

NORTHUMBERLAND COUNTY COUNCIL
TYNEDALE LOCAL AREA PLANNING COMMITTEE

At the meeting of the **Tynedale Local Area Planning Committee** held at Meeting Space - Block 1, Floor 2 - County Hall on Tuesday, 15 March 2022 at 4.00 pm.

PRESENT

T Cessford (Chair) (in the Chair)

MEMBERS

D Kennedy
A Dale
N Morphet
J Riddle
G Stewart

A Scott
S Fairless-Aitken
N Oliver
A Sharp
H Waddell

OFFICERS

K Blyth

Development Management Area Manager
(West)

R Campbell

Senior Planning Officer

T Crowe

Solicitor

A Fisher

Construction Manager

R McCartney

Highways Infrastructure Manager

N Snowdon

Principal Programme Officer (Highways
Improvement)

N Turnbull

Democratic Services Officer

S Wardle

Neighbourhood Services Divisional Manager

S Rowell

Principal Transport Officer

2 members of the public and 1 representative from the press were present.

92 MEMBERSHIP

The Local Area Council noted that, at the meeting of the County Council on 23 February 2022, Councillor Derek Kennedy had been appointed Vice-Chair.

RESOLVED that the appointment of Councillor Derek Kennedy as Vice-Chair, be noted.

93 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Horncastle and Hutchinson.

94 MINUTES

Ch.'s Initials.....

Minute No. 83

Minutes – Minute No. 79 Local Area Council Work Programme

The following words 'by the Chair' be added at the end of the sentence:

'It be minuted that a request for inclusion of an item on the work programme on the Borderlands development work in Hexham was declined by the Chair.'

Minute No. 91

The Democratic Services Officer reported that the reference to the next meeting should have read 15 March 2022.

RESOLVED that the minutes of the meeting of the Tynedale Local Area Council, as circulated, be confirmed as a true record and signed by the Chair, subject to the above amendments.

95 **DETERMINATION OF PLANNING APPLICATIONS**

The committee was requested to decide the planning applications attached to the report using the powers delegated to it. Members were reminded of the principles which should govern their consideration of the applications, the procedure for handling representations, the requirement of conditions and the need for justifiable reasons for the granting of permission or refusal of planning applications.

RESOLVED that the information be noted.

96 **21/03672/FUL**

The Senior Planning Officer introduced the application with the aid of a powerpoint presentation and advised that there were no updates following publication of the report.

Mr. J. Gray, the applicant, spoke in support of the application. He highlighted the following:-

- The Crown public house had been bought in October 2020 in a poor condition, requiring modernisation which had driven some of the external alterations. Part of the roof was near collapse which had forced them to make urgent decisions regarding installation of the velux window and moving dormer windows, for which he apologised.
- There was no change to the footprint of the property although previous applications which had proposed changes to the footprint had been approved.
- The business had been closed as much as it had been open throughout the last 25 years with 5 previous owners being unable to make the bar and food service financially viable. In order to make the business successful, it was proposed that a bed and breakfast accommodation be offered which was common at many other public houses.
- His partner was a podiatrist which was the reason for including a podiatry room and would only form a small part of the business. They had not

Ch.'s Initials.....

- expected it to be controversial.
- The application had received 65 objections. A community meeting had been held which the owners had not been invited to. A leaflet which had been circulated locally had contained inaccurate information. They believed the objections had been made under false assumptions. No-one had asked for clarification or checked facts with the owners.
 - The following statements within the leaflet were not true:
 - Conditions had been attached to the purchase.
 - A resident's group had stepped aside to allow them to purchase. (Funds had not been raised or an offer made).
 - Undertaking had been given when the property had been purchased.
 - The Crown was viable.
 - It was to be changed back to a house and the car park built on.
 - Planning did not take into account speculation about future intentions.
 - The owners were designing it to fail. (They hoped to succeed, previous owners had failed.)
 - The bar was too small.
 - They had spoken extensively with the last owner regarding use of the bar and number of visitors previously. They believed the proposed bar would be the right size with additional income predominantly coming from the B and B, which would make it a viable community asset.
 - He stressed that the premises would predominantly remain a public house and to that end had obtained a personal licence through Northumberland County Council, an expensive new bar had been built which had been featured in the photos, his premises licence had been approved and a new sign would be installed shortly.

Councillor Cessford relayed a message to any observers watching on the internet that he had checked with planning officers who had confirmed that the correct procedures and timescales had been followed to enable public speaking registration. The deadline for public speakers to register had been 12 noon on the previous working day. He had made the decision that it would be unfair to register anyone after the deadline. A summary of responses was included within the report and comments were also publicly available on the planning portal. The committee comprised many experienced councillors who would make a fair and thorough decision despite no objectors being present at the meeting.

In response to questions from Members of the Committee the following information was provided:-

- There was a 12% overall reduction in the floor area of the public house due to the creation of the podiatry and bed and breakfast rooms. The size of the bar area had decreased by 31%.
- Private staff accommodation was located on the first floor and remained unchanged.
- It was believed the previous closures of the premises had been due to it being not economically viable. There may also have been personal reasons which were unknown.
- Planning legislation did not set a minimum size for a public house.
- The entire building could not be occupied as a dwelling without an application for change of use from a public house to a residential dwelling. There were no conditions which could be applied to ensure that the building remained

Ch.'s Initials.....

- open as a public house.
- A retrospective planning application was not dealt with differently to other planning applications. The fact that it was retrospective was not a matter of material significance.
- Relevant policies included CS1 of existing plans which mirrored policies INF2 and INF3 on the retention of public houses and services. Officers were restricted how the policies could be applied as the application was for the retention of the pub and therefore the facility was not being lost. Other economic and tourism policies encouraged diversification and the provision of additional facilities.
- A public inquiry had previously been held regarding a change of use application from public house to a dwelling; that application had been dismissed.
- Public protection had not objected to the proposals regarding the toilet facilities and were satisfied that the proposals were acceptable for the scale of the premises.
- There were no restrictions regarding the provision of food with the existing use of the premises as a public house. During a site visit by the case officer, the applicant had confirmed that appliances were being installed in the kitchen which could be used for commercial catering. However, it was not an issue which was relevant to consideration of the application.

Councillor Dale proposed acceptance of the recommendation to approve the application. This was seconded by Councillor Stewart.

Upon being put to the vote, the motion was unanimously agreed.

Several of the members expressed their familiarity with the premises and its difficult history. The application supported policies for the development of tourism, and it was hoped that the diversification would assist the sustainability and viability of the premises in the future to enable retention of a valuable community facility.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report.

97 **PLANNING APPEALS UPDATE**

The report provided information on the progress of planning appeals.

Councillor Dale thanked officers for information provided after the last meeting on an enforcement matter.

RESOLVED that the information be noted.

On the conclusion of the development control business Councillor Scott vacated the Chair. Councillor Cessford returned to the Chair for the remainder of the meeting.

The meeting adjourned at 4.45 p.m. until 4.50 p.m.

98 **PUBLIC QUESTION TIME**

Ch.'s Initials.....

There were no questions from members of the public.

99 PETITIONS

This item was to:

a) Receive any new petitions:

i) Dangerous Road (Hexham)

It was noted that a new e-petition had been opened on the Council's website on 22 February 2022.

b) Consider reports on petitions previously received:

i) Allendale Road, Hexham

Tara Wright, Lead Petitioner, thanked the Committee for accepting the petition. She commented on the report as follows:

- There had been a serious accident during the evening of 10 March 2022 at the location in the second photograph on page 55 of the report. The accident was currently being investigated but was believed to have involved 3 vehicles with one vehicle driving in excess of the speed limit and had resulted in vehicles being written off.
- The car had mounted the path and a section of the boundary wall had been demolished next to where the children were walking in the photograph. If it had been a few hours earlier, there would have been children walking from school. The path was normally used by dog walkers in an evening around the time of the accident.
- Hexham Town Council had requested a blanket 20mph around the town to stop the confusion regarding changing speed limits between 20/30/40 mph. Drivers not paying attention could easily do 40mph in a 20mph zone. Children involved in an accident were likely to die if hit by a vehicle driven at 40mph but would survive if driven at 20mph. It was life or death.
- She was the parent of a child who had been hit by a car driving 19 mph in a 30 mph zone. This had saved her child's life although he had still required intensive care. She did not wish those days on another parent. However, reducing speed did save lives and she asked that the blanket 20mph be considered for the whole of Hexham or if not, at least for Allendale Road.
- She did not think drivers paid any attention to the variable speed limit signs or flashing signs as the zones were too small. If it was a longer distance, it would encourage people to slow down. 20 mph would save lives if an accident occurred.
- She had been made aware of a few accidents on Allendale Road. One in September at Whetstone Bridge/Allendale Road junction had not been reported to the police although the child had suffered minor injuries and had required a trip to hospital. Many incidents where the pedestrian was seen as being at fault had not been reported to the police and were therefore not included within the statistics.
- Some of the children walking along Allendale Road to Hexham Middle School

Ch.'s Initials.....

were only 9 years old with limited road sense.

- The feasibility of a lollipop person be investigated between Whetstone Bridge and Allendale Road.
- She was concerned that only funds had only been set aside for preliminary design work and the recommendation that proposals be considered for inclusion in a future Local Transport Plan did not give her hope or confidence as it felt non-committal.
- The report highlighted serious issues on Allendale Road and without the fast introduction of forcible speed restrictions, such as give way markings or islands, it would not slow traffic down. There were concerns regarding speeding, the width of the paths and large vehicles passing each other. If something was not done quickly she feared that there would be a death on this road.

The Chair reported that he had received confirmation from the local Sergeant that one of the drivers involved in the recent 3 vehicle accident had been arrested for drink driving. He agreed to forward the information to the officers.

Neil Snowdon, Principal Programme Officer (Highways Improvement), provided the following update:

- The accident in September had been the result of a child being distracted by a mobile telephone and had crossed the road when the lights were on green. Officers had liaised with the local school to remind children about road safety when crossing roads.
- Recruitment of school crossing patrol officers was difficult. They worked limited hours which were quite restrictive, with relatively short durations morning and afternoon, in all weather conditions. Also due to the existence of the light-controlled crossing on Allendale Road a school crossing patrol would not normally be required.
- Allendale Road was on a strategic route and it was difficult to prevent it being used by heavy goods vehicles.
- Traffic calming measures would be investigated to see what was possible for a future LTP programme, although these could be expensive. They would also consider less costly measures such as improved signage and road markings. Due to the width of Allendale Road, it was unlikely that a traffic island could be installed, but all options would be considered to see what could be done to improve the position.
- The school travel plan was having an impact with more students using Tynedale Terrace. Some students would need to use Allendale Road if they lived on the estate opposite the high school.

Many of the members expressed their support for the petition as road safety, particularly at this location, was a concern to many residents. They, as elected officials, had a duty to look after children. The following comments were made during a lengthy discussion:

- Speed signage could be improved.
- The conditions on Allendale Road should be made commensurate with a 20mph speed limit as referred to by the Service Director - Local Services at a previous LAC meeting, otherwise the speed limit would be ignored. The 20mph advisory speed limit should be replaced with a permanent 20mph

Ch.'s Initials.....

- speed limit, at least on Allendale Road.
- The LCWIP had identified Allendale Road as a priority corridor for cyclists and pedestrians and provided an opportunity to slow motorised traffic down and make the road safer for vulnerable road users. Reference was made to the funding available within the 2022-23 capital programme although it was acknowledged that some of had already been allocated.
 - A further follow up report was required with proposals for physical measures and a timeline.
 - It would have been beneficial if the school transport management plan was circulated to all members with students at schools in Hexham to enable them to respond to queries from parents.
 - The pavement along Allendale Road was extremely narrow in places and methods to keep vehicles off the pavement should be considered, particularly if a route was included in the travel management plan.
 - A number of control measures had been implemented, such as part time 20mph zones and flashing speed measurement signs but physical constraints along Allendale Road restricted opportunities to widen paths and install railings at some locations. Whilst the aforementioned measures had influenced speeds and road safety, it was felt that given the increased number of students in the area, this was not sufficient.
 - The Town Council considered that a 20mph speed limit across the town was necessary and, where appropriate, a physical narrowing of the road to indicate the change, at locations where this may be appropriate.
 - Clearance of footpaths and vegetation should be carried out on a regular basis.
 - It would be unacceptable for a desktop only exercise to be carried out within the next financial year.
 - It would be beneficial to work with the school and the school children to promote alternative routes as well as slowing traffic to improve road safety on Allendale Road to prevent a serious accident
 - Road safety at this location had been discussed for many years and as traffic volumes continued to increase and it should be treated as a higher priority. Permanent 20mph zones had improved road safety at other locations.
 - There were nearly 2,000 students at nearby schools with more children travelling across the town since the relocation of the middle school. Not all children would use Tynedale Terrace. It was regrettable that the Town Council's LTP priorities, such as the 20mph zone across the town, pedestrianisation, and a school crossing patrol officer, had been declined/unsuccessful. Consideration be given to rumble strips, chicanes or a give way.
 - Although Allendale Road was not immediately adjacent to the school, it was an arterial route and it was queried whether it could be considered as part of the 20mph school programme.
 - The LTP programme and criteria be reviewed to enable inclusion of a road safety scheme within the next financial year for this notable accident black spot.
 - The Scottish and Welsh governments were considering introduction of 20 mph across all towns as it was believed to change behaviour.
 - Whilst it wasn't purely a speed issue, and the data had demonstrated that vehicles did slow down, a 20mph speed limit would establish a safety mindset around the new school.

Ch.'s Initials.....

Councillor Riddle, Portfolio Holder for Local Services, commented on the limited availability of funds, however, he agreed to review the programme to see if there was an opportunity to defer another scheme in Hexham to a later year, to prioritise work on Allendale Road. He referred to the explanation given by the Service Director for Local Services at a recent meeting why officers believed that a blanket 20mph zone would not be observed. He added that the 20mph speed limit around schools programme was to be completed during 2022-23, where this was feasible.

Robin McCartney, Infrastructure Manager, explained the process which officers had to follow when assessing and implementing schemes, the main driver being road safety and a review of police accident statistics over a 15/20 year period. Near misses were not recorded. He confirmed that:

- The number of accidents had reduced and the majority of these occurred on 60 mph roads, nationally only 20% were speed related; in Northumberland this was perhaps only 10-15%.
- Implementation of 20mph speed limits had reduced accidents.
- Wales and Scotland were introducing a global concept of a 20mph speed limit although there was no documentation which showed a link to road safety issues. Some local authorities in Scotland had stated they could not afford to implement global 20 mph speed limits in their towns.
- The Royal Society for the Prevention of Accident guidance stated that 20mph speed limits should only be installed in residential areas, not on through routes, they should be self-enforcing or expensive physical measures be constructed. If only 10-20% of accidents were speed related consideration be given to other measures as culturally people 'felt safer'.
- Allendale Road was historically a bad road and as a strategic route used by HGVs which could not be prevented.
- Tynedale Terrace was used by the majority of the students and the schools were being encouraged to promote the travel plan.
- The speed survey results indicated that there were some concerns regarding speeding but not when compared with other roads. The average was 31mph for 85% of vehicles was below 37mph in semi-rural exits for Hexham. Analysis of the speeds within the town and closer to schools seemed more reasonable. It was therefore not obvious from the results that physical measures were required in those locations.
- Given the concerns of residents and Councillors, consideration would be given to possible solutions when the road safety design team had an opportunity to review all of the information.
- The photographs within the report of the HGVs passing demonstrated that there was a safety issue.

Councillor Riddle commented that the wording of the original petition did not make reference to 20mph. He explained the LTP Programme process was hopefully going to be reviewed so that it became a 3-year rolling programme, so that issues that were identified as important could eventually rise to the top of the list. He and officers had listened to the concerns that had been raised, consider design solutions that could be implemented with a report to a future meeting.

The Infrastructure Manager confirmed that:

Ch.'s Initials.....

- A project brief would be written for the design team,
- The LTP programme be reviewed as to whether a scheme be included within the next financial year.
- A timescale be obtained from the design office given their existing workload.

The Chair thanked the Lead Petitioner for attending the meeting and highlighting the issue.

Whilst it was suggested that an additional recommendation be included that the Portfolio Holder look at the funding position to enable further work to be carried out quickly, the Chair did not think this was necessary as the Portfolio Holder had already stated that he would review the LTP Programme. The Portfolio Holder confirmed that he would take this forward.

RESOLVED that:

1. The officers proposed actions be supported, namely:
 - A. Funding has already been allocated to carrying out some preliminary design work which would consider potential options to improve road safety on Allendale Road. These could then be considered for inclusion in a future Local Transport Plan (LTP) Programme. This may include appropriate physical traffic calming measures as requested through the petition.
 - B. Remind the school they need to publicise and encourage the use of the preferred walking route.
 - C. A copy of the petition and report to be forwarded to the Road Safety Unit at Northumbria Police for further investigation and any appropriate enforcement action deemed necessary.
 - D. Concerns regarding the clearing of the footpath, and the cutting back of overhanging vegetation and thorns have already been addressed. We will request Neighbourhood Services to ensure that Allendale Road is regularly inspected, to ensure the maximum footway width is available for use.
2. The Chair liaise with the Portfolio Holder for Local Services to obtain a further report as soon as practicable.

c) To consider updates on petitions previously considered:

There were none to consider.

100 **LOCAL SERVICES ISSUES**

Members received the following updates from the Area Managers from Neighbourhood Services and Technical Services:

Neighbourhood Services:

- The winter had been mild since the LAC meeting in January which had enabled recovery of scheduled work following Storm Arwen. Staff were currently working winter hours, which was 28 hours per week. Members were requested to contact officers if any requested winter work had not been

Ch.'s Initials.....

completed.

- Final preparations were underway for grass cutting with servicing of equipment and recruitment to seasonal grounds maintenance positions. Grass cutting could commence within the next week, if ground conditions were favourable.
- Weed control would be undertaken in-house with blue dye being used again.
- It was hoped that street cleansing activities would be able to return to normal levels with a reduction in footfall following staycations during the pandemic in previous years.
- Elevated tonnages were still being collected for residual and recycling waste collections which was believed to be a result of people working from home and generating more waste there rather than at workplaces. Due to housing growth, there would be 2 additional refuse collection vehicles and crews. Routes were being reviewed to ensure they were deployed in the most efficient way possible.
- The garden waste collections had commenced with rounds having been reviewed to accommodate an increase in take up and housing.
- The glass recycling household collection trial had been extended for a further 12 months with presentation and yields remaining positive in most areas. Planning was underway for a food waste collection trial which would require hiring an additional vehicle for the duration of the trial. More information would be provided when plans were finalised.

Responses to issues raised by Councillors included:

- Expansion of the glass recycling household collection trial awaited progress of the Environment Bill and associated government funding. The trial enabled provision of information and gathering of robust evidence to support bids for funding for this to be rolled out countywide, otherwise there would be a significant additional cost.
- Results of the non-glyphosate methods of weed control trial was in the process of being finalised and would be included within a summer grounds maintenance report. Some methods had not been very effective and had been discontinued.
- Bird nesting season was from 1 March to 31 August and therefore only work required on safety grounds would be carried out during this period. Prior to this, 10 additional teams of contractors had been employed following Storm Arwen in addition to the Council's 3 teams. High footfall areas had been made safe with reinstatement work and removal of stumps underway.
- Roadside trees and hedges had been prioritised to ensure roads were safe and not causing damage to vehicles.
- Carbon footprint impact assessments were being undertaken as part of the kerbside glass collection trial.

The following issues were also raised by Councillors

- Councillor Stewart enquired if Prudhoe could be part of the food waste trial.
- Gully cleaning continued to be a priority.

Technical Services:

- Highway inspections were being carried out in line with statutory

Ch.'s Initials.....

requirements. The number of actionable defects had reduced and had been assisted by recent mild winter weather.

- A new larger capacity hot box had recently been delivered for the Tynedale area, which would enable more repairs to be carried out during the working day, with fewer refills being required.
- A new gully wagon was also expected for the Tynedale area in the next few weeks. 4 new vehicles had been ordered. Complaints reported to the area office were picked up by the team.
- Teams had been working hard as further storms had required repeat visit to areas to clear detritus, blocked drains and gulleys; roads had been opened as soon as practicable and it was hoped that storm clear up work would be finished in the near future. Additional resources included gully wagons, sweepers and tree teams in each of the 3 Tynedale areas.
- Works to improve visibility and safety at roadside verges had been undertaken over the last few months but had now ceased during bird nesting season. Work was now concentrated on signage and drainage.
- An update was given on the work being undertaken by the dedicated drainage team, highways investment, LTP surfacing work and flags to flex and members improvement schemes.
- It was expected that a considerable amount of work which had been postponed as a result of the work on the A69 would be programmed in Hexham with work also to be completed around the high school. Discussions were being held with colleagues in Street works to determine how this could be completed during the school holiday period.
- The staff had been incredibly busy with the winter services rota, particularly on the higher ground, storm clean up and the general day to day work. He placed on record his thanks to all staff who had worked in extreme weather conditions and during unsociable hours. They were a credit to Northumberland.

The following issues were discussed:

- Officers were aware of the surface water issues around the high school. Investigations had been carried out with cameras and jettors and it was believed that some work was scheduled which would hopefully reduce the problem.
- Work on parking bays and bollards in Corbridge was due to commence on Tuesday 22 March and would take approximately 2 weeks.

An update would be obtained for Councillor Oliver (Prospect Hill / Temperley Grange) and capacity of new equipment following the meeting.

The Chair, on behalf of the Tynedale Local Area Council, acknowledged the contribution by the Neighbourhood Services and Technical Services teams.

RESOLVED that the updates be noted.

101 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS

Sarah Rowell, Principal Transport Officer gave an update on walking and cycling infrastructure plans. The consultation exercise was being held to understand views on proposals to enhance the walking and cycling infrastructure in

Ch.'s Initials.....

Northumberland. It had opened on 7 March 2022 and was due to close on 15 April 2022. (A copy of the power point presentation were enclosed with the signed minutes and would be circulated electronically after the meeting):

The presentation highlighted:

- The policy background.
- Benefits of residents choosing to and walk and cycle more often (health and wellbeing, congestion, air quality, economic).
- Evidence led approach to identify infrastructure requirements and place the authority in a strong position if funding opportunities became available.
- 5 LCWIP Principles:
 - 1 - Our walking and cycling vision
 - 2 - Evidence based approach to walking and cycling network planning
 - 3 - Geographical extent of LCWIPS
 - 4 - Proposed improvements
 - 5 - Priority corridors
- Progress to date (identification of 3 cycling and 2 walking corridors in each of the 12 towns).
- Strive to adhere to national design guidelines for proposed improvements (Department of Transport Cycle Infrastructure Design) to ensure networks and routes were coherent, direct, safe, comfortable and attractive.
- Consultation objectives (raise awareness, gather baseline data, introduction of principles used to develop the LCWIPS, seeks views of on the proposed walking and cycling networks and priority corridors).

The consultation was on the Council's website and Citizen Space Portal; comments, questions and queries could also be sent to: gearchange@northumberland.gov.uk.

Members made the following comments:

- They supported the LCWIP process, particularly given the many benefits including tourism and that the Council needed to be ambitious and consider the position of gateways given the nature of the county.
- Connectivity was needed between towns.
- Cyclists had different levels of ability and confidence on different routes. Routes needed to be safe to nurture more users.
- Whilst £220,000 funding had been set aside by the Council, additional funding would be needed to progress schemes.
- It was recommended that Members obtain a copy of Geared Up.

The following information was provided in response to questions:

- The LCWIPS were focused on 12 main towns which included Hexham as they provided the best opportunity to increase people walking and cycling and reduce car usage. However, the data had shown that the settlements of Acomb and Corbridge had been identified as being important to Hexham, so the Hexham cycling corridor extended towards Acomb and Corbridge. The consultation sought views of what the extent of the LCWIP should be.
- The consultation was about the high-level direction of travel, the next stage would require approval of a strategy prior to seeking external funding to

Ch.'s Initials.....

- deliver schemes and draw in external funding.
- The proposed networks and priority corridors were included within the consultation but would be forwarded to members separately. Alignment of routes would not be considered until later in the process as part of design work. There would be further consultation at that stage.
 - Facilities were needed to enable residents to use cycles as part of a longer journey as currently there was a limit of 2 cycles on some public transport. Key stakeholders, including bus and rail providers had been consulted directly; it was agreed that facilities needed to be improved to include shower facilities at places of employment. The latter was a separate behavioural change piece of work.
 - Officers had been liaising with counterparts in neighbouring authorities however to ensure that the various networks connected at borders. It was acknowledged that they could have different priorities, but it was important to maintain communication.
 - 300 responses had been received to the consultation in the first 8 days since it had been launched but it would continue to be promoted during the consultation period.
 - Strategic Transport and Technical Services were both involved in the development of LCWIPS and traffic calming measures. This included analysis of functions and requests.
 - NCC supported the Cycle to Work scheme and consideration would be given to additional promotion of the scheme as employees returned to their normal workplaces following the pandemic.
 - This was a first stage in a process to enable schemes to be progressed should funding be made available. Separate consultation would be held regarding towns and communities as schemes were developed.
 - The Chair thanked the Principal Transport Officer and looked forward to the next steps and development of schemes.

RESOLVED that the presentation be received and that the comments be noted.

102 **OUTSIDE BODIES**

Members considered a list of vacancies for outside bodies in 2021/22.

RESOLVED that the following appointments be confirmed:

Haltwhistle Partnership Limited – A Sharp
Queens Hall Arts Trust – SH Fairless-Aitken

103 **LOCAL AREA COUNCIL WORK PROGRAMME**

A list of agreed items for future Local Area Council meetings was circulated. (A copy is enclosed with the minutes.)

Members were invited to email any requests to the Chair and / or Democratic Services Officer between meetings.

In answer to a query, it was confirmed that an item on Tyne Valley Users Group was to be programmed.

Ch.'s Initials.....

RESOLVED that the work programme be noted.

104 **DATE OF NEXT MEETING**

The next meeting would be held on Tuesday 12 April 2022 at 4.00 p.m.

The Chair reported that a site visit was being held later in the week with an officer from Health and Safety to assess the suitability of the Ceremony Room at Hexham House for LAC meetings in line with Covid-19 requirements.

CHAIR.....

DATE.....

Ch.'s Initials.....



Northumberland
County Council

Local Cycling and Walking Infrastructure Plans (LCWIPs)

Sarah Rowell

Date (15/03/2022)

www.northumberland.gov.uk



Policy Background

Department of Transport: Gear Change

'We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently.'

Northumberland: Our Way

'We want Northumberland to be synonymous with walking and cycling and have a vision that Northumberland will deliver a high quality, safe walking and cycling experience to be enjoyed by increasing numbers of residents, businesses and visitors.'

Northumberland: Climate Change Action Plan 2021-23

'Transport is the single biggest contributor of emissions in Northumberland, accounting for 35% of CO₂ in 2018. Decarbonising transport requires a shift to short journeys being made by bicycle or on foot.'

Health

Physical inactivity costs the NHS up to **£1bn per annum**, with further indirect costs calculated at **£8.2bn**



Wellbeing

20 minutes of exercise per day cuts risk of developing depression by **31%** and **increases productivity of workers**



Congestion

The new **east-west** and **north-south cycle routes** in London are **moving 46 per cent** of the people in only **30 per cent** of the road space



Air quality

Meeting the targets to **double cycling** and **increase walking**



would lead to savings of **£567 million annually from air quality alone** and prevent **8,300 premature deaths** each year



Climate change

Mode shift to **active transport** is one of the most cost effective ways of **reducing transport emissions**



Local businesses

Up to 40% increase in shopping footfall by well planned improvements in the **walking environment**

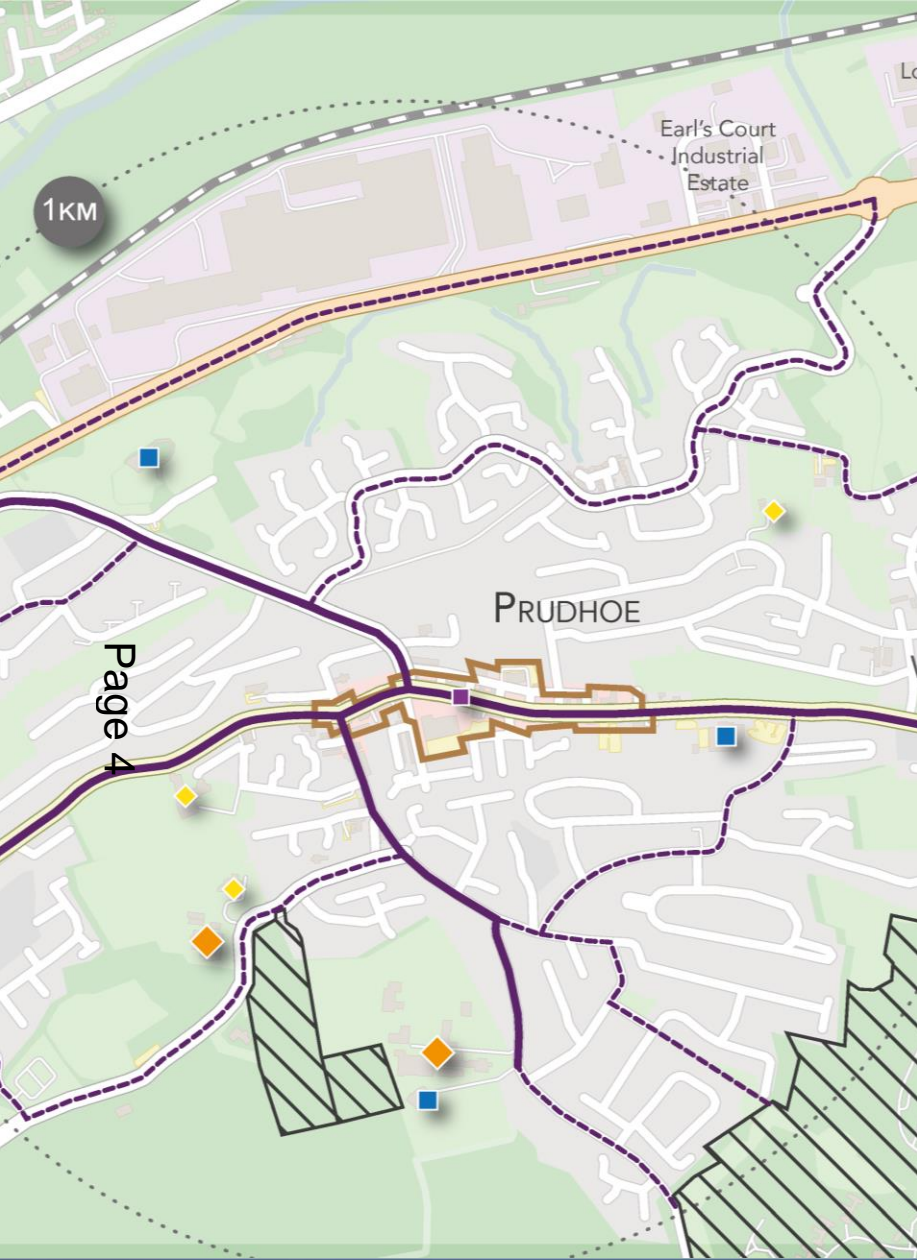


Economy

Cycling contributes **£5.4bn** to the economy per year and **supports 64,000 jobs**



Source: Government response to Call for Evidence: Cycling and Walking Investment Strategy: Safety Review, DfT, 2018



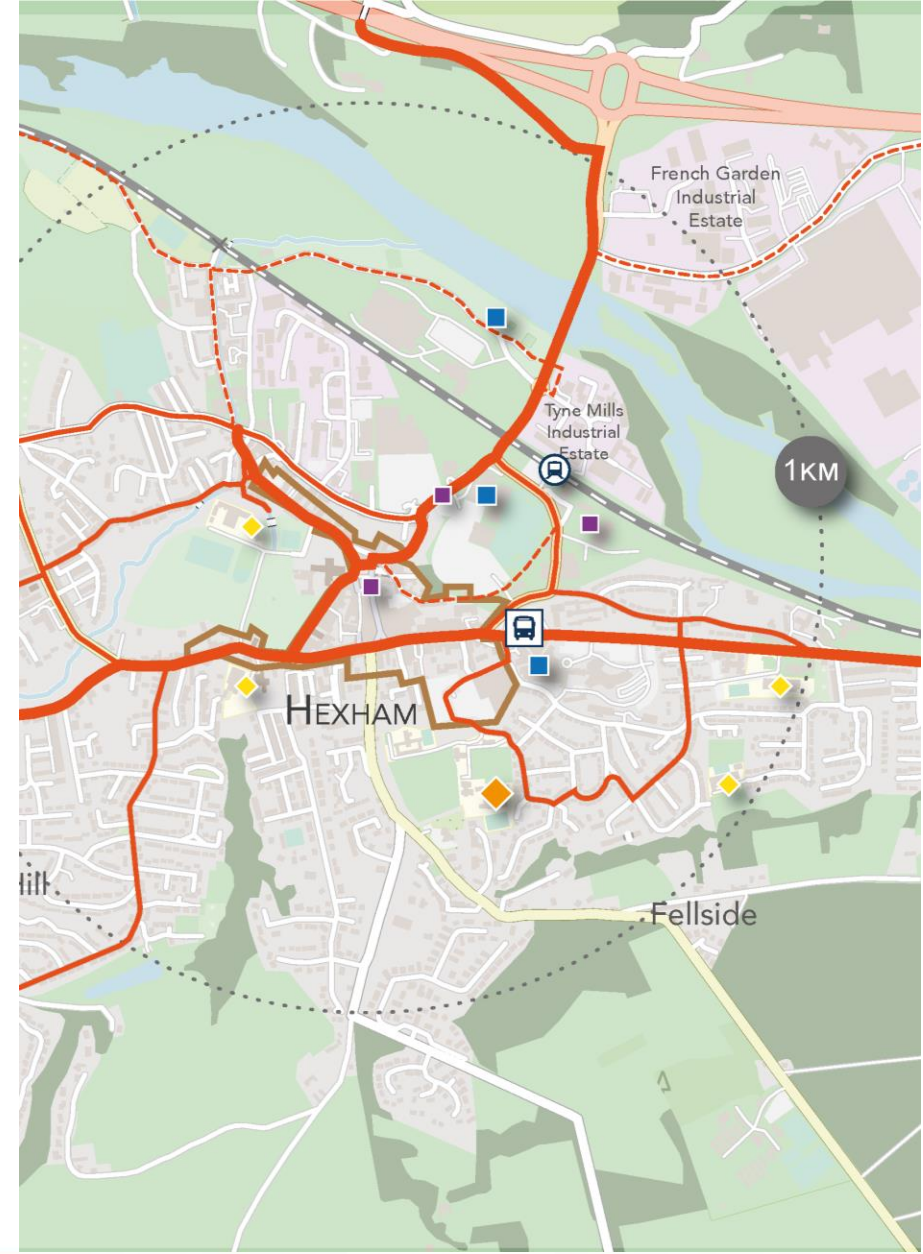
Local Cycling and Walking Infrastructure Plans (LCWIPs)

- LCWIPs are an evidence-led approach to developing walking and cycling networks and identifying infrastructure requirements, supported by the Department of Transport.
- The LCWIP process involves information gathering, walking and cycling network planning and prioritisation of proposed infrastructure schemes.
- LCWIPs put us in the best position to achieve modal shift towards more active and environmentally-friendly forms of travel and ensure that the infrastructure schemes delivered secure the best value for money.
- LCWIP's put the authority in a stronger position as funding opportunities become available.

LCWIP Principles

- Principle 1 - Our walking and cycling vision
- Principle 2 - Evidence based approach to walking and cycling network planning
- Principle 3 - Geographical extent of LCWIPS
- Principle 4 - Proposed improvements
- Principle 5 - Priority corridors

Page 5



LCWIPs Progress to Date

- LCWIP's have been developed in partnership with Strategic Transport and Technical Services.
- The Northumberland Walking and Cycling Board have overseen the development of LCWIPs.
- Draft LCWIPs for each of our main towns have been developed (Alnwick, Amble, Ashington, Bedlington, Berwick-upon- Tweed, Blyth, Cramlington, **Halthwhistle**, **Hexham**, Morpeth, Ponteland, **Prudhoe**).
- We have used data to identify walking and cycling networks for each of the 12 towns.
- 3 cycling and 2 walking corridors in each of the towns.
- We have audited and developed proposed schemes for 36 cycling corridors and 24 walking corridors across Northumberland.



Cycle Infrastructure Design



Accessibility for all

Coherent	Direct	Safe	Comfortable	Attractive
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DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.



DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.



DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.



DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.



DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.



DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.



DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.



DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.



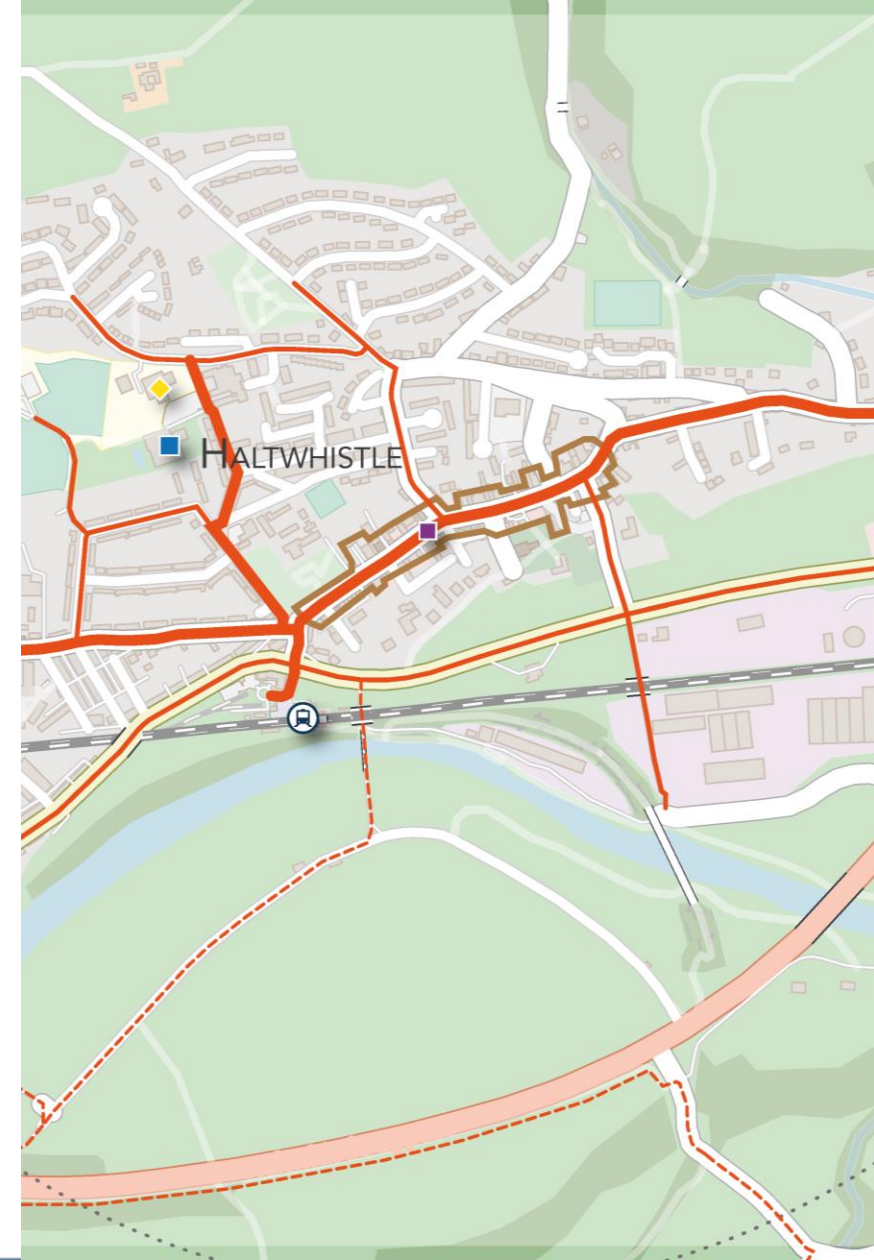
DON'T Uncomfortable transitions between on and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.



DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

LCWIP Consultation Objectives

- Raise awareness of Northumberland's Our Way vision for walking and cycling.
- Raise awareness of the LCWIP work.
- Gather baseline data and feelings towards current and opportunities to improve walking and cycling infrastructure.
- Introduce the principles used to develop the LCWIPs.
- Seek views on the proposed walking and cycling networks for main towns, displaying:
 - Proposed draft network for walking
 - Proposed draft network for cycling
 - Priority walking and cycling corridors



Local Cycling & Walking Infrastructure Plans

Overview

This consultation exercise is to understand views on proposals to enhance the walking and cycling infrastructure in Northumberland.

Closes 15 Apr 2022

Opened 7 Mar 2022

Results expected 17 Jun 2022

Feedback expected 30 Jun 2022

Give us your views

[Online Survey >](#)

Contact

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<https://haveyoursay.northumberland.gov.uk/transport/local-cycling-walking-infrastructure-plans/>

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