

County Durham Strategic Cycling and Walking Delivery Plan

2019 - 2029



Evidence Base

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“...1975-6, 74% of primary school children walked to school.
In 2015 it was 48%.” **Living Streets**

1. Foreword



I am delighted to provide the Foreword for the first County Durham Strategic Cycling and Walking Delivery Plan. This is an important document to help us create a better cycling and walking county over the next ten years.

We want to encourage positive investment and development in Durham and active travel plays a key part in this vision.

We want to make cycling and walking part of Durham's culture and help more people to enjoy them as part of their everyday lives. We want Durham to make the most of the positive contribution they can make to regenerating our County.

"I commend this document and whole-heartedly encourage you to embrace it so that you too can benefit."

County Councillor Carl Marshall,
Portfolio Holder for Economic Regeneration

Cycling has risen up the agenda, through sporting achievements, a desire for more active lifestyles and the need to save money and we must make the most of this increased interest.

In contrast, the decline in walking is of great concern for our health and the environment and in particular for our younger generation. We must support measures which tackle the heart of the issue and reverse this decline.



Making cycling and walking more convenient will encourage greater participation, which in turn will help to normalise them as everyday modes of transport. We must support this plan which promotes tolerance and understanding between all highway users.

"Much progress has already been made to set better standards for cycling and walking and this Delivery Plan will allow us to build on that."

County Councillor Peter Brookes,
Durham County Council's Cycling Champion



2. Summary

Vision:

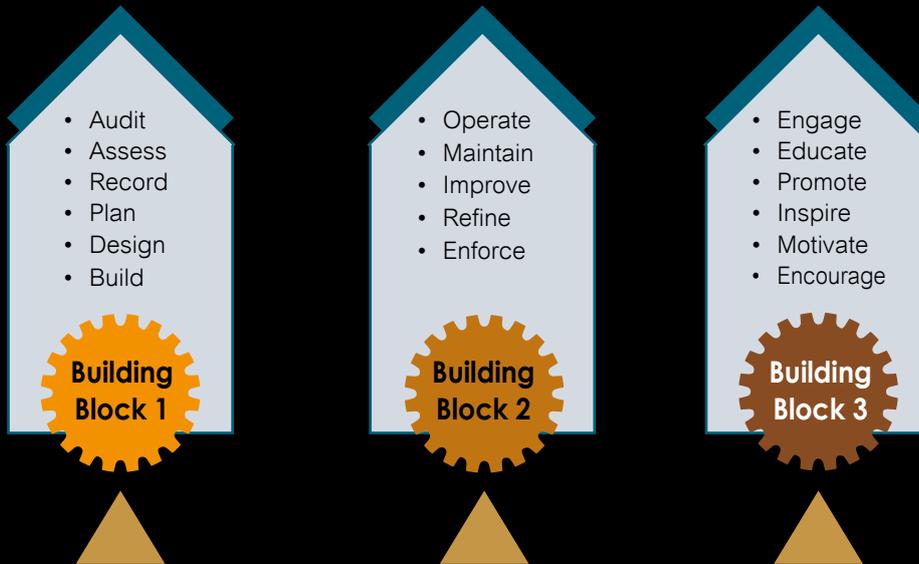
To make cycling and walking part of Durham's culture and to make them safe, affordable, enjoyable, everyday modes of transport for everyone.

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.

3. Introduction

Welcome to the first Strategic Cycling and Walking Delivery Plan for County Durham.

The Delivery Plan is our long-term, local approach to deliver on the Government's ambitions to create a cycling and walking nation as established in the DfT's Cycling and Walking Investment Strategy (2016). It focusses on enabling cycling and walking for everyday journeys to reduce the reliance on car travel and create confident, active and healthy communities.

The Government's targets to reach by 2025 are:

- Double cycling from 0.8 billion to 1.6 billion stages¹
- Increase walking to 300 stages per person per year
- Reduce the number of cyclists killed or injured each year
- Increase the percentage of school children (5-10yrs) that walk to school from 49% to 55%.

By working towards these targets, the benefits will be seen in positive social, environmental, economic and health outcomes.

A combination of physical and behavioural measures are required to enable the positive change to a County which embraces active travel.

We aim to provide the right conditions to make cycling and walking for short journeys, or as part of a longer journey, the natural choice.

The Draft Plan was available for a six week public consultation on the DCC website. It was prepared through consultation with a wide range of partners through the creation of two task and finish working groups. The groups have provided expertise from a wealth of backgrounds including health, sport, physical activity, transport, tourism, planning, spatial policy and sustainability - many members are cyclists and walkers themselves. They previously helped review the 2012-2015 Cycling Strategy and provided productive and positive support for the development of this Delivery Plan.

The Plan focusses on active travel and does not cover mountain biking, elite, competitive and velodrome cycling and guided rides and walks.

¹ stages = unit of travel when there is a change in the mode of transport i.e. a journey cycling to a railway station to catch the train to work is one cycle stage. This allows cycling and walking to be included and counted in journeys when they are not the main mode.

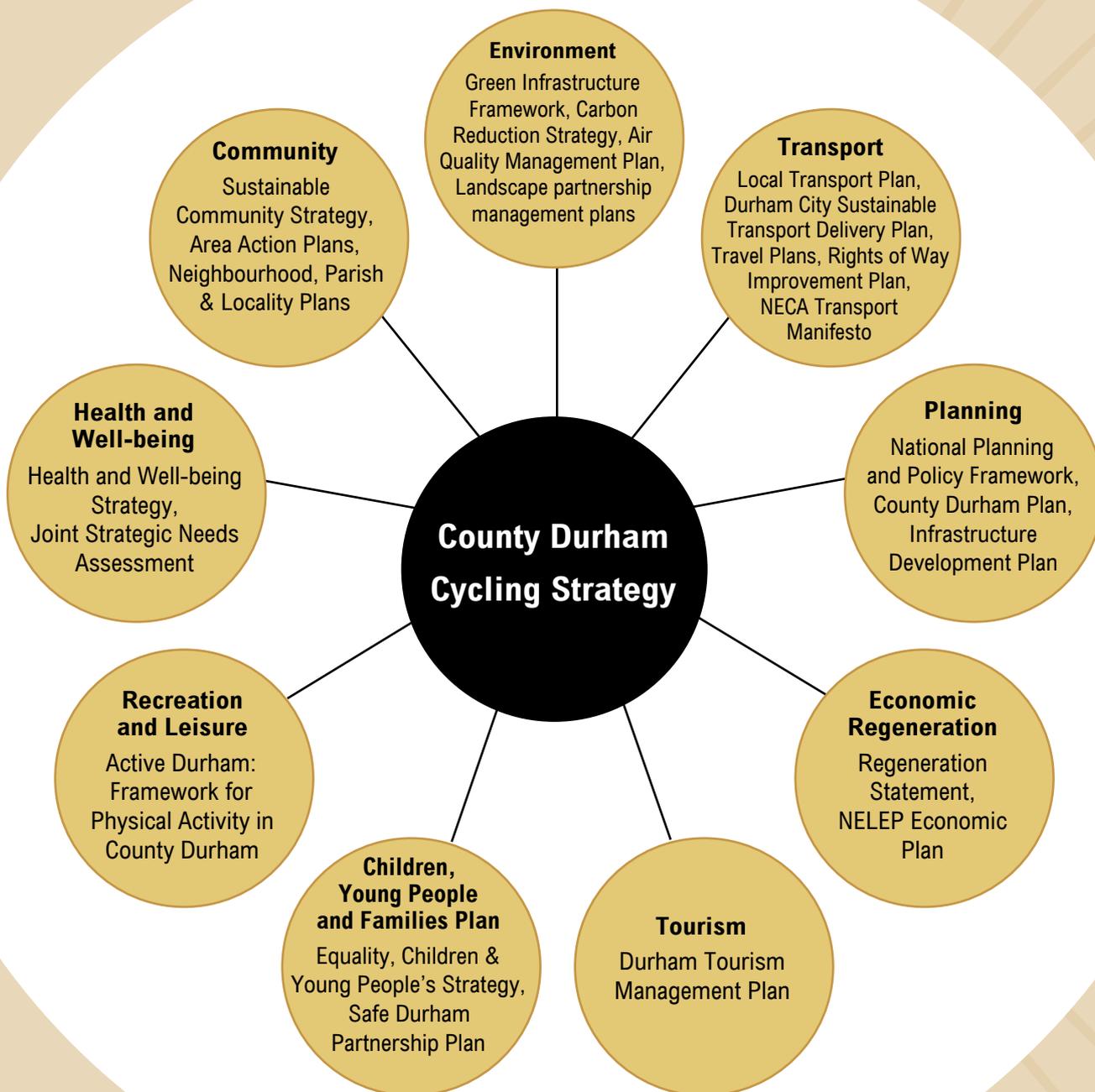


Recreational use of the networks and guided rides and walks are only included where participation may lead to utility trips i.e. self-guided cycling and walking, Cycle Durham Back on Your Bike rides and Walk Durham health walks. We recognise the important contribution cycling and walking make to leisure and tourism and support will continue for funding bids and schemes to construct new or improve existing recreational/tourism routes which have a clear evidence base, cost-benefit and which can prove ongoing maintenance is secured. These are not however, listed or included in the plan as the focus is on active travel.

Equestrian use of the network is not specifically covered. However, where the off-road networks are shared with equestrians (i.e. public bridleways, multi-user routes and Railway Paths) any improvements carried out through the implementation of the plan will be considerate of the needs of horseriders.

4. Policy Context

Cycling and walking permeates many themes including transport, planning, health, economic regeneration, sport, leisure and tourism. The diagram below shows how they link to other plans and strategies and how this delivery plan can help contribute to fulfilling the aims of these documents.



“40,000 premature deaths each year in the UK are attributable to air pollution.” **Living Streets**

At a national level the profile for cycling and walking has increased significantly with the enactment of the Active Travel Bill for Wales in 2013, significant investment in Cycle Super Highways and Santander Cycles (aka Boris Bikes) in London, TfL’s street toolkit and most recently DfT’s Cycling and Walking Investment Strategy (2016) adding strength to the political support for local authorities to address the needs for safer and more convenient cycling and walking routes.

Active travel is relevant to many key strategies and plans, and will be well represented in the North East Transport Plan for the North East Combined Authority (NECA)*.

This plan is part of the broader strategic framework which sets the scene for regeneration and economic prosperity in the County. The overarching plans and strategies within this framework (shown on previous page) influence the strategic direction of this document. It also delivers on 9 of the 15 LTP3 objectives and is identified as a common intervention benefitting 5 LTP3 goals and these are included in the LTP as Policy 16.

Cycling and walking are also now firmly embedded in national and local planning policy. The National Planning Policy Framework (NPPF), published March 2012, promotes sustainable travel and provides the basis for the authority to produce its Local Plan and make decisions on major planning applications. The County Durham Plan, Infrastructure Delivery Plan and Durham City Sustainable Transport Strategy form the local policy framework which includes policies on sustainable travel. At a more local level, there is a great opportunity to embed active travel policies and proposals into Neighbourhood Plans. This work is reinforced by the Parking and Accessibility Standards 2018 which encourages sustainable modes of travel by ensuring that new development is designed in a way which prioritises accessibility for cyclists and pedestrians. The Standards will also ensure that the provision of good quality long and short stay cycle parking is provided where security and convenience are at the forefront of design.

“Men are more than twice as likely to cycle to work than women (3.9%:1.6%)” **ONS Census; Cycling to Work**

**NECA - The North East Combined Authority (NECA) is a legal body established in April 2014, bringing together the seven councils which serve County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland. In conjunction with the Local Enterprise Partnership it has responsibilities for areas such as transport, economic growth, jobs creation and skills development.*

5. Our Ambitions

- County Durham is widely recognised as a cycling and walking friendly County.
- Cycling and walking networks are high quality, safe, accessible, well maintained, integrated, signed, recorded and promoted.
- More people, especially women, children and older people are cycling and walking for everyday journeys.
- There are more opportunities for sustainable travel to work, school and key services and reliance on cars is reduced.
- Drivers are more aware of and considerate towards cyclists and walkers.
- Cyclists and walkers are more aware of their rights and responsibilities to other road and path users.
- Off road cycling and walking networks are maintained and improved.
- The quality of people's lives, their fitness, health and wellbeing are improved.
- Cycling and walking contribute to visitor economy and there are more opportunities for visitors to enjoy active breaks.
- Modal shift from cars to cycling, walking and public transport has reduced air pollution and carbon emissions contributing to better air quality.



6. Making the Case

6.1 Trends in England and County Durham

The Government have set out their ambitions in the Cycling and Walking Investment Strategy to make cycling and walking part of everyday life and the natural choice for shorter journeys. The targets have been devised to address specific issues in health, air quality, traffic congestion and safety.

The following section sets out the statistical evidence base behind these national ambitions and also the local case for intervention.

In 2016, in England, people made an average of 243 walking trips and 15 cycling trips; walking an average of 198 miles and cycling an average of 53 miles per year¹.

Though the mileage sounds impressive, levels of walking have steadily declined since 2005. Walking trip rates have decreased by 19% between 2005 and 2015, from around 4.7 trips per week to 3.8 trips per week. The distance walked has also decreased by 8% between 2005 and 2015, from around 3.8 miles per week to 3.5 miles per week. However, walking still remains the second most common mode choice in 2016, with 25% of all trips being walked. On average women make more walking trips than men and the average trip is 16 minutes. 42% of adults walk for travel at least once a week¹.

In Durham, cycling and walking levels are 68.5%, which is below the average (for England) of 70.5% and the North East level of 69.1%. Walking once a week is well below the average for England of 41.9% at 30.9%. Walking to school for 5-16 year olds in Durham has shown a dramatic change with a marked decrease from 56% in 2003 to 43% in 2015, compared to the average for England of 48 to 44% for the same period².



In contrast to walking, cycling nationally has steadily grown year on year since 2008 but it remains a minority form of transport. In the UK, only 2% of journeys are done by bike, compared with 27% in the Netherlands. However, people are cycling further compared to 10 years ago. In 2016, cycle trips were 26% further compared to 2006, with the average up to 53 miles per year from 42 miles per year in 2006. On average, men cycle three times as many trips and four times further than women. 38% of cycle trips are for commuting and the average trip is 24 minutes. Participation is greatest in those aged 30-50, peaking in 30-34 year olds¹.

Cycling for travel in Durham is well below national average of 6.3% (cycling once a week) at only 4.2% (North East 4.5%)².

It is clear that participation in cycling by gender is heavily distorted towards men. Less than half the number of women cycle to work than men (in 2011 3.9% of male workers cycled to work compared with 1.6% of female workers in England and Wales). This is in contrast to our European countries where participation rates are more equal across genders – women make up 45% of cyclists in Denmark, 49% in Germany, and 55% in the Netherlands³.

Although cycling and walking are safe ways of travelling and serious accidents are rare, they are less safe relative to some other modes of transport. Per mile travelled, over the last three years, figures suggest that pedestrians were more likely than cyclists to be killed on the road. Cycling and walking, however, are both more risky than car driving although motorcycling is the most risky kind of transport of all - around 3 to 3.5 times more so than cycling and walking⁴. In Great Britain 2016, there were an estimated:

- 442 killed or seriously injured pedestrians per billion miles walked.
- 1,863 pedestrian casualties per billion miles walked.
- 1,011 killed or seriously injured cyclists per billion miles cycled.
- 5,353 cyclist casualties per billion miles cycled¹.

In addition, perception of safety is poor. In 2016, 59% of adults (18 years and above) in England agreed that “it is too dangerous for me to cycle on the roads”. Women were more likely than men to agree (68% to 50%) and people were more likely to agree if they were older. However, existing cyclists are far less likely to believe that cycling was too dangerous for them than non-cyclists (39% to 68%)¹.

Despite safety concerns, those who do participate in cycling and walking report significantly higher enjoyment levels (5.35 cycling and walking 5.38) than those by car (5.05) and public transport (4.66)¹.



¹ DfT Walking and Cycling Statistics, England: 2016 (Jan 2018).

² Walking and Cycling Statistics England 2016.

³ Why don't more women cycle? Alix Stredwick, Cycling UK, March 2017.

⁴ www.cyclinguk.org/resources/cycling-uk-cyclingstatistics

6.2 Opportunities in County Durham

County Durham has the ambition to grow both economically and in terms of population over the life of this plan. Transport is a key factor in development and needs careful planning to enable sustainable choices. Poor air quality, noise and health issues are consequences of unsustainable transport which can negatively impact on the social, economic and environmental prosperity of a place. We need to change the way we travel now and plan to travel in the future in order to make Durham a better County to live and work. This plan sets out how these changes can be achieved.

Cycling and walking are non-polluting, accessible and affordable means of transport. They can help save billions of pounds on health, transport and the economy¹. By investing in cycling and walking we are tackling some of the biggest issues created by unsustainable transport.

The North East has the lowest car ownership outside London (NTS 2014) which provides a fantastic opportunity to encourage greater uptake of sustainable transport modes, including cycling, walking and public transport.

In Durham, the compact city centre is ideal for walking and the outlying villages are within short cycling distances, offering potential to provide viable options for active travel within, through and to the city centre.

The dispersed nature of towns and villages in the County means there are opportunities to create safe and attractive routes along main transport corridors and make improvements to infrastructure within the settlements.

County Durham has fantastic opportunities for recreational cycling and walking on public rights of way, railway paths, trails in Hamsterley Forest, long-distance trails, National Cycle Network routes and quiet roads for road cycling. Better connections between networks will enhance user experience and enable more local use and encourage tourism.

For more information on routes visit

www.durham.gov.uk/cycling, www.durham.gov.uk/prow, www.durham.gov.uk/enjoyoutdoors

Active travel can significantly contribute to economic wellbeing. Cyclists and walkers can increase retail sales by 30% as they are more likely to visit shops more often and spend more than car users². Cyclists and walkers visit local shops more frequently and spend more than users of most other modes of transport^{4 and 5}.

Furthermore, specific support service providers such as bicycle building, bike sales, repairs and re-use, overnight stays, refreshment providers succeed around specific routes and communities. Bike sales, in particular, can make a significant contribution to the local economy. Sales have increased sharply since 2006 in Europe and the USA³ and domestic production of bikes and accessories doubled between 2007-2013⁴. Cyclists also spend money on equipment such as clothing and refreshments, which supports many businesses from bike shops to cafés and B&Bs.

¹ *Benefits of Investing in Cycling*, Dr Rachel Aldred, British Cycling, 2014.

² *DfT, 2010 Creating Growth, Cutting Carbon. Making Sustainable Local Transport Happen 2011.*

³ *SQW Report; Planning for Cycling 2008.*

⁴ *Raje and Saffrey; Value of Cycling*

⁵ *Living Streets; The Pedestrian Pound*

6.3 Benefits of Cycling and Walking

Cycling and walking offer solutions to economic, social, environmental and health issues and threats. They are accessible, affordable and sustainable activities which enable active travel and healthy recreation.

Better for Travel

- Predictable and reliable journey times
- Incorporates physical activity into everyday life
- Cycle freight offers a viable solution in areas of greatest traffic pressure

“Two thirds of car journeys are less than 5 miles¹... or a 25 minute cycle”

British Cycling website

Environment

- Low environmental impact - zero carbon travel
- Improves poor air quality
- Zero noise pollution
- Active and sustainable tourism

“Shifting just 10% of journeys from car to bike would reduce air pollution and save 400 productive life years⁶”

Sustainable Growth and Regeneration

- Helps to tackle high street decline. Cyclists and walkers visit local shops more frequently² and can boost high street turnover by 10-15%³
- Improvements to the walking environment can increase economic value and activity in the local area which can be reflected in property and rental prices⁴
- Low cost investment in cycling and walking infrastructure can defer or reduce the investment required in other infrastructure
- Cyclists and walkers support and sustain small businesses such as cafés and accommodation providers
- Employers benefit from a healthier workforce which reduces sickness absence and increases productivity of staff
- Can create small businesses e.g. bike building, servicing and re-use

Health

- Positive physical health outcomes: regular walking reduces risks of obesity, 30% reduction in risk of cardiovascular disease⁵
- Children who cycle or walk to school are more attentive and achieve better results²
- Positive mental health
 - physical activity can improve confidence and self-esteem through challenge and achievement, social contact and increase knowledge and skills
 - connects people to the outdoors and creates opportunity for social interaction
- Illnesses resulting from physical inactivity are conservatively estimated to cost the NHS upto a £1 billion per year (2007 prices)⁶

“Increased levels of cycling and walking in the UK would save the NHS £17 billion over a twenty year period (2012-31)⁶”

¹ DfT - 2010 *Creating Growth, Cutting Carbon. Making Sustainable Local Transport Happen*

² *Raje and Saffrey; Value of Cycling*

³ Norman Baker, *Under Secretary of State for Transport, March 2010*

⁴ *Living Streets, Making the Case for Investment in the Walking Environment*

⁵ Hamer, M. Chida, Y. 2008. *Walking and primary prevention: a meta-analysis of prospective cohort studies. British Journal of Sports Medicine* 42: 238-243

⁶ DfT: *Claiming the Health Dividend 2014*

7. Vision and Aims

7.1 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.

7.2 Our aims link the vision to the Building Blocks and Action Plan.

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.

“While 48% of kids want to cycle to school, only 2% actually do.” **Living Streets**

“In 2014, 30-49 yr olds cycled twice as many miles than any other age group” **NTS**

8. Building Blocks

The Building Blocks introduced in the 2012 Cycling Strategy will continue to form the basis of our long-term strategy. They give a strong sense of direction and structure whilst enabling our aspirations to thrive.

The three Building Blocks are:

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

The Building Blocks set the theme for the objectives. The 14 objectives, each have actions and can be monitored and reported on. These are detailed in the Action Plan.

The plan will be delivered in partnership, with dedicated resources and high level political support.



9. Conclusion

For the individual cycling and walking bring freedom, joy, fitness, independence and a cheap and effective way of getting from A to B. Beyond that, active travel has immense capacity to help create healthier, wealthier, happier and greener communities and an effective and efficient transport system.

This document sets out our plans to overcome barriers to participation by using factors which motivate people and tackle the challenges facing cycling and walking. The Building Blocks give the platform for the objectives and action plan.

We will know we are achieving our vision and aims when more people are travelling by cycle and walking because it is a safe, convenient and stress-free way to travel. People will travel actively because as a valued member of a vibrant community, it is normal to cycle or walk to the shops, to visit friends, to work or school and to cycle and walk for fun and fitness. There will be equity of opportunity across communities and all demographics will be well represented with families, children, older people, disabled people and women all making up their share of cyclists and walkers. We will have created cycling and walking communities for a healthy, wealthy, active and sustainable future.



10. Appendices

10.1 Local Cycling and Walking Infrastructure Plans

The Department for Transport's (DfT) Cycling and Walking Investment Strategy (CWIS) sets out the Government's ambition to create a cycling and walking nation. The strategy focusses on active travel and aims to make cycling and walking the natural choice for shorter journeys. The targets to reach by 2025 are:

- Double cycling from 0.8 billion to 1.6 billion stages
- Increase walking to 300 stages per person per year
- Reduce the number of cyclists killed or injured each year
- Increase the percentage of school children (5-10yrs) that walk to school from 49% to 55%.

The CWIS sets out the need for local authorities to produce Local Cycling and Walking Infrastructure Plans (LCWIPs) which are a new way of identifying and strategically planning cycling and walking improvements at a local level. The DfT state that having LCWIPs will better place authorities when making the case for future investment.

The key outputs of LCWIPs are:

1. **Network Plans** for cycling and walking
2. **Prioritised programme of infrastructure improvements** for future investment
3. **Report** which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements.

In County Durham, the work to develop cycling network plans for the 12 main towns was set out in the Cycling Strategy 2012-2015 with much of it following the same process of the LCWIPs. We have now aligned our process using the LCWIP Technical Guidance and will produce LCWIPs for the 12 towns according to DfT stipulations. This will result in the production of cycling and walking Network Plans and identifying cycling and walking infrastructure improvements.

LCWIPs are a fundamental element of Building Block 1 which sets out the need to audit, assess and plan in order to design and build a quality network which is then managed and promoted. It is a key stage to establishing a mature and considered strategy.

The priority towns for LCWIPs are Chester-le-Street, Durham and Newton Aycliffe which sit on the line of the Great North Cycleway and a main transport corridor. Once the three priority towns have been completed, LCWIPs will be produced for the remaining nine towns.

For more information on LCWIPs visit www.durham.gov.uk/cycling or search the DfT pages at www.gov.uk



10.2 Quality Network Principles

The following six internationally recognised principles set out what is required for high quality cycling and walking networks. The principles are the basis of the Transport for London and Welsh Audit guidance and DfT's LCWIPs technical guidance. Crucially, they will be the underlying standard which we adhere to in all future designs and schemes along with the design standards mentioned in 7. They cover every aspect of what a cyclist and walker needs from the network and are essential to the strategy's success. They are summarised below.

- 1. Coherent** – these should effectively link origin and destination. Design, maintenance and signing should be consistently high quality throughout.
- 2. Direct** – cyclists and walkers, like other highway users, usually wish to take the most direct route to their destination. Cycling and walking infrastructure that reduces delay and can even give advantage to non-motorised traffic is the most likely to encourage participation.
- 3. Safe** – a key factor for encouraging new cyclists and walkers, the importance of safety cannot be over stressed. Routes that feel safe are the ones that people will want to use. Traffic speeds need to be considered as well as crossings and junctions. Safety away from motor traffic and personal safety on off-road routes are both critical.
- 4. Comfortable** – surfaces should be smooth and well drained so that cyclists and walkers can enjoy a comfortable journey at all times of the year and in all types of weather, with minimal stopping and starting and steep slopes. Free from obstructions and wide enough to use freely and without conflict with other users.
- 5. Attractive** – routes should be attractive, offering a quiet, well-lit (where appropriate), pleasant environment without fear of crime.
- 6. Adaptability** – infrastructure should have the capacity to be adapted if and when demand increases.

Space for pedestrians should not be negatively impacted by improvements for cyclists. We will continue to embrace international and national guidance (Transport for London, Active Wales) and best practice to deliver a better network.

10.3 Cycling and Walking Resources

For more information on cycling and walking routes visit the cycling and walking pages at www.durham.gov.uk and www.thisisdurham.com

Information for businesses on how best to provide for cycling and walking can be found at www.visitcountydurham.org/business-resources/business-support-toolkits

10.4 Key Partners and Consultees

External

County Durham Local Access Forum	Forestry Commission	Northern Rail
Durham City Cycling Forum	Go North East	Railfuture
Arriva North East	Groundwork Trust	Sport England
County Durham Sport	Highways England	Sustrans
Cycling UK	Key Landowners	The British Horse Society
Durham Constabulary	Living Streets	The Ramblers
Durham Heritage Coast Partnership	National Express	Visit County Durham
Durham Rural Community Council	Natural England	
Durham University	NE Chamber of Commerce	
	Network Rail	
	North Pennines AONB Partnership	

10.5 Assessments and Reporting

The following assessments were carried out on the draft Delivery Plan and any amendments required were incorporated into the final version.

Habitat Regulations Assessment Screening

Strategic Environmental Assessment

Equality Impact Assessment

For major cycling and walking infrastructure schemes Habitats Regulation Assessment Screening and an Environmental Impact Assessment will be carried out.

We have reported to the Corporate Consultation Group, Strategic Planning Board, Real and Corporate Management Teams throughout the process and all are supportive of the process and Delivery Plan. The final plan was approved by Cabinet in January 2019.

10.6 Endorsements

Jenny Wiles Regional Director (North) – Living Streets

“Having worked closely with Durham County Council on everyday walking projects for a number of years, Living Streets is pleased to support the County Durham Strategic Cycling and Walking Delivery Plan 2019-2029. We welcome this on-going commitment to continue to deliver high quality infrastructure, to improve the walking environment for everyone who lives in and visits County Durham, alongside interventions to enable and inspire more people to walk their everyday, local journeys. We are delighted to see examples of our work throughout this document and look forward to continuing to work in partnership with Durham County Council to deliver the aspirations of this plan.”



Neil Gander, Cycling Representative County Durham Local Access Forum

“This document holds answers to many of our most pressing concerns: Climate change, pollution, traffic congestion, obesity, road danger and community cohesion. It seems incredible that we could make big strides towards tackling these problems with this simple approach: drive less; walk and cycle more. The evidence is here and so is the guidance on how it can be done. Here’s hoping we can all work together to make County Durham a healthier, happier and cleaner place to live.”



Claire Kerrin Sustrans

“Sustrans are delighted to support the Delivery Plan. Durham County Council’s commitment to improving cycling and walking conditions is evident in their pledge to improve the National Cycling Network within the county. The strategy ties in with Sustrans mission to get more people cycling and walking for their everyday journeys and we believe that this will lead to happier and healthier communities. Having cycling and walking infrastructure better planned and embedded in planning policy will ensure a cohesive and better network for years to come. We look forward to this delivery plan and action plan being implemented and seeing more people from all backgrounds on their bikes and walking for every day journeys.”



Heather Evans Cycling UK

“Cycling UK is delighted to support this Delivery Plan and we look forward to seeing the Action Plan implemented and more people cycling, especially for short day to day journeys.

Many cycle journeys will continue to be on road, especially in the countryside where cyclists are attracted to the quiet scenic roads of County Durham and we would ask all road users to share the roads with care. An electric bike can give those with a lesser degree of fitness the confidence to explore new areas, especially hillier ones. Whatever the type of bike, area of the County, age or ability, we look forward to this strategy encouraging more people to cycle more often and to enjoy the freedom of cycling.”



Richard Cowen Durham City Cycling Forum

“This Delivery Plan has been prepared in conjunction with the Durham City Cycling Forum, whose members include representatives from the Durham University and County Council Bike User Groups and local cycling clubs from around the County. We are all keen to see cycling numbers increase and for it to become a healthy alternative to the car for short journeys to work, shop and leisure activities. More cycling to

these venues will have the added advantage of reducing traffic congestion and air pollution. In addition, cycling is a leisure activity in its own right and County Durham has many places where this can be enjoyed in beautiful countryside. But an increase in cycling will only happen if people new to cycling feel safe and comfortable in starting this activity. It needs careful planning from our decision makers if it is to succeed.

This Delivery Plan is an excellent start to making County Durham a cycle friendly place both for residents going to work and visitors coming to enjoy our wonderful countryside.

As a regular cyclist and member of the Bishop Auckland Cycling Club, I wish to endorse it.”

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10.8 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)

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