

North Tyneside Cycling Strategy 2018-32

everyday cycling

(Updated draft strategy for consultation)



North Tyneside Council

North Tyneside

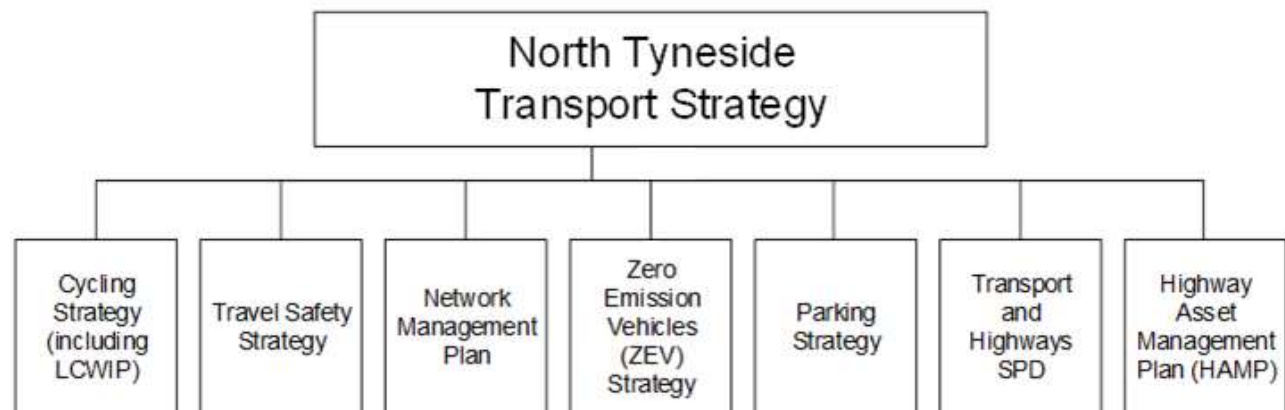
Cycling Strategy 2018-32

Contents

1. Introduction	3
2. Our strategic approach	3
3. Background	4
4. The outcomes we seek	7
5. What we plan to do	8
6. Indicators of success	13
7. Summary	14
Appendix 1 – Strategic Cycling Routes: the ‘tube map’	15
Appendix 2 – Links with other strategies	17
Appendix 3 – Where to find out more	18
Appendix 4 – North Tyneside Local Cycling and Walking Infrastructure Plan	19

1. Introduction

- 1.1 The North Tyneside Transport Strategy sets out how we will reduce carbon emissions from transport; improve health outcomes; support inclusive economic growth; improve connectivity; and manage demand and enable smart choices for all.
- 1.2 A key aim for both our Transport Strategy and the North Tyneside Local Plan is to encourage a better environment for everyday cycling and to continue the excellent progress being made in North Tyneside in terms of increased participation in cycling. This supports the Our North Tyneside Plan's aims to increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast; and publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030. It also fits well with the regional North East Transport Plan and its aims of improving the cycling network and supporting active travel.
- 1.3 Cycling is a healthy, affordable and sustainable way of making everyday journeys, which often replace motorised journeys. Cycling is also an inclusive way to travel, open to people of all ages and backgrounds, with a range of adapted cycles available suited to people's mobility needs – while the growing availability of e-bikes and cargo bikes mean cycling can increasingly replace car and van use as a way for businesses to operate more sustainably. 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 an even greater place to live, work and visit.
- 1.4 In this strategy we set out our strategic approach to supporting cycling in the borough. We have also included our Local Cycling and Walking Infrastructure Plan (LCWIP) in Appendix 4 of the strategy. The diagram below shows how the Cycling Strategy fits within the overall context of the North Tyneside Transport Strategy.



LCWIP – Local Cycling and Walking Infrastructure Plan
SPD – Supplementary Planning Document

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 summary, 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 The Tyneside Cycling and Walking Index¹ showed that 36% of all residents cycle, with 16% of residents cycle at least once a week. In Summer 2021, 36% of all cycling trips consisted of people cycling to work, with 28% being defined as leisure. 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: cycling trips in the borough have increased by 61% since 2018, when the Cycling Strategy was adopted, measured by automatic counters on routes throughout the borough.

¹ In 2021 Sustrans, working with local authorities, released the Walking and Cycling Index for 18 urban areas; one of these covers North Tyneside, Newcastle and Gateshead, referred to as 'Tyneside'. The report includes information on walking and cycling data, modelling and an independent survey of 1,264 residents aged 16 or above in the area.

- 3.5 Physical activity can reduce the risk of major illnesses, such as heart disease, stroke and type 2 diabetes. It can also improve symptoms of some mental health conditions such as depression and anxiety. Currently in North Tyneside 65% 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 an affordable, 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%^[2]. Together with walking, cycling is the easiest way to build activity into daily life and is good for both physical and mental health ^[3].
- **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 in line with the Authority's vision to be carbon net-zero by 2030.

² 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

³ Everybody Active, Every Day: An evidence-based approach to physical activity, Public Health England (2014)

3 (ii) Success so far

3.6 Recognising the increasing levels of cycling in the borough and the wish among many more people to take part in cycling, the Authority has invested to deliver cycling improvements. We have:

- i. encouraged more people to cycle, e.g. by delivering the Go Smarter programme of initiatives to support sustainable and active travel, such as Bikeability cycling training, which we deliver to around 2,500 school pupils per year
- ii. piloted Bikeability projects within local special educational needs schools, with the aim of encouraging children with a range of mobility issues and other disabilities to cycle
- iii. worked in partnership with local organisations to promote cycling; supporting them in the development of community-based cycling projects such as North East Homeless and the Phoenix Detached Youth Project
- iv. made the area around schools safer, by working with schools to introduce 'School Streets' schemes around five primary schools in the borough
- v. promoted cycling through our Summer of Cycling programme which includes cycle training, community guided rides and family fun days
- vi. delivered new high quality cycle links on our Strategic Cycle Routes, including at A189 Salters Lane and A191 New York Bypass-Rake Lane. We have commenced implementation of the North Shields Masterplan, creating space for cycling and walking on Howard Street
- vii. we have also secured funding to deliver local links which make it easier to cycle to four Metro stations in the borough, e.g. an improved route alongside Norham Road in North Shields, linking to Percy Main Metro station



3.7 Since the Cycling Strategy was adopted we have seen a 61% growth in cycling within the borough, and a 5% increase in cycling to schools.

3 (iii) 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 2021 - 2025;
- ii. the North Tyneside Local Plan 2017 - 2032;
- iii. 'Equally Well', the Joint Health and Wellbeing Strategy 2021 - 2025;
- iv. the North Tyneside Transport Strategy;
- v. the North Tyneside Travel Safety Strategy;

- vi. Transport and Highways Supplementary Planning Document (SPD);
- vii. the North Tyneside Highway Asset Management Plan (HAMP); and
- viii. the North Tyneside Network Management Plan.

- 3.9 The North Tyneside Transport Strategy sets out aims to increase cycling, promote active forms of travel (which includes cycling, walking and wheeling) 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. The Our North Tyneside Plan confirms our aim to increase opportunities for safe walking and cycling, with a commitment to provide a segregated cycleway at the coast.
- 3.10 The Cycling Strategy also has strong links to 'Equally Well', the Joint Health and Wellbeing Strategy, and forms part of our systematic approach to reducing health inequalities.

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, infrastructure and regeneration investment;
 - iv. delivering a continuous network of strategic and local cycle routes; and
 - v. helping more residents to be physically active, and businesses to adopt sustainable modes of transport such as cargo bikes.

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. ^[4]

⁴ 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 – Support a **change in culture** which prompts a switch to cycling as a healthy and sustainable way to travel, delivering initiatives such as cycling training
- Action 2 – Develop a **network of routes** suitable for everyday cycling, designed in line with good practice
- Action 3 – Make our town centres and destinations **accessible for everyone cycling**, including e.g. visitors to the borough; people using adapted cycles; and businesses using cargo bikes
- Action 4 – **Improve connectivity** between cycling and other forms of transport, making it easier to cycle as part of a longer journey
- Action 5 – **Design everyday cycling** into our infrastructure and regeneration plans and use digital information so that the highway network better serves people cycling

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



Action 1 – Support a **change in culture** which prompts a switch to cycling as a healthy and sustainable way to travel, delivering initiatives such as cycling training

- 5.2 We will continue to invest substantially in initiatives which improve cycling, walking, wheeling and public transport.
- 5.3 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.
- 5.4 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 We will build on the existing 'School Streets' schemes we currently have within the borough. The School Streets schemes have been successful in creating an environment that supports children and their parents to get to school by cycling, walking, wheeling, child's scooters, or 'park and stride' from a nearby parking location.
- 5.6 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.
- 5.7 As part of the Go Smarter in North Tyneside programme we will support existing developments and encourage new developments through the planning process to promote sustainable travel.
- 5.8 We will work with partners to promote everyday cycling more widely in the community, e.g. through the Active North Tyneside programme which promoting healthy lifestyles."
- 5.9 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



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

- 5.10 We will design infrastructure, including within our regeneration activity, 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 gives 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.
- 5.11 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:
- 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;
 - 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 – consideration will be given to opportunities for filtered permeability through the introduction of Low Traffic Neighbourhoods (further information on these can be found within the North Tyneside Cycling Design Guide);
 - 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
 - routes such as the Waggonways, which are away from streets and roads.

- 5.12 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



⁵ These include 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.

vehicle parking on cycling infrastructure and where appropriate we will consider introducing legal orders allowing enforcement.

- 5.13 In line with government guidance, we have identified a network of cycling routes (and a similar network for walking routes within town centres) with strong potential for growth and route improvements, which can then be secured as part of new developments, regeneration projects or specific grant-funded schemes. This is known as a Local Cycling and Walking Infrastructure Plan (LCWIP) and is located within Appendix 4 of this document. The LCWIP will complement our Network Management Plan, which sets out how we manage the operation of the highway network.
- 5.14 Our **planning guidance**, through the Transport and Highways Supplementary Planning Document (SPD), 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 in line with the Department for Transport's LTN1/20 guidance and secure cycle parking provision, and to adopt travel plans which include measures to promote everyday cycling.
- 5.15 We have adopted 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.

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% [6]

Action 3 – Make our town centres and destinations accessible for everyone cycling, including e.g. visitors to the borough; people using adapted cycles; and businesses using cargo bikes

- 5.16 We will continue to support the attractiveness of the borough's town centres and district centres as places to spend time for residents and visitors: this includes supporting accessibility by cycling, as well as walking and wheeling, and creating a sense of place. We are implementing the masterplan for North Shields and have committed in the Our North Tyneside Plan to bring forward masterplans for Wallsend and Whitley Bay town centres. We have also committed to bring investment and improvements to the North West area of the borough and ensure that our investment delivers ambition, opportunity and benefits for all residents.

⁶ Cycling UK Briefing 1B

- 5.17 Cycle parking provision will be considered as part of all regeneration activity and cycle route enhancements. We will look to provide cycle parking which is appropriate to the end destination. This provision could include standard 'Sheffield' cycle stands where a bike can be parked quickly; or, where appropriate, provision such as lockable cycle 'hangars' which are more secure and appropriate to overnight parking.
- 5.18 We will continue to work with businesses to improve the uptake of measures which support cycling and which substitute cycling for motorised trips. This will include promoting the use of cargo bikes and ensuring applications received through the planning processes provide suitable end user facilities such as cycle parking, showers and drying rooms.

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

- 5.19 We will work with other local authorities in the region, Nexus, Transport North East, local bus operators and wider partners on proposals which would integrate cycling with bus, rail and Metro.
- 5.20 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.
- 5.21 Cycle hire is a service already offered by local businesses in the borough. We will consider potential options, where there is market interest, for cycle hire or loan initiatives, which could include options for forms of public bike hire provision.
- 5.22 Bikes are carried on board the Shields Ferry, which provides a valuable link in the public transport network. The Tyne Pedestrian and Cyclist Tunnels, which have provided a valuable link between destinations on both sides of the Tyne since 1951, reopened in August 2019 following refurbishment work.
- 5.23 Folding cycles can be carried on the Metro at all times, and standard bicycles can be carried on much of the Metro network, including all stations in North Tyneside, at off-peak times on weekdays and all day at weekends.

By providing widespread protected cycle tracks, Seville, in Spain, increased cycling journeys from 0.2% to 6.6% in six years [7].

⁷ Cycling UK Briefing 1B

Action 5 – **Design everyday cycling** into our infrastructure and regeneration plans and use digital information so that the highway network better serves people cycling

- 5.24 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.
- 5.25 We will seek additional opportunities to use technology to improve the operation of the highway network and support easier journeys for everyday cycling.
- 5.26 We will explore the opportunities for new ways to communicate and engage with stakeholders on a regular basis.
- 5.27 We will continue, through 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 continue to identify improvements which can be implemented 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.

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 [⁸].

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 10% per year [⁹];
 - ii. there is **greater participation** in cycle training and in the Go Smarter in North Tyneside and Active North Tyneside programmes;
 - iii. more workplaces in the borough have the facilities and initiatives to **encourage cycling to work and as part of their day-to-day operations (e.g. cargo bikes)**; 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 Report** on the North Tyneside Transport Strategy, which is provided to Cabinet each year.

⁸ 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?)

⁹ Measured by electronic counters on routes throughout the borough

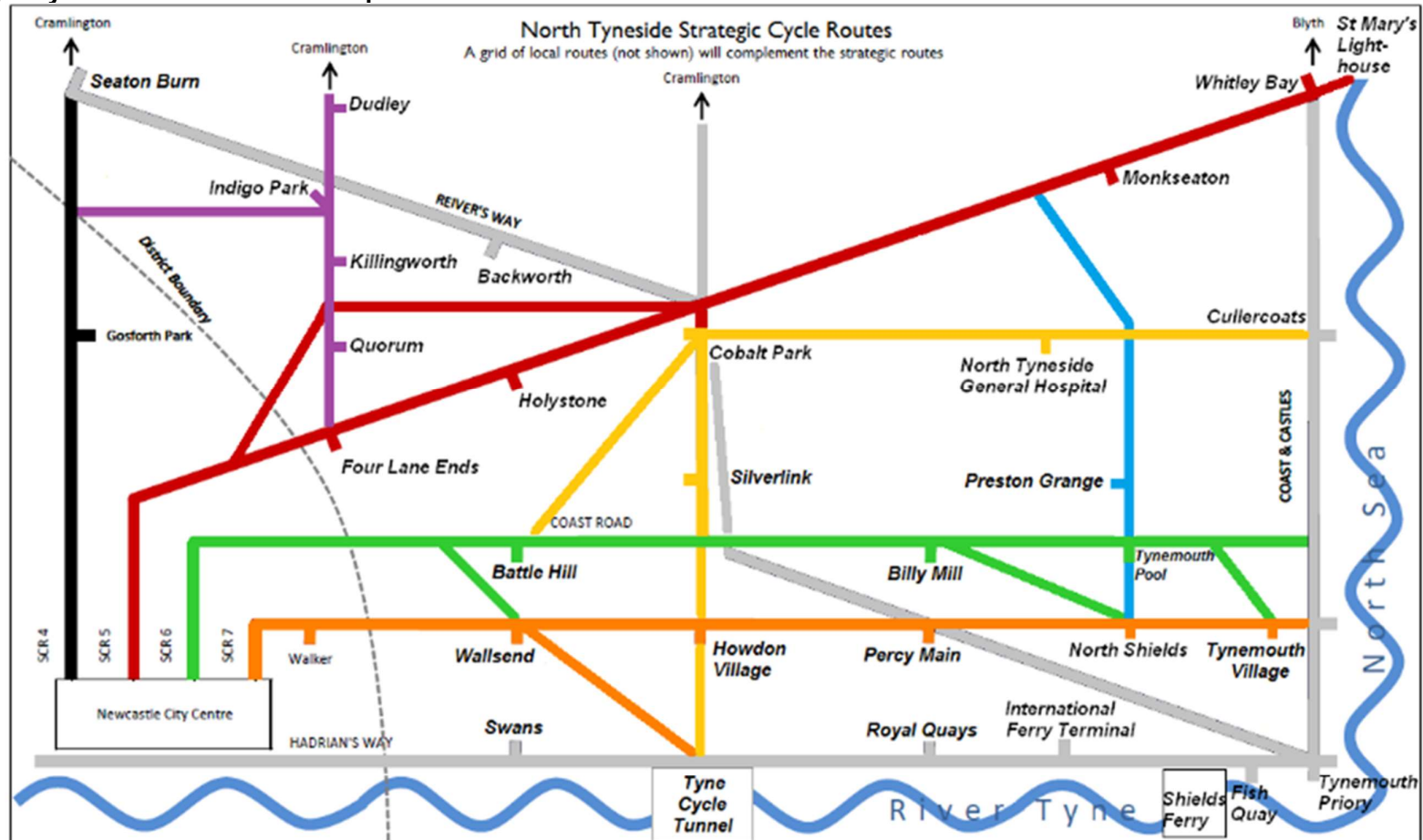
7. Summary

- 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. Information on links to other relevant strategies are listed in Appendix 2.
- 7.2 Our LCWIP, identifying our prioritised network for walking and cycling improvements, for North Tyneside can be found in Appendix 4.
- 7.3 Technical specifications for infrastructure to support cycling in the Borough can be found in the North Tyneside Cycling Design Guide.
- 7.4 Advice in relation to new developments, including cycle access, cycle parking provision and requirements for travel plans, is provided in Transport and Highways Supplementary Planning Document (SPD). Information of how we will maintain our network in good condition is in our Highway Asset Management Plan (HAMP).
- 7.5 Useful links and details of how to find out more are shown in Appendix 3.

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 Pedestrian and Cyclist Tunnels** 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 – 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 increase cycling and walking activity; reduce the number of cyclists killed or seriously injured on England's roads; increase the percentage of school children that walk to school, and includes the aim to double cycling by 2025 (cycling trips or cycling stages within other trips);
- ii. the **North East Transport Plan 2021-2035**, and its vision for 'moving to a green, healthy, dynamic and dynamic North East'
- iii. the **North East 'Making the Right Travel Choice' Strategy**, which aims to make it easier for local people to make more sustainable journeys such as journeys on foot, by bike or using public transport.

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

- i. Cycling Design Guidance;
- ii. Transport and Highways Supplementary Planning Document (SPD);
- iii. the North Tyneside Highway Asset Management Plan (HAMP), which covers maintenance of the highway network including cycleways and footways;
- iv. the North Tyneside Travel Safety Strategy;
- v. the North Tyneside Network Management Plan; and
- vi. the Joint Health and Wellbeing Strategy.

Appendix 3 – 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



@NTCouncilTeam

@GoSmarterNT



www.northtyneside.gov.uk



Active North Tyneside



@active_NT



www.activenorthtyneside.org.uk

Other links

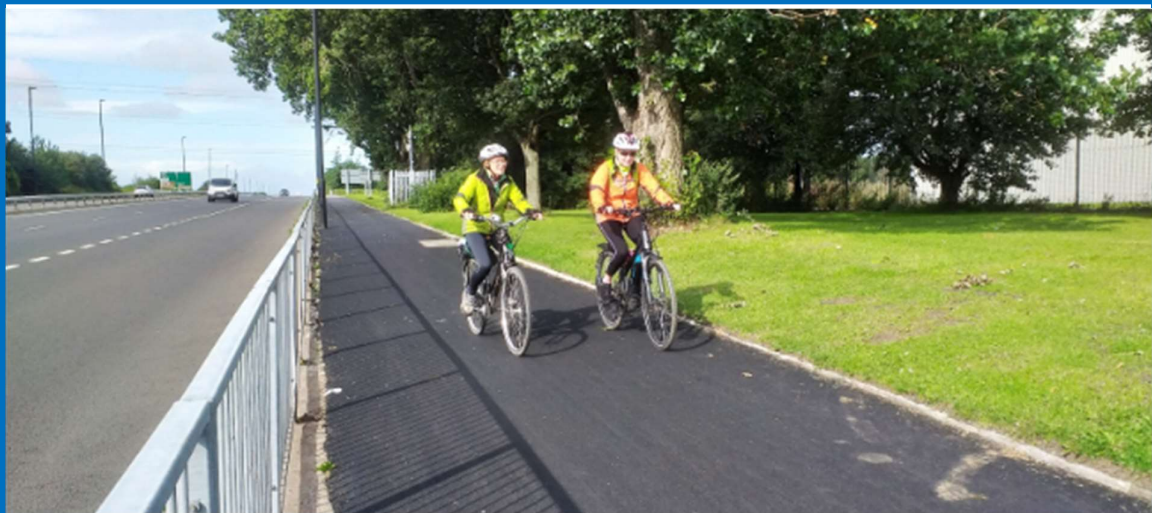
- Does your workplace have a Cycle to Work scheme yet? – <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>
- Find a cycling club – www.britishcycling.org.uk/clubfinder
- Tyneside Walking and Cycling Index - <https://www.sustrans.org.uk/the-walking-and-cycling-index/tyneside-walking-and-cycling-index>



Working in partnership with



North Tyneside Local Cycling and Walking Infrastructure Plan



Contents

• Introduction to LCWIP	2
• Determining Scope	3
• Information Gathering	4
• Network Planning for Cycling	9
• Network Planning for Walking	16
• Prioritising Improvements	20
• Integration and Application	21

Introduction to North Tyneside's Local Cycling and Walking Infrastructure Plan (LCWIP)

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Department for Transport's (DfT) Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying improvements to cycling and walking routes. LCWIPs will enable a long-term approach to developing local cycling and walking networks, typically over a 10 year period. Developing an LCWIP for North Tyneside will ensure the borough is well placed to make the case for future investment in cycling and walking provision.

Why prepare an LCWIP?

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies prioritised routes that improve connectivity and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Local authorities which have adopted LCWIPs are best placed to make the case for future investment, including external funding, for the cycling and walking network.

The production of an LCWIP offers authorities the chance to strengthen local partnerships with National Highways, Active Travel England, Network Rail and other stakeholders who can be influential in providing infrastructure to enable more walking and cycling. The LCWIP also provides an opportunity for an authority to demonstrate its commitment to related policy issues such as working towards being carbon net-zero; improved public health through active travel; supporting local air quality; and improving access to education and employment.

How to prepare an LCWIP

The Department for Transport (DfT) have produced a guidance document on how to develop a LCWIP; this sets out the LCWIP process as taking six stages as outlined below.

1. Determining Scope
2. Gathering Information
3. Network Planning for Cycling
4. Network Planning for Walking
5. Prioritising Improvements
6. Integration and Application

1. Determining Scope

The LCWIP covers the borough of North Tyneside. North Tyneside is home to 209,000 residents (2020 Mid-Year Population Estimate); many people also travel into the area for work, including at major employment sites such as Cobalt and Quorum business parks, or to visit North Tyneside's town and district centres, while the borough welcomes many visitors including those arriving via the international ferry service to North Shields.

Within the Our North Tyneside Plan, the Authority committed to developing an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030. The LCWIP will play a valuable role in helping the Authority to achieve this target.

The proportion of North Tyneside residents who cycle to work increased by 20% in the ten years to 2011 (Census data). The Authority has adopted the North Tyneside Cycle Strategy which set a target to achieve an annual increase in cycling trips of 7%. In 2021, cycling growth within the borough has increased by 61% when compared with the baseline set in 2018, 40 percentage points higher than the Authority's target growth for the year.

Strategic Cycle Routes, shown in the form of a 'tube map', were identified in the development of North Tyneside's Cycling Strategy: using good quality cycling infrastructure constructed within the street setting, the Strategic Cycle Routes will be supported by a grid of local routes suitable for cycling, with the aim that these will be separated by no more than 250m.

The borough's four town centres are defined in the Local Plan: North Shields, Whitley Bay, Wallsend and Killingworth. The North Shields masterplan and the emerging Wallsend masterplan consider cycling and walking links in these town centres – as such, in terms of walking zones the LCWIP focuses mainly on Whitley Bay and Killingworth, and will be used to inform the masterplan for Whitley Bay and regeneration plans for the North West of the borough as these are developed.

Many journeys in the borough cross the boundary into the neighbouring local authority areas of Newcastle and Northumberland, and cross-boundary working with these authorities will continue as the LCWIP is further developed. The Tyne Pedestrian and Cyclist Tunnels and the Shields Ferry also provide an important link in cycling and walking journeys to destinations south of the Tyne.

In line with this approach, the focus of the LCWIP will be on cycle routes identified within the 'tube map' and associated 'last mile' connections into town centres. The focus for walking improvements will be Whitley Bay and Killingworth town centres, as set out above.



2. Information Gathering

The LCWIP is an evidence-led document which determines the a programme for walking and cycling improvements for the borough. Several tools are used to analyse the existing data and prioritise the identified improvements.

The information considered as part of the LCWIP is set out in the following sections.

2.1 Policy

The LCWIP is prepared in accordance with the following North Tyneside Council documents:

- Our North Tyneside Plan 2021-2025
- the Local Plan 2017-2032
- the Joint Health and Wellbeing Strategy 2021-2025
- the North Tyneside Transport Strategy 2017-2032
- the Cycling Strategy 2018-2032
- the Cycling Design Guide
- Transport and Highways Supplementary Planning Document
- the Highway Asset Management Plan (HAMP) 2017-2032
- the Network Management Plan
- the Travel Safety Strategy.

2.2 North Tyneside Transport Network

In terms of major highways, the A19 strategic road corridor provides north-south connections, facilitating access southwards to South Tyneside, Sunderland and Durham, and northwards to Northumberland. The A19 and A1 are managed by National Highways and are outside the control of the Authority: these north-south major roads create an element of severance for east-west cycling and walking journeys within the borough.

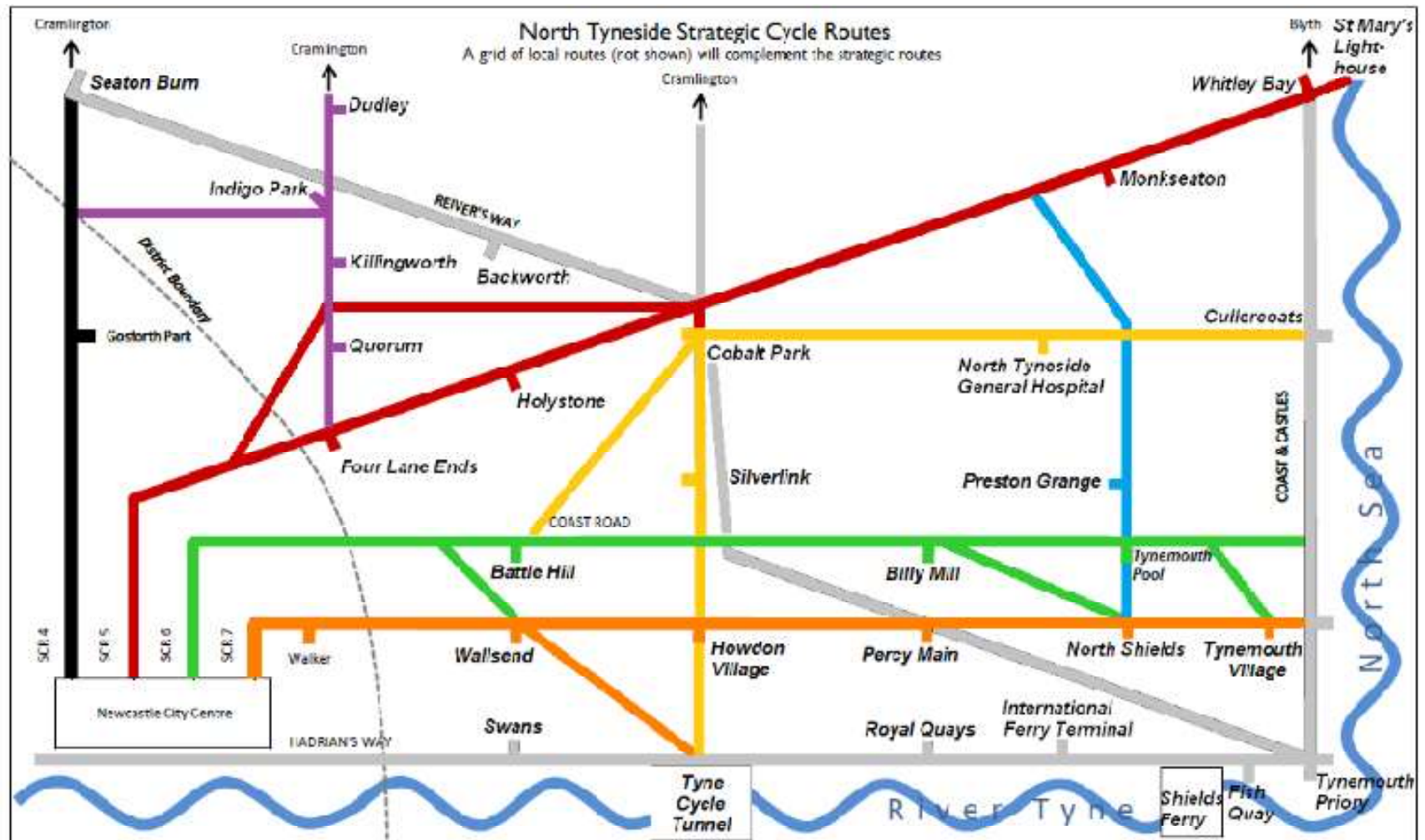
The dual carriageway A1058 Coast Road and A1056 Killingworth Way provide significant east-west connections and a number of other A class roads managed by the Authority serve the borough, including the dual carriageway A189 and east-west connections such as the A191, A193 and A187. Many of these routes also serve journeys between Northumberland and Newcastle upon Tyne and link to the A1 and A19.

North Tyneside has 17 stations on the Tyne and Wear Metro system, which serves three of the four town centres and acts as a valuable link to employment and housing areas in the borough, as well as connecting to Newcastle Central Station and Newcastle Airport. Folding cycles can be carried on Metro at all times, and standard bicycles can be carried on much of the network, including all stations in North Tyneside, at off-peak times on weekdays and all day at weekends. Furthermore, the Northumberland Line major project is set to provide the borough's first station on the National Rail network, adjacent to Northumberland Park Metro station, which would enable bicycles to be carried on trains to and from Ashington and Newcastle.

The cross-Tyne Shields Ferry service provides a link between North and South Shields and can carry a number of bikes on board. The Tyne Pedestrian and Cyclist Tunnels, which have provided a valuable link between destinations on both sides of the Tyne since 1951, reopened in August 2019 following refurbishment work.

The 'tube map' network of Strategic Cycling Routes for the borough (see Figure 1) was adopted as part of the North Tyneside Cycling Strategy; it is noted that a grid of local routes will complement the strategic routes. The map includes the National Cycle Network (NCN) routes serving the borough, which make use of parts of North Tyneside's Waggonways network of car-free paths for cycling, walking, wheeling and horse riding. Links can also be made into the Public Rights of Way (PRoW) network, which can be particularly suitable for leisure journeys.

Figure 1 - Strategic Cycle Routes '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

2.3 Data sets

2.3.1 Travel to work patterns

Cycling and walking journeys are made for a wide variety of purposes: however switching to cycling or walking for the journey to work can be particularly beneficial both for an individual's health, as the work journey is usually travelled frequently and at all times of year, and more widely, as it reduces pressure on the transport network, particularly at the busiest times of day when air pollution from vehicles can be highest. Census data indicates each individual's main mode of travel to work.

Data from the 2011 Census shows that, as in most local authorities, the private car was the largest single mode of travel to work in North Tyneside, with 58% of residents in employment driving a car to work. However, this figure varied across the borough, reflecting a combination of socio-economic and transport access factors.

Quorum and Cobalt Business Parks were identified as key employment sites within the borough, however the largest recorded traffic movements within North Tyneside were classified as cross-boundary trips between the North West of the borough and Newcastle City Centre. This covers all forms of transport such as motor vehicles, walking, cycling and public transport. This includes people from outside of the borough travelling to employment sites such as Quorum Business Park, and residents of the North West travelling towards Newcastle.

2.3.2 Trip generators and attractors

The LCWIP Technical Guidance notes that trip origin points are usually the main residential areas, whereas significant destination points include the following:

- Town and district centres
- Employment areas or large individual employers
- Educational establishments
- Hospitals
- Supermarkets
- Leisure facilities
- Transport interchange facilities, including the Metro network and a rail station on the planned Northumberland Line

The key development sites within the North Tyneside Local Plan, Killingworth Moor and Murton, were also considered to give an understanding of where future demand may be. Understanding the locations and proposals allows the network to be developed in a way that recognises how links in the developments will form part of the 'tube map' of Strategic Cycling Routes.

2.3.3 Safety

North Tyneside Council's Travel Safety Strategy aims, alongside the North Tyneside Local Plan, to provide a safer environment for road users, including people cycling and walking, and to continue to reduce the number of people injured on the transport network. It includes actions around education initiatives, working with public transport organisations, co-ordination with delivery partners, and use of new technology

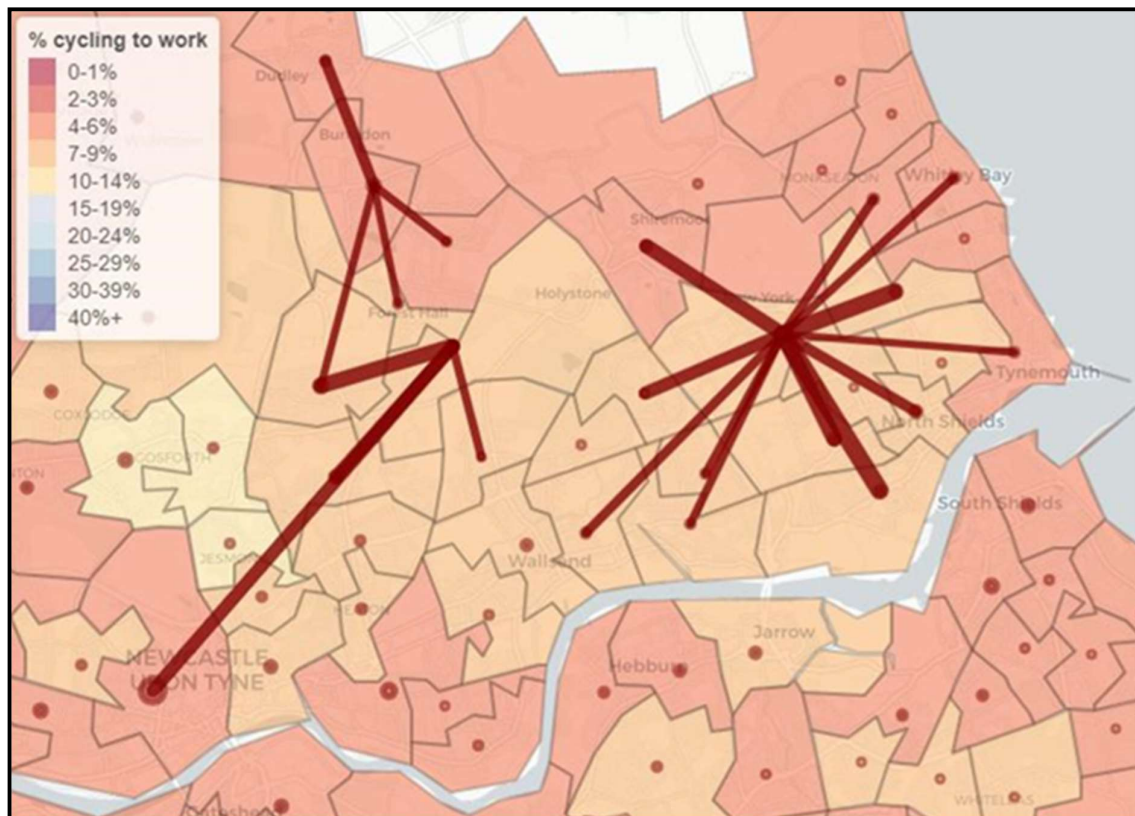
The safety of the network is reviewed annually as part of the North Tyneside Transport Strategy Annual Report. The report analyses the collision data within the borough and looks to understand any common themes between the collisions.

2.3.4 Propensity to Cycle Tool

An analysis of the network has been undertaken using the Department for Transport's Propensity to Cycle Tool (PCT). The tool uses algorithms to determine local links to destinations which would notionally have strong potential to realise greater uptake of cycling.

Using the Government's targets of doubling cycling in England between 2013 and 2025, Figure 2 shows what the top 20% forecast areas for cycle commuting might be under the 'Government Target' scenario. The areas largely reflect travel to major employment sites within the borough and a high propensity of cross boundary trips into and out of Newcastle.

Figure 2 – Propensity to cycle tool – top 20 areas to have the highest forecast two-way cycle flows for work purposes.



3. Network Planning for Cycling

3.1 Establishing cycle infrastructure improvements

The North Tyneside network of Strategic Cycle Routes, as shown in Figure 3, serves as the 'Primary' desire line network in the LCWIP – these represent routes likely to carry high cycling flows and which link large residential areas to trip attractors such as a town centre or business park. It is intended that these will act as the most direct and convenient routes for everyday cycling between key destinations.

Figure 3 - Strategic Cycle Routes shown on map



- comfort
- critical junctions

Routes were divided into sections and each section had a Route Selection Tool document created for it. These documents were then used to compile an overall, comparable set of information for each route, proposals for infrastructure improvements, and anticipated impact.

This enabled recommendations to be prioritised, as well as ensuring that proposals meet design specifications.

3.2 Last Mile

Once the Strategic Cycle Network had been investigated, the focus turned to the links from those routes into the borough's town centres. This piece of work, referred to as 'Last Mile' analysis, covered Wallsend, Whitley Bay and Killingworth town centres; North Shields was not investigated as part of the last mile exercise as improvements have already been designed and consulted upon for its links to the strategic cycle network as part of the North Shields Masterplan.

Analysis of the routes took the same form as the Strategic Cycle Network and it is anticipated that the last mile routes would be linked to their surrounding routes in terms of prioritisation.

Table 1 – 'Last mile' routes

Town centre	Route Code	Road(s)	Route connections	
			From	To
Whitley Bay	WB1	Hillheads Rd (A191)	Blue or Yellow	Red
Wallsend	W1	Station Road (A186)	Green	Orange
	W2	Kings Road South	Green	Orange
	W3	Park Road	NCN72	Orange
Killingworth	K1	Killingworth Way (A1056)	Purple	Town centre (end destination)
	K2	Northgate	Purple NCN10	Town centre (end destination)

The route (WB1) identified for Whitley Bay town centre is A191 Hillheads Road. Potential cycling improvements to this section of the network would see a direct connection to the town centre from Foxhunters roundabout and connect the Blue or Yellow route with the Red route. Figure 5 shows the extents of the route.



Figure 4 - Whitley Bay Last Mile route

Figure 5 - Wallsend Last Mile routes

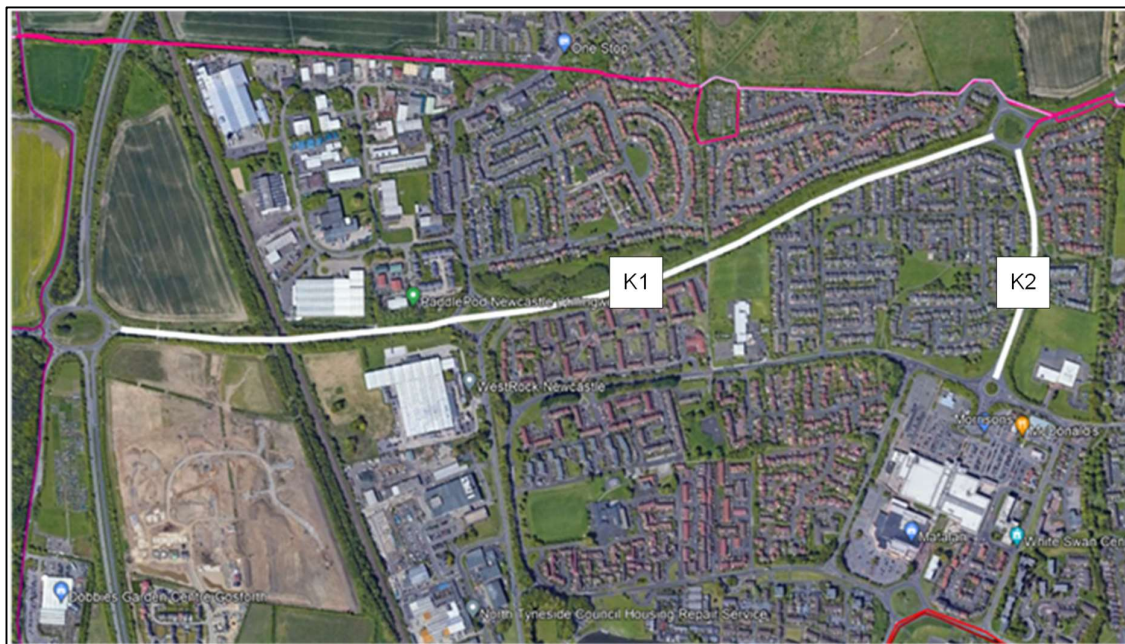


Wallsend Town centre has three last mile routes. The routes from the town centre to the north would connect the Green route with the Orange route via Station Road (W1) and Kings Road South (W2). Both routes would provide direct connections to the town centre from the Coast Road.

The route to the south would connect the Orange route with the NCN72. The route (W3) is located on Park Road.

The last mile routes for Killingworth look to link the purple route and NCN10 with the town centre. K1 is located on A1056 and looks to connect Weetslade roundabout with Northgate. This will connect to route K2 which will direct users from A1056 to Killingworth town centre.

Figure 6 - Killingworth Last Mile routes



3.3 Cross Boundary Routes

The borough is bordered by two other authorities: Northumberland County Council to the north and Newcastle City Council to the west. The borough is also connected to South Tyneside Council via the Tyne Pedestrian and Cyclist Tunnels as well as the Shields Ferry. North Tyneside's strategic cycle network provides opportunities to improve connectivity between the neighbouring Authorities. Table 2 below shows the key cross boundary locations. The Authority will continue to work with neighbouring authorities to deliver the network and ensure route continuity.

Table 2 – Key cross boundary locations

Connecting Authority	Route	NTC Identifier
Newcastle	A191 Front Street and A188 Benton Lane	Purple / Red
	A1056 Sandy Lane	Purple / Black
	A1058 Coast Road	Green
	NCN 72	Pink

Northumberland	Dudley Lane, Dudley	Purple
	NCN 1 – Coastal Route	Pink
South Tyneside	NCN 72	Pink

3.4 Making recommendations

The data from the Route Selection Tool (RST) was utilised to score the individual sections of the routes in a transparent measure. The Authority will treat this as a live document which means any new routes can be considered and incorporated within the plan.

The routes were measured against the metrics shown in Figure 7 to determine a table of prioritisation. Tables 3 and 3a show the list of prioritised routes across the 'tube map' and last mile routes.

Figure 7 – Metrics for cycle routes (based on Department for Transport guidance)

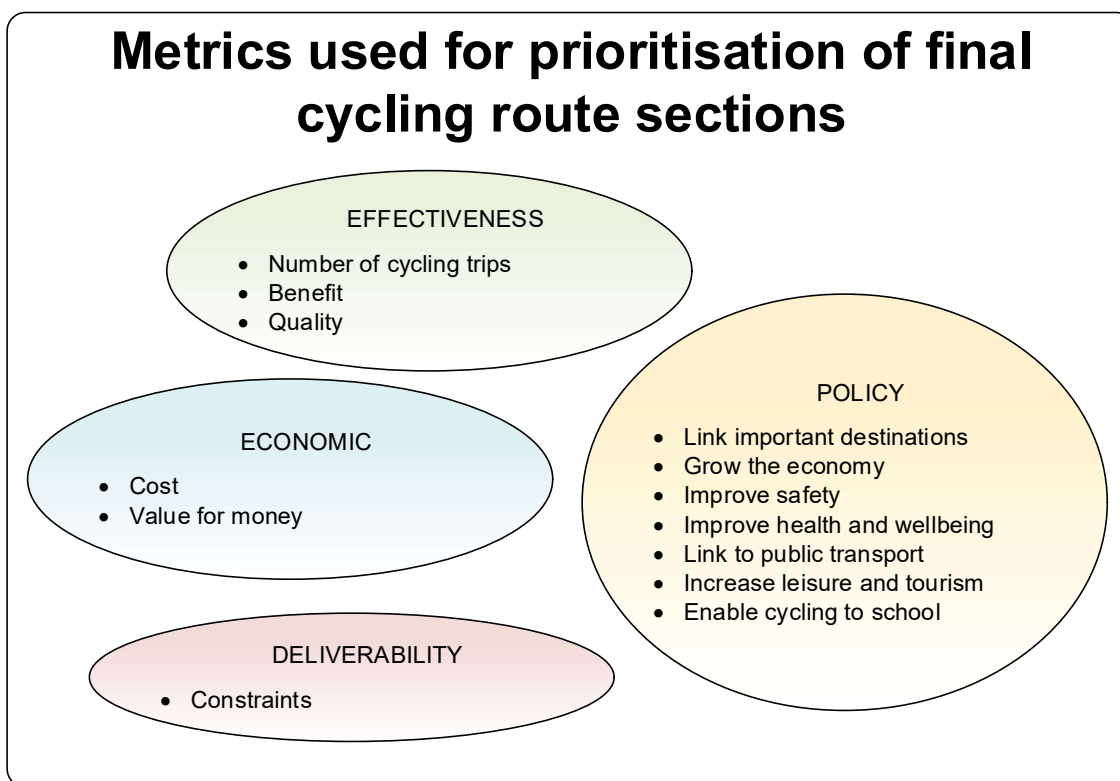


Table 3 shows prioritisation based on DfT process. Other factors will affect the order in which sections of route will be delivered, e.g. new developments and regeneration plans; the availability of developer funding; and successful bids for external funding.

Table 3 - Cycle route section prioritisation

Route code	Prioritised Route Grouped by strategic route (colour) average ranking, then by ranking of individual route.	TOTAL SCORE	Ranking	Estimated Cost
Blue B	Earsdon bypass - Monkseaton - NT Hospital	34.6	3	£5-10m
Blue A	North Shields - Monkseaton	34.4	4	>£20m
NCN72	NCN - Riverside route	34.8	2	£0-5m
NCN10	NCN - Reivers route	30.8	6	>£20m
Black Path	Dust path from A19 to Rising Sun	27.4	15	£10-15m
NCN1	NCN - Coastal route	14.5	43	£5-10m
Purple A	Dudley - Four Lane Ends	29.2	10	>£20m
Purple C	Sandy Lane	25.5	21	£10-15m
Purple B	Salters Lane	21.6	34	£0-5m
Red C	Pavilion - Great Lime Road	31.6	5	£10-15m
Red D	Four Lane Ends - Wheatsheaf	30.7	7	£15-20m
Red A	Killingworth Road Bridge - Great Lime Road	30.6	8	£5-10m
Red J	Sainsburys to seafront (Rendezvous café)	27.0	16	>£20m
Red K	Sainsburys to Monkseaton Metro	26.9	17	£10-15m
Red M	Monkseaton Metro - Spanish City (NORTH option)	26.8	18	£0-5m
Red F	Wheatsheaf - Holystone Roundabout (SOUTH option)	25.5	22	£5-10m
Red I	Grey Horse roundabout - Sainsburys	25.2	24	£5-10m
Red N	Monkseaton Metro - Spanish City (SOUTH option)	24.2	26	£5-10m
Red B	Great Lime Road	23.4	29	£5-10m
Red E	Wheatsheaf - Holystone Roundabout (NORTH option)	23.2	31	£5-10m
Red O	Park View, Park Road	23.1	32	£5-10m
Red H	Toby - Grey Horse Earsdon Road	20.2	37	£5-10m
Red L	Spanish City - St Mary's lighthouse	19.2	39	£15-20m
Red G	Toby - Grey Horse Shiremoor bypass	16.8	42	£5-10m
Yellow E	Billy Mill Lane Roundabout - Foxhunters	28.5	11	£0-5m
Yellow B	Cobalt hospital - New York Norham Rd roundabout	27.7	13	£5-10m
Yellow D	New York Norham Rd roundabout - Billy Mill Lane Roundabout (SOUTH option)	27.4	14	£5-10m
Yellow F	Foxhunters - Coast	26.3	19	£5-10m
Yellow I	Odeon Roundabout - A193 / Ridley Avenue junction (WEST option)	23.5	28	£5-10m
Yellow H	Odeon Roundabout - A193 / Ridley Avenue junction (EAST option)	23.3	30	£0-5m
Yellow J	A193 / Ridley Avenue junction - Pedestrian Tunnel	21.9	33	£5-10m
Yellow G	Cobalt Hospital - Odeon Roundabout	20.3	36	£15-20m
Yellow A	Holystone Roundabout - Cobalt Hospital	19.5	38	£0-5m
Yellow C	New York Norham Rd roundabout - Billy Mill Lane Roundabout (NORTH option)	11.9	46	£0-5m

Table 3 (cont) – Cycle route section prioritisation

Route code	Prioritised Route Grouped by strategic route (colour) average ranking, then by ranking of individual route.	TOTAL SCORE	Ranking	Estimated Cost
Green A	Willis Building - Norham Rd	27.8	12	£10-15m
Green F	Billy Mill Avenue	25.9	20	£5-10m
Green D	Broadway	24.4	25	£0-5m
Green C	Norham Road - The Coast (via Beach Rd)	23.9	27	£5-10m
Green B	Coast Road - West Street	21.2	35	£5-10m
Green E	Billy Mill Roundabout - North Shields (via Queen Alexandra College)	13.2	44	£10-15m
Orange C	North Shields to Tynemouth	38.0	1	£5-10m
Orange D	Ropery Lane / Hadrian Road	29.5	9	£0-5m
Orange F	Bewicke Street	25.4	23	£0-5m
Orange B	Wallsend - North Shields	19.2	40	>£20m
Orange A	Wallsend	13.1	45	£0-5m
Orange E	Bewicke Road	10.5	47	£0-5m
Black A	Seaton Burn - North Gosforth	18.0	41	>£20m

Table 3a – Last mile prioritisation

Route code	Prioritised Route 'Last mile' route from a strategic route to a town centre. Only considered if associated strategic route section is to be constructed.	TOTAL SCORE	Ranking (linking Table 3)	Estimated Cost
WB1	Whitley Bay last mile - Hillheads Road	-	26	£5-10m
W1	Wallsend last mile - Station Road	-	45	£5-10m
W2	Wallsend last mile - Kings Road South	-	45	£5-10m
W3	Wallsend last mile - Park Road	-	40	£0-5m
K1	Killingworth last mile - Killingworth Way	-	48	£5-10m
K2	Killingworth last mile - Northgate	-	48	£0-5m

4. Network Planning for Walking

4.1 Establishing walking infrastructure improvements

North Tyneside has four town centres as defined in the Local Plan: Whitley Bay, Killingworth, Wallsend and North Shields. The Authority has committed in Our North Tyneside Plan to regenerate the high streets of North Shields and Wallsend, develop masterplans for Wallsend and Whitley Bay town centres and bring investment and improvements to the North West area of the borough.

North Shields has a masterplan in place and the Wallsend masterplan is in development. Both masterplans look to incorporate walking improvements, alongside cycling improvements, within their respective areas. Therefore the Core Walking Zones (CWZ) identified as part of the LCWIP are Whitley Bay and Killingworth.

The main routes through each CWZ were identified, and a set of streets established that were to be audited using the Department for Transport's Walking Route Audit Tool (WRAT). Each street / section (as appropriate) had a WRAT document created for it, with specific attention to:

- attractiveness
- comfort
- directness
- safety
- coherence

These documents were then used to compile an overall, comparable set of information for each area, and set of proposals.

All routes were recorded in their entirety via video camera. Each street was recorded by travelling and filming its entire length.



The streets assessed within Whitley Bay town centre are as follows:

1. Marine Avenue
2. Park View (north-south section)
3. Park View (east – west section)
4. Whitley Road (western section)
5. Whitley Road (eastern section)
6. Victoria Terrace
7. Station Square
8. Station Road
9. Esplanade
10. Promenade
11. Park Road
12. South Parade
13. Park Avenue (north section)
14. Park Avenue (central section)
15. Park Avenue (south section)

Figure 8 – Whitley Bay Core Walking Zone Streets



Figure 9 – Killingworth Core Walking Zone Streets



The streets assessed within Killingworth are as follows:

1. Northgate
2. Southgate
3. Citadel East
4. Citadel West
5. East Bailey
6. West Bailey

4.2 Making recommendations

The findings of all WRATs were used to create a table for each Core Walking Zone which highlights issues and proposes infrastructure.

A prioritisation framework was established and the factors used can be seen in Figure 10. It represents the anticipated impact of the proposed infrastructure on each of the streets

Whilst the Department for Transport's WRAT primarily focuses on walking improvements it also covers a number of metrics which are critical to wheeling improvements. Key metrics which contribute to a good wheeling environment are footway widths, footway conditions and suitable crossing provision.

Wheeling is defined as an equivalent alternative to pedestrian-based mobility and covers wheelchairs, mobility scooters etc.

The types of measures considered as part of the walking improvements are:

- Crossing improvements
- Road space reallocation – widened footways
- Footway resurfacing
- Decluttering street furniture
- Street lighting improvements

Figure 10 – Metrics for walking routes

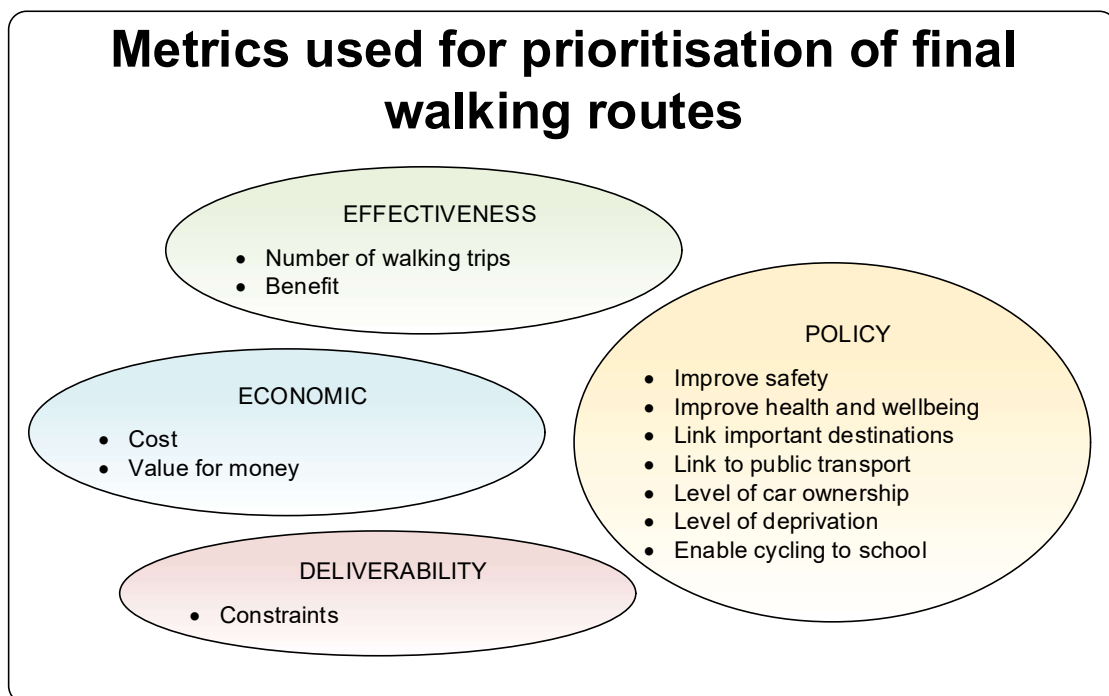


Table 4 - Street Prioritisation (referring to walking only)

Town	Street	TOTAL SCORE	Ranking	Estimated Cost
Whitley Bay	Park Avenue (North Section)	41.37	1	£0-100k
	Park Road	37.25	2	£0-100k
	Park Avenue (South Section)	35.67	3	£0-100k
	Marine Avenue	34.89	4	£100-200k
	Station Square	33.86	5	£0-100k
	Whitley Road (Western section)	33.68	6	£0-100k
	South Parade	32.66	7	200-300k
	Victoria Terrace	31.34	8	£0-100k
	Station Road	31.07	9	£0-100k
	Whitley Road (Eastern section)	30.47	10	£100-200k
	Esplanade	30.35	11	>300k
	Park Avenue (Central Section)	28.95	12	£100-200k
	Park View (North - South section)	27.48	13	>300k
	Promenade	Existing provision is suitable		
	Park View (East - West Section)	Existing provision is suitable		
Killingworth	Southgate	41.94	1	£0-100k
	East Bailey	37.58	2	200-300k
	Citadel East	36.34	3	£0-100k
	West Bailey	33.30	4	>300k
	Northgate	30.41	5	£0-100k
	Citadel West	30.23	6	£0-100k

5. Prioritising Improvements

The list of prioritised routes has been shown in Tables 3, 3a and 4 within the previous sections.

The Authority will seek to invest in these routes as part of long-term plans to create a high quality cycling network throughout the borough and improve walking links. The order of works is not definitive, e.g. the Authority may choose to deliver sections of the network in conjunction with large residential developments identified within the Local Plan.

Other factors such as town centre masterplans may also see one route prioritised over another as the Authority will look to extend the reach of town centre improvements by enhancing cycling and walking infrastructure around the area where possible. The improvement works identified within the LCWIP will help inform the future masterplan for Whitley Bay and regeneration plans for the North West.



6. Integration and Application

6.1 Funding history within North Tyneside

North Tyneside Council has a track record of successful funding applications related to improved walking and cycling schemes.

In 2021/22 the Authority has secured nearly £1.6m from the Government's Active Travel Fund (ATF) Tranche 2 for works which reallocate road space to support cycling and walking and £7.6m from the Transforming Cities Fund (TCF) for infrastructure measures which support cycling, walking and public transport.

In May 2022 the Authority was successful in being awarded £3.5m from ATF Tranche 3 to move ahead with plans for a permanent, segregated, two-way safe space between the North Shields Fish Quay and St Mary's Lighthouse, known as the Sea Front Sustainable Route.

The Authority will apply the prioritisation work described above when determining future investment plans, including seeking external funding to enhance the cycling network and walking routes.

6.2 Developments within North Tyneside

The Authority have successfully worked with developers to ensure sections of the strategic network identified within Table 3 are incorporated within the layout of their development. Contributions have also been sought from new developments to enhance and expand the network. The Authority will continue to build upon its success with housing and commercial developers to ensure active travel infrastructure is included within developments.

Developers will be expected to comply with the Transport and Highways Supplementary Planning Document which sets out the expectation that developments will be required to adhere to LTN1/20 and the North Tyneside Cycle Design Guide. This will include seeking the provision of secondary and local routes for active travel which will connect to North Tyneside's strategic cycle routes.

6.3 Go Smarter in North Tyneside

The Go Smarter in North Tyneside initiative encourages behaviour change in everyday travel to schools, businesses and residential areas. This would be used in conjunction with new developments arising from the LCWIP.

Through Go Smarter, the Authority has implemented 'School Streets' at five locations within the borough, which has supported healthy and active travel and safety for children and parents in the vicinity of the school. The Authority will also look to ensure that, for any new housing developments which include schools, the highway layout is suitable for the installation of an effective 'School Street'. The Authority will also work with developers to

ensure that street layouts are designed to support convenient and direct journeys by cycling, walking and wheeling, providing an attractive alternative to car use.



Another initiative covered by Go Smarter in North Tyneside is the national standard Bikeability training. The Authority will continue to deliver cycling training to school children through the Department for Transport's (DfT) Bikeability programme. This includes a range of types of training from pedal-free 'balance bikes' for younger children, to standard Level 2 and advanced Level 3 training.
