

# County Durham Strategic Cycling and Walking Delivery Plan

2019 - 2029



**Action Plan** 2019 - 2024

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# 1. Summary

## Vision:

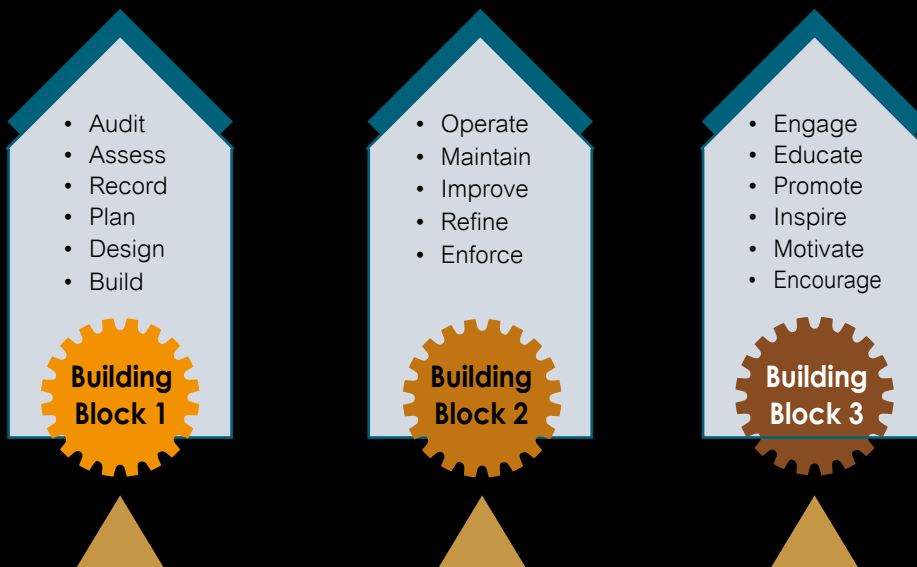
To make cycling and walking part of Durham's culture and to make them safe, affordable, enjoyable, everyday modes of transport for everyone.

## Aims:

1. Plan and provide high quality cycling and walking networks that are safe and usable for more people.
2. Manage and protect cycling and walking networks to ensure quality of experience for users.
3. Encourage and enable greater participation in cycling and walking across all demographic groups.

## Key Ambitions:

- Durham will be widely recognised as a cycling and walking friendly County.
- Durham has high quality cycling and walking networks that are safe, accessible, well maintained, integrated, signed, recorded and promoted.
- More people, especially women, children and older people are cycling and walking for everyday journeys.
- The quality of people's lives, their fitness, health and wellbeing are improved.



## Objectives:

1. We will **audit and assess** the cycling and walking networks.
2. We will **record** the cycling and walking networks.
3. We will ensure cycling and walking infrastructure is better **planned** and embedded in planning policy to influence development management decisions.
4. We will use sustainable and best practice **design** standards.
5. We will **build** high quality cycling and walking networks and include associated infrastructure.
6. We will **operate** the networks to maximise safety for users.
7. We will **maintain** the networks to high standards to maximise comfort and effective use.
8. We will **improve** the networks through development and modernisation.
9. We will **refine** the networks to maximise accessibility and connectivity.
10. We will **enforce and comply** with legislation which protects access rights, promotes ease of use and enhances the environment.
11. We will **engage and inspire** communities, clubs, schools and businesses.
12. We will provide training and **education** to staff and the public.
13. We will **promote** cycling and walking and **motivate** participation through a variety of schemes.
14. We will **encourage** participation.

## 2. Vision and Aims

### 2.1 Our Vision is:

To make cycling and walking part of Durham's culture and to make them safe, affordable, enjoyable, everyday modes of transport for everyone.

### 2.2 Our overall Aims are to:

1. Plan and provide high quality cycling and walking networks that are safe and usable for more people.
2. Manage and protect the cycling and walking network to ensure quality of experience for users.
3. Encourage and enable greater participation in cycling and walking across all demographic groups.



### 3. Building Blocks to create a Cycling and Walking County

To deliver the aims we have set out objectives, each with actions which can be monitored and reported on.

The three building blocks form the structure and set the theme for each series of objectives.

The Building Blocks are:

1. **audit, assess, record, plan, design, build.**
2. **operate, maintain, improve, refine, enforce.**
3. **engage, educate, promote, inspire, motivate, encourage.**



## 4. Action Plan 2019-2024

The strategy will be delivered through the following Action Plan.

### 4.1 Action Plan Key

**Objective:** Our approach to delivering the plan's aims

**Action:** The specific task/scheme to be delivered

**PI (Performance Indicator):** The measure we will use to report progress

**Lead & Partners:** The service/partners involved in delivery

**Aims:** The plan's aims addressed

**P:** Priority for completion 1 being highest, 3 is lowest

**Timeframe:** The timescale for delivery

**Cost:**

-£	=	no additional cost, uses existing staff resource and may lead to efficiency saving
£	=	up to £20,000
££	=	£20 - £100,000
£££	=	£100 - £500,000
££££	=	More than £500,000

### 4.2 Monitoring and Reviewing

An annual report will be produced to assess progress on the implementation of the action plan. In 2024 a new Action Plan will be produced and the strategy will be reviewed and updated as required.

### 4.3 Funding

The Action Plan sets out works to be delivered over the next 5 years with approximate costings. The plan will be used to draw up a work programme for each financial year, detailing schemes and funding required and we will do the same for each financial year.

Capital schemes in Years 1 & 2 will be eligible for Local Transport Plan 3 funding through the Walking and Cycling, Workplace Travel Planning, Town /Place and Cycling Super Routes budgets. We will work with NECA to secure funding for the delivery of the Action Plan throughout its lifespan.

In addition, we will work with partnership projects wherever possible if match funding can be secured.

## 4.4 Action Plan Tables



### Building Block 1: audit, assess, record, plan, design, build

*“It is unreasonable to expect people to change their behaviours when the environment discourages such changes” Schmid and colleagues 1995.*

High quality infrastructure makes cycling and walking more attractive options. A better, safer and greener network of non-car routes is more likely to succeed in changing behaviour to encourage more people to be more active. But behaviour change programmes are unlikely to succeed unless social, economic and environmental conditions are also changed. Poor quality environments and lack of facilities are usually experienced by those from lower socio-economic groups, therefore planning is a significant determinant of public health. Design and shape of local environments can influence lifestyle choices. We will use and exceed, where possible, the existing good practice guidelines (Local Transport Notes (LTN) 1/07, 1/08, 2/08, 1/12, Traffic Signs and Regulations and General Directions, Transport for London (TfL), Welsh Active Travel guidance and the Dutch Design Manual for Bicycle Traffic (CROW)) to design cycling and walking infrastructure. New national design guidance will soon be published by DfT and will replace LTN 2/08. It is anticipated this will become the guide we will use and will ensure that the standards are observed in new developments from the earliest stages of the design process.

#### OBJECTIVE 1: We will audit and assess the cycling and walking networks

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Audit and assess priority routes, networks in smaller settlements and key routes linking them using DfT's, LCWIP, TfL and Welsh Audit Tool (Welsh Active Travel) guidance and Living Streets School Route and Community Street Audits.	Route Records produced.	DCC Transport Living Streets	1, 2	££	Yrs 1-5	1

#### OBJECTIVE 2: We will record the cycling and walking networks

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Replace expired counters at 10 sites and install permanent counters at 10 additional sites.	Install 20 counters to monitor cycling and pedestrian flows.	DCC Transport	1, 2	££	Yrs 1, 2, 3	1
2. Count use before and after improvement schemes where there's a specific need for evidence e.g. Memorandum of Understanding with funder.	Use recorded into Drakewell system.	DCC Transport	1, 2	£	Ongoing	2
3. Carry out monitoring at 20 sites with people profiling every 2 years.	Use recorded into Drakewell system.	DCC Transport	1, 2	££	Yrs 1, 3, 5	2

### OBJECTIVE 3: We will ensure cycling and walking infrastructure is better planned and embedded in planning policy to influence development management decisions

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Produce LCWIPs for 12 main towns.*	Cycling and walking policies and recommendations created and included in CDP, IDP and DCSTS.	DCC Transport, Living Streets, Planning, Highways, developers, local community, disabled users, major employers and schools	1, 2	£	By 2024	2
2. Embed LCWIPs in the County Durham Plan.	Number of schemes receiving developer funding.	DCC Transport, Planning, Highways and developers	1, 2	-£	By 2024	2
3. Secure funding for LCWIPs from developers via Section 106.	Number of schemes.	DCC Transport, Planning, Highways and developers	1, 2	-£	Ongoing	2
4. Require that new developments and new roads include best practice cycling and pedestrian routes which are direct, well designed and permeable, take priority over motor traffic and are well connected to surrounding networks.	Routes meeting Active Travel Wales and TfL standards.	DCC Transport, Planning, Highways and developers	1, 2	-£	Ongoing	1
5. Require new workplace buildings (which exceed Durham County Council's Travel Plan trigger points**) have Travel Plans which are active travel friendly, with sufficient cycle parking and facilities for showering/ changing.	Number of new active travel-friendly Travel Plans.	DCC Transport, Sustainability, Planning	1, 2	-£	Ongoing	1

\*List in 5.2

\*\*Planning validation requirements, Section 29 Travel Plans <http://www.durham.gov.uk/media/3760/Planning-Application-Validation-Checklist/pdf/PlanningApplicationValidationChecklist.pdf>

### OBJECTIVE 4: We will use sustainable and best practice design standards

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Use best practice design guidelines (TfL, Active Travel Wales) to attract users of all ages and abilities and ensure a good quality and consistent experience.	Number of schemes adhering to best practice.	DCC Transport, Direct Services, Strategic Highways	All	£	Ongoing	1
2. Use environmentally sound methods for creation and maintenance of cycling and walking infrastructure including sustainable drainage i.e. minimising the impact of surface water run-off.	Number of schemes using environmentally sound methods.	Direct Services, DCC Transport, Sustainability, Strategic Highways	1, 2	-£	Ongoing	2
3. Carry out feasibility and outline design for LCWIPs in and between key settlements.	Design and feasibility complete for key towns and links between.	DCC Transport, external agency	1, 2	££	By Yr 5	1



## OBJECTIVE 5: We will build high quality cycling and walking networks and include associated infrastructure

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Construct priority routes identified in LCWIPs and include associated infrastructure such as cycle parking, signage and benches.	Priority routes in minimum of 2 key settlements per year.	DCC Transport	All	££££	By 2029	1
2. Complete construction of Great North Cycleway (NCN 725).	Construction and signage completed.	DCC Transport, Direct Services, Highways	All	££££	By Yr 5	1
3. Construct Cycling Super Routes linking key settlements within 5 miles of Durham City.	Cycling Super Routes within 5 miles of Durham completed.	DCC Transport, Direct Services, Strategic Highways	All	££££	By Yr 5	1
4. Ensure all staffed Council buildings (including sports centres, libraries and museums) have sufficient cycle parking which complies with modern standards.	Percentage of buildings with sufficient parking.	DCC Assets, Transport	1, 2	££	By Yr3	3
5. Provide walking links on desire lines to join other routes and public transport facilities.	Number of connecting routes provided.	DCC Transport	1, 2	££	By Yr5	2



## Building Block 2:

### operate, maintain, improve, refine, enforce

It is vital to retain a safe and high quality infrastructure to increase numbers of cyclists and walkers. Enforcement will help to protect all highways users and create safer more attractive and accessible routes for travel. A programme of maintenance and refinement will play a large part in building a cycling and walking County.

## OBJECTIVE 6: We will operate the networks to maximise safety for users

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Implement enforcement practices that contribute to safety and attractiveness of cycling and walking.	Deliver actions including the enforcement of Close Pass, Obstructive Parking and Excess Speed.	Durham Constabulary, DCC Transport, NSL	2	-£	Ongoing	2
2. Continue to support the roll out of 20mph zones as set out in DCC policy.	Number of 20mph zones introduced.	DCC Transport	2	-£	Ongoing	2

**OBJECTIVE 7: We will maintain the networks to high standards to maximise comfort and effective use**

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Establish a system for management of the cycling and walking network through maintenance and inspection.	System established and implemented.	DCC Transport, Strategic Highways	2	-£	By Yr 3	3
2. Ensure all new routes have the required permissive access and lease agreements.	Percentage of routes with agreements.	DCC Legal, Transport, Strategic Highways	2	-£	By 2029	2

**OBJECTIVE 8: We will improve the networks through development and modernisation**

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Improve existing key routes as part of a prioritised programme resulting from the LCWIPs.	Programme established and 4 routes improved per year.	DCC Transport, Strategic Highways	All	££££	Ongoing	2
2. Develop a strategic creation programme of new routes through permissive agreements, dedication of land, bridleway creations and cycle track orders resulting from LCWIPs.	Programme created.	DCC Transport, Planning, Strategic Highways, and Legal and private landowners	1	-£	By Yr 5	3
3. Audit and upgrade all NCN routes.	Audits complete and programme of works devised.	Sustrans, DCC Highways, Transport, PROW and Countryside	1, 2	£££	By Year 5	2
4. Maximise opportunities to implement LCWIPs through development.	Section 106 funding secured for LCWIP delivery.	DCC Transport	1, 2	-£	Ongoing	2

**OBJECTIVE 9: We will refine the networks to maximise accessibility and connectivity**

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Use LCWIPs to devise signage and crossing improvement programmes in line with current standards.	Crossings and connections improved in min. 2 key towns per year.	DCC Transport, Strategic Highways, Planning	All	££££	By 2024	2

**OBJECTIVE 10: We will enforce and comply with legislation which protects access rights, promotes ease of use and enhances the environment**

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Schemes to include provision for biodiversity enhancement where relevant and to fully comply with European species and habitat regulations.	All schemes provide enhancement for biodiversity.	DCC Ecology, Transport	1	££	Ongoing	2
2. Protect the network and minimise negative impacts caused by developments.	All developments to include quality cycling and walking provision.	DCC Transport, Planning	1, 2	-£	Ongoing	2



## Building Block 3:

**engage, educate, promote, inspire, motivate, encourage**

We need to invest in people as well as place to successfully build a cycling and walking County. Life changing events, inspirational events, motivational training as well as information and marketing will all help to develop Building Block 3 by influencing lifestyle choices.

### OBJECTIVE 11: We will engage and inspire communities, clubs, schools and businesses

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Work with cycling and walking groups, forums and partnerships as a mechanism for providing information, monitoring progress and budget allocation and consulting on proposals.	Work with 2 groups / partnerships.	DCC Transport, Living Streets, Culture and Sport and County Durham Sport	3	-£	Ongoing	2
2. Support the production and actions of Travel Plans to incentivise workplace and school initiatives to cycle and walk: Incentives could include; access to professional bike maintenance during work time, cycle parking in prime location, adequate changing facilities, Bike User Groups, cycle support services such as repairs, secure cycle parking. Promotion of campaigns such as National Walking Month, workplace walking challenges and guided walks.	Number of Travel Plans implemented.	DCC Transport Living Streets	1, 3	-£	Ongoing	2
3. Encourage employers and services to install cycle parking and electric charging points at or within easy reach of workplaces.	Number of cycle parking and electric charging schemes undertaken.	DCC Transport	All	£	Ongoing	2
4. Coordinate installation of cycle parking at work places businesses and community buildings through ParkThatBike.	110 stands or equivalent (depending on type) installed	DCC Transport and ParkThatBike	All	£	By Yr 3	1
5. Establish the County Council as an active travel employer with the provision of adequate showers, changing, storage, parking, salary-sacrifice bike purchase scheme.	Number of good practice examples delivered on County Council premises.	DCC Assets, Transport	All	££	By Yr 3	2

## OBJECTIVE 12: We will provide training and education to staff and the public

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Provide training for staff on cycling and walking infrastructure audit and design through series of CPD seminars and courses.	Percentage of relevant DCC staff receiving training.	DCC Transport	3	£	By Yr 5	2
2. Continue to roll out Bikeability training for children.	Number of schools receiving training. Number of pupils receiving instruction	DCC Strategic Highways	3	££	Ongoing	1
3. Produce Town cycling maps which include guidance on safer cycling for staff and the public, to include information for pedestrians and drivers on safe conduct (including information on the network available to cyclists and responsibilities under Highway Code). Make available online.	Town cycle maps available for all main towns.	DCC Transport and relevant partners	3	£	By Yr 3	2
4. Provide cycle maintenance training for staff at DCC sites.	No. of DCC staff receiving training at 2 sessions per year.	DCC Transport	3	£	By Yr 5	2

## OBJECTIVE 13: We will promote cycling and walking and motivate participation through a variety of schemes

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Produce countywide cycling maps and make available online.	Countywide cycling maps produced and made available.	DCC Transport in partnership with Culture and Sport, Strategic Highways, Health, Tourism, Planning, Go Smarter / NECA, etc and external partners	3	££	By Yr 5	2
2. Promote newly improved and new routes.	Routes promoted on DCC website and social media.	DCC Transport	3	-£	Ongoing	2
3. Provide Back on Your Bike courses for returning cyclists through Cycle Durham.	% of participants who were motivated to cycle for active travel as a result of the course.	Culture & Sport	3	-£	Ongoing	2
4. Provide Health Walks for adults through Walk Durham.	% of participants who were motivated to walk for active travel as a result of the programme.	Culture & Sport	3	-£	Ongoing	2

## OBJECTIVE 14: We will encourage participation

Action	Delivery					
	PI	Lead & Partners	Aims	Cost	Timeframe	P
1. Pilot an electric cycle counter totem pole on a Cycling Super Route.	Cycle counter totem pole installed.	DCC Transport	3	£	Yr 2	3
2. Encourage cycling and walking to work with large employers through Travel Plans and workplace health schemes (i.e. Better Health at work), workplace walking schemes and Salary Sacrifice bike purchase scheme.	Number of bikes purchased and number of staff cycling to work. Number of workplace walking schemes and number of staff walking to work.	DCC Transport	3	-£	Yr 3	2
3. Encourage primary schools to roll out WOW, the year round walk to school challenge. Work with parents and carers to utilize Park & Stride sites and engage in auditing walking routes to school. Work with colleges and Durham University to promote sustainable travel amongst students. Work with secondary schools to run walking challenges with pupils.	Number of schools participating in WOW. Number of Park & Stride sites set up and School Route Audits completed. Number of Post-primary engagement events undertaken.	Living Streets	3	-£	Ongoing until Mar 2020	

## 5. Appendices

### 5.1 Glossary

AAP	Area Action Partnership
AROW	Access and Rights of Way
CDLAF	County Durham Local Access Forum
CDP	County Durham Plan
CDS	County Durham Sport
CINeMa	Cycling Infrastructure Network Matrix (software developed in-house to collate data and prioritise improvements)
CSR	Cycling Super Route
DfT	Department for Transport
DCSTS	Durham City Sustainable Transport Strategy
IDP	Infrastructure Delivery Plan
LCWIP	Local Cycling and Walking Infrastructure Plans
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
NCN	National Cycle Network
NECA	North East Combined Authority
NHS FT	National Health Service Foundation Trust
NPPF	National Planning and Policy Framework
NTS	National Travel Survey
ONS	Office for National Statistics
PR	Primary Route
PROW	Public Rights of Way
REAL	Regeneration and Local Services
ROWIP	Rights of Way Improvement Plan
SR	Secondary Route
TfL	Transport for London
WOW	Walk to school challenge (Living Streets)

## 5.2 12 main towns

Barnard Castle

Bishop Auckland

Chester le Street

Consett

Crook

Durham

Newton Aycliffe

Peterlee

Seaham

Sildon

Spennymoor

Stanley

## Contact:

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