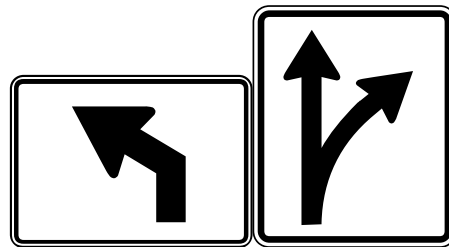


Hartlepool Cycling Development Plan



October 2016



Hartlepool Cycling Development Plan

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1 Introduction and context background

A Introduction

1.1 Cycling continues to enjoy a strong positive profile throughout the UK. Well publicised political initiatives such as the Cycle City Programme combined with sporting successes in the Olympics and Tour de France have kept cycling and all the positive benefits it brings in the spotlight. Additionally, as a healthy activity that contributes to easing traffic congestion and reducing harmful exhaust emissions the promotion of cycling carries broad political support.

1.2 Against this positive background cycling still makes only a small contribution to how people travel. The National Travel Survey 2014 identified that only 2% of trips and 1% of distance were made by bike in 2014.

B Cycling in Hartlepool.

1.3 The town of Hartlepool and the surrounding Borough is relatively small in area with few hills. It has a coastline stretching down its eastern side. The population currently stands at around 90,000. The Borough has seen a number of developments in relation to cycling over past years and certainly has potential for more investment to encourage more people who live and work in the Borough to take to two wheels.

1.4 The key elements for cycling in Hartlepool are

- 1) The National Cycle Network route 14 that follows a coastal route from Crimdon in the north to Greatham in the south.
- 2) Recreational routes such as the Hart Walkway, Summerhill Multi user route and Seaton Common bridleway
- 3) Countryside roads linking the key villages in the Borough (Greatham, Dalton Piercy, Elwick and Hart).
- 4) Key routes in / out of the borough along the Tees Road, A689, A179 and A1086.
- 5) Key inner town links, for example along Brenda Road
- 6) Inner town links and advisory cycle routes.

1.5 Whilst some of these routes have benefitted from developments for cycling, many have not meaning that cyclists have to share with vehicular traffic on at times, extremely busy roads.

1.6 Additionally, Hartlepool processes a national standard BMX track as part of the Summerhill Country Park. This facility is open access and can be enjoyed at any time. There is also a BMX cycling club linked to the track (the North East BMX Club).

C Current policy context

1.7 This Plan is set in a context of a number of national, regional and local policies and initiatives. The key ones are;

National Policies

- ***The Cycling and Walking Strategy; Investment Strategy and 'Access' fund 2016***

1.8 This represents the current Governments' thinking with the overall aim to;

"...double cycling and reduce the numbers of cyclists killed or seriously injured; and to support sustainable transport schemes which support access to work, skills, education and training, for example Cycle-Rail links."

- ***Door to Door Strategy 2013***
- ***Creating Growth, Cutting Carbon 2011***
- ***The National Infrastructure Plan 2010***

Regional / Sub-Regional Context

- ***Tees Valley's Strategic Economic Plan (SEP) / LGF application 2014. 'The Vision for the Tees Valley'***
- ***'Gearing Up For Growth' – A Cycle Tourism Strategy for the North East***
- ***Tees Valley Cycling Strategy***

Local Context

- ***The Hartlepool Vision – 2015***
- ***The Hartlepool Sustainable Modes of Travel Strategy***
- ***Coastal Communities Fund - Hartlepool Coastal Regeneration Project***

For further information

- ***Appendix 1: Cycling development – current policy context***

D Tees Valley Combined Authority

1.9 Hartlepool Borough Council is one of five Tees Valley Local Authorities that have worked in partnership in recent years, to deliver strategic transport initiatives. Together, the five Local Authorities have successfully bid for funding and delivered major sustainable transport programmes such as the £60m Tees Valley Bus Network Improvement (TVBNI) scheme, the £1.3m Local Sustainable Transport Fund (LSTF) 'Connect Tees Valley' programme and the £8.3m Local Growth Fund (LGF) 'Sustainable Access to Employment' programme.

1.10 In April 2016, the Tees Valley Combined Authority was created to drive economic growth and job creation in the area. The Combined Authority is a statutory body giving Government the certainty of structure and accountability that is necessary to devolve more significant amounts of money and levels of decision

making. Going forwards the five councils continue to operate in their own right, delivering local services to their areas, but are united as a formal Tees Valley Combined Authority on matters of economic development, transport, infrastructure and skills.

E Workplace travel surveys - 2015

1.11 Over September to November 2015 the LSTF supported Hartlepool Active Travel Hub oversaw a number of workplace travel surveys. The surveys targeted people in work in Hartlepool and aimed to assess current travel habits and what, if anything, would encourage people to adopt sustainable and active travel including cycling.

1.12 The headlines from the surveys were;

- 55% of journeys to work are 5 miles or less
- 6% usually cycle to work whilst 78% travel by car.
- 12% occasionally travel to work by bicycle
- When asked what would make you cycle or cycle more the most popular answer was *'improvements to cycle routes and facilities on site'*

For further information

➤ [Appendix 2: Hartlepool Workplace Travel surveys 2015](#)

F The health case for cycling

1.13 Numerous studies and research have shown that cycling is good for your health. Whether it is heart disease, obesity, cancer or diabetes, cycling is an exercise that can make a positive impact. Whilst the promotion and development of cycling in Hartlepool will result in many health advantages a key focus will be in efforts to reduce obesity rates in the Borough which are some of the highest in the region

For further information

➤ [Appendix 3: The health case for cycling](#)

2 The Hartlepool Cycling Development Plan

Aims and objectives

2.1 The overall **Aim** of this Plan is to;

Get more people cycling, more often and more safely

2.2 To meet this aim, the **Objectives** of this Plan are listed for two key areas, network development and promotion and associated facility development:

2.3 Network development

1. To define a strategic framework of cycle routes throughout the Borough that provide for all types of cycle journeys for all types of cyclists
2. To identify specific projects that can contribute to developing the strategic framework
3. To continue to identify new opportunities to further enhance the cycling network
4. To receive feedback and suggestions to help develop and improve the cycling network
5. To provide for the needs of cyclists at all stages of the land use planning and development control processes

2.4 Promotion and associated facility development

1. To provide signage for key cycling routes
2. To work to provide facilities that will improve the 'cycling experience' in particular safe and robust cycle parking facilities
3. To provide support to cyclists including offering cycle maintenance, travel awareness and 'Bikeability' training
4. To work with key partners in Health and Sport to promote cycling and all the values it brings
5. To work with key stakeholders in encouraging cycling as an activity, in particular schools, public organisations, the third sector and businesses.
6. To consider options for developing communal bike schemes
7. To support and develop cycle hub schemes in the Borough
8. To carry out cycling promotional campaigns and events
9. To monitor projects in order to assess effectiveness and guide future ideas

2.5 The Plan recognises all forms of cycling and the vast range of people who already cycle or have a wish to do so in the future. This encompasses all cyclists from serious club riders who cycle 100's of miles every week, to those making journeys of a couple of miles and those who want to cycle for fun, fitness and leisure.

2.6 In suggesting improvements it is recognised that the central task is about developing the whole network rather than solely concentrating on specific routes. By its nature travel is a complex activity and therefore all proposals will aim to provide additional value to the overall network to encourage more cycling whatever the reason for taking the journey.

3 Network Development

A Current network overview

- 3.1 The current cycling network in Hartlepool comprises of the following aspects;
1. Two routes as part of the National Cycle Network (NCN). The main route is NCN14. This travels from the Hart Walkway in the north to the Town Centre, Seaton Carew, Owton Manor and Greatham leaving the Borough at Cowpen Bewley in the south. There is also a small section of NCN1 on the western edge of the Borough. This is part of the Wynyard Woodland Park walkway.
 2. Key links in and out of the Borough. In addition to the NCN routes there are 5 key routes providing cycle access in and out of the Borough.
 3. Key inner Borough routes. There are a variety of cycle routes throughout the Borough that serve to link housing with retail and employment areas and provide recreational cycling opportunities.

For further information

➤ Appendix 4: *Hartlepool Cycle Network – Summary Plan*

Cycling facilities in Hartlepool

3.2 Cycling on the ground in the Borough is currently provided for by the following facilities;

1. Separate dedicated cycleways and walkways that are traffic free. These are sealed surface shared routes. The primary example is Seaton Carew promenade running north from Seaton Carew to the Hartlepool Marina.
2. Separate cycleways essentially of a bound gravel construction. These include official Public Byways, Public Bridleways (where cyclists and horse riders have a legal right of way), Cycle Tracks (where people on a pedal cycle have a legal right of way) and permissible cycle routes (where cycle access is by the permission of the landowner only, there is no legal access). Examples include the Seaton Common bridleway (a Public Bridleway) and the Summerhill Multi User route (a permissible route for walkers, cyclists and horse riders).
3. Cycle lanes alongside a main road. This is where a cycle lane has been constructed alongside a main road but not on the carriageway. An example is sections of Catcote Road that has a cycle lane running alongside on the western side.
4. Cycle lanes as part of the carriageway. This is where there is provision for cyclists as part of the road. An example is the A179 west from Hart Village.
5. Dual carriage road where there are no cycle lanes. A key example is the A689.
6. Single carriageway road where there are no cycle lanes.
7. Narrow roads where there are no cycle lanes. An example would be the roads that connect the village of Dalton Piercy.

3.3 It must be stressed that the vast majority of the current cycling network in Hartlepool is on existing roads where there is no dedicated provision for cyclists.

For further information

➤ Appendix 5: *Hartlepool Cycle Network – Current facilities*

B Outline strategy for network developments

3.4 The key principles guiding the development of the network are;

1. To cater for all types of cyclists from those who cycle great distances every week to those who simply want to cycle a couple of miles.
2. To recognise the different reasons for cycle journeys, the key ones being cycling to work, cycling for shopping, cycling as part of a leisure break, cycling for amenity and cycling for health and recreation.

3.5 The overall vision for the development of the cycling network in Hartlepool comprises of the following strategic elements;

- A. Key routes in and out of the Borough connecting Hartlepool with neighbouring areas. It includes the National Cycle Network route 14
- B. The Coastal recreational link. This aims to connect key tourist and retail attractions within the Borough which due to the nature of Hartlepool have a strong coastal link.
- C. Inner town links. These include often smaller routes that help connect housing areas to local retail and community facilities.
- D. Housing / employment links. These are links that improve access to areas of employment from major housing areas.
- E. Rural / recreational links. These are links within the Borough that primarily provide recreational cycling access. They also provide better access to employment and services. Most will concentrate on the rural areas that surround the town as well as how the town and these rural areas link together.

3.6 In addition there are two proposed strategic links that are connected to key development proposals.

- F. Wynyard link. This aims to provide cycling access to the ongoing Wynyard development, a development that spans both Hartlepool and Stockton Boroughs.
- G. Western greenway link. This aims to provide cycling access along the western edge of the town and recognises the potential housing developments highlighted for this area.

3.7 The continued development of the cycling network in Hartlepool is very much the result of partnership working. Within the Council, in addition to the Highways section key input will come from the Regeneration Section, Economic Development Team, Countryside and Rights of Way team and Planning Services. In relation to the latter cycleway development will continue to have a strong link to the Local Plan process. Externally, there are key stakeholders, locally, regionally and nationally. Examples include, local cycling clubs, partner Local Authorities and the national sustainable travel charity, Sustrans.

For further information

➤ *Appendix 6: Hartlepool Cycling Development Plan – Strategic vision*

Key actions

- **HCDP1:** Continue to develop projects around broad vision highlighted in paragraph's 3.5 and 3.6 above and consider new opportunities in the light of wider developments in Hartlepool in the future.
- **HCDP2:** Continue to maintain and develop partnerships in the implementation of the Plan, in particular with the newly formed Tees Valley Combined Authority.

C Specific project ideas

3.8 Over 2015 a number of specific project ideas have been identified for cycling developments. These ideas have been generated from a variety of sources including previous work by the Road Safety, Traffic and Transport Team and project proposals for such as the Local Growth Fund and England Coastal path National Trail. Ideas have also been generated from requests for local user feedback, issued by the Hartlepool Active Travel Hub project.

3.9 It is clear that Hartlepool is a locality that is undergoing many changes, linked to the ever developing housing, retail and employment environment. It follows that the specific project ideas highlighted are similarly subject to change, existing proposals being amended and new proposals being identified. This work should therefore be viewed as a constantly developing situation where amendments and new suggestions will be incorporated.

For further information

- Appendix 7: *Location plans for individual schemes*
- Appendix 8: *Summary of individual schemes*
- Appendix 9: *Scheme details – North*
- Appendix 10: *Scheme details – Central*
- Appendix 11: *Scheme details – South*

Key actions

- **HCDP3:** Incorporate and develop specific project ideas raised as a result of the Cycle Plan consultation process conducted over August/September 2016.
- **HCDP4:** Continue to identify and develop new project ideas.
- **HCDP5:** Bring together individual project ideas to help build a wider network of cycling routes in Hartlepool. This will include identifying specific strategic routes within and beyond the town.
- **HCDP6:** Work with Sustrans to implement the cycling propensity study for the Hartlepool Interchange.

D Analysis / criteria for setting priorities

3.10 The challenge for setting priorities is that project ideas often serve to address different objectives. Therefore a project idea that has benefits for recreation may not necessarily address the objective of linking residential areas to employment zones. Additionally, external funding schemes will often have specific priorities which may preclude some project ideas.

3.11 The list of project ideas includes an indication of which strategic objective(s) they are relevant to. Many schemes have relevance to several of the strategic objectives.

E Local Growth Fund programme

3.12 The Local Growth Fund is a Government programme that provides capital funds for projects that benefit the local area and economy. As part of the new Tees Valley Combined Authority Hartlepool is to benefit from a successful bid to the Local Growth Fund under a programme called 'Sustainable Access to Employment'. The total amount of funding for the Tees Valley is £8.3m for a programme that will run from 2016 to 2020.

For further information

- Appendix 12: *Local Growth Fund Programme*
- Appendix 13: *Proposed Local Growth Fund schemes for Hartlepool*

Key actions

- **HCDP7:** Continue to work with Tees Valley Combined Authority to advance Hartlepool projects for the Local Growth Fund 'Sustainable Access to Employment' programme. This will include implementing the two projects identified for 2016/17 and establishing a programme of further capital works for the period 2017 to 2020.

4 Promotion and development

A Signage

4.1 Cycle route signage serves to compliment development of new routes and help promote the network. The target areas for signage are;

1. Major recreational routes, most notably the National Cycle Network route 14
2. Signage linked to new cycle routes that are separate from the roadway
3. Advisory signage, particularly on routes that are shared between cyclists and walkers. Signage will emphasise the need for all users to show consideration to others.
4. Information and interpretation boards detailing cycle routes

4.2 Over 2015 a full signage survey was undertaken for the NCN route 14. This identified new signage requirements throughout the full route. Work was carried out in Spring 2016 with 41 new signs being installed.

Key actions

- **HCDP8:** Identify and implement further strategic cycle routes signage programmes.
- **HCDP9:** Implement programmes of advisory signage for shared cycle routes, including along Seaton Carew promenade.
- **HCDP10:** Identify and implement outdoor interpretation signboards featuring cycle related information including details of routes. Target areas will be; Hartlepool Interchange/Marina and key coastal routes.

B Cycle parking and associated facilities

4.3 As well as efforts to improve cycle routes work will be undertaken to provide associated facilities that support cycling and cyclists. Central to this are cycle parking facilities that provide a secure lock-up for bikes including cycle shelters. Target areas are;

1. Local businesses and enterprise zones
2. Shopping centres
3. Visitor attractions and community facilities
4. Schools and colleges.

4.4 Travel surveys have shown that associated facilities at the workplace are also a factor in encouraging people to cycle. Key aspects are showers, kit storage and drying facilities at the place of work.

Key actions

- **HCDP11:** Identify and implement provision of cycle parking facilities, targeting the 4 areas identified above.
- **HCDP12:** Construct the cycle parking lock-ups at a local business as a result of the 2016 Love to Ride cycle challenge competition.

C Training and development

4.5 A programme of cycle training and development is an important tool in supporting people who want to cycle. At the present time the council offers the following training packages;

1. Bikeability training for schools offering levels 1, 2 and 3 of the national Bikeability scheme.
2. Adult Bikeability training building skills and confidence. This includes an urban skills package supporting cycling on town roads.
3. As part of the Hartlepool Active Travel Hub a bespoke 'home to work' cycle training service was launched in 2015. This is a one to one service where trained instructors can provide advice and support to individuals to enable them to cycle to and from their place of work.
4. The team at the Hartlepool Cycle Clinic at Summerhill offer cycling training in other disciplines including mountain bike skills, junior balance bikes and BMX riding (in conjunction with the North East BMX club).
5. The Cycle Clinic team also offer training in cycle maintenance for anyone wishing to better understand and maintain their own bikes. Training is usually offered in a series of 3 courses looking at 'gears and chains', 'brakes' and 'Frames, forks and flats'.

Key actions

- **HCDP13:** Implement the Bikeability programme for September 2016 to March 2020 following the successful award of funding in July 2016.
- **HCDP14:** Continue to offer the programme of adult Bikeability training.
- **HCDP15:** Continue to offer cycle training in other disciplines.
- **HCDP16:** Organise regular training courses in cycle maintenance awareness.

D Leaflets and interpretation

4.6 Leaflets and interpretation have positive benefits in advertising cycling opportunities and encouraging use. They can include general maps and specific interpretation material linked to a set route, for example a historical trail.

4.7 Hartlepool has produced an Access and Cycling Map in a format shared by the other Tees Valley authorities. This is a very valuable document with a good sized scale map showing all Public Rights of Way, permissible routes and suggested cycle routes along with a brief text about walking, cycling, Public Rights of Way and key places of interest / countryside sites. In the near future the Council will be looking to review and reprint this valuable document including recent updates in relation to rights of way and cycling access.

Key actions

- **HCDP17:** Revise and re-print the Hartlepool Access and Cycling map
- **HCDP18:** Identify and implement interpretation initiatives for local cycle routes including a programme for key strategic routes.

E Communal and pool bike schemes

4.8 Communal bike schemes are not a new idea. The positive aspects they bring have been recognised by such as the altruistic 'free white bike' scheme operated in Amsterdam in the 1960's. The recent recognition and support for cycling has seen a number of schemes developed some, such as the 'Boris Bikes' in London, have attracted a considerable amount of media attention.

4.9 Despite the profile they enjoy communal bike schemes are a challenge to operate successfully. Key issues to consider are;

1. A scheme must operate in an area where some sort of demand can be initially identified. The London scheme benefits from a massive potential market and in an area where transport alternatives are limited, making the bikes a viable option. On the other hand, a scheme started in Lancaster funded under the Local Sustainable Transport Fund had less success and was quickly discontinued due to low use. In the set-up of a scheme having a clear idea of the market being aimed at will be important, for example, a leisure based or utility based scheme.
2. Schemes will need a considerable amount of start up investment in order to make an impression. A scheme operated in Liverpool has 140 'stations' within the city centre, roughly one every 200m. The stations hold over 1,000 bikes.
3. Schemes require a significant amount of revenue input both financial and staffing wise to operate. The key tasks include managing scheme membership and day to day use, maintaining the bikes and managing the operation of the scheme on site, for example, recovering abandoned bikes and redistributing bikes so that each station has enough bikes to serve the customers.
4. Vandalism and theft has to be a central concern of any scheme. The design of the bikes can make them less attractive to thieves wishing to profit in some way, however this does not prevent general vandalism and misuse.
5. It is clear that engaging the private sector will be vital in ensuring the viability of communal bike schemes. Although referred to as 'Boris Bikes' due to the involvement of the then London Mayor Boris Johnson, the London scheme has received high profile sponsorship from Barclays and latterly Santander.

Hartlepool Borough Council - Pool bike scheme

4.10 Pool bike schemes are a way of providing communal bikes but in a more targeted way. Thanks to a small amount of funding from the Local Sustainable Transport Fund a pilot pool bike scheme is to be launched for Council employees in 2016. Initially the scheme will provide bikes at Summerhill and the Civic Centre which will be made available for staff use during the course of their work or even as part of the journey to and from work. The bikes will include an electric powered bike and two foldable bikes. Should the scheme prove a success, additional funding will be sought to develop it further, focusing on local businesses and tourist attractions.

4.11 Pool bike schemes can also give potential support for jobseekers by providing an effective means of transport for those currently looking for work. Countrywide schemes have been developed linked to local job centres.

Key actions

- **HCDP19:** Manage and develop the Hartlepool Borough Council pool bike scheme including looking for opportunities for further development within the Council and beyond.
- **HCDP20:** Work with local job centres to develop communal bike schemes linked to those seeking work.

F Cycle hub development

4.12 Cycle hubs are centres that cater for cycling. Their set-up and organisation can differ slightly but generally they include a premises that has bike storage, bike parking, bike maintenance space and a recreational area including a cafe. They can offer cycling training, events, information on local cycling routes and guided bike rides. Additionally some hubs offer a bike recycling service, taking in and refurbishing old bikes. This aspect is often linked to community development (e.g. bikes refurbished for asylum seekers or for export to less developed countries). Finally cycle hubs can train and develop volunteers who can assist in monitoring local cycle facilities, leading guided cycle rides and supporting the general running of the hub.

4.13 In Hartlepool the Cycle Hub is based at the Summerhill Visitor Centre and managed by the Hartlepool Cycle Clinic. This hub offers bike maintenance, cycle skills training and provides an access to cycling facilities at Summerhill, most notably the competition standard BMX track. The Visitor Centre also has meeting rooms, a cafe, a changing room and some space to park bikes.

4.14 Opportunities to consider future cycle hubs will be explored. One such location for consideration is Hartlepool Rail Station/Interchange linked to the Hartlepool Vision proposals for the Church Street area.

Key actions

- **HCDP21:** Continue to support the Hartlepool Cycle Hub based at the Summerhill Visitor Centre
- **HCDP22:** Explore options for developing further cycle hubs in Hartlepool targeting the Town Centre, Marina and Hartlepool Interchange.

G Partnership working

4.15 In efforts to get more people cycling, more often and more safely the importance of working with key partners and stakeholders cannot be overstated. Work will continue to build upon what has been achieved in the following broad areas.

1. Local users and local residents provide a vital input on the ground, highlighting issues and opportunities. Recent work by the Hartlepool Active Travel hub has included general media calls for local people to offer ideas and suggestions. The operation of The Hub in Stockton, managed by Sustrans,

has demonstrated the value volunteers can bring to the development of cycling. The Hub have team of over 30 local volunteers, many of which are involved in leading guided bike rides aimed at a wide range of users.

2. As part of the Combined Authority Hartlepool is able to benefit from its Tees Valley partners to assist in the development and promotion of cycling. Examples include support from Cycle hubs in Middlesbrough, Stockton and Darlington, advice from other Sustainable Travel Officers and an input from the Darlington 'Local Motion' team.
3. Hartlepool is also able to benefit from support from National, regional and local organisations promoting cycling and sustainable travel. Key examples include the national sustainable travel charity, Sustrans and sustainable travel promotional 'not for profit' organisation, Modeshift. Assistance can also come from specialist consultants. The support can include detailed design work, applying national research and development to benefit at a local level.

Key actions

- **HCDP23:** Continue to work with key partners in the delivery of the Hartlepool Cycling Development Plan, in particular partnerships built through the Tees Valley Combined Authority.
- **HCDP24:** Work with Sustrans to develop a cycle volunteer programme in Hartlepool linked to establishing a programme of local guided bike rides.
- **HCDP25:** Implement projects as part of the Sustainable Transport Transition Year '2016/17 Connect Tees Valley' programme and develop projects in relation to the Access Fund '2017-2020 Connect Tees Valley' programme.

H Monitoring

4.16 Monitoring the existing cycling network and new developments is important in being able to establish whether measures to make improvements through new cycle routes or promotional work is having a positive effect. Whilst the nature of the network and budget restrictions limit what can be realistically monitored, number monitoring through cycle counters is possible in select locations.

4.17 At the present time Hartlepool has 7 cycle counters. These are currently monitored by Middlesbrough Borough Council as part of their centralised monitoring system. The counters are located as follows;

1. A689 Sappers Corner
2. Catcote Road, North of Brierton Lane
3. A178 Coronation Drive, South of Mainsforth Terrace
4. King Oswy Drive, Tempest Road
5. Burn Valley Gardens Bowling Green (from Sept 2002)
6. B1276 Seaton Lane, East of B1277 Brenda Road (from Sept 2002)
7. North Cemetery, South of Marton Street (from Sept 2002)

4.18 The current counter data management system became operational in April 2011. Looking at the statistics for the average daily cycle flow for all 7 locations combined, not surprisingly there is a clear trend for more counts during the summer months hitting a peak in July. The low point is December/January. The low point

count is about a 1/3rd of the highest count demonstrating the marked reduction in cycling over the winter.

4.19 Allowing for data errors and counter malfunction overall the counters show an increase in cycling between 2011 and 2015. Over this period the total and average daily flows for all counters is as follows;

Year period	Total count	Average daily flow over the year
April 2011 to March 2012	86,390	35.19
April 2012 to March 2013	92,884	40.44
April 2013 to March 2014	123,268	48.18
April 2014 to March 2015	127,111	50.40
April 2015 to March 2016	115,549	48.92

4.20 In addition to cycle counters monitoring is also undertaken through general customer feedback and from travel surveys. Over 2015 a number of workplace travel surveys were undertaken by the Hartlepool Active Travel Hub. These helped establish how people travel at the moment and what, if anything, will make them adopt more sustainable travel habits including cycling.

For further information

- Appendix 14: *Location of cycle counters – March 2016*
- Appendix 15: *Cycle counter data – April 2011 to March 2015*

Key actions

- **HCDP26:** Continue to manage the existing cycle counters in Hartlepool.
- **HCDP27:** Install further cycle counters linked in particular to schemes being implemented as part of the Local Growth Fund programme.

5 Summary list of appendices

Appendix 1: *Cycling development – current policy context*

Appendix 2: *Hartlepool Workplace Travel surveys 2015*

Appendix 3: *The health case for cycling*

Appendix 4: *Hartlepool Cycle Network – Summary Plan*

Appendix 5: *Hartlepool Cycle Network – Current facilities*

Appendix 6: *Hartlepool Cycling Development Plan – Strategic vision*

Appendix 7: *Location plans for individual schemes*

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Appendix 9: *Scheme details – North*

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Appendix 12: *Local Growth Fund Programme*

Appendix 13: *Proposed Local Growth Fund schemes for Hartlepool*

Appendix 14: *Location of cycle counters – March 2016*

Appendix 15: *Cycle counter data – April 2011 to March 2015*

6 Reference information

- i. Department for Transport – National Travel Survey 2014
- ii. Gateshead MBC – Gateshead Cycling Strategy 2011
- iii. Middlesbrough Borough Council – Middlesbrough Council Cycling Strategy; February 2012
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