

Appendix 3 – Summary of responses to consultation

Individual / Organisation	Date	Summary of comments	Response
Individual	31/10/2022	Supportive of Cycling Strategy	The Authority welcomes the support from the respondent.
Individual	31/10/2022	Does not object to Cycling Strategy itself. In the context of the Cycling Design Guide, raises general concerns regarding continuity of the cycling infrastructure network.	The appropriate section of the Cycling Design Guide has been updated to strengthen the wording around route continuity.
Individual	31/10/2022	Supportive of Cycling Strategy	The Authority welcomes the support from the respondent.
Individual	31/10/2022	The respondent would like the Authority to include the legal status of cycling on pavements within the Cycling Strategy, and also suggests that the Authority should monitor the numbers of people cycling on pavements.	Cycling on pavements which have not been designated 'shared use' by the Authority is covered by Rule 64 of the Highway Code. Enforcement of the Highway Code is the responsibility of Northumbria Police and the Authority will continue to work with the Police on this matter.
Individual	31/10/2022	The respondent agrees with the Cycling Strategy in general. However, they are not in favour of the use of light segregation (vertical features such as 'wands') to mark out on-carriageway cycle lanes. The respondent would also like crossing points to be made safer through the use of raised or signalised crossing points.	Light segregation is a recognised form of protected cycling infrastructure within national guidance. A separate piece of work is being carried out to review other potential materials which may minimise visual impact while providing a similar level of protection. The Authority will continue to consider the use of raised or signalised crossings at appropriate locations as part of future schemes.
Councillor	31/10/2022	Queries why North Shields and Wallsend were not studied for walking improvements within the draft LCWIP	A masterplan is in place for North Shields and a consultation has taken place on a draft masterplan for Wallsend. These cover walking improvements throughout each town centre. As such, the LCWIP work on Core Walking Zones (CWZ) focussed on Whitley Bay and Killingworth.
Individual	31/10/2022	The respondent is not in favour of the use of light segregation for on-carriageway cycle lanes as they reduce available width of carriageway for motorists, including for allowing the passage of emergency vehicles. The respondent is favourable to the construction of cycle tracks on highway verge areas.	The reallocation of road space using light segregation is a recognised form of cycling infrastructure within national guidance. Schemes are developed based on the individual circumstances of the route concerned. The design may involve cycle tracks on highway verge areas if the conditions are appropriate.
Individual	31/10/2022	The respondent suggests a survey be carried out of cycling usage of the New York Bypass-Rake Lane cycling infrastructure and reconsideration of the Cycling Strategy based on the outcome.	Monitoring is carried out for major schemes implemented in the borough.
Individual	31/10/2022	The respondent would like to see a walking audit of pavements to ensure they meet the same high standard as cycle provision. They would also like to see the Core Walking Zone for Whitley Bay extended to include the Links as far as Briar Dene.	The Authority has invested additional funding over recent years in improved maintenance of footways in the borough, and in the North Shields masterplan, which has improved walking routes in the town centre. The LCWIP identifies potential improvements for walking within the Core Walking Zones (CWZ) in the town centres it covers.

		<p>The respondent would like signage improved on existing routes, particularly related to end of shared use provision, and would like the Authority to include the legal status of cycling on pavements within the Cycle Strategy to ensure a safer walking experience.</p> <p>The respondent feels that cycling training should include an understanding of the Highway Code.</p>	<p>The LCWIP has been developed in accordance with Government guidance. This specifies that a CWZ consists of a number of walking generators that are located close together, such as a town centre.</p> <p>The appropriate section of the Cycling Design Guide has been updated to strengthen the wording around route continuity. Cycling on pavements which have not been designated 'shared use' by the Authority is covered by Rule 64 of the Highway Code. Enforcement of the Highway Code is the responsibility of Northumbria Police and the Authority will continue to work with the Police on this matter.</p> <p>The Authority will continue to deliver national standard 'Bikeability' cycling training, road safety education and 'Go Smarter' school travel promotion.</p>
Individual	02/11/2022	<p>The respondent raises concerns around recently introduced infrastructure works in the borough (New York Bypass-Rake Lane) and the messaging around cycling, and suggests that existing cycling provision on parts of the sea front is ignored by people cycling.</p>	<p>The scheme at New York Bypass-Rake Lane has delivered improved cycling provision on part of the Authority's Strategic Cycle Routes network. Monitoring is carried out for major schemes implemented in the borough. The point around messaging is noted and the Authority will continue to adapt its messaging.</p> <p>The Authority has obtained funding for the Sea Front Sustainable Route, which will improve the infrastructure along North Tyneside's coastline.</p>
Nexus	04/11/2022	<p>Nexus is supportive of the Authority's plan to encourage walking and cycling across the borough and makes the following observations:</p> <ol style="list-style-type: none"> 1. Cycling Strategy including LCWIP <p>Recommends that the following subjects should be included in 'Action 4' within section 5 of the strategy:</p> <ul style="list-style-type: none"> • Information on the new Metro fleet • Coverage of multi-modal journeys • Expanded coverage of public transport and cycle storage at Metro stations <ol style="list-style-type: none"> 2. Draft Cycling Design Guide <p>Advises that the following observations should be considered:</p> <ul style="list-style-type: none"> • Section 3 – Include information on public transport for multi-modal journeys • Section 5.2 – Include information on suitable cycling and walking links to public transport infrastructure • Review of Section 11 to ensure cycle infrastructure will not have a detrimental impact on bus movements 	<p>The Authority welcomes Nexus' support. The appropriate sections of the Cycling Strategy and Cycling Design Guide have been updated to strengthen the wording around integration with public transport.</p>

North Tyneside Public Transport Users' Group (PTUG), an independent local group	09/11/2022	Expresses support for the updated Cycling Strategy and associated documents.	The Authority welcomes the group's support.
Individual	09/11/2022	The respondent feels that there is a good range of cycling routes in the borough. However they have concerns around shared use cycling and walking provision in town centres owing to interactions with pedestrians.	The updated Cycling Design Guide considers both walking and cycling needs.
Individual	16/11/2022	The respondent would prefer to see a focus on promoting culture change so that people feel safer either using dedicated cycle infrastructure or cycling on carriageway. The respondent also raised concerns regarding the condition of road surfaces and requests that the Authority develop a specific facility to report poor road surfaces. The respondent asked that the national voluntary sector group Cycling UK should be included in the list of organisations in Appendix 3 of the Cycling Strategy.	The Authority will continue to facilitate culture change which makes it easier to cycle, as set out in Action 1 of the Cycling Strategy. Reporting mechanisms are in place for reporting poor road surfacing within North Tyneside. The public can report any issues here through the Authority's website. Reference to Cycling UK and Sustrans will be included within Appendix 3 of the Cycling Strategy.
Individual	21/11/2022	The respondent would like the Authority to include the legal status of cycling on pavements within the Cycling Strategy.	Cycling on pavements which have not been designated 'shared use' by the Authority is covered by Rule 64 of the Highway Code. Enforcement of the Highway Code is the responsibility of Northumbria Police and the Authority will continue to work with the Police on this matter.
Individual	21/11/2022	The respondent requests the inclusion of timescales for implementation of cycling and walking infrastructure projects identified in the LCWIP.	It is not possible to provide definitive timescales for each of the identified improvement schemes as this is affected by factors such as external funding bids and new developments. The Authority will continue to proactively seek funding where appropriate and provide information on the Authority's website when a scheme is being brought forward for delivery.
A representative of Cycling UK	27/11/2022	A representative of Cycling UK provided a detailed response requesting a number of changes to specific points of detail in the wording. They also request that the Authority look to include information on the minor works along the continuation of the route: for example, dropped crossings, tactile paving and minor footway repairs.	The Authority will include information with the Cycling Design Guide on how any new cycle infrastructure should appropriately connect to the existing network. The amendments to specific aspects of wording identified by the representative of Cycling UK have been incorporated where suitable.
National Highways	30/11/2022	National Highways fully support the Cycling Strategy and LCWIP and in particular the aim to increase the number of people who choose to cycle for everyday journeys. National Highways also feel that the aims of the Cycling Strategy are in line with the Department for Transport's 'Decarbonising Transport: A better, greener Britain'. They suggest that the aims of the strategy may help to reduce single occupancy vehicle trips and therefore reduce highway congestion in North Tyneside.	The Authority welcomes National Highways' support. The Authority will continue to apply the LCWIP to live planning applications and work with National Highways on sites that affect their network. Off site cycle provision associated with strategic allocations such as Murton Gap and Killingworth Moor are currently identified as Community Infrastructure Levy funded infrastructure.

		<p>National Highways also suggest that clearer guidance may need to be provided that explains how new developments may be expected to fund and deliver high quality cycling infrastructure.</p>	<p>The proposed Cycling Strategy does not in itself form a material consideration for planning applications but will inform the application of policy through the Transport and Highways SPD and Local Plan in helping to shape and understand the Borough's cycle infrastructure needs.</p> <p>When preparing planning applications regard should be had to the Council's planning policy position, informed by the range of additional guidance and strategies that are in place. For applicants seeking further information the Council is able to provide additional advice specific to particular proposals as part of the pre-application process.</p>
Individual	08/12/2022	<p>The respondent feels that existing cycling infrastructure is often underused, suggests that the construction of cycling infrastructure represents poor value for money and would like to see funds instead invested in public transport and highway infrastructure. The respondent feels that the provision of cycling and walking infrastructure should be funded through direct charges to users.</p>	<p>The Authority are undertaking improvements to the cycle network in line with 'Our North Tyneside Plan', the North Tyneside Local Plan and the North Tyneside Transport Strategy by providing safer cycling infrastructure which helps to encourage sustainable trips over motor vehicle use.</p> <p>Schemes being delivered within North Tyneside have been achieved through a mixture of internal and external funding, some of which is ringfenced with the objectives of providing improvements for pedestrians and cyclists.</p>
Consultant (on behalf of Killingworth Moor consortium)	09/12/2022	<p>The consortium would like to understand the weight being afforded to the Cycling Strategy and Design Guide and their application within the planning process.</p> <p>Cycling Strategy Comments</p> <p>The consortium is supportive of the document but is requesting flexibility within the strategy to allow for future changes in as the site develops.</p> <p>The consortium would like the Cycling Strategy to form part of a suite of documents which examines all forms of sustainable travel and how they integrate.</p> <p>The consortium believe the Cycling Strategy needs to cover how it aligns with the neighbouring authorities to ensure consistency between the boroughs. They also believe the Strategy needs to explicitly reference the Transport and Highways SPD.</p> <p>LCWIP Comments</p> <p>The consortium is supportive of the LCWIP but believes the LCWIP should be based on the latest 2021 Census data which is due to be released.</p> <p>Design Guide Comments</p> <p>The consortium is supportive of the Design Guide and recommends its updated to include Manual for Streets 3. They are also after some reassurance that the design guide is flexible to allow for departures when schemes cannot meet the requirements due to constraints.</p>	<p>North Tyneside's strategic cycle route tube map identifies links with neighbouring authorities. The Authority have been in dialogue with both Newcastle City Council and Northumberland County Council to understand how our strategic network will link into theirs. The LCWIP identifies the key connections into the strategic cycle network from our neighbouring authorities.</p> <p>Although it is accepted that the 2021 Census is due to be released, government are encouraging to Local Authorities to implement an LCWIP as soon as possible. With this in mind, there are no proposals to delay publishing the Cycling Strategy and LCWIP. The LCWIP will be a living document and can be updated as new data is released.</p> <p>The proposed Cycling Strategy has been prepared to shape the Council's approach to delivering cycle infrastructure – it does not in itself form a material consideration for planning applications but will inform the application of policy through the Transport and Highways SPD and Local Plan in helping to shape and understand the Borough's cycle infrastructure needs.</p> <p>When preparing planning applications regard should be had to the Council's planning policy position, informed by the range of additional guidance and strategies that are in place. For applicants seeking further information the Council is able to provide additional advice specific to particular proposals as part of the pre-application process.</p>

Individual	12/12/2022	<p>The respondent raises a number of specific points and while stating that the North Tyneside Cycling Strategy is ambitious, expresses the view that relatively little has been achieved so far. The respondent would like target dates specified for each ambition.</p> <p>The respondent believes it will not be possible to achieve all the specified outcomes by the Strategy's end date of 2032 and feels the Cycling Strategy should focus on the outcome to improve cycle safety, by highlighting the ambition within council departments and working with partners, such as Police, Sustrans, Community Cycle Groups etc.</p> <p>The respondent asked that the national voluntary sector groups Cycling UK and Sustrans should be included in the list of organisations in Appendix 3 of the Cycling Strategy.</p>	<p>The Authority has successfully delivered a number of infrastructure and training projects since the adoption of the Strategy in 2018. We have seen an increase in cycling growth of 61% since 2018 which is covered within Section 3 of the Cycling Strategy. It is considered that the outcomes are reasonable and will help achieve the Authority's ambition of everyday cycling.</p> <p>The Authority will continue to deliver infrastructure projects and work with a wide range of partners to support safer sustainable travel.</p> <p>Reference to Cycling UK and Sustrans will be included within Appendix 3 of the Cycling Strategy.</p>
Representatives of North Tyneside Public Transport Users' Group, an independent local group	20/12/2022	<p>Representatives of PTUG feel that the Authority should implement a system change and review its approach to consultation on the Cycling Strategy and have suggested the following;</p> <ul style="list-style-type: none"> • Providing a more detailed map, • Bring organisations together to consider the proposed plans, and • Organise joint events to present the plan and explain prioritisation <p>The group feels this approach would offer a genuine opportunity for residents to comment.</p> <p>The group expressed the view that some of the local aspects of Cycling Design Guide conflict with the national guidance document LTNI/20.</p>	<p>No further engagement is proposed as consultation on the Cycling Strategy was consistent with the Authority's engagement process. The Cycling Strategy approved in 2018 incorporated the network of strategic cycling routes which the basis of the cycling proposals for the LCWIP. The CWZ's were selected based on our town centres defined in the North Tyneside Local Plan.</p> <p>The Cycling Design Guide was originally adopted in 2018 prior to the publication of LTNI/20. The updated Cycling Design Guide now aligns with the principles and key information highlighted within LTNI/20 whilst still maintaining the principles set out in the original document.</p>
Street Life, an independent local group	21/12/2022	<p>The group feels that the Authority should implement a system change and review its approach to consultation on the Cycling Strategy and have suggested the following;</p> <ul style="list-style-type: none"> • Providing a more detailed map, • Bring organisations together to consider the proposed plans, and • Organise joint events to present the plan and explain prioritisation <p>The group feels this approach would offer a genuine opportunity for residents to comment.</p> <p>The group expressed the view that some of the local aspects of Cycling Design Guide conflict with the national guidance document LTNI/20.</p>	<p>No further engagement is proposed as consultation on the Cycling Strategy was consistent with the Authority's engagement process. The Cycling Strategy approved in 2018 incorporated the network of strategic cycling routes which the basis of the cycling proposals for the LCWIP. The CWZ's were selected based on our town centres defined in the North Tyneside Local Plan.</p> <p>The Cycling Design Guide was originally adopted in 2018 prior to the publication of LTNI/20. The updated Cycling Design Guide now aligns with the principles and key information highlighted within LTNI/20 whilst still maintaining the principles set out in the original document.</p>