Gateshead Cycling Strategy
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Our vision

Cycling is once again on the rise. The success of British riders on the track and in the world’s major road races has been accompanied by huge interest from the public and a steady rise in the number of people who are themselves seeking the simple pleasure of a bike ride.

Cycling is a great way of getting about for all ages and for all purposes. From school into retirement, a bike gives you freedom and exercise in equal measure allowing you to visit friends and family, go shopping, go to work or just ride for riding’s sake. It’s cheap, healthy and environmentally friendly.

Our vision is a simple one:
“Everyday cycling, cycling every day”

We want Gateshead to be a place where everyone makes cycling part of their day to day lives. A place where people can, and do, choose cycling for any trip they want to make.

We will continue to develop a safe and comprehensive cycle route network, covering the whole Borough and linking with neighbouring networks; providing easy access to employment, leisure, health and education. Gateshead has much to offer and we want people to get out on their bikes to enjoy their local attractions. We will put cycling at the heart of the new developments, linking communities and opportunities.

We will promote cycling for all our residents and communities, with a particular focus on the benefits that cycling can bring as part of a healthy lifestyle.

We will deliver cycle training in schools and support pupils and families to continue cycling throughout their lives.

“Nothing compares with the simple pleasure of a bike ride”

John F. Kennedy
Background

Previous strategies


These strategies took a straightforward ‘engineering’ approach and were very much focussed on the development of cycling infrastructure. It is a testament to the success of those strategies that Gateshead has a very good cycle route network, excellent cycle parking provision and increasing levels of cycle use.

It is also thanks to the success of those strategies that while the provision of cycling infrastructure is still a key part of this new document, its scope can be widened considerably to include a greater recognition of the need to promote cycling and a specific focus on the role that cycling can play in improving the health and wellbeing of our communities.

Policy context

National policy

In January 2011 the Government set out its vision for transport in the white paper, ‘Creating Growth, Cutting Carbon – Making Local Sustainable Transport Happen’. That vision is “for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities.”

In more detail the paper recognises the importance of cycling:

“Two-thirds of all journeys are under five miles – many of these trips could be easily cycled, walked or undertaken by public transport. We want to make travelling on foot, by bike or on public transport more attractive. Our work indicates that a substantial proportion of drivers would be willing to drive less, particularly for shorter trips, if practical alternatives were available (British Social Attitudes Survey, 2009). That is what this White Paper is about – offering people choices that will deliver that shift in behaviour, in many more local journeys, particularly drawing on what has been tried and tested.”

The Government’s Active Travel Strategy, produced jointly by the Departments for Health and Transport, states that:

“Cycling and walking are great for health and accessibility, and when replacing journeys by car they can also reduce congestion and emissions. We want to see more people cycling and walking more often and more safely. With about two-thirds of the journeys we make under five miles, we believe walking and cycling should be an everyday way of getting around.”

In 2011, the Chief Medical Officers for England, Northern Ireland, Scotland and Wales issued a report titled ‘Start Active, Stay Active’ that establishes a UK-wide consensus on the amount and type of physical activity we should all aim to do at each stage of our lives, stating that:

“Promoting active lifestyles can help us address some of the important challenges facing the UK today. Increasing physical activity has the potential to improve the physical and mental health of the nation, reduce all-cause mortality and improve life expectancy. It can also save money by significantly easing the burden of chronic disease on the health and social care services. Increasing cycling and walking will reduce transport costs, save money and help the environment. Fewer car journeys can reduce traffic, congestion and pollution, improving the health of communities.”
The report issues new national physical activity guidelines for all ages. The key points include the need to:

- be physically active at all ages
- be flexible (combining moderate and vigorous intensity activity)
- participate in daily activity
- minimise sedentary behaviour
- consider strength and balance activities for adults and older adults

The report goes on to say that:

“For most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car, bus or train.”

In November 2012, the National Institute of Clinical Excellence issued Public Health guidance 41, ‘Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation’.

The guidance makes a number of recommendations:

- Central support from the health sector to include walking and cycling in all pathways
- Local authorities should ensure that walking and cycling are included in all relevant policies and plans and should be integrated and coordinated with the plans of all relevant agencies, e.g. Police, voluntary groups. In particular, when designing local development and transport plans, pedestrians and cyclists should be considered before other user groups, and not just provided for as an afterthought
- Specific programmes to promote walking and cycling should be coordinated and cross-sector (e.g. involving the health sector, local government, charities and community groups). They should be based on a long-term vision and the wider picture, avoiding isolated, small-scale interventions. They should also:
  - address the behavioural and environmental factors that encourage or discourage people from walking and cycling.
  - include communications strategies
  - be evaluated, including for their cost-effectiveness
- provide specific support for people at a ‘transition point’ in their lives
- There should be improvements to walking and cycling infrastructure and information, this can include:
  - involving public transport providers
  - providing signage and mapping
  - providing free cycle safety checks and cycle training
  - improving road crossings
- Schools are singled out for their ability to influence children from an early age
- Workplaces and higher education facilities should all have in-house walking and cycling champions and strategies
- Local NHS agencies should include walking and cycling information in all relevant physical activity advice

The Get Britain Cycling inquiry was an initiative of the All Party Parliamentary Cycling Group (APPCG), a cross party body with members in both the House of Commons and the House of Lords, with the aim “to enable more people across the UK to take up cycling, cycle more often and cycle more safely by interviewing or receiving written evidence from expert witnesses on the obstacles that must be overcome and suggesting concrete, effective measures to be undertaken by central and local government as well as the wider world of business and the third sector”.

The report of the inquiry states:

- Our vision is to realise the full potential of cycling to contribute to the health and wealth of the nation, and the quality of life in our towns and local communities. We believe this is both possible and necessary.
- We need to get the whole of Britain cycling: not just healthy people or sporty young males, but people of all ages and backgrounds, in urban and rural areas. We need to change the culture of how we use our roads, so that people are no longer afraid to cycle or allow their children to do so. Our streets, roads and local communities, need to become places for people, where cycling and walking are safe and normal.
- Increases in cycling recently achieved by towns in Britain (even with quite modest investment), and other cities like Seville and New York, suggests that this is possible, if the funding and the political will is there.
The National Planning Policy Framework\textsuperscript{6} sets out the Government’s planning policies for England and how these are expected to be applied. Paragraph 35 of the document states that:

‘Developments should be located and designed where practical to:

• give priority to pedestrian and cycle movements
• create safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians’

Local policy

In April 2014, the North East Local Enterprise Partnership published ‘More and Better Jobs: A Strategic Economic Plan for the North East.’\textsuperscript{7}

The plan sets a simple vision: ‘By 2024 our economy will provide over one million jobs.’

The plan sets out six strategic themes in pursuit of this vision, including ‘Transport and Digital Connectivity.’ The document states:

‘Whilst aiming to improve transport connectivity, we are also committed at the same time to reducing carbon emitted by transport. A key way of achieving both goals is through the use of shared and sustainable modes of transport alongside reducing carbon emissions from all vehicles and networks. Two thirds of all journeys in the UK are less than five miles. The majority of these trips could be made by sustainable modes, including walking, cycling and public transport.

By making sustainable travel easier and more attractive, many short trips can be taken off our local road network, with economic benefits for the area arising out of a reduction in congestion. There are also wider social and environmental benefits from reduced carbon emissions and improvements in health.’

The Tyne and Wear Local Transport Plan 2011 – 2021\textsuperscript{8} sets out a vision where:

“Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.”

The plan continues:

“The partners are committed to growing the proportion of daily cycling journeys in Tyne and Wear and emphasising that cycling is not a specialist activity for the very fit; we wish to assert that, in common with other parts of Europe, cycling is for everyone and can be a routine part of everyday life, catering for journeys to work, education, shopping or leisure.”

Vision 2030\textsuperscript{9}, Gateshead Strategic Partnership’s Sustainable Community Strategy and the Gateshead Health and Wellbeing Strategy: ‘Active and Healthy and Well Gateshead’\textsuperscript{10}, aim towards an ambitious and aspirational future for Gateshead where:

“Local people realising their full potential, enjoying the best quality of life in a healthy, equal, safe, prosperous and sustainable Gateshead.”

The identified key outcomes of the Strategy include:

• Affordable transport options across Gateshead for work and leisure
• Gateshead residents have the longest and healthiest lives in England
• All residents have a positive attitude to physical activity and incorporate it into their daily lives
Gateshead Council views cycling as an important mode of transport for all sorts of journey distances and purposes. As stated earlier in the document, our vision is a simple one: “Everyday cycling, cycling every day.”

The key purpose of this strategy is to set out what we intend to do to reach that vision. Section 4 of the document deals with this in detail, but our key objectives along the way are:

- Creating a safe and convenient cycle route network that links people to places both in Gateshead and beyond using local, regional and national networks. This will involve:
  - improving on-road conditions by the introduction of new facilities, giving increased priority to cyclists over motorised traffic, and avoiding measures which would discourage cycle use
  - creating new and upgrading existing shared-use routes
  - maintaining our network
  - ensuring the provision of safe and secure cycle parking and storage across the borough
- Promoting cycling as a realistic choice for all sorts of everyday trips and as a great activity in general.
- Developing and promoting the role of cycling within initiatives aimed at improving the health and well-being of the people and communities of Gateshead.
- Ensuring that cycling is a convenient way to travel to school and work, or as part of work, by supporting the development of travel plans, as well as networks, across the Borough.
- Ensuring that cycling is a consideration in all development proposals. This will include:
  - the provision of on-site facilities for cyclists (e.g. parking, storage, showers etc)
  - the provision of links to the existing cycle route network
  - showing how a development enhances that network
- Supporting and encouraging cycling as a sport in Gateshead
Creating a network of cycle routes

Central to achieving our vision for cycling in Gateshead is the creation of a network of routes that cements and supports our place in the National Cycle Network, connects with our neighbouring towns and cities and links homes with local employment, key services, leisure destinations and education opportunities.

The Council has identified a network of cycle routes which aims to meet the needs of all cyclists. This network is updated from that defined by the previous strategy\(^1\), which was developed in partnership with Sustrans, Tyne Bikes and CTC, and incorporated research carried out on behalf of the Council by the University of Newcastle upon Tyne\(^2\). The update reflects network extensions and improvements made in recent years. This network is shown on plan GCN1 that accompanies this document.

Our network must be designed to provide high quality routes for both utilitarian cyclists (people cycling for everyday needs) and recreational cyclists. The initial development of cycle routes in the Borough focussed on primarily recreational routes linking urban areas with the countryside. However, more recently, we have greatly expanded the network of more utilitarian routes across the Borough. We will continue this twin approach to build a comprehensive multi-use network.

Recreational routes are important in their own right for leisure, health and helping to promote green tourism. Some routes are also used for long distance commuting while parts of the routes are used for other day to day purposes. In addition, often people who start off cycling for recreation are more likely to be persuaded to use their bikes for everyday purposes.

Development of the network will involve a mixture of on-road and off-road facilities. This will include the introduction of cycle lanes, use of bus lanes, and recommended routes through traffic free and lightly trafficked areas. Off-road facilities, such as shared-use paths and purpose built routes, will be introduced when road conditions can’t include on-road facilities, or where they can add to the connectivity of our network.

We will continue to employ new approaches to the provision of cycling infrastructure such as the use of hybrid cycle lanes and the removal of road centre lines.

Policy CP1

The network shown on plan GCN1 will be developed as the ‘core’ cycle route network. Provision for cyclists on the network will be reviewed and improved in terms of:

- Safety and security;
- Directness and continuity of provision
- Convenience, including clear signing
- Accessibility

As part of developing this network, the Council has identified a number of major infrastructure projects that are key to the delivery of the network. These major projects are costly and funding for schemes like this will come from a range, or combination, of sources such as funding across a number of years from Local Transport Plan (LTP) programmes, require significant developer funding or form a major scheme bid. The Blaydon and Scotswood bridge proposals are geographically close and could be seen to perform similar functions. It is unlikely that both proposals would proceed.
The Council, in partnership with Newcastle City Council, will consider which of the proposals offers the best solution. A number of cycle schemes aimed at providing access to key gateways has been identified for Local Sustainable Transport Fund capital funding in 2015/16, including improved access between Gateshead Town Centre and Newcastle Central Station.

**Policy CP2**

The Council will develop and seek funding for the following major infrastructure projects:

- Blaydon-Newburn Pedestrian & Cycle Bridge
- Scotswood Pedestrian & Cycle Bridge
- NCN 725 The Great North Cycleway
- West Tyneside Cycleway

The National & Regional Cycle Network promoted by the Government and Sustrans has been a significant catalyst to the growth of cycling. The network comprises 13,400 miles of route, passes within 1 mile of 57% of the population and caters to over a million trips per day.

The development of the network and the provision of access to it can make a significant contribution to the Council’s target of increasing cycle trips and the Council is keen to open up access to the network from all areas of the Borough. Four strands of the network pass through Gateshead:

- NCN14 C2C through the Derwent Valley and along the Tyne to Hebburn
- NCN141 Keelmans Way from Wylam to the mouth of the Derwent
- NCN725 Great North Cycleway from Birtley to Tyne Bridge
- RR11 Bowes Railway Route from the Tanfield Railway to Wardley

**Policy CP3**

The Council will co-operate with Sustrans to ensure the National Cycle Network within Gateshead is improved and that local centres and schools are linked to the facility. The Council will also support the expansion of the National Cycle Network.

**Existing transport infrastructure**

While cyclists are not a major percentage of the total number of casualties, the rate is disproportionate: cycle trips account for less than 1% of all trips, but 4% of casualties were cyclists. In Gateshead, cyclists account for 11% of all child road casualties. Cycling casualty figures are set out in full in the monitoring section of this strategy.

Over the last ten years, the Council has introduced road safety measures (e.g. advanced stop lines, cycle lanes, bus/cycle lanes, speed control measures, school, town centre and residential 20mph areas, rural 40mph zones) across the Borough with the aim of reducing numbers of cycling casualties. Scheme audits have become standard as part of the design and construction process for all highway schemes; whether Council or developer led. This includes safety, cycle and street audits that cover all users. We will continue this approach to further improve conditions for cyclists. There will also be continual update and appraisal of the evidence base regarding cycle safety to ensure that measures are as effective as possible.

**Policy CP4**

Measures will be implemented on the existing highway network to improve safety for cyclists. Priority will be given to locations with identified cycle safety problems. 20mph areas and 40 mph zones will be implemented in line with the approved Gateshead Speed Management Plan.13
Policy CP5

If required as part of the scheme audit process, a cycle audit will be carried out at each stage of design and implementation of a highway scheme to ensure that facilities meet the provisions of policy CP6 (below) and the opportunity is taken to encourage cycling and, at a minimum, no measures are taken which serve to discourage cycle use.

Construction and maintenance

The standards of construction and maintenance of cycle routes is central to the ability of a route to attract and continue to attract cyclists. A sub-standard route, or one that quickly falls into disrepair, is unlikely to encourage more people to cycle. It is important to be clear about the quality of facilities that cyclists should be able to expect when riding in the borough.

Policy CP6

Cycle routes within the Borough will be constructed in line with the standards set out in Appendix B of this document. Routes on adopted highway will be maintained to adoptable standards, while routes on the definitive Rights of Way network will be maintained to a standard suitable to their legal status.

Promoting cycling

Mapping

For a number of years, the Tyne & Wear Councils and Northumberland County Council have funded a series of six cycling maps covering Tyne & Wear, parts of northern County Durham and south east Northumberland. The maps are distributed free of charge and regularly updated by the partners. They are also available on-line. The coverage of these maps is likely to expand further into County Durham and Northumberland with the advent of the North East Combined Authority.

Policy CP7

Gateshead Council will continue to support and develop cycle mapping for the area.

Events and promotion

Gateshead has its own ‘Cycle Gateshead’ website. The site provides guides, mapping and up to date news for cycle routes and parking in the Borough and it also provides a useful guide to what you can see and visit when you are out and about (e.g. landmarks and artworks). ‘Cycle Gateshead’ also provides information on the work of Sustrans and local cycling groups and provides information and advice on maintenance and safety.

There are a number of other local media and social marketing opportunities that the Council utilise to maximise key cycling messages:

- OurGateshead website (www.ourgateshead.gov.uk)
- Gateshead Sport (www.gateshead sport.co.uk)
- The Council has its own cycling based Facebook and Twitter accounts

As time goes on, it is our intention to bring these (and future) opportunities together as a co-ordinated approach to communication on cycling issues.

The Council is keen to support and develop high profile events that encourage people to take up cycling. The annual NewcastleGateshead Skyride is hugely successful and encourages cyclists of all ages and abilities to take part in a traffic-free, mass participation ride. At the other end of the spectrum, the Culture Strategy for Gateshead sets out ambitions to attract high-profile cycle events to the borough, such as potentially.

Policy CP8

Gateshead Council will promote and inspire cycling activities by:

- Developing a co-ordinated approach to communications
- Holding or supporting local, national and international cycling events in Gateshead
Cycle Training and Awareness

Training is a key part of developing confidence in cyclists of all ages and abilities. The Council provides a range of training opportunities.

The Road Safety Team in Gateshead delivers ‘Bikeability’ standard, on-road cycle training. This training is offered to all primary school age children aged 9-11. Bikeability is ‘cycling proficiency’ for the 21st century and is designed to give young road users the skills and confidence to ride their bikes on today’s roads. Training takes place during school hours over a period of six weeks and in order to complete the course and receive a certificate, each child must complete a minimum of 4 weeks out of the 6 week course.

Gateshead has benefited hugely from involvement in the Sustrans ‘Bike It’ project. A Bike It officer was appointed jointly by Gateshead and South Tyneside Councils in Spring 2007, initially starting work with 6 Gateshead schools although this expanded to 23 as the project progressed. Further funding secured through the Government’s Local Sustainable Transport Fund in 2011 funded the further expansion of the project in Gateshead and saw the project spread across Tyne & Wear.

Through Bike It, Sustrans works directly with schools who want to increase levels of cycling. This involves helping schools to make the case for cycling in their school travel plans, supporting cycling champions in schools and demonstrating that cycling is a popular choice amongst children and their parents. The ultimate aim of the project is to create an ongoing cycling culture in the school.

The project adds to local investment in cycle routes, bike sheds and cycle training by involving pupils, teachers and parents and enabling them to take the small steps which are necessary to make a real difference. Bike It officers work with schools by:

- explaining the benefits of cycling
- contributing to classroom work
- addressing concerns about safety and liability with the help of the local authority and other partners
- sharing good practice with school management teams

The Road Safety Team also organise cycling courses for adults with learning disabilities. For those who can ride non adapted cycles, week long cycling courses and cycle rides have been organised over the year. The courses are free and open to clients from the Council’s community bases, parent/carers and staff. The training is a combination of yard training and Bikeability on-road training.

Feelings of confidence and safety are key in encouraging people to cycle or to make the change from leisure cycling to commuting. This can be particularly important where they need to cycle on the road. The Council, at present, does not provide any adult cycle training but will investigate how it may be provided and funded. Possible links with the Travel Plans process (e.g. bike buddies, personal training) will be explored.

The Council’s new Get Active project aims to increase participation in sport and physical activity across Gateshead. The project, which will run until 2017, has already trained 18 people in British Cycling’s ride leader’s award in the first 6 months of delivery to improve access to safely-led cycle rides. The training included supporting local adult social care services to improve access to cycling for those with a learning disability. The project will continue to engage and support local people.

Policy CP9

The Council will continue to provide training, awareness and education to improve cycle safety through:

- the provision of Bikeability training
- involvement in the Bike It project
- the provision of training for adults with learning difficulties
- investigating the provision of cycle training for adults

The Council will also investigate potential sources of funding for both ongoing and new programmes.
Cycling for health

It is recognized that increasing the time spent walking or cycling leads to evidence-based health benefits such as reductions in obesity, strokes, heart attacks, cancer and Type 2 diabetes. It also leads to healthier musculoskeletal systems and promotes mental wellbeing. At the same time, active travel helps to reduce car travel leading to less congestion, air pollution and noise; making public spaces more accessible and friendly for everyone.

There is a growing evidence base from in the UK and abroad that 20mph limits make roads safer and help to make walking and cycling more attractive, leading to less traffic congestion, better health, less noise, more social interaction and stronger communities. There is also evidence that slower speeds are in demand; the British Social Attitudes Survey\(^{15}\) in 2013 found that 68% of people are in favour of 20mph limits on residential streets. Studies of 20mph zones introduced as part of Bristol’s Cycling City project\(^{16}\) have shown increased levels of walking and cycling. The Council’s approach to the delivery of 20mph zones is set out on page 9.

As part of Government health reforms, local areas are required to have Health and Wellbeing Boards to lead on the health and wellbeing agenda locally. Gateshead was an ‘early implementer’ and established a shadow Health and Wellbeing Board in October 2011, building upon its successful track record of partnership working with local NHS and partner organisations. From the 1st April, 2013, the Board formally became a committee of the Council. The Health and Wellbeing Board for Gateshead provides an important opportunity to consider public health, health care and social care services in the round and how they link to the wider determinants of health. The Board oversees the development of the Health and Wellbeing Strategy outlined on page 6.

The move of Public Health into the Council has created better opportunities for joint working and sharing of expertise and resources and opened a range of opportunities for professionals to work together across a shared agenda. These opportunities include shared knowledge and evidence, evaluation of the health benefits and impacts of schemes and policies, supporting behaviour change and social marketing campaigns, shared bids for external funding and links to the wider public health network.

The Council will also work with Public Health England to make best use of existing evidence, identify opportunities for collaboration across sectors and between local authorities, and assist with data needs and evaluation.

Policy CP10

The Council, across a range of its functions, activities and responsibilities, will promote cycling as a central element of a healthy and active lifestyle, aiming to address key health issues across the Borough.

Developing cycle tourism

Gateshead has become a significant tourist destination and has some of the leading arts and cultural venues in the country. Cycling supports tourism by providing sustainable access to the Borough’s many attractions but cycling also acts as an attraction in its own right. Five long distance cycle routes converge in Tyne & Wear with the country’s most popular route, the C2C, passing through Gateshead. Around 15,000 people per year complete the C2C and cycle tourism has potential to be a growth sector within the local economy, especially given the range of attractions accessible to cyclists.

Art and culture have been key drivers in the regeneration of Gateshead. Cyclists can enjoy direct access to BALTIC, Sage Gateshead, Gibside Park and Chapel, the Shipley Art Gallery, the Riverside Sculpture Park and numerous other installations across the borough – including the most famous, the Angel of the North.

The mixed urban and rural nature of Gateshead also provides cyclists with excellent access to both the Borough’s natural and industrial heritage. Some of the area’s most scenic countryside – along the Tyne, through the Derwent Valley and across the south and west of the Borough – is within easy reach. Attractions like Blaydon Burn, the Tanfield Railway and Path Head Water Mill provide links to more recent history.

The Council is seeking to encourage the growth of cycle tourism and to support tourism and economic opportunities linked to cycling, such as:

- Local enterprise that can encourage the uptake of cycling, e.g. cycle cafes.
The potential of the voluntary sector to develop cycle tourism, e.g. the development of cycle hubs at locations like Tyne United Rowing Club.

Links to other projects building the rural economy and tourism.

**Policy CP11**

The Council recognises the dual role of cycling in supporting and generating tourism in the Borough. It will continue to work with the relevant bodies to enhance cycle facilities aimed at supporting:

- the development of tourism in the borough
- the growth of cycle tourism in its own right

**Engagement**

**Involving People**

The Council is keen to enjoy good relationships and productive engagement with cycling organisations, the public and other interested parties, allowing them to have a direct say in the development of cycling in the borough. Those invited to comment on cycling policy and plans will include Sustrans, the CTC, Gateshead Cycle Forum, Northumbria Police, Nexus, other transport providers, health organisations and, where appropriate, relevant travel plan co-ordinators.

The Council has also established the Gateshead Cycling Forum, a quarterly public meeting chaired by the Council’s Cycling Champion that provides a regular opportunity for cyclists and cycling groups to raise their concerns about cycling issues in Gateshead and for the Council to update cyclists on policy and infrastructure developments.

The Council has dedicated cycling pages on its website and provides a cycling mailbox for the public to contact officers directly.

**Policy CP12**

The Council will continue to engage with cyclists, cycling groups and other interested parties through:

- the wide circulation of cycling policy and plans for consultation,
- the Gateshead Cycling Forum, which meets four times a year,
- continued presence on the Council’s website

Developing Links with other Authorities

The North East Combined Authority was established in April 2014 by Durham County Council, Northumberland County Council and the five Councils of Tyne and Wear. The Combined Authority replaced, and took on the role and responsibilities of, the Tyne and Wear Integrated Transport Authority. For the first time there is single body with responsibility for strategic transport across all seven local authority areas. The Authority will:

- Provide leadership and a united voice on key strategic transport issues.
- Link strategic transport planning with economic priorities.
- Provide strong representation on transport issues of national significance including rail, strategic road network and our ports.
- Provide more effective co-ordination enable improvement to the area’s public transport network.
- Offer the best framework to maximise and manage devolution of transport funding.

The Council will endeavour to work with all Combined Authority partners to ensure the objectives for cycling set out in current and future Local Transport Plans are met. This will ensure that the needs of cyclists are met at the regional level.
Cycling for sport and recreation

A number of groups, organisations and initiatives across Gateshead aim to support people who are wanting to cycle. The OurGateshead website allows groups and organisations to promote and publicise themselves and encourage participation.

Get active

The Council’s Sport, Physical Activity and Health development team were successful in securing £249,000 (as part of a £600,000 project) from Sport England’s Community Sport Activation Fund to deliver the Get Active project. Aiming to increase physical activity levels in Gateshead for those aged 14yrs and above employs 6 full time sport activators, and aims to engage over 8000 people over the next 3 years (1000 in cycling).

The project, which will run until 2017, aims to target those less likely to participate in sport and physical activity such as women and girls, older people, those with a disability, but also aims to improve access for those living in areas of health inequalities.

Some of the initial developments of the project include:

• Development of a Get Active Outdoors brochure providing access to locally led walks and cycle opportunities.

• A training programme for employees and volunteers which has included 18 individuals trained to lead cycle rides across Gateshead.

• Supported the development of the new Gateshead Special Olympics Sports Club, providing weekly activities for those with a learning disability which includes cycling.

• Development of a partnership with Gateway Wheelers to enable a programme of cycling activities for people with disabilities.

Cycling clubs in Gateshead

Derwentside Cycling Club is an active cycling club with over 70 members ranging from 5–80 years old. The club has many committed volunteers who organise social and competitive rides. The club’s vision is to promote a welcoming, friendly, family focused atmosphere within the club and encourage access to all aspects of the sport regardless of ability, gender or race. The club is building connections with local schools to introduce children and young people into our sport and encourage parents, family and friends to be involved in club activity.

Gateshead Cycling Group is led by volunteers who are trained as British Cycling Ride Leaders. The group organises bike rides aimed at adults who would like to get back into cycling but need to rebuild their confidence and fitness levels before cycling independently.

Cycle hubs

Tyne United Rowing Club are looking to fund the building of an additional boatshed and the creation of cycle storage. These facilities will act as a base for organised cycle rides and a cycle hire scheme will also be available.

Whickham Thorns Outdoor Activity Centre and Gateshead International Stadium are promoting the hire of cycles and cycling equipment with the aim of increasing cycling participation.

Cycling for sport

Nationally, over 2m people aged 14 years plus engage in cycling on a weekly basis (at least 30 minutes per week, over the last 28 days), making it the fourth highest participation sport, behind football, athletics and swimming. (Active People Survey). Sport England are investing £32 million nationally between 2013-2017, as part of British Cycling’s Whole Sport Plan as a legacy to the London 2012 Olympic and Paralympic Games. The four year investment includes:

• £6.4 million to help talented young cyclists become the best they can be

• £7 million to improve cycling facilities, which will focus on traffic-free cycling centres helping more people to enjoy the sport in the safest possible environments
Sport England also provide a range of capital and revenue grant funding opportunities which could provide resource to increase cycling participation which voluntary organisations can access.

**Policy CP14**

The Council will continue to engage with groups and organisations, and support initiatives, that encourage people to cycle. We will encourage groups and organisations to promote and publicise their activities on the OurGateshead website.

**Travel Plans**

**Workplace and Residential Travel Plans**

Travel Plans are site or organisation specific initiatives aimed at promoting sustainable travel through increased use of public transport, cycling and walking and reducing the use of the car. The Council works with employers and developers, either on a voluntary basis or through the planning system, to help with and encourage the development and adoption of such plans. In addition, the Council has its own travel plan to encourage employees to make sustainable travel choices for commuting and business travel.

Cycling elements of a travel plan may include both infrastructure (e.g. secure parking, shower and changing facilities) and incentives (e.g. cycle mileage for business trips). A key incentive in many plans, and within many organisations which have no formal plan, is involvement in the Government’s Cycle to Work scheme which allows employers to loan cycles and cycling equipment (such as helmets and panniers) to employees as a tax-free benefit.

Sustainable travel to work was the theme of a successful bid to the Government’s Local Sustainable Transport Fund, in 2012. The Go Smarter to Work initiative focuses on the A1 corridor and aims to reduce car use for commuters.

The project has a wide range of workstreams, but there is a specific focus on Travel Planning at key employment centres (Team Valley, Metrocentre, Newcastle City Centre/Gateshead Quays and Washington). Go Smarter to Work is delivered through four scheme packages: improved infrastructure, improved information, behaviour change through business engagement & smarter choices initiatives and travel support for jobseekers. Funding for the initiatives are renewed on an annual basis, and is currently secured until March 2016. The Council and Partners will continue to develop these programmes and seek future funding.

**Policy CP15**

The Council will continue to work with employers and developers to develop Workplace and Residential Travel Plans. Measures to promote cycling in Travel Plans should include:

**Workplace**

- secure, weatherproof, conveniently located cycle parking;
- provision, or improvement, of dedicated shower/changing/clothing storage facilities;
- the provision of cycling information (maps etc.);
- the provision and/or upgrading of links to the local cycle route network, including high quality signing;
- the payment of cycle mileage for business trips, and
- involvement in a Cycle to Work scheme.

The Plans should also set targets for cycle travel for employees and, where appropriate, customers and other visitors.

**Residential**

- secure, conveniently located cycle parking;
- provision of cycle washing/maintenance facilities;
- the provision of cycling information (maps etc.)
- the provision and/or upgrading of links to the local cycle network, including high quality signing, and
- a cycle discount/voucher scheme for residents.

The Plans should also set targets for cycle travel.
School Travel

The Education and Inspections Act19, which came into force in April 2007, placed a general duty on Local Authorities to promote the use of sustainable travel and transport for the school journey.

One of the elements of the duty is to publish a Sustainable Modes of Travel Strategy (SMOTS), which Gateshead did in 2007 (updated 2008, with new revision imminent). When the Act came into force, the Government’s ‘Travelling to School Initiative’ (TTSI) had been in place since 2003. Its key focus was to facilitate work with schools to develop School Travel Plans (STPs) and thus increase use of sustainable travel.

Funding via the TTSI supported School Travel Adviser (STA) posts in local authorities, and this support was a key plank of the SMOTS. The TTSI also provided a grant to schools that developed an authorised travel plan to provide facilities to promote sustainable travel, e.g. cycle storage or parents’ waiting shelters. Unfortunately this funding is now discontinued.

However, sustainable travel to school was the theme of a successful ‘Key Components’ bid to the Government’s Local Sustainable Transport Fund, which secured £4.9M of funding for Tyne & Wear in 2011. The Programme aims to deliver a reduction in congestion and an increase in walking, cycling and use of public transport for the school journey. The funding met the costs of a number of initiatives under the banner of Schools Go Smarter until 2015 including:

• The extension of Bike It
• Balance Bikes, pedal free starter bikes for Foundation Stage pupils
• Feat 1st, an extension of the Bike It concept using schools as a basis to promote sustainable travel to the wider community
• Improving the physical links to schools in partnership
• Providing capital grants for schools to facilitate active travel, e.g. whole or part funding for bike storage facilities

Funding for the Schools Go Smarter Programme was awarded for an initial four year period, with a subsequent extension year awarded for a revised list of projects; meaning it is currently secured until March 2016. The programme is being designed, delivered and evaluated in such a way as to secure a lasting legacy for the most successful elements of the work at the end of the funding period and into the future.

This shift in funding has brought about a change in emphasis in engagement with schools; promoting involvement in Schools Go Smarter initiatives rather than the development of a formal School Travel Plan (STP). Schools have been seen to welcome the provision of practical, funded projects with which they can readily encourage pupil engagement, rather than the more document-based STP approach. Schools are required to demonstrate involvement in Schools Go Smarter as part of the development management process.

The 2011 funding also provided for a relaunch of the TravelMatters website developed by the Council. TravelMatters is a website dedicated to sustainable travel, with a particular emphasis on the school journey. It provides resources to help primary teachers promote walking, cycling and use of public transport to pupils and highlights the links to health and fitness and the environment.

Policy CP16

The Council will continue to work with schools across a range of sustainable travel projects and will work with those schools to encourage increased cycle use for school journeys.

Safe and Secure Cycle Parking

The availability and security of parking is one of the key elements in encouraging people to make trips by bike. The advantage of cycling compared with most other modes of transport is that it can provide a means of door-to-door travel but this advantage can easily be eroded by poor parking facilities. This principle applies as equally to residential development as it does to shops, leisure centres, offices etc.

Cycle parking should be accessible, convenient, secure (for people as well as bikes), easy to use and have sufficient capacity. Our requirements for the provision of cycle parking are set out in Appendix A of this strategy.
The previous version of the Gateshead Cycling Strategy was successful in focussing Council effort and investment in significant expansion in the number of publicly available cycle parking spaces in local centres and at Council facilities. In addition there has been a huge expansion in the number of cycle parking spaces provided through the planning process at business premises and new housing. Our goal in this strategy is to build on this work and further extend cycle parking availability across the Borough.

Cycles, with the exception of folding cycles, remain barred from the Tyne & Wear Metro for safety reasons, and Nexus are responsible for cycle parking provision at all Metro stations and at Gateshead and Heworth Interchanges. The Council will continue to liaise with Nexus to ensure that suitable cycle parking at these locations is integrated with the rest of the network.

### Policy CP17

The Council will continue to provide, and maintain, public cycle parking at locations around the Borough including leisure centres, libraries, shopping centres and transport interchanges.

### Land use planning

The Council seeks to ensure that all new development incorporates sustainable travel choices for people who live in, work at or visit the completed development. This principle is set out in the National Planning Policy Framework and the Council’s Unitary Development Plan and will be a central principle of the Gateshead Local Plan.

The accessibility of a site by public transport, by cycle or on foot will continue to be a relevant consideration in determining permissions for many new developments. In addition to the points set out below, developments over certain agreed sizes will require the implementation of a Travel Plan for the site (see policy CP15).

### Policy CP18

New development proposals should:

- provide secure, well located cycle parking for residents, employees and visitors in accordance with the standards set out in Appendix A
- avoid the severance of existing cycle routes, unless suitable alternative provision can be made as part of the development

Where new development has the potential to attract or generate a significant number of cycle trips the following should be identified as part of the planning application:

- the main cycle routes to and through the development
- links to the core cycle route network; and
- for residential development, links to local services, including shops, leisure centres, GP surgeries, schools and local employment

Where existing cycle links are inadequate an appropriate contribution will be sought from the developer towards the development of the local cycle route network.
Gateshead Council’s commitment to the development of cycling as a viable, safe, attractive and sustainable transport mode can be demonstrated through its financial commitment to the implementation of cycle related schemes over the last ten years.

The Council will seek to maintain this commitment in the coming years. However, it must be recognised that, since the Government’s 2010 Comprehensive Spending Review, public sector funding has become more limited and maintaining levels of investment in the network will be challenging in at least the medium term.

Funding for cycle facilities can be gathered from various sources. Although allocations are significantly reduced, the LTP is likely to remain a significant source of funding.

The Council will seek to maintain its commitment to cycling through the allocation of funding from the LTP integrated transport block budget to cycling each financial year. However, it should be noted that improvement and additions to the cycle network may also be financed within other areas of the LTP implementation programme.

In addition to this annual block funding, as set out in policy CP2, the Council will continue to develop major scheme bids where appropriate. Funding for these schemes will be pursued through the North East Combined Authority and North East Local Enterprise Partnership.

The Council, with Tyne & Wear partners, has been successful in securing significant funding for sustainable travel initiatives through the Local Sustainable Transport Fund. We will seek to take advantage of any similar bidding opportunities, either national or European, in the future. In order to achieve this, it is our intention to work with partners to develop a number of ‘bid-ready’ proposals.

Significant improvements to the cycle route network and a large number of additional cycle parking spaces have been financed through the planning process and we will continue to require this commitment from developers.

Staff resources across the Council are, and will continue to be, directed towards the support and promotion of cycling in the borough.
Proposed Programme of Cycling Initiatives

As set out in the policy section of this strategy, the Council will continue to extend and improve the cycle route network across the Borough throughout the life of this strategy. Although the current funding climate makes it difficult to set out a comprehensive and concrete programme of works, it is our intention that the Council’s capital programme over the coming years will include:

- Durham Road Quality Transport Corridor (part of the NCN725 Great North Cycleway)
- 20 mph zones in residential areas, schools and urban centres
- Team Valley cycleway network
- Improvements to NCN14 Keelmans Way and Derwent Walk
- Improvements to NCN141 Keelmans Way, west of the Derwent
- Improvements to RR11 Bowes Mineral line

While these schemes will be the subject of significant investment, it should not be forgotten that small-scale interventions can also offer substantial benefits for cyclists and the Council will also continue to take every opportunity to make these improvements.
The importance of monitoring to establish the success of a strategy is well documented and is recognised as an important factor in measuring achievement and commitment.

**Previous Targets**

The 2003 Cycling Strategy for Gateshead contained a number of targets. Progress towards these targets was as follows:

- treble cycle trips in Gateshead from 2% of all trips in 2000 to 6% in 2010: **Target not met**
- double public cycle parking provision to 320 spaces between 2002 and 2006: **Target met**
- reduce the number of slight injuries suffered by cyclists from an average of 33 between 1994 and 1998 to 29 in 2010: **Target not met**
- the numbers of cyclists involved in fatal and serious road accidents are low, making it difficult to set statistically meaningful targets. The policies of this document will, however, contribute to the Council’s targets of a 50% reduction in the number of children and an overall 40% reduction in the number of people killed and seriously injured in road accidents, by 2010 from the 1994–98 average. **Target met**
- increase on road cycle provision from:
  - 6km of cycle lane in 2002 to 10km in 2006. **Target met**
  - 4km of cycle/bus lanes in 2002 to 6km in 2006. **Target met**
  - 12km of signed recommended routes in 2002 to 16km in 2006. **Target met**
- increase the length of shared use path from 47km in 2002 to 49km in 2006. **Target met**
- improve the satisfaction with cycle facilities from the 2000 base of 15% people believing the quality of cycle facilities in Gateshead to be very good, to 30% by 2006. **Survey not repeated**

**Cycle flows**

In 2013, the Tyne & Wear Integrated Transport Authority established its Local Transport Plan 2011 – 2021 target for cycling and agreed a methodology for monitoring that target.

Tyne and Wear has over 120 cycle monitoring sites providing a wealth of data. This pool of data has enabled the selection of 52 sites to form the indicator. These sites have been in place since at least 2008 and therefore have 5 years data or more. This demonstrates the stability of the selected sites and this provides enough data to consider a trend. In order to sustain this stability, none of these sites are in locations where monitoring is likely to be discontinued. Some two thirds of the sites have a higher week day flow than “all week” flow. This demonstrates that the sites represent a good balance of non leisure (including commuting) to leisure cycle trips. Of these sites, twelve are spread across Gateshead.

Data from these sites has been combined to derive a 2008 base year average weekday flow of 4079 and sets a target flow for 2021 of 10566. This is a challenging target of 159% growth (index value = 259) over the LTP period, representing a 7% increase per annum.

The table on page 21 sets out the historical data from the twelve Gateshead sites.
The Council also monitors cycle flows at a number of locations that don’t form part of this core group of sites and don’t have the same background historical data. Information from these sites is set out in Appendix C.

The growth at the monitored sites is highly encouraging, especially considering that some of these sites may be at locations where parallel routes which are not monitored have been improved and are also attracting strong growth.

Growth at the Gateshead sites outstrips that of Tyne & Wear as a whole, equating to 15% per annum between 2008 and 2013. We will seek to maintain that position, setting a target that exceeds the goal of the LTP.

While the 2021 horizon of the LTP target does not fit within the timescales of this strategy, we will take on board the overall 159% target (index value = 259), aiming to reach and then significantly surpass it within the next 3 years.

Target – Cycle Flows

Monitoring shows an historical increase of 16% per annum at the core sites. We will seek to maintain a 10% per annum growth across the life of this strategy.

Cycle Casualties

National targets set by the previous Government for the period 2001-2010 were based on a baseline of the average of the period 1994-1998. The target thresholds applied at both national and local authority level were set as follows:

- 40% reduction in the number of people killed or seriously injured (KSI) in road traffic collisions.
- 50% reduction in the number of children (those aged under 16 years) killed or seriously injured in road traffic collisions.
- 10% reduction in the slight injury casualty rate (slight injuries per hundred million vehicle kilometres).

The current Government introduced its Strategic Framework for Road Safety in which it set out priorities. Many of these relate to the national situation and to government agencies and the police. Furthermore, although a monitoring framework is set out for the national position
some of which could be applied locally, no targets are set and limited guidance given.

Under this framework, the Tyne & Wear Integrated Transport Authority established its Local Transport Plan 2011 – 2020 targets for casualty reduction in 2013. These targets are:

- 35% reduction in the number of people killed or seriously injured (KSI) in road traffic collisions
- 50% reduction in the number of children (those aged under 16 years) killed or seriously injured in road traffic collisions
- 40% reduction in the number of people suffering slight injuries in road traffic collisions

All reductions are taken from a 2005 to 2009 baseline.

The baseline cycle casualty figures and the comparable figures for 2012 and 2013 are set out below.

<table>
<thead>
<tr>
<th>2005–2009 average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Fatal</td>
</tr>
<tr>
<td>Pedal Cyclists (under 16)</td>
</tr>
<tr>
<td>Pedal Cyclists (16+)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2012</th>
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</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Fatal</td>
</tr>
<tr>
<td>Pedal Cyclists (under 16)</td>
</tr>
<tr>
<td>Pedal Cyclists (16+)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Fatal</td>
</tr>
<tr>
<td>Pedal Cyclists (under 16)</td>
</tr>
<tr>
<td>Pedal Cyclists (16+)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

It is difficult to draw many conclusions from these figures as, thankfully, cycle casualties are still relatively rare, and these figures are set against the backdrop of the huge rise in the popularity of cycling as set out above.

However the rise in the number of both pedal cyclist KSIs and slight casualties gives cause for concern, especially in the context where overall casualty numbers have fallen. This is an issue that we seek to address through this strategy.

**Target – Cycle Casualties**

We will seek to reduce the number of slight injuries suffered by cyclists from an average of 30 between 2005 and 2009 to 18 in 2020.

The numbers of cyclists involved in fatal and serious road accidents are low, making it difficult to set statistically meaningful targets. The policies of this document will, however, contribute to the overall target.
Appendix A  Cycle Parking Guidelines

The Council seeks to encourage the growth of cycling. One important step towards that is to ensure the provision of the correct level of secure, conveniently located, cycle parking facilities in new developments.

The following points of guidance and clarification are made for developers:

- provision guidelines for all classes of development are expressed as minima - the Council may agree to negotiate a lower level of initial provision where there is a persuasive argument and a commitment from the developer to monitor use and provide additional cycle parking where demand arises to permit a lower level of provision;

- guidelines are expressed as thresholds; provision under the threshold will be negotiated on a case by case basis through the development management process;

- if developers wish to make a greater provision than the guidelines indicate, this will be encouraged by the Council;

- where a proposed development comprises a number of separate premises (e.g. a parade of shops) they may, with the agreement of the Council, be aggregated for the purposes of guideline calculation;

- the type and levels of provision for long- and short-stay cycle parking are set out below;

- the guidelines are calculated to incorporate both operational needs for staff and non-operational needs for visitors (and, as appropriate, for residents);

- developers should be mindful of the accessibility and functionality of cycle parking for adapted cycles and their users; and

- in centres a possible alternative to individual provision may be commuted sum contribution - the Council will be willing to consider this procedure on the basis that such contributions will be allocated solely for cycle parking or other measures to assist cycling.

Provision of cycle parking

Short stay cycle parking

Catering for visitors expected to stay for under two hours, it is recommended that short stay facilities should be sited as close as possible to the entrance to the building they serve. They should be in a secure location where they can be overlooked from the building or by passers by. They should not block the footpath, and should be grouped together and signed.

Facilities should be easy to use and must minimise the potential of damage to the bike: stands which support the bike by the wheel only are not acceptable. ‘Sheffield’ type stands are the most appropriate design. A Sheffield stand should be 750mm high and longer than 700mm, and if at least 1000mm exists between stands then each can accommodate two bikes.

Developers must have regard to the detailed guidance on the dimensions, siting and spacing of stands available in ‘Cycle Parking’, the 2004 advice note produced jointly by Sustrans and the CTC 22.
Long stay cycle parking

Catering for commuters or visitors expected to stay about 2 hours or more, a secure position is more important than accessibility, although both would be ideal. A roof or other protection from the weather is essential.

Storage facilities for equipment and accessories are useful. Suitable designs include cycle lockers, or areas set aside within buildings, or in supervised car parks. They will often incorporate their own locking device that may be money, token or key operated. Their location should be well signed.

The following ratios for long- to short-stay provision are suggested.

<table>
<thead>
<tr>
<th>Use</th>
<th>Ratio long: short-stay spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail and commercial premises, residential and non-residential institutions (except schools, but including hospitals and clinics)</td>
<td>1:2</td>
</tr>
<tr>
<td>Office, business and leisure use</td>
<td>7:1</td>
</tr>
<tr>
<td>Assembly/leisure use (including libraries, theatres, lecture theatres, cinemas, places of worship)</td>
<td>1:10</td>
</tr>
<tr>
<td>Public transport (bus/rail) stations</td>
<td>Long stay only</td>
</tr>
<tr>
<td>Car parks</td>
<td>Long stay only</td>
</tr>
<tr>
<td>Hotels</td>
<td>Long stay only</td>
</tr>
<tr>
<td>Secondary schools/colleges</td>
<td>20:1</td>
</tr>
</tbody>
</table>
## Minimum cycle parking provision by development type

<table>
<thead>
<tr>
<th>Use class</th>
<th>Type of development</th>
<th>Cycle parking minimum guidelines</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1 Shops</strong></td>
<td>Small shops etc (less than 500m² retail floor area)</td>
<td>2 spaces per 250m² for staff plus 2 per 300m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supermarkets (500-2500m² retail floor area)</td>
<td>2 spaces per 375m² for staff plus 2 per 300m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Superstores (more than 2500m² retail floor area)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hypermarkets</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DIY Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Garden Centres</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Builders’ Merchants where sales to the public take place</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retail Warehouses</td>
<td>2 spaces per 750m² for staff</td>
<td></td>
</tr>
<tr>
<td><strong>A2 Financial and Professional Service</strong></td>
<td>Banks, Building Society Offices etc</td>
<td>2 spaces per 250m²</td>
<td></td>
</tr>
</tbody>
</table>
| **A3 Restaurants and Cafes** | Restaurant, snack bars and cafes | 2 spaces per 50m²               | 1. Reduced provisions appropriate for developments within build-up areas serving predominantly local clientele.  
2. “Public floor space” is defined as those areas to which the public have access but excluding entrance halls, corridors, staircases, toilets etc. |
| **A4 Drinking Establishments** | Public houses, wine bars etc (excluding night clubs) | 2 spaces per 50m²               | 1. Reduced provisions appropriate for developments within build-up areas serving predominantly local clientele.  
2. “Public floor space” is defined as those areas to which the public have access but excluding entrance halls, corridors, staircases, toilets etc. |
<p>| <strong>A5 Hot Food Takeaways</strong> | Hot food takeaways | As A1 (Shops)               |                                                                      |</p>
<table>
<thead>
<tr>
<th>Use class</th>
<th>Type of development</th>
<th>Cycle parking minimum guidelines</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1 Business</td>
<td>Offices, Light Industrial Premises etc.</td>
<td>2 spaces per 375m² for staff</td>
<td>General note: Floorspace figures are gross unless stated otherwise</td>
</tr>
<tr>
<td>B2 Industrial</td>
<td>General industrial premises</td>
<td>2 spaces per 500m² for staff</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle Repair Garages</td>
<td>2 spaces per 500m² for staff</td>
<td></td>
</tr>
<tr>
<td>B8 Storage or Distribution</td>
<td>Storage and/or Distribution Warehouses</td>
<td>2 spaces per 750m² for staff</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wholesale cash and carry warehouses less than 2500m² floor area</td>
<td>2 spaces per 750m² for staff</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wholesale cash and carry warehouses more than 2500m² floor area</td>
<td>2 spaces per 750m² floor area</td>
<td></td>
</tr>
<tr>
<td>Use class</td>
<td>Type of development</td>
<td>Cycle parking minimum guidelines</td>
<td>Notes</td>
</tr>
<tr>
<td>----------------------</td>
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<td>---------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>C1 Hotels</td>
<td>Hotels, Boarding Houses, Guest Houses</td>
<td>2 spaces per 10 bedrooms for the first 50 bedrooms, with a further 2 spaces for every additional 50 bedrooms</td>
<td>Where hotels include restaurants and bars open to non residents the appropriate cycle provision for these areas should be added in accordance with the provision for class A3.</td>
</tr>
<tr>
<td>C2 Residential Institutes</td>
<td>Residential Care Homes, Nursing Homes</td>
<td>2 spaces per 3 flats or rooms for resident staff and 2 per 15 non-resident staff</td>
<td>Staff parking requirement should be calculated on the basis of the maximum number of staff present at any time.</td>
</tr>
<tr>
<td></td>
<td>Hospitals and in-patient clinics</td>
<td>2 spaces per 10 members of staff for staff and 2 spaces per 10 members of staff for visitors</td>
<td>A minimum of 2 staff spaces must be provided</td>
</tr>
<tr>
<td></td>
<td>Residential schools, colleges and training centres</td>
<td>2 spaces per 4 bedspaces</td>
<td>Staff parking requirement should be calculated on the basis of the maximum number of staff present at any time.</td>
</tr>
<tr>
<td>C2a Secure Residential Institution</td>
<td>Prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or military barracks</td>
<td>2 spaces per 10 members of staff for staff</td>
<td></td>
</tr>
<tr>
<td>Use class</td>
<td>Type of development</td>
<td>Cycle parking minimum guidelines</td>
<td>Notes</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| C3 Dwelling houses              | Dwelling houses                      | Long stay: 1 space per unit  
Short stay: 2 spaces or 1 space per 16 units, whichever is the higher figure.                              | A garage will satisfy the long stay requirement as long as its internal dimensions are 7m x 3m or larger; otherwise alternative provision will be required. This may be in the form of a shed, locker or internal storage space. Developers will need to demonstrate that proposals for external storage are suitably secure. |
| C3 Dwelling houses              | Flats (new build and conversions)    | Long stay: 1 space per unit  
Short stay: 2 spaces or 1 space per 16 units, whichever is the higher figure.                              | A garage will satisfy the long stay requirement as long as its internal dimensions are 7m x 3m or larger; otherwise alternative provision will be required. This may be in the form of a shed, locker or internal storage space. Developers will need to demonstrate that proposals for external storage are suitably secure. Where lifts are to be provided, they should be capable of accommodating cycles. |
<p>| C3 Dwelling houses              | Old People's Housing (Individual Dwellings) | Target provision is as per dwelling houses or flats, negotiable on case by case basis depending on nature of development. |                                                                                                                                                                                                     |
| C3 Dwelling houses              | Sheltered or Wardened Accommodation for the Elderly etc. | 2 spaces per 10 units for staff. 2 spaces or 1 space per 16 units, whichever is the higher figure for visitors. | A minimum of 2 staff spaces must be provided                                                                                                                                                           |
| C4 Houses in Multiple Occupation | Small shared houses occupied by between three and six unrelated individuals | 2 spaces per 3 bedrooms                                                                                                                                     |                                                                                                                                                                                                     |</p>
<table>
<thead>
<tr>
<th>Use class</th>
<th>Type of development</th>
<th>Cycle parking minimum guidelines</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>D1 Non-Residential Institutions</strong></td>
<td>Health Centres, Doctors and Dentist Surgeries, Local Clinics, Veterinary Surgeries etc.</td>
<td>2 spaces per 15 staff plus 2 per 4 consulting/treatment rooms.</td>
<td>Staff cycle parking requirement calculated on basis of maximum number employed at any time. Visitor spaces should be located close to the main building entrance.</td>
</tr>
<tr>
<td></td>
<td>Crèches, Day Nurseries, Day Centres</td>
<td>2 spaces per 15 staff plus 2 per 40 consulting/treatment rooms.</td>
<td>Staff parking facilities should be separated from pupil parking facilities. Scooter parking should be provided for pupils.</td>
</tr>
<tr>
<td></td>
<td>Primary Schools</td>
<td>2 spaces per 225 pupils for staff plus 2 per 40 pupils.</td>
<td>Staff parking facilities should be separated from pupil parking facilities.</td>
</tr>
<tr>
<td></td>
<td>A minimum of 10 pupil and 2 staff spaces must be provided</td>
<td></td>
<td>Scooter parking should be provided for pupils.</td>
</tr>
<tr>
<td></td>
<td>Secondary Schools</td>
<td>2 spaces per 225 pupils for staff plus 2 per 20 pupils.</td>
<td>Staff parking facilities should be separated from pupil parking facilities.</td>
</tr>
<tr>
<td></td>
<td>A minimum of 20 pupil and 4 staff spaces must be provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sixth Form Colleges, further Education Colleges, Higher Education Establishments (Non-Residential) etc</td>
<td>2 spaces per 10 staff plus 2 per 20 students.</td>
<td>Staff cycle parking requirements calculated on basis of maximum number employed at any time (including part time and auxiliary staff).</td>
</tr>
<tr>
<td></td>
<td>A minimum of 10 pupil and 2 staff spaces must be provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Art Galleries, Museums, Public Halls, Exhibition Halls</td>
<td>2 spaces per 15 staff plus 2 per 100m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Public Libraries and Reading Rooms</td>
<td>2 spaces per 15 staff plus 2 per 50m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Places of Worship or Religious Instruction</td>
<td>2 spaces per 50m²</td>
<td></td>
</tr>
<tr>
<td>Use class</td>
<td>Type of development</td>
<td>Cycle parking minimum guidelines</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>----------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td><strong>D2 Assembly And Leisure</strong></td>
<td>Cinemas, Concert Halls, Bingo Halls, Casinos, Sports Stadia</td>
<td>2 spaces per 15 staff plus 2 per 100 seats</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dance Halls, Discotheques, Night Clubs</td>
<td>2 spaces per 15 staff plus 2 per 100 visitors based on maximum legal capacity 2 spaces per 10 staff plus 2 per 10 players based on maximum number capable of playing</td>
<td>Additional provision for bars, restaurants etc should be made in accordance with requirement for class A3 as appropriate.</td>
</tr>
<tr>
<td></td>
<td>Sports Clubs and Centres, Sports Grounds, Swimming Baths, Skating Rinks, Bowling Alleys, Riding Schools, Gymnasia, Soft Play facilities etc</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SUI GENERIS</strong></td>
<td>Theatres</td>
<td>As for Concert Halls (D2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Amusement Arcade and Centres, Funfairs</td>
<td>As for Sports Centres (D2)</td>
<td>Additional provision for bars, restaurants etc should be made in accordance with the requirement for class A3 as appropriate.</td>
</tr>
<tr>
<td></td>
<td>Launderettes</td>
<td>As for Shops (A1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salerooms</td>
<td>2 spaces per 600 m² for staff plus 2 per 300 m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Petrol Filling Stations</td>
<td>As for Shops (A1)</td>
<td>Floor area to be calculated on basis of “operational” buildings only.</td>
</tr>
<tr>
<td></td>
<td>Car Showrooms</td>
<td>As for Shops (A1)</td>
<td>Floor area used in calculations should include any outdoor sales/display area.</td>
</tr>
<tr>
<td></td>
<td>Social Clubs</td>
<td>2 spaces per 50 m²</td>
<td>Reduced provision is appropriate for development within built up area serving predominantly local clientele. “Public floor space” is defined as those areas to which the public have access but excluding entrance halls, corridors, staircases, toilets etc</td>
</tr>
<tr>
<td></td>
<td>Taxi and Private Hire Officers</td>
<td>No requirement</td>
<td></td>
</tr>
<tr>
<td>Use class</td>
<td>Type of development</td>
<td>Cycle parking minimum guidelines</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>----------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>SUI GENERIS continued</td>
<td>Vehicle Hire Garages/ MOT Garages</td>
<td>As for Shops (A1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scrapyards, Mineral Storage / Distribution Yards, Vehicle Dismantlers</td>
<td>As for Industrial (B2)</td>
<td>Floor areas used in calculations should include any outdoor storage areas.</td>
</tr>
<tr>
<td></td>
<td>Hostels, Houses in Multiple Occupation (7 or more bedrooms – for 3-6 bedrooms see C4)</td>
<td>2 spaces per 8 bedrooms, with a minimum provision of 4 spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Students Accommodation, Nurses Homes</td>
<td>2 spaces per 4 bedrooms</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Railway and Metro Stations</td>
<td>10 spaces, above which number should be determined on the basis of an individual assessment of demand</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus and Coach Stations</td>
<td>2 spaces per 6 bus stands</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Park and Ride facilities and Car Parks</td>
<td>2 spaces per 20 car parking spaces</td>
<td></td>
</tr>
</tbody>
</table>
Appendix B  Construction Standards

On-carriageway provision

Introduction

The following four sections of these standards provide a holistic approach to the provision of on-carriageway cycle provision based on the width of carriageway and type of road under consideration.

Typically, up to a carriageway width of 5.4m, there is no scope for the safe provision of cycle facilities on-carriageway.

With a carriageway width between 5.5 and 8.3m we will consider the removal of the road centreline; providing advisory cycle lanes on either side of a central two-way lane.

Where the carriageway width is 8.4m or above, we will look to accommodate cycle lanes (either advisory or mandatory) within the standard road layout.

While taking note of these guidelines, designers should still use their own judgement as to what level of provision and layout is most appropriate to the local circumstances at the location in question.

Centre line removal

Centre line removal is a relatively new technique in the UK, but one that the Council is keen to utilise as part of its overall approach to the provision of cycle facilities.

The use of the technique is well established in urban settings and within village centres in more rural areas where speed limits are already set at 30mph or possibly lower. Traffic levels, including the percentage of HGVs and buses, would still need to be a consideration for designers.

Outside of those areas, the following should act as guidance about where the technique should or shouldn’t be used:

- Only used where the speed limit is 40mph or less, and the 85 percentile speed is within acceptable limits.
- Should not be used exclusively as an enforcement technique for reducing the speed limit to 40mph, but may form part of a wider package of measures.
- Should not be used where a centre line (TSM diagram 100823) has been replaced by a warning line (TSM diagram 100423).

Removing Road Centre-Lines and Centre-Hatching on Rural Roads

Gateshead Council subdivides rural road into two types:

- **Type I**  carriageway width of 5.40m to 8.30m
- **Type II**  carriageway width of 2.50m to 5.40m

Both types require a speed limit of 40 mph for the safe mixing of motor traffic with more sustainable modes such as walking and cycling. To make the situation as safe as possible, applying a single driving lane for car traffic in both directions in the middle of the carriageway on Type I roads is recommended. Such a visual narrowing is intended to make motor vehicles drive slower and more in the middle of the carriageway. Advisory cycle lanes are provided in each direction.
Table 2: Rural Roads

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Rural Road Type I</th>
<th>Rural Road Type II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed limit</td>
<td>40mph</td>
<td>40mph</td>
</tr>
<tr>
<td>Number of lanes</td>
<td>One</td>
<td>One</td>
</tr>
<tr>
<td>Carriageway width</td>
<td>5.40 – 8.30 m</td>
<td>&lt;5.40 m</td>
</tr>
<tr>
<td>Width of driving lane</td>
<td>3.00 – 4.50 m</td>
<td>Same as carriageway width</td>
</tr>
<tr>
<td>Marking²³</td>
<td>1004, 1057</td>
<td>1057 (on a signed cycle route)</td>
</tr>
<tr>
<td>Width of cycle lanes</td>
<td>1.20 to 1.50m (advisory lane)</td>
<td>None</td>
</tr>
</tbody>
</table>

If the carriageway widths exceed 6.0m, the additional space should be used to increase the width of the cycle lanes to a maximum of 2.0m.

Removing Road Centre-Lines and Centre-Hatching on Urban Roads

Gateshead Council views the process of dispensing with centre-lines (and also centre-hatching) on urban roads used by cyclists as a valuable tool in encouraging cycling and reducing average road speeds. This takes advantage of drivers’ perceptions about the available width of carriageway by creating a central, two-way lane, with centre-line removed, bounded by advisory cycle lanes.

If the carriageway width exceed 6.5m, the additional space should be used to increase the width of the cycle lanes or introduce a buffer strip between the cycle lanes and any on-street parking bays

Table 3: Urban Roads

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Urban Road *</th>
<th>Urban Road (Estate Road)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed limit</td>
<td>30mph</td>
<td>30mph</td>
</tr>
<tr>
<td>Number of lanes</td>
<td>One</td>
<td>One</td>
</tr>
<tr>
<td>Carriageway width</td>
<td>5.5 – 8.3 m</td>
<td>&lt;5.5 m</td>
</tr>
<tr>
<td>Width of driving lane</td>
<td>3.00 – 4.50 m</td>
<td>Same as carriageway width</td>
</tr>
<tr>
<td>Marking²³</td>
<td>1004, 1057</td>
<td>1057 (on a signed cycle route)</td>
</tr>
<tr>
<td>Width of cycle lanes</td>
<td>1.20 to 2.00m (advisory lane)</td>
<td>None</td>
</tr>
</tbody>
</table>

** The lanes may require limiting waiting orders.
* Considered for urban roads with traffic flows up to 15,000 vehicles per day.

Trials of both the Urban and Rural approaches on South Shore Road and Leam Lane respectively have shown increases in cycling and no increase in accidents to cyclists or other road users.
Cycle Lanes

In line with DfT guidance (LTN2/0824), cycle lanes within the adopted carriageway should be a minimum of 1.5m wide, with greater width required depending on the nature of the road and traffic speeds.

Mandatory cycle lanes must be a minimum of 1.5m wide. In general, advisory lanes should also have a minimum width of 1.5m, however reduced widths will be considered in certain circumstances. These circumstances include the provision of feeder lanes to advance stop lines and locations where the opportunity to provide significant advantage to cyclists would be otherwise lost. These narrower lanes will only be considered where the safety of cyclists and other road users will not be compromised.

Coloured surface shall be green and only be used at identified conflict points between cyclists and other road users.

Advanced stop line reservoirs will have a depth of 5m where possible. If highway capacity requires a depth of less than 5m then the least possible depth will be 3m. Advanced stop lines must be served by a cycle lane.

Cycle Lanes will be signed as set out in the ‘Traffic Signs Regulations and General Directions 2002’ (TSRGD02) or any subsequent Regulations.

With on-street parking, the consensus appears to be that a “critical reaction strip” of at least 0.5m is required alongside any parking space if this can be achieved.

Off Carriageway Provision

Cycle Paths

All sections of shared use path will be designed equally for pedestrians, including those with disabilities, and cyclists. In some areas, provision for horses will also be required. In remote areas or where total flows are low, paths will be unsegregated, while in more urban areas or areas with high total flows the paths will be segregated.

Table 4: Cycle Path Widths

<table>
<thead>
<tr>
<th>Type</th>
<th>Recommended Path Width</th>
<th>Mowing Strip</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unsegregated</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared path</td>
<td>2m – 3m**</td>
<td>1m at each side</td>
</tr>
<tr>
<td>Bridleway</td>
<td>4m</td>
<td>1m at each side</td>
</tr>
<tr>
<td>Riverside Path</td>
<td>2m – 3m</td>
<td>1m/1.2m on riverside</td>
</tr>
<tr>
<td><strong>Segregated</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Path</td>
<td>3m – 5m *</td>
<td>1m at each side</td>
</tr>
</tbody>
</table>

Notes:

* If the path is bounded by a wall, barrier etc on one side, the path width will be increased by 0.5m. If bounded on both sides, the width will be increased by 1m.

** Minimum for new build construction is 3m with 2m being the minimum for the conversion of existing footways if pedestrian flow allows.
Guard-rail on a shared path will have a minimum height of 1.4m.

Segregation will be by the use of a raised white line or by a 50mm change in level. If a raised white line is used it must conform to diagram no. 1049.1 in TSRGD02 and be combined with tactile paving as indicated in "The National Cycle Network Guidelines and Practical Details 1997" (NCNGPD97). If the change in level is used, the design must clearly show that it has not created a tripping hazard for pedestrians or drainage problems.

For drainage the raised white line may include 25mm spaces every 10m or as required.

Cycle paths will be constructed to provide the most suitable surface but will balance this with aesthetic, construction and maintenance considerations. Cycle path construction materials and thicknesses are shown in Table 5.

### Table 5: Cycle path construction materials and thicknesses

<table>
<thead>
<tr>
<th>Urban Routes</th>
<th>Construction Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surface</strong></td>
<td><strong>Asphalt Concrete</strong></td>
</tr>
<tr>
<td></td>
<td>Surface Course – 20mm thick AC6 dense surf 100/150 (to be machine laid)</td>
</tr>
<tr>
<td></td>
<td>Binder Course – 50mm thick AC20 dense bin 100/150</td>
</tr>
<tr>
<td></td>
<td>Subbase – 150mm thick type 1 unbound mixture</td>
</tr>
<tr>
<td></td>
<td>If CBR is less than 2% then capping material must be used and designed in accordance with Design Manual for Roads and Bridges HD39/01.</td>
</tr>
<tr>
<td></td>
<td>Edging kerbs to be provided on both side of cycle path in accordance with HD39/01.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rural Routes (low use)</th>
<th><strong>Surface</strong></th>
<th><strong>Construction Details</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surface</strong></td>
<td><strong>Limestone Dust</strong></td>
<td>Surface Course 20mm thick limestone and 3mm to dust. Subbase - 150mm thick type 1 unbound mixture</td>
</tr>
</tbody>
</table>

### Notes:

All bituminous materials to be in accordance with BS EN 13108-1 and laid in accordance with BS5949.

Sub-base to be in accordance with Specification for Highway Works Clause 803.

In accordance with HD39/01 consideration of groundwater levels are important and drainage should be considered where appropriate.

Shared use paths will be signed as set out in TSRGD02 or any subsequent regulations. Where a shared use path meets a local highway, the visibility splays will be as shown in Table 6.
### Table 6: Visibility Splays

<table>
<thead>
<tr>
<th>Cycle flow</th>
<th>X distance (m)</th>
<th>Y distance (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>200 – 500 cycles/day</td>
<td>2.4</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>45</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>120</td>
<td>160</td>
</tr>
<tr>
<td>&lt; 200 cycles/day</td>
<td>2</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>45</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>120</td>
<td>160</td>
</tr>
</tbody>
</table>

If the visibility splays cannot be achieved then the cyclist should be warned with give-way markings and signage.

Lighting will be required on all high-use routes that are mainly used for commuting (this will tend to be in urban areas). Lighting should conform to the requirements of BS548931.

Lighting will not be required on low-use (rural) shared use paths that are primarily used for leisure purposes. Lighting should be provided, where possible, at junctions with roadways to assist road safety.

Access barriers cause problems for all users of shared use paths but, due to anti-social behaviour, will be required at some locations, particularly to exclude motorcycles. Gateshead Council will attempt to avoid the use of barriers wherever possible. If barriers are required the Council will attempt minimise the level of restriction. The Council will follow the guidance given in the NCNGPD9726 for the type, design and placement of barriers.

Coloured surfacing will only be used on shared use paths at the following locations, and only where necessary:

- Entry to routes
- End of roads
- At bus stops/shelters
- In combination with road markings to highlight the cycle facilities.

### Hybrid Cycle Lanes

A hybrid cycle lane is a form of cycle lane which gives greater segregation and comfort for cyclists as the lane is separated from the carriageway by a physical feature (ie a low kerb or over-run area). Cyclists can use a hybrid cycle lane as if it was a standard cycle lane, but the physical presence deters encroachment by motor vehicles. Hybrid cycle lanes may be beneficial where motor vehicle speeds or flows are high.

Any design for a hybrid cycle lane should consider the lane to be part of the carriageway and conform to all the relevant legal requirements. Particular reference should be made to Section 5 of the Highways (Traffic Calming) Regulations 199932 as the physical feature is likely to take the form of an over-run area, although other alternatives can be used where space permits. Lanes should be a minimum width of 1.7m.
The Council also monitors cycle flows at a number of locations that don't form part of the core group of sites, as set out in section 7 of the strategy. These sites don't have the same background historical data as the core group, but information from them can still prove useful. Information from these sites is set out below.

<table>
<thead>
<tr>
<th>Site</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>A167 Durham Road, south of Harras Bank</td>
<td>-</td>
<td>317</td>
</tr>
<tr>
<td>Dukesway, Team Valley, north of Don Street</td>
<td>125</td>
<td>111</td>
</tr>
<tr>
<td>New Road, Team Valley, south of B1426</td>
<td>138</td>
<td>104</td>
</tr>
<tr>
<td>Derwent Walk</td>
<td>38</td>
<td>67</td>
</tr>
<tr>
<td>A195 New Road (footpath), north west of A194 (M)</td>
<td>82</td>
<td>99</td>
</tr>
<tr>
<td>B1426 Sunderland Road, east of Shelley Drive</td>
<td>372</td>
<td>285</td>
</tr>
<tr>
<td>Eastern Avenue, Team Valley, east of Earlsway</td>
<td>165</td>
<td>176</td>
</tr>
<tr>
<td>Old Durham Road, south of Valley Drive</td>
<td>64</td>
<td>98</td>
</tr>
<tr>
<td>Staiths South Bank, cycle path to south west</td>
<td>14</td>
<td>29</td>
</tr>
<tr>
<td>A195 Lingey Lane at Bowes Railway</td>
<td>161</td>
<td>105</td>
</tr>
<tr>
<td>Keelmans Way, Wylam</td>
<td>57</td>
<td>67</td>
</tr>
<tr>
<td>Armstrong Street, Bensham</td>
<td>32</td>
<td>41</td>
</tr>
<tr>
<td>A167 Durham Road, south of Joicey Road</td>
<td>131</td>
<td>212</td>
</tr>
<tr>
<td>Burdon Road, south of Tanfield Railway</td>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>Millenium Bridge, on Gateshead side</td>
<td>529</td>
<td>431</td>
</tr>
<tr>
<td>Queensway, Team Valley, south of Bensham Road</td>
<td>257</td>
<td>-</td>
</tr>
</tbody>
</table>

* AAWT = Annual Average Weekday Traffic
Appendix D References

2. Active Travel Strategy, Department for Health & Department for Transport, 2010
3. Start Active, Stay Active, Department for Health, 2011
5. Get Britain Cycling, All Party Parliamentary Cycling Group, 2013
12. Raising The Standard For Cyclists – A Model-based Network Proposal For Gateshead, Sven-Joran Schrader, University of Newcastle upon Tyne, 2002
16. 20mph Speed Limit Pilot Areas monitoring Report, Bristol City Council, 2012
17. Active People Survey Q2 results 2013-14, Sport England, 2014
18. Whole Sport Plan, British Cycling, 2013
22. Cycle Parking, Sustrans & CTC, 2004
24 Local Transport Note 2/08, Department for Transport, 2008
25 Traffic Signs Regulations and General Directions 2002, Department of Transport, 2002
27 Design Manual for Roads and Bridges Volume 7 Section 2 Part 5 HD39/01 Footway Design, Department for Transport, 2001
28 BS EN 13108-1 Bituminous Mixtures. Material Specifications. Asphalt Concrete, British Standards Institution, 2006
29 BS 594987 Asphalt for Roads and Other Paved Areas. Specification for Transport, Laying, Compaction and Type Testing Protocols, British Standards Institution, 2010
32 Highways (Traffic Calming) Regulations, Department for Transport, 1999