority at side roads and accesses; ‘parallel’ crossings (a zebra crossing with adjacent cycling crossing); and bus stop bypasses, where the cycle route runs continuously around the bus stop as a continuous route. On one-way streets we will seek to provide contra-flow cycling provision.

⁶ Cycling UK Briefing 1B

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

- 5.11 Public transport services benefit from more customers if people can easily cycle to a stop or station. We will work with partners to ensure that high-quality bike parking is provided at new or refurbished public transport stations and interchanges.
- 5.12 Public bike hire schemes (which are well established in London, for example) provide an opportunity for residents, commuters and visitors to include cycling as part of their day, or to cycle as part of a longer journey. Working with partners, we will explore potential options for public bike hire provision.
- 5.13 Bikes are carried on board the Shields Ferry, which provides a valuable link in the public transport network.
- 5.14 Folding cycles are carried on board the Metro. A trial of carrying full-sized bikes on board Metro has been ongoing for some time in Newcastle and may be extended.

Two-thirds of all journeys made in the North East are under 5 miles – the kind of journeys which can easily be made by bike.

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

- 5.15 We will seek to improve co-ordination of traffic signals and travel time monitoring, with the potential for some improvements to traffic signal phasing which may include detecting cycles on the approach to a junction.
- 5.16 We will seek additional opportunities to use technology to improve the operation of the highway network and support easier journeys for everyday cycling.
- 5.17 We will explore the opportunities for new ways to communicate and engage with stakeholders on a regular basis.

Switching from car to bike for a four-mile commute saves half a tonne of CO₂ in a year – reducing the average person's carbon footprint by 5% [7]

⁷ Cycling UK Briefing 1B

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

- 5.18 We have updated our **planning guidance** (Local Development Document LDD12 – Highways and Transport), which sets out the improvements which developments brought forward through the planning process are required to provide. This requires developers both to provide high quality cycling infrastructure and cycle parking provision, and to adopt travel plans which include measures to promote everyday cycling.
- 5.19 We will adopt a **Cycling Design Guide** which specifies the design features we will require for streets in North Tyneside to support everyday cycling, and will keep it updated to reflect the latest best practice. This will apply to all transport schemes, whether or not they are specific to cycling; to the design of regeneration projects; and to new developments brought forward through the planning process. It will include best practice design for cycle parking.
- 5.20 Our designs will take account of the many variations to a standard two-wheeled bike, such as:
- cycles designed for carrying children;
 - cycles for people with disabilities, including hand-operated cycles;
 - cycles with trailers – for the family shopping or ‘cargo bikes’ which carry light goods; and
 - folding cycles – great for trips which combine cycling with other modes of transport.
- Any of these may also be an e-bike, where the rider operates the pedals as normal and an electric motor provides additional power. We will allow for the wider take-up of e-bikes in the design of infrastructure. We will design schemes so as to discourage motor vehicle parking on cycling infrastructure and where appropriate we will consider introducing legal orders allowing enforcement.
- 5.21 We will adapt our maintenance programmes to ensure that the cycling network surface is maintained to a good standard and support associated measures such as cutting back encroaching vegetation. We will identify improvements which can be delivered alongside our maintenance programme delivered through our **Highway Asset Management Plan (HAMP)**. We will seek to ensure that temporary road closures and restrictions, e.g. for street works, include exemptions for cycling or specific diversionary routes for cycles.
- 5.22 We will develop a programme of works, including specific cycling projects as well as improvements secured as part of new developments, regeneration projects and wider schemes, and will proactively identify funding opportunities.

6. Indicators of success

- 6.1 We will know we have been successful in supporting everyday cycling when we can demonstrate that:
- i. **more cycling trips** are being made in the borough – we aim for an increase in cycling trips of 7% per year [⁸];
 - ii. there is **greater participation** in cycle training and in the Go Smarter in North Tyneside programme for schools;
 - iii. more workplaces in the borough have the facilities and initiatives to **encourage cycling to work**; and
 - iv. our cycling infrastructure is improved in line with good practice to **create a continuous network**.
- 6.2 We will report progress on the delivery of this strategy within the **Annual Information Report** on the North Tyneside Transport Strategy, which will be provided to Cabinet each year.

7. Summary

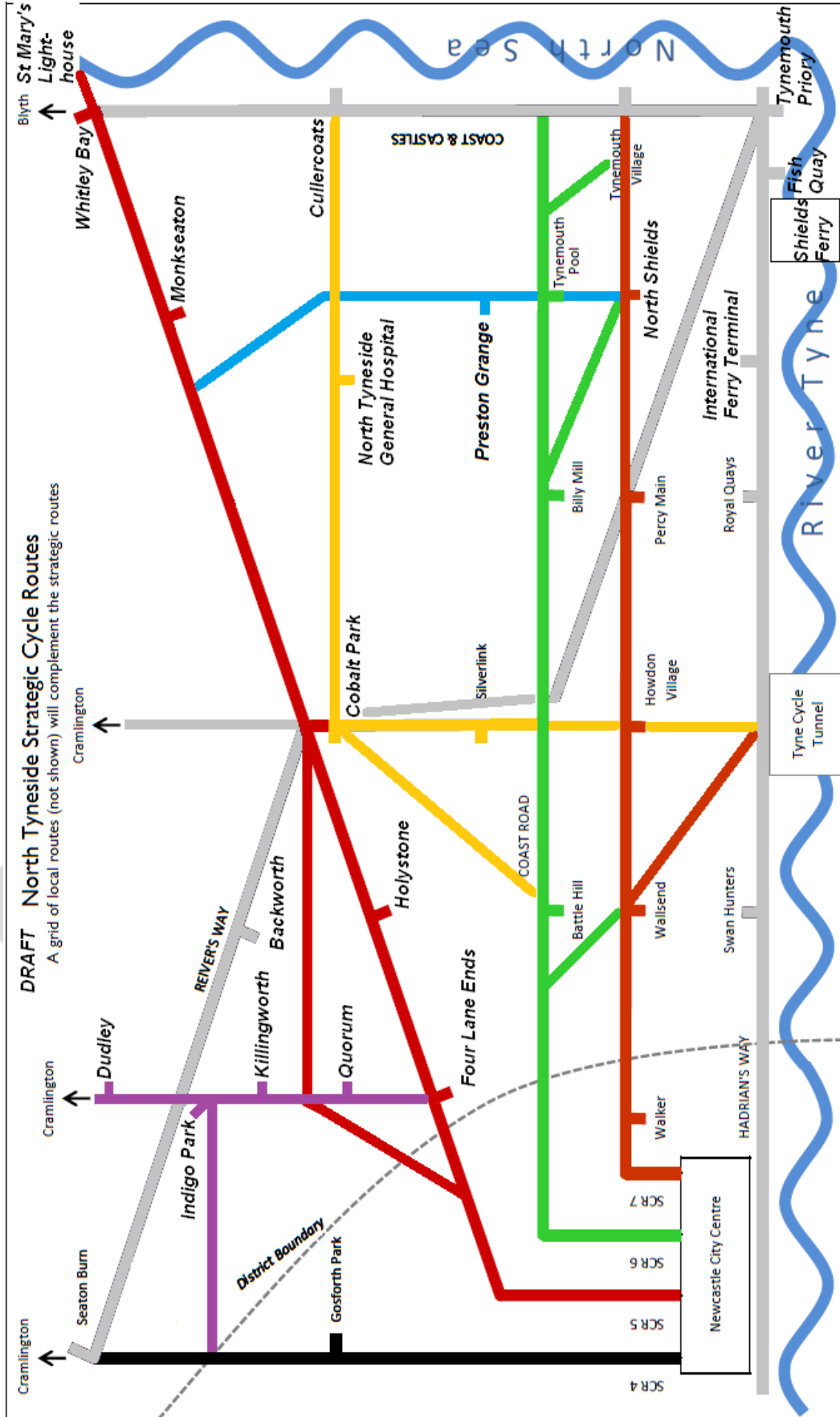
- 7.1 This Cycling Strategy sets out how we will make everyday cycling a viable transport choice for all, regardless of age, ability or background, and build on the encouraging progress being made in relation to cycling participation. Key actions are summarised in Appendix 2 and links to other relevant strategies are listed in Appendix 3.
- 7.2 Technical specifications for infrastructure to support cycling in the Borough can be found in the North Tyneside Cycling Design Guide.
- 7.3 Advice in relation to new developments, including cycle access, cycle parking provision and requirements for travel plans, is provided in Supplementary Planning Document LDD12 – Transport and Highways. Information of how we will maintain our network in good condition is in our Highway Asset Management Plan (HAMP).
- 7.4 Useful links and details of how to find out more are shown in Appendix 4.

⁸ Measured by electronic counters on routes throughout the borough. This is in line with the target set as part of the Tyne and Wear Local Transport Plan

Appendix 1 – Strategic Cycling Routes: the ‘tube map’

1. Our **Strategic Cycle Routes**, shown on the ‘tube map’ opposite: these will be the most direct and convenient routes for everyday cycling between destinations.
2. These will be supported by a **grid of local routes** made suitable for cycling, including traffic-calmed streets and traffic-free routes, with the aim that everyone is within 250m of a cycle route. We may link these routes to form Quietways: convenient, direct routes for cycling through residential areas away from motor traffic.
3. **Links in town centres** will make it convenient to cycle into and around our town centres and make them welcoming places for residents and visitors arriving by bike. This will support the local economy by encouraging everyday cycling to local shops and businesses.
4. We will seek to add some of our Strategic Cycle Routes to the **National Cycling Network** (NCN), working with Sustrans, who manage the network. North Tyneside is served by three existing NCN routes:
 - NCN 1 – North Sea Cycle Route – this international route runs along our coastline from Whitley Bay to North Shields Fish Quay and the Shields Ferry.
 - NCN 10 – Reivers Cycle Route – starting from Tynemouth Priory, this route follows the historic Waggonways network via Cobalt and Killingworth and on into Northumberland.
 - NCN 72 – Hadrian’s Cycle Route – entering North Tyneside via the Shields Ferry, the route heads west, passing the international ferry port, the Tyne Cycle and Pedestrian Tunnel and Segedunum Roman Fort, to Newcastle Quayside.
5. The **Shields Ferry**, which carries bikes on board, and the **Tyne Cycle and Pedestrian Tunnels** (undergoing refurbishment and due to re-open in 2018) are important cross-river links in our cycling network.

Strategic Cycle Routes – 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

Appendix 2 – Key actions

Activity	Lead	Technical Services Partner lead	Key Date	Transport Strategy themes				
				Improve safety, health and wellbeing outcomes and sustainability	Support economic growth	Improve connectivity	Enable smart choices for all	Manage demand
Policies and strategies								
Travel Safety Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓		✓	✓	✓
Network Management Plan	Integrated Transport Manager	Highway Network Manager (Capita)	update 2018/19	✓	✓	✓	✓	✓
Guidance and supporting documents								
Cycling Design Guide	Integrated Transport Manager	Highway Network Manager (Capita)	2017/18	✓	✓	✓	✓	✓
Local Cycling and Walking Infrastructure Plan (LCWIP)	Integrated Transport Manager	Highway Network Manager (Capita)	2018/19	✓	✓	✓	✓	✓
Activities								
Local Transport Plan	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager (Capita)	Ongoing	✓	✓	✓	✓	✓
Bikeability cycling training	Integrated Transport Manager	Highway Network Manager (Capita) [delivery also by	Ongoing	✓	✓	✓	✓	✓

		Sports Development team]						
Go Smarter in North Tyneside – working with schools on cycling and walking	Integrated Transport Manager	Highway Network Manager (Capita)	Ongoing	✓	✓	✓	✓	✓
Schemes being delivered								
Coast Road Cycle Route	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager (Capita) and Head of Construction (Capita)	2018/19	✓	✓	✓	✓	✓
Major scheme: A187-A193 North Bank of the Tyne – includes cycling improvements	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager (Capita) and Head of Construction (Capita)	Mar 2019	✓	✓	✓	✓	✓
Schemes in preparation								
A189 Improvements – Haddricks Mill to West Moor (major scheme: includes cycling improvements)	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager (Capita) and Head of Construction (Capita)	Mar 2020	✓	✓	✓	✓	✓
External partners delivery								
Go Smarter sustainable transport promotion (certain projects ongoing)	Regional	n/a	2018/19	✓	✓	✓	✓	✓
Highways England major scheme: A19-A1058 Silverlink Interchange – includes cycling improvements	Highways England	n/a	Mar 2019	✓	✓	✓	✓	✓

Appendix 3 – Links with other strategies

This Strategy complements national and regional strategies which relate to cycling, such as:

- i. the national **Cycling and Walking Investment Strategy** (CWIS): this sets out the Government's ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys, and includes the aim to double cycling by 2025 (cycling trips or cycling stages within other trips);
- ii. 'Our Journey', the North East Combined Authority's (NECA) **Transport Manifesto**, which among other aims commits to "improve existing streets and junctions to support cycling, including reallocating road space";
- iii. the Tyne and Wear third **Local Transport Plan** (LTP3) [which is to be replaced in due course]; and
- iv. NECA's **Cycling and Walking Strategy and Implementation Plan** [in preparation], which covers e.g. cycling links within the North East and promoting active recreation.

In addition, it links with other strategies and plans at North Tyneside level, notably

- i. Cycling Design Guidance;
- ii. Local Cycling and Walking Infrastructure Plan (LCWIP) for North Tyneside [in preparation];
- iii. Local Development Document LDD12 – Transport and Highways;
- iv. the North Tyneside Highway Asset Management Plan (HAMP), which covers maintenance of the highway network including cycleways and footways;
- v. the North Tyneside Travel Safety Strategy [in preparation];
- vi. the North Tyneside Network Management Plan; and
- vii. the Joint Health and Wellbeing Strategy.

Appendix 4 – Where to find out more

everyday cycling

Keep in touch and get involved in everyday cycling in North Tyneside



North Tyneside Council



North Tyneside Council



Active North Tyneside



@NTCouncilTeam



@active_NT



www.northtyneside.gov.uk



www.activenorthtyneside.org.uk

Other links

- Go Smarter – www.gosmarter.co.uk
- Does your workplace have a Cycle to Work scheme yet? – <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>
- Find a cycling club – www.britishcycling.org.uk/clubfinder