

# A Local Cycling and Walking Infrastructure Plan (LCWIP) for North Tyneside



# 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

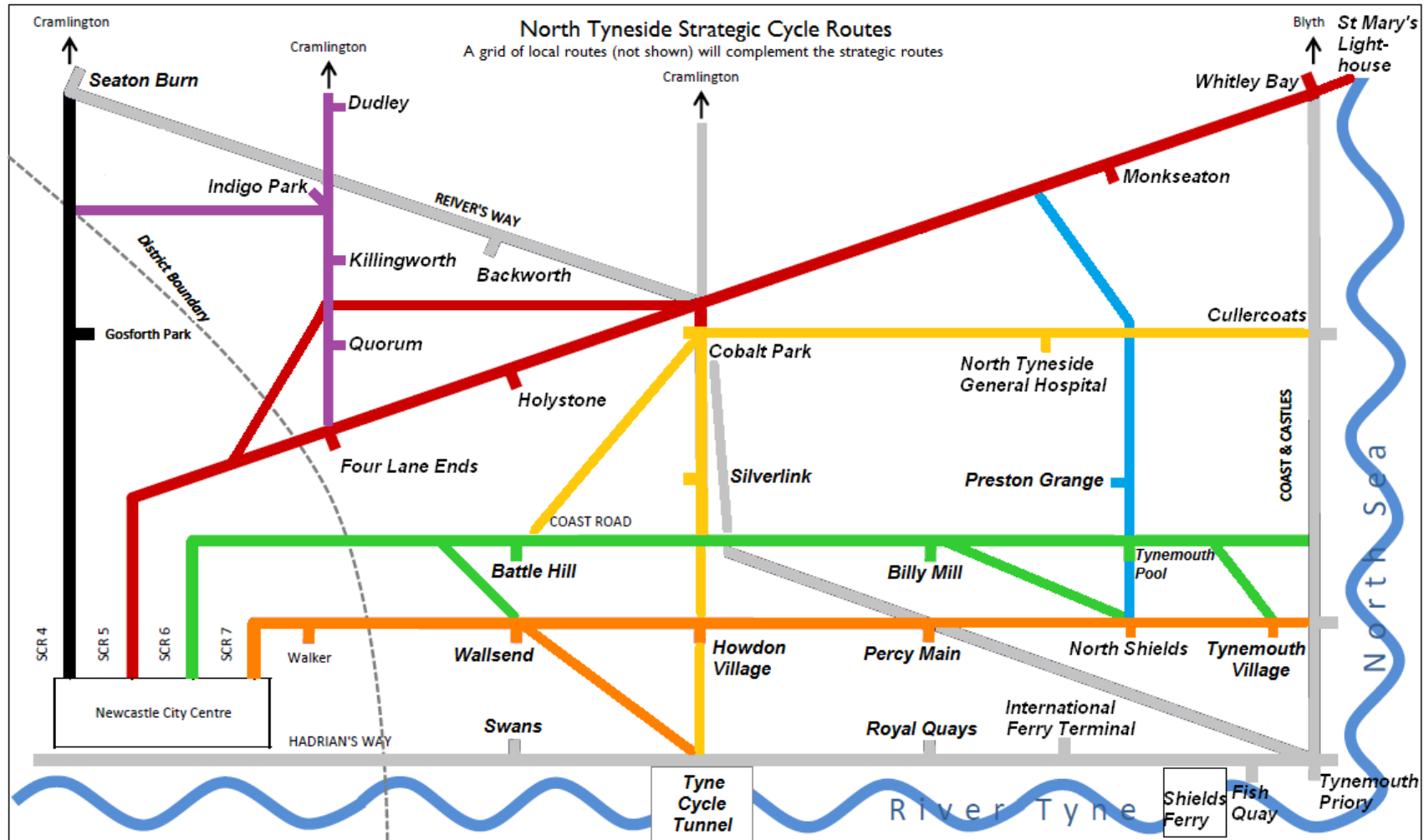


# LCWIP in North Tyneside

- 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



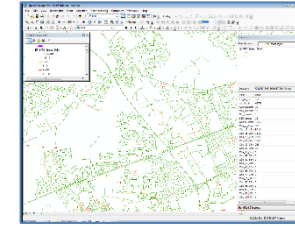
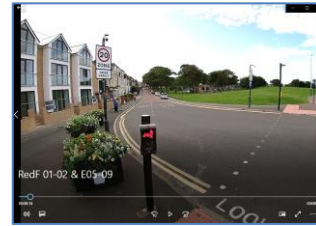
**How will we deliver this?**

- 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



# Overview – cycling route audits

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



## ROUTE SELECTION TOOL

Directness

Gradient

Safety

Connectivity

Comfort

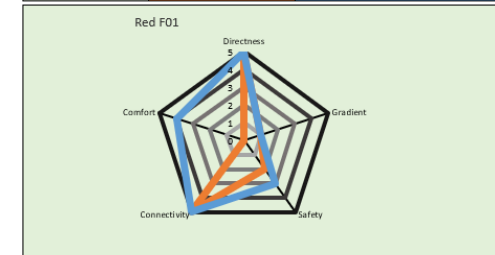
Critical Junctions



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

Route Name	Red F01
Overall Length	0.26
Name of Assessor(s)	S Crackett
Date of Assessment	01 September 2015

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	1.00	1.00
Safety	2.00	3.00
Connectivity	5.00	5.00
Comfort	0.00	4.00



Number of Existing Critical	0
Number of Potential Critical	0

Description of Improvements	Proposal:
	'Cycle Lanes' proposed from NT Design Guide Paths may need to be reduced slightly to fit
Indicative Cost	



# Overview – cycling route audits



Red route (46 RSTs)





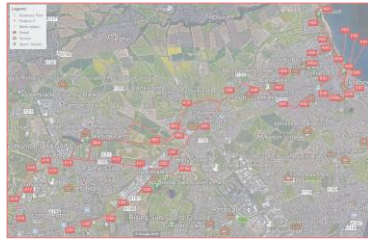
# Overview – cycling route audits

Red A summary table

Route	Letter	No.	From	To	Proposed new provision	Length	Funder	Total cost	Score Before	Score After	Score change	Safety change		
Red	A	01	St Mary's lighthouse car park South	The Links corner	Cycle lanes	0.33	tbd	£ -	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	Briar Dene pub	Monkseaton Dr/ Rendezvous roundabout	Cycle track - on both sides of the road	0.74	tbd	£ -	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		
		08	Earsdon Rd/Monkseaton Dr roundabout	Hesleyside Dr	Cycle track - on one side of the road	0.25	tbd	£ -	18	23	6	5		
					Hesleyside Dr	Red Lion roundabout	Cycle lanes	0.60	tbd	£ -				
		09	Red Lion roundabout	Shiremoor roundabout Grey Horse	Other	0.85	tbd	£ -	18	23	5	5		
		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	tbd	£ -	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 – cycling route audits

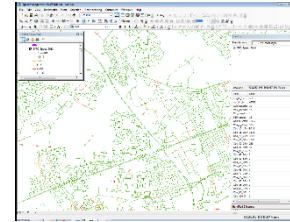
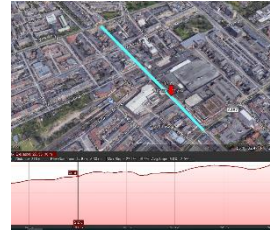


8 routes (125 RSTs)



# Overview – core walking zones

WALKING ROUTE ASSESSMENT TOOL – Light blue 1 – Bedford Street



WRAT
Attractiveness
Comfort
Directness
Safety
Coherence

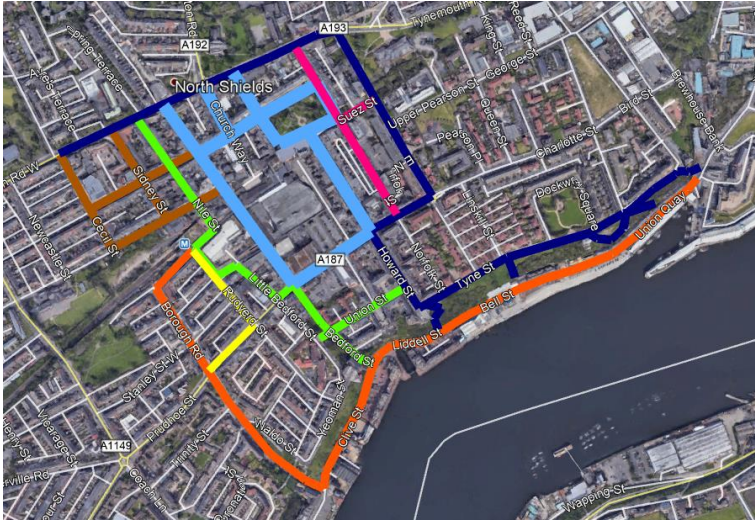


Local Cycling and Walking Infrastructure Plan: Walking Route Audit Tool	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
<b>1. ATTRACTIVENESS - maintenance</b>	Footpath well maintained, with no obvious issues.	Minor issues, but overall good.	Major issues, but overall poor.	1.5	Minor to fairly prevalent.	Clean street
<b>2. ATTRACTIVENESS - fear of crime</b>	Evidence of vandalism with appropriate measures in place.	Minor vandalism, lack of obvious measures.	Major or frequent vandalism.	2		
<b>3. ATTRACTIVENESS - traffic noise and</b>	Little noise and pollution from the street.	Levels of noise visible and pollution visible.	Excessive noise and pollution.	1.75		
<b>4. ATTRACTIVENESS - other</b>	Examples of other attractiveness issues.	Examples of other attractiveness issues.	Examples of other attractiveness issues.	2		
<b>ATTRACTIVENESS</b>				<b>7.25</b>		
<b>5. COMFORT - condition</b>	Surface in good condition.	Surface in fair condition.	Surface in poor condition.	2		
<b>6. COMFORT - footway width</b>	Wide enough for walking on.	Width of footway varies.	Width of footway varies.	1.75	Western path on non-paved surface is too narrow.	Widen SW path by 1m
<b>7. COMFORT - width on staggered pavement</b>	Width of footway varies.	Width of footway varies.	Width of footway varies.	1		
<b>8. COMFORT - footway parking</b>	Footway parking is not an issue.	Footway parking is not an issue.	Footway parking is not an issue.	2		
<b>9. COMFORT - lighting</b>	There are no issues on footway.	There are no issues on footway.	There are no issues on footway.	0		
<b>10. COMFORT - other</b>	Examples of other comfort issues.	Examples of other comfort issues.	Examples of other comfort issues.	1.5		
<b>COMFORT</b>				<b>8.25</b>		
<b>11. DIRECTNESS - footway provision</b>	Footway provision is good.	Footway provision is good.	Footway provision is good.	2		
<b>12. DIRECTNESS - location of crossings in relation to desire lines</b>	Location of crossings is good.	Location of crossings is good.	Location of crossings is good.	1		
<b>13. DIRECTNESS - gaps in traffic where no controlled crossings present or likely to cross outside of controlled crossings</b>	Gaps in traffic are not an issue.	Gaps in traffic are not an issue.	Gaps in traffic are not an issue.	2		
<b>14. DIRECTNESS - impact of controlled crossings on journey time</b>	Controlled crossings are not an issue.	Controlled crossings are not an issue.	Controlled crossings are not an issue.	1		
<b>15. DIRECTNESS - green route time</b>	Green route time is not an issue.	Green route time is not an issue.	Green route time is not an issue.	1		
<b>16. DIRECTNESS - other</b>	Examples of other directness issues.	Examples of other directness issues.	Examples of other directness issues.	2		
<b>DIRECTNESS</b>				<b>9</b>		
<b>17. SAFETY - traffic volume</b>	Traffic volume is not an issue.	Traffic volume is not an issue.	Traffic volume is not an issue.	2		
<b>18. SAFETY - traffic speed</b>	Traffic speed is not an issue.	Traffic speed is not an issue.	Traffic speed is not an issue.	2		
<b>19. SAFETY - visibility</b>	Visibility is not an issue.	Visibility is not an issue.	Visibility is not an issue.	2		
<b>SAFETY</b>				<b>6</b>		
<b>20. COHERENCE - dropped kerbs and tactile paving</b>	Dropped kerbs and tactile paving are not an issue.	Dropped kerbs and tactile paving are not an issue.	Dropped kerbs and tactile paving are not an issue.	2		
<b>COHERENCE</b>				<b>2</b>		
				<b>Total Score</b>		
				<b>32.5</b>		
<b>ROUTE SUMMARY</b>				<b>81%</b>		
<b>Route Name</b>	NS Green - Bedford St					
<b>Start</b>	17.000000					
<b>Name of Assessment</b>	17.000000					
<b>Date of Assessment</b>	17.000000					
<b>Criterion</b>		<b>Performance Scores</b>				
<b>Attractiveness</b>		7.25				
<b>Comfort</b>		8.25				
<b>Directness</b>		9				
<b>Safety</b>		6				
<b>Coherence</b>		2				
<b>Total</b>		32.5				
<b>Comments</b>	Most of the street is pedestrianised					
<b>Actions</b>	Widen 7m cut path by 1m Move 2 street light poles to reduce clutter Engage about cleaning					



# 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

