

Walking & Cycling Economy

- Encourages shorter local journeys to support inclusive economy and local spend
- Reduces retailers reliance on parking provision/availability
- More frequent visits equating to a greater total spend and longer durations of stay
- Reduced absenteeism through improved physical activity
- Cycling tourism is growth market with NCN network key factor
- In current challenging financial circumstances (fuel costs), walking/cycling represent an ever increasing more cost effective form of transport
- Reductions in local traffic through modal shift reduces congestion to the benefit of deliveries/logistics/car dependent travellers



North Tyneside policies

- Local Plan integrate transport and development; enhance cycling and walking accessibility to town centres
- North Tyneside Transport Strategy encourage and address increased demand to cycle and walk by improving the street network and putting cycling and walking first
- Cycling Strategy 'tube map' of strategic routes and grid of local routes suitable for cycling
- Network Management Plan service standard for road corridors, including cycling provision and number of cyclists
- Mayoral priority to improve condition of footways, e.g. in town and district centres
- Climate Action Plan creation of a high quality and safe cycle network to support modal shift away from ICE's for everyday journeys



LCWIP

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Department for Transport's Cycling and Walking Investment Strategy (CWIS)

- New, strategic approach to identifying improvements.
- Enable a long-term approach over a 10 year period.
- Help to align delivery with national priorities.
- Ensure that an authority is well placed to make the case for future investment.

Active Travel England were formed in February and have a significant ring-fenced budget from DfT for walking/cycling investment. Funding will become more conditional on quality then pure value for money

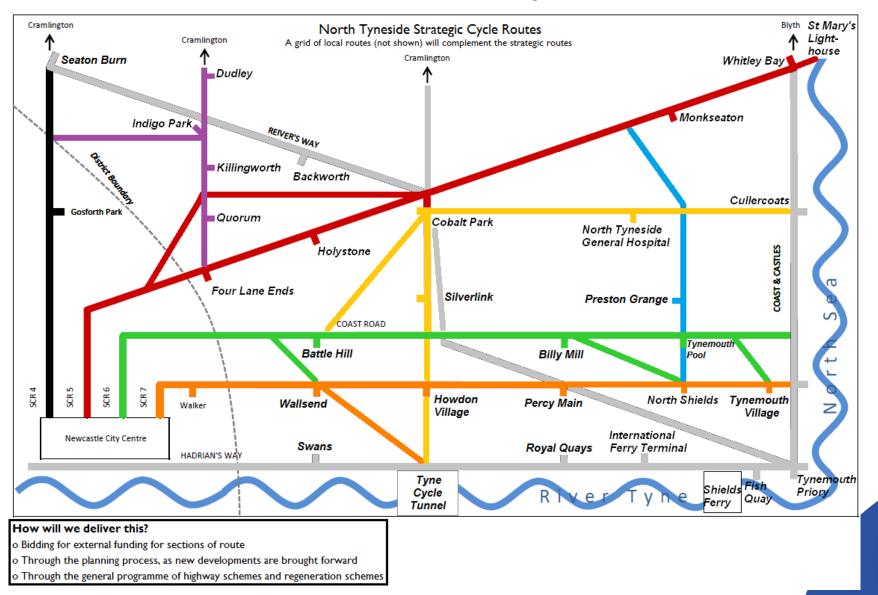


LCWIP in North Tyneside

- Our local policies and design standards reflect Government advice on good practice
- Strategic Cycle Network "Tube Map" represents a good basis from which an LCWIP can extend
- Next Steps are to identify the total cost of the network and prioritise investment in delivering it

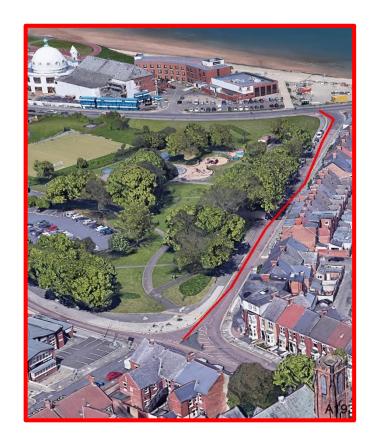


LCWIP in North Tyneside



North Tyneside Council

ROUTE SELECTION TOOL (RST) - Red route section F01 - Park Avenue, Whitley Bay











ROUTE SELECTION TOOL

Directness

Gradient

Safety

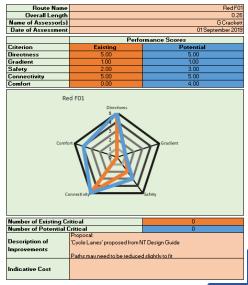
Connectivity

Comfort

Critical Junctions



Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY









Red route (46 RSTs)





Red A summary table

Route	Letter	No.	From	То	Proposed new provision			Total cost	Score Before		Score change	Safety change
		01	St Mary's lighthouse car park South	The Links corner	Cycle lanes	0.33		£ -	12	15	3	1
		02	The Links corner	Briar Dene pub	Cycle track - on both sides of the road	0.80	tbd	£ -	14	25	11	5
		03		Monkseaton Dr/ Rendezvous roundabout	Cycle track - on both sides of the road	0.74		£ -	10	24	14	4
		04	Monkseaton Dr/ Rendezvous roundabout	Claremont Rd / Monkseaton Dr roundabout	Cycle track - on both sides of the road	0.39	tbd	£ -	14	23	9	4
		05	Claremont Rd / Monkseaton Dr roundabout	Traffic lights W of Woodburn Dr	Cycle track - on both sides of the road	0.38	tbd	£ -	14	23	9	4
		05a	Traffic lights W of Woodburn Dr	Beaumont Dr/Monkseaton Dr roundabout	Cycle track - on one side of the road	0.50	tbd	£ -	13	23	10	5
		06	Beaumont Dr/Monkseaton Dr roundabout	Newstead Dr/Monkseaton Dr roundabout	Cycle track - on one side of the road	0.67	tbd	£ -	17	25	8	5
		07	Newstead Dr/Monkseaton Dr roundabout	Earsdon Rd/Monkseaton Dr roundabout	Cycle track - on one side of the road	0.44	tbd	£ -	15	22	7	5
		108	Earsdon Rd/Monkseaton Dr roundabout	Hesleyside Dr	Cycle track - on one side of the road	0.25	tbd	£ -	18	23	6	5
	A		Hesleyside Dr	Red Lion roundabout	Cycle lanes	0.60	tbd	£ -				
Red		09	Red Lion roundabout	Shiremoor roundabout Grey Horse	Other	0.85	tbd	£ -	18	23	5	5
ixeu		10	Shiremoor roundabout Grey Horse	Holystone roundabout	None	2.35	tbd	£ -	22	22	0	0
		10a	Holystone roundabout	Wheatsheef roundabout	None	1.19	tbd	£ -	15	25	10	5
		11	Wheatsheef roundabout	Gt Lime Rd / Bamburgh Rd junction	Cycle lanes	1.00	tbd	£ -	15	21	6	1
		12	Gt Lime Rd / Bamburgh Rd junction	Clausden Hill pub	Cycle lanes	0.62	tbd	£ -	16	21	5	0
		13	Clausden Hill pub	Roundabout corner of Gt Lime Rd/ Benton Lane	Cycle lanes	1.50	tbd	£ -	16	22	6	1
		14	Roundabout corner of Gt Lime Rd/ Benton Lane	Cycle lane off Benton Rd (S of Greenhaugh)	Hybrid cycle track	0.31	tbd	£ -	14	21	7	2
		15	Cycle lane off Benton Rd (S of Greenhaugh)	Benton Ln/Benton Rd roundabout	Cycle lanes	0.13		£ -	15	21	6	2
		16	Benton Ln/Benton Rd roundabout	A189/Gosforth Pk Way (north entry) roundabout	None - being built	0.34	Complete	£ -	15	25	10	5
		17	A189/Gosforth Pk Way (north entry) roundabout	A189/Gosforth Pk Way (south entry) roundabout	None - being built	0.85	Complete	£ -	13	23	10	5
		18	A189/Gosforth Pk Way (south entry) roundabout	Cycle path off Salters Ln opposite Heathery Lane	None - being built	0.18	Complete	£ -	15	20	5	0
		19	Cycle path off Salters Ln opposite Heathery Lane	End of Salters' Ln	None - being built	0.72	Complete	£ -	16	25	9	4







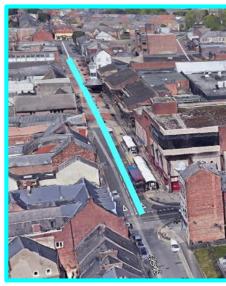
Overview – core walking zones

WALKING ROUTE ASSESSMENT TOOL – Light blue 1 – Bedford Street











WRAT	

Attractiveness

Comfort

Directness

Safety

Coherence

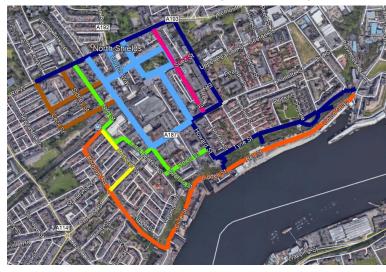


Valking Route Audit Tool				_		
Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
. ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Litering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Steet furniture falling into major disrepair.			
		disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.	1.5	Litter is fairly prevalent	Clean street
. ATTRACTIVENESS	No auddence of usodelism unit	Minor conductors. I new of new -	Major or requision constalism			
fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and ratural surveillance (e.g. frouses set back or back onto street).	Major or prevalent vandalism. Evidence of criminalismisocial activity. Route is isolated, not subject to ratural surveillance (including where sight lines are inadequate).			
			to retural surveillance (including where sight lines are insideously)	2		
	Today and a second					
. ATTRACTIVENESS traffic noise and	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1.75		
LATTRACTIVENESS	Examples of 'other' attractiveness issu	are include:	<u> </u>			
other	Examples of other attractiveness issu- Evidence that lighting is not present, -Temporarylestures affecting the attra- Excessive use of guardrall or bolland	or is deficient; activeness of routes (e.g. refuse sacks)		2		
TTRACTIVENESS	- Excessive use or guardrain or bostero			7.25		
COMFORT	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated	Large number of footway crossovers	7.25		
condition	with no trip hazards.	Some defects noted, typically isolated (such as trending or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in sign or difficulty for wheelchairs, prams etc. Some boneay-crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
		pavens). Defects unlikely to result in trips or difficulty for wheelchairs,	uneven patching or trenching.	2		
		resulting in uneven surface.				
COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m (i.e.			
footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width), Limited footway width requires users to "give and take" hequerity, walk on roads and/or results in crowding/delay.			
	Footway widths generally in excess of 2m.	between users and walking on roads.	and take' frequently, walk on roads and/or results in crowding/delay.	1.75	Viestern path on non- pedestrianised section is too	increase SW pa
					namow	
COMFORT	this is a second of the second	Make all the second second	Mildle of her face I for the			
width on staggered	without 'give and take' between users	Midths of between approximately 1.5m and 2m. Occasional need for give and take' between users and	standard wheelchair width). Limited width requires upons to 'oles and take'			
width on staggered crossings/ redestrian slands/refuges	Able to accommodate all users without give and take between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width), Limited width requires users to "give and take" frequently, walk on saads and/or results in crowding/delay.	1	None	
slands/refuges	The same					
COMFORT footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between	Clearance widths between approximately 1 5m and 3m	Clearance widths less than 1.5m.			
tootway parking	footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for "give and take" between users and walking on roads due to footway parking. Footway parking causes some deviation from dealtre lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on			
	previolanters obstructions.	due to footway parking.	roads and/or results in croads and/or results in croading/delay. Footway parking causes significant deviation from	2		
		deviation from desire lines.				
. COMFORT	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients esceed 8 per cent (1 in 12).	0	short sections of up to 15%	
gradient e.COMFORT	Examples of 'other' comfort issues in: Temporary obstructions restricting of	lude: earance width for pedestrians (e.g. driv	ware release consensed into Southern In			
other			eway years opened into tootality);	1.5	2 street lights affecting accessibility	Move street ligh Request shops t
	Bus shelters restricting decrease will Poorly drained footways resulting in recommendations.	an. roticeable ponding issues/slippery surf	ices		Advertising boards and bins outside some shops	keep pavement clear
OMFORT				8.25		
	Footways are provided to cater for pedestrian desire lines (e.g. adjacent	Footway provision could be improved	Footways are not provided to cater for noticettian rise in lines	8.25		
1.DIRECTNESS footway provision	pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	pedestrian desire lines.	2		
2.DIRECTNESS	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from			
location of crossings in elation to desire lines 3.DIRECTNESS		pedestrians away from desire lines.	desire lines.	1	none	
3.DIRECTNESS	Crossing of road easy, direct, and comfortable and without delay (< Ss	Crossing of road direct, but associated with some deby (up to	Crossing of road associated indirect, or associated with significant delay			
gaps in traffic (where no controlled crossings	sverage).	15s average).	(>15s average).	,		
resent or if likely to				2		
resent or if likely to ross outside of ontrolled crossing) 4.DRECTNESS						
impact of controlled rossings on journey	Crossings are single phase pelicanipuffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >6s in pedestrian	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.			
rossings on journey ime		Unikely to wait >5s in pedestrian island.	pedestrian island.	- 1	None	
5. DIRECTNESS green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to	- 1	None	
6.DIRECTNESS	Examples of other directness issues	time unlikely to deter users. Include:	cross comfortably.			
other	Examples of other directness issues - Routes to from bus stops not accoms - Steps nestricting access for all users - Confusing layout for pedestrians one	nodated;				
	- Confusing layout for pedestrians cred	sting severance issues for users.		2		
DIRECTNESS				9		
7.SAFETY traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from	2		
8.SAFETY		Traffic speeds moderate and	ronc.			
traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate staffic speeds. Good visibility for all users.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
9.SAFETY visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in	traffic. Poor visibility, likely to result in collisions.	2		
AFETY		collisions.		6		
0. COHERENCE	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current	Dropped kerbs and tactile paving absent or incorrect.			
dropped kerbs and actile paving OHERENCE	paving provision.	provided, albeit not to current standards.	absent or incorrect.	2		
COHERENCE				2		
			Total Score	32.5		
				81%		
ROUTE SUMMARY				8176		
Route Nam Lengt		NS Green - Bedford St pt 2				
)	G Cracket				
Date of Assessmen		17 October 2019				
Criterion Mractiveness		Performance Scores				
Utranion Utractivenesa Comfort Directnesa		7.25 8.25				
		- 3				
oherence otal		32.5				
			l			
Comments	Most of the street is pedestrian	ised	l			
			l			
			-			
			l			
	Widen 77m od path by 1m		l			
						1 4
Actions	Move 2 street lightsRequest sh	op owners to reduce clutter	l			
Actions	Move 2 street lightsRequest shoutside shops Engage street cleaning	op owners to reduce clutter				
Actions	Widen 77m od path by 1m Move 2 street lightsRequest sh outside shops Engage street cleaning	op owners to reduce clutter				



Overview – core walking zones

North Shields town centre (36 WRATs)



Whitley Bay town centre (37 WRATs)





Discussion 1 – LCWIP Prioritisation

Development of prioritisation criteria

- Deliverability invest in existing / short connections first
- Value for Money (BCR) Clear Case for Change (Evidence), demand
- Access to alternatives of adjacent residents (Car ownership / Public Transport)
- Deprivation access to a bike (e-bike) / secure cycle storage

Feedback

- Consider early investment in short sections that complete links (Deliverability)
- Deprivation should be given weighting based on access to alternatives
- Links that join key amenities should be prioritised (ALL employment sites, Town/District Centres)
- High Quality Cycle Parking should be packaged with investment in links
- Focus should be around junctions where safety is most important, and segregation is critical
- Prior to new investment we should set out clear evidence from previous work

Low Traffic Neighbourhoods and "Mini-hollands"

- An LTN (Low Traffic Neighbourhood) is an area in which most motorised through traffic has been removed from local residential streets. LTNs encourage active travel in the area while removing the option to use a street as a 'rat run'.
- It is possible to create LTNs with relatively cheap and quick streetscape changes, e.g.
 bollards or planters to block vehicle access but enable cycling access; pocket parks; diagonal
 filters or bus gates.
- North Tyneside is in the early stages of investigating the potential provision of LTNs.
- Further clarification is required on whether the identification of LTNs should be Authority-led, based partly on transport data, or entirely community-led, based on awaiting requests for LTNs from local organisations.
- 'Mini-Hollands' combine elements of LTNs with wider cycling and walking promotion and training over a wider area (e.g. some outer London boroughs). The Authority submitted a successful Expression of Interest for 'Mini-Holland' feasibility funding to explore potential deliverable options in the Borough.



Discussion 2 - LTNs

- What key considerations should NTC give when considering the use of LTN's?
 - Residential support/opposition (residents views prioritised over other road users)
 - Data/evidence lead (previous LTN equivalent interventions Rockcliffe School)
 - Proximity to Key amenities for younger cyclists e.g. Schools?
 - Does it form a key link in the LCWIP / is it more deliverable/cost effective than the adjacent strategic road alternative?
- Points for consideration
 - What opportunities should be considered for use with the additional road space (parks, cycle parking, green space, community use)
 - Provide an effective treatment to rat-running, speeding, and parking (external) issues
 - Favour Terraced Street implementations

