



Northumberland
County Council

Local Cycling and Walking Infrastructure Plans (LCWIPs)

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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**

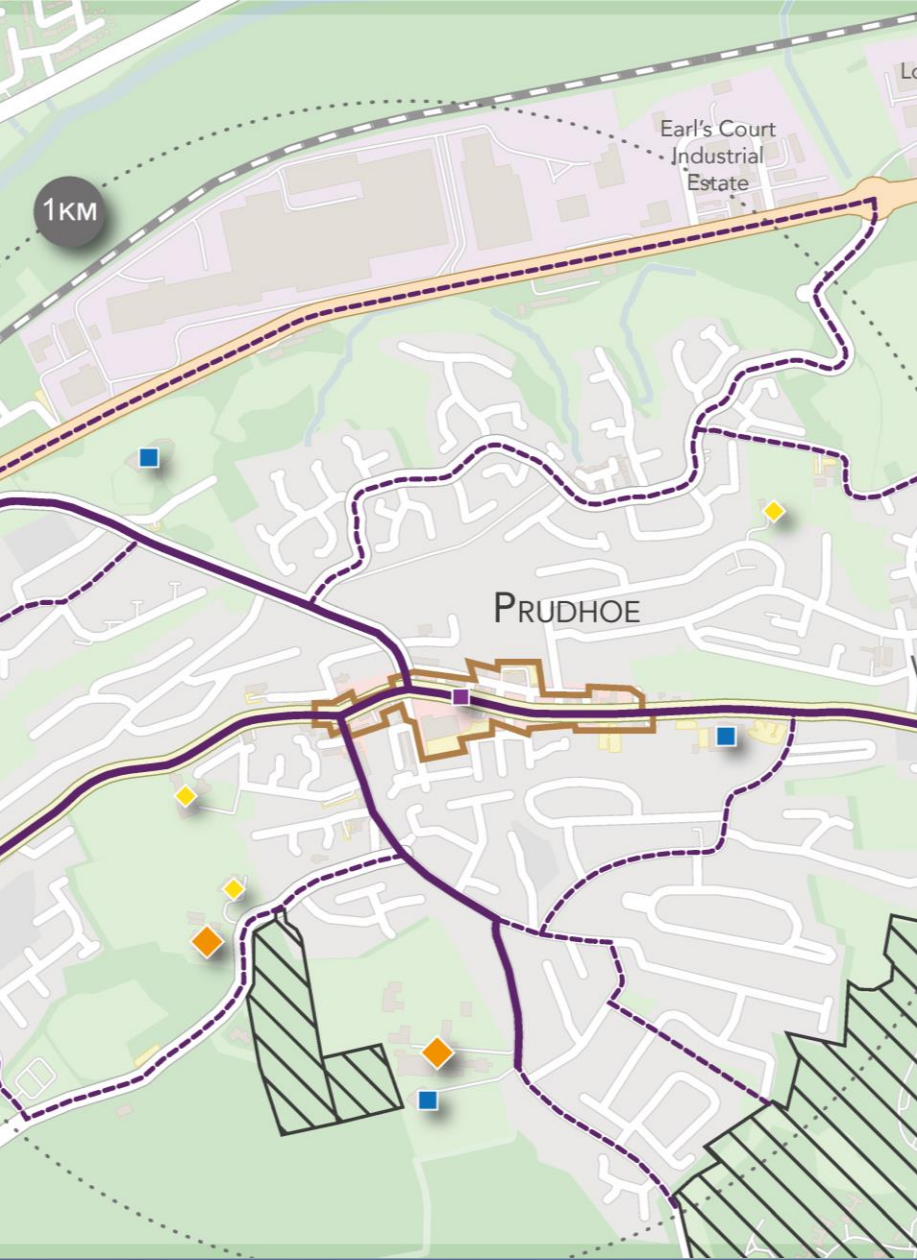


Economy

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

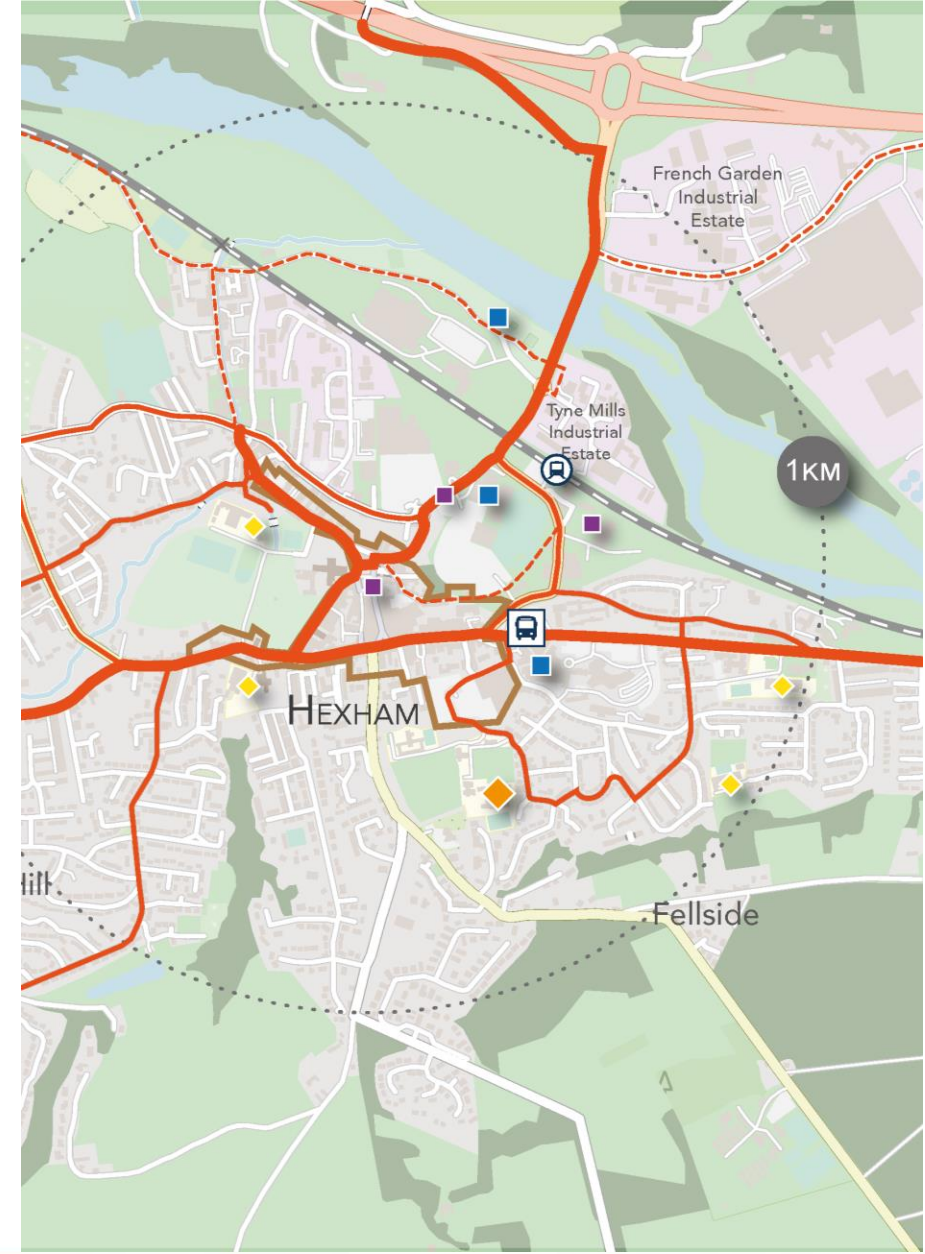


Local Cycling and Walking Infrastructure Plans (LCWIPs)

- 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



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



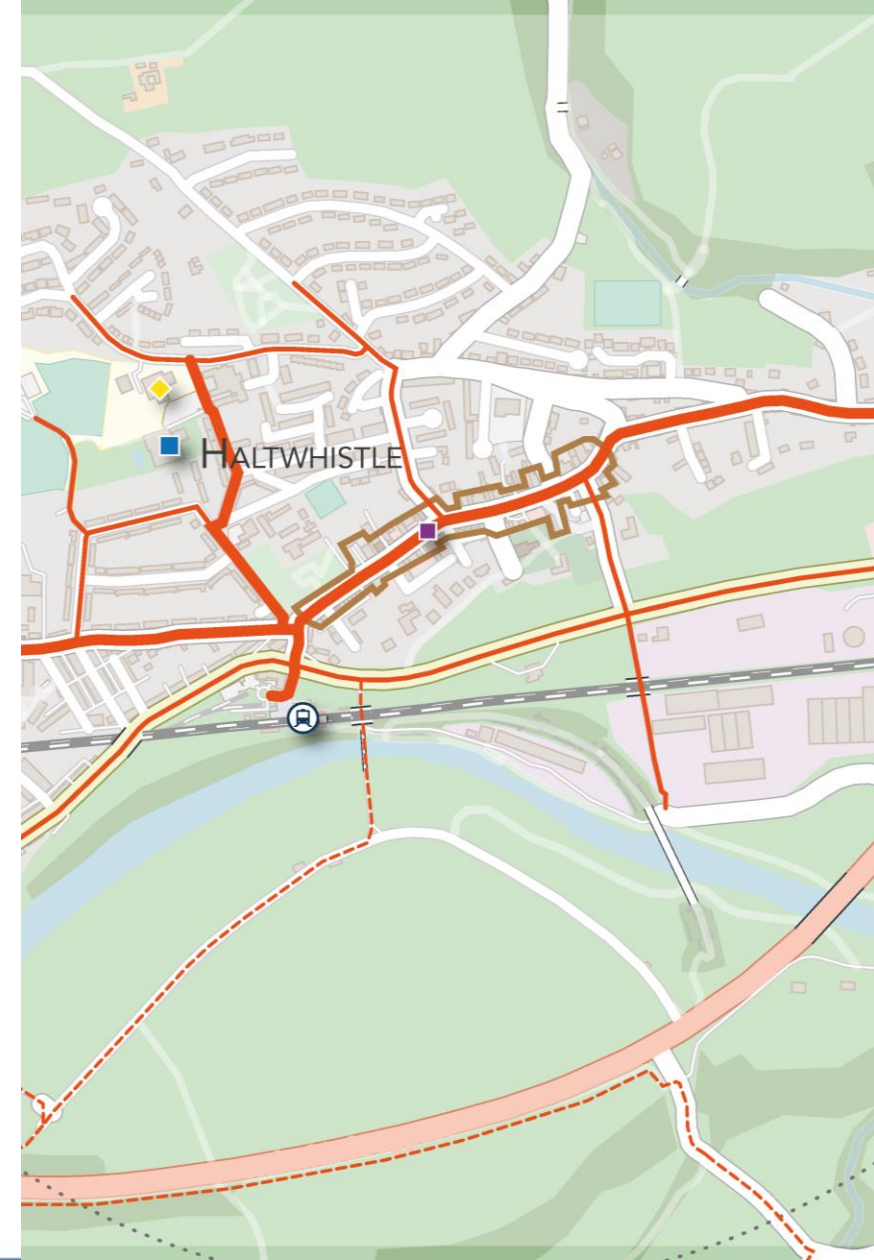
Accessibility for all

Coherent	Direct	Safe	Comfortable	Attractive
				
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





Inspiring more **walking**
& **cycling** across the county

Local Cycling & Walking Infrastructure Plans

Overview

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

Give us your views

[Online Survey >](#)

Closes 15 Apr 2022

Opened 7 Mar 2022

Results expected 17 Jun 2022

Feedback expected 30 Jun 2022

Contact

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