

## **Haydon Bridge Neighbourhood Plan**

### **Mobility and Transport**

Objective: We will seek to reduce the negative impact road traffic has on Haydon Bridge and enhance sustainable travel, using public transport, cycle routes and the existing network of bridle paths and footpaths. Active travel routes within the Parish boundaries should be identified and maintained and connectivity to local communities, particularly Hexham, enhanced through sustainable routes.

#### **Road Traffic**

1. Car Parking. There is a shortage of car parking within the village both for residents and visitors. Support will be given to the provision of additional car parking.
  - 1.1. Areas of additional car parking west of Inner Haugh Mews and the Eland are potential sites. These could be provided with short stay overnight campervan parking which has proved successful in encouraging tourism in similar village locations.
2. Electric Car Charging points. Support will be given for the provision of electric car parking points within the village.
  - 2.1. Potential locations for car charging points would be in any new car parking area, The Eaand and Strother Close/Church Street junction.
3. Car Sharing 'Club'. Support will be given for the development of a car sharing club.
  - 3.1. Car sharing clubs could be funded by members or provided by an external organisation and potentially use electric/hybrid vehicles with at least some element of renewable energy generated from solar/wind power provided in the village.

#### **Public Transport**

4. Enhanced Public Transport Routes. Support will be given for the enhancement of public transport provision for the village both in terms of additional routes and timetables.
  - 4.1. The provision of bus routes east and west of the village is good whereas the north south routes are poor/none existent. Train timetables could be greatly enhanced to encourage commuting by trains along the Tyne Valley.

#### **Footpaths, Byways and Bridleways**

5. Development and maintenance of the present network. Support will be given to developing and maintaining the present network of footpaths, byways and bridleways. See Appendix I.
  - 5.1. Support new links to connect existing footpaths, byways and bridleways.
  - 5.2. Support new footpaths, including the formalisation and inclusion on the 'Definitive Map' of identified paths by tradition.
  - 5.3. Support the alteration/development of footpaths for use by disabled persons, parents with pushchairs etc.

- 5.4. Support an 'Adopt a footpath' scheme where residents could adopt a footpath, byway, bridleway and ensure its accessibility and maintenance.

## **Cycling**

6. Encourage residents to use cycling as a mode of transport for leisure and commuting. See Appendix II.
  - 6.1. Support the use of cycling routes within the parish for recreational use and wellbeing both on roads and on byways/bridleways.
  - 6.2. Support new cyclepaths to the west and east of the village for connectivity to Hexham/Haltwhistle for commuting and shopping.
  - 6.3. Support the development of secure cycle parking within the village.
  - 6.4. Support the provision of electric bike charging points in the village.

## Appendix I

Responses given regarding footpaths at the February 2020 consultation event:

Footpaths:

- Path to Limestone to be adopted I hope
  - More circular walking routes on north side of river.
  - Walk to Plunder Heath – nettles in summer make it impossible.
  - Some kind of footpath north west above bypass.
  - Accessible paths for pram/push chair – near Anchor, to Rattenraw, so mums and dads can enjoy riverside.
  - Footpath on old railway Elrington and Langley.
1. **Paths by Tradition.** Paths which are not currently on NCC Definitive Map will be identified and evidence gathered for twenty year usage. Currently the path from the bottle bank to 'Limestone' is the only such identified path. The path on the north bank of the South Tyne from the old bridge to Brigwood was included on the Definitive Map approximately ten years ago following a Public Enquiry. This path could potentially be extended eastwards.
  2. **Links and Path Amendments.** These are small amendments to existing paths which would make them more user friendly. Of particular note currently is the lack of a link to the Spring Wood path at the top of Cemetery Road where there is no alternative but to walk along the roadside to the start of the path. This can be dangerous as a blind corner on the road immediately precedes the roadway. The path following the route of the old (old) A69 to the bottle bank and to Limestone has an extremely steep slope on the eastern end. This steeped at low cost or the gradient reduced by cut and fill at greater cost. Photos needed.
  3. **Adopt a Path Scheme.** Maintenance is an on-going issue with all paths and the resources of NCC are limited in terms of surveying footpaths, bridleways and byways. Volunteers could be sought and officially appointed by the Parish Council to adopt a path and take responsibility to reporting to NCC when maintenance was required. Small maintenance actions could be carried out by the volunteers depending on their willingness and ability. An annual report to the PC could be made of the activities.
  4. **Walks from Haydon Bridge.** The Parish Council has published a number of excellent guides to walks around Haydon Bridge, these include two 'John Martin Trails'. These are available in the Bridge but could be more widely distributed and issued freely (current price 20p).
  5. **New Paths/Bridleways.** The disused Allendale Railway has a huge potential as a longer distance footpath and bridleway. It passes partially through the southern parts of the Parish. There is no right of access to the former line and representation could be made using the Parish Councils contacts for a permissive use.

## Appendix II

Responses given regarding cycling and cycling routes at the February 2020 consultation event:

- Cycling
- Cycle route to Hexham.
- Cycle route to Hexham looks a brilliant idea.
- Would support a traffic free cycle route to Hexham and possibly Haltwhistle.
- Cycle route to Hexham in terms of 'bang for buck' hits so many positives – future proof Haydon Bridge, healthy transport, economic benefit with Councils etc.
- I cycle commute to Hexham and would use traffic free cycle route especially in dark winter months.
- Cycle route good idea.
- Cycle route to Hexham EXCELLENT.
- Strongly support cycle track to Hexham. Would use frequently.
- Cycle route to Hexham brilliant idea.
- Cycle route to Hexham beneficial to all.
- I support the cycle route from Haydon Bridge to Hexham and Route 72.
- Totally support cycle route to Hexham from Haydon Bridge.

### 1. Haydon Bridge to Hexham Cyclepath.

There was great enthusiasm for an off road cycle route at the Community Consultation event I held in February 2020.

Cycle routes to provide connectivity between communities are strongly supported by the National Planning Policy Framework, through Northumberland County Council's Draft Local Plan and the central government Neighbourhood Plan guidance document – Neighbourhood Plan Road Map – Step by Step Guide.

A potential route for a Haydon Bridge to Hexham cycleway which linked up with the existing Hexham to Warden Bridge route was developed by the Neighbourhood Plan working group. This follows the route of the A69 footpath eastwards from the village to join the old deregulated A69 eastwards. Where this joins to A69 a cycle path alongside the road would have to be constructed. The path diverts from the A69 after approximately one and a half miles to follow the Greenshaw Plain bridleway to Warden Bridge. There is a short stretch of un-classified track between the bridleway and Warden Bridge. The route is shown on Figure 1. Photos needed.

The construction and upgrading of the path would be expensive. Costs are not known without a feasibility study being carried out.

NCC Sustainable Transport Group have developed plans for twelve cycle schemes in the largest towns of Northumberland. They will not fund the Haydon Bridge to Hexham cycleway although they support it in principle.

Hexham Town Council have enthusiastically supported the scheme and see it as part of a cycleway that also connects Corbridge with Hexham. However, no financial support is available.

The local MP, Guy Opperman strongly supports the cyclepath.

The strongest and most useful support for the cyclepath has come from Sustrans, who see it's development as part of the changes to the National Cycle Route 72, where the present route would be diverted from the Stanegate to pass through Haydon Bridge on and onwards to the Cill. Sustrans have a long term aim for all of their national routes to be off road and this scheme fits well into this. There would be considerable benefits to Haydon Bridge in having route 72 pass through it in terms of tourism, in addition to the easy commuting and shopping access to Hexham it would give.

## **2. Cycle Routes on and off road around the Parish**

The Haydon Bridge and Haydon Parish Development Trust have produced a cycling leaflet with a number of routes from the village, as well as the three routes of the Haydon Hundred annual cyclo-sportif.